



**Champaign County Board
Highway & Transportation Committee
County of Champaign, Urbana, Illinois**

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MINUTES – SUBJECT TO REVIEW AND APPROVAL

DATE: Friday, June 6, 2014
 TIME: 9:00 a.m.
 PLACE: Highway Building Conference Room
 1605 East Main, Urbana, IL

Committee Members

Present	Absent
Lorraine Cowart (Chair)	
Lloyd Carter (Vice Chair)	
Christopher Alix	
John Jay	
Jim McGuire	
	Diane Michaels
Max Mitchell	
Michael Richards	

County Staff: Jeff Blue (County Engineer), Deb Busey (County Administrator), Tracy Wingler (Highway Maintenance Supervisor), Linda Lane (Recording Secretary)

Others Present: Pattsy Petrie (County Board Member), Bill Vavrik (Applied Research Associates)

MINUTES

I. Call to Order

Committee Chair Cowart called the meeting to order at 9:03 a.m.

II. Roll Call

A verbal roll call was taken and a quorum was declared present.

III. Approval of Agenda/Addendum

A. Highway & Transportation Committee Meeting – June 6, 2014

MOTION by Mr. Jay to approve the agenda; seconded by Mr. Mitchell. Upon vote, the **MOTION CARRIED unanimously.**

IV. Public Participation

None

V. Approval of Minutes

A. May 9, 2014

MOTION by Mr. Mitchell to approve the May 9, 2014 Highway & Transportation meeting minutes; seconded by Mr. Richards. Upon vote, the **MOTION CARRIED unanimously.**

44 VI. **County and Township Motor Fuel Tax Claims – May 2014**
 45 **MOTION** by Mr. Alix to receive and place on file the County and Township Motor Fuel Tax Claims for May
 46 2014; seconded by Mr. Carter. Upon vote, the **MOTION CARRIED unanimously.**
 47

48 VII. **Resolution Appropriating \$138,000.00 from County Motor Fuel Tax Funds and Authorizing the County**
 49 **Board Chair to Sign a Contract for Pavement Management Study – Section #005-00401-02-ES.**
 50 Mr. Blue stated they had received a proposal from Applied Research Associates (ARA), the company that
 51 has been doing the pavement study for the past five years. He noted that the proposal is for five years
 52 but the resolution is only for three years with the ability to extend the contract for two years. Mr. Blue
 53 explained that by using this system they have been able to extend asphalt pavement life and schedule
 54 maintenance in a timely manner. He summarized many advantages of this pavement management
 55 system. Mr. Blue asked the committee for approval of a three year contract with an option to extend for
 56 five years.
 57

58 **MOTION** by Mr. Mitchell to approve; seconded by Mr. McGuire.
 59

60 Mr. Alix commented that expectation with the federal mandate would mean more providers. Mr. Blue
 61 responded that ARA has the ability to do strength indication and others have systems that take longer
 62 and cost more. Mr. Blue stated the federal highway’s number one priority in pavement advantage is
 63 located in Champaign, given the County an advantage. He recognized that there will be more players, but
 64 it is unknown if there will be anyone regional. Mr. Blue said others would have to come to us, probably at
 65 a higher cost. Mr. Alix asked if the contract is the same as the proposal or if there was separate contract
 66 language. Mr. Blue said the contract is the proposal and the terms are in the back. Mr. Alix asked that the
 67 State’s Attorney to look over the terms.
 68

69 Mr. Carter wondered why the vendor isn’t required to have a bond and that it appears as if the County is
 70 taking all the risk. Mr. Blue stated that there is no risk to the County because ARA insures and maintains
 71 all the equipment. Mr. Vavrik confirmed the County has zero risk. He said that no bond is needed because
 72 they don’t actually touch the infrastructure. He said it’s just like any other vehicle being on the road and
 73 that all equipment is non-destructive. Mr. Vavrik agreed to remove or change any clause in the terms and
 74 conditions if necessary. He summarized the federal regulation requirements that are to take effect by
 75 2018 for metro planning organizations. He felt the County was in a unique position to have a provider
 76 locally. Mr. Vavrik pointed out that they provide their services all over the country and that all their
 77 engineers have either a master’s degree or PhD. He also acknowledged that the mandate will likely create
 78 more competition, but companies will have to hire a different level of person than they are used to. Mr.
 79 Vavrik indicated that the national recommendation for a pavement management system is 2-4% of
 80 construction dollars, and based on the County’s expected funding stream over the next five years ARA’s
 81 proposal is at 1-1/2%, mainly because of their location in the County. Mr. Vavrik summarized other
 82 advantages of ARA and pavement management systems.
 83

84 Mr. Maxwell stated that it’s a matter of choices and being able to justify those choices as resources
 85 become more limited. He also voiced concern that the contract is over \$30,000 and wondered if they
 86 should have done an RFQ. He noted that there are others who can do this type of work but that it may be
 87 done differently. Mr. Maxwell said he would like to see the County adhere to the RFQ policy. Ms. Busey
 88 explained that under the QBS process there is no requirement for an RFQ if there is an established
 89 positive working relationship. She said services are left to the discretion of the governing body and the
 90 RFQ policy is for hard materials. Mr. Maxwell felt they owe it to the community to put out an RFQ.
 91

92 Mr. Jay felt the decision should come from Mr. Blue and doesn’t want the committee to micro-manage
 93 his job. Mr. McGuire thought it wouldn’t be worth spending money on an RFQ. He stated that if more
 94 people get into the field it may become an issue, but that the market isn’t there now. He felt that this has
 95 saved money to support other projects.

96 Mr. Alix thinks they should utilize a system like this and felt the cost will return many times over. He
97 stated he is on the fence about an RFQ. He continued by saying if things change they should look at an
98 RFQ. Mr. Blue responded that if the price would have had risen significantly he would have looked at
99 other options. He summarized why ARA is a good choice now.

100
101 Upon vote, the **MOTION CARRIED unanimously.**

102
103 **VIII. Resolution Appropriating \$392,403.00 from County Motor Fuel Tax Funds and Authorizing the County**
104 **Board Chair to Sign an Intergovernmental Agreement with the City of Urbana for the Reconstruction of**
105 **Philo Road – Section #11-00504-01-PV.**

106 Mr. Blue explained that MFT funds can be used for fringe road projects if there is an intergovernmental
107 agreement. He stated the project is complete and that the agreement is for the County's 50% share of
108 the Philo Road project. **MOTION** by Mr. Richards to approve; seconded by Mr. Alix

109
110 Mr. Jay asked how many fringe road agreements remained. Mr. Blue answered Lincoln Avenue, a small
111 part of Prospect Avenue, and Curtis Road. Mr. Jay voiced concern that fringe roads can take a lot of
112 money and would like to get out fringe road agreements. Mr. Alix commented that where they go with
113 agreements is up to the board in the future. He felt the city did a good job controlling costs. Ms. Petrie
114 noted that since the agreement originated, the boundary has been moved south. She asked how much
115 that extension is costing. Mr. Blue thought between \$50,000-\$100,000. Upon vote, the **MOTION**
116 **CARRIED unanimously.**

117
118 **IX. Resolution for Contract Award Authority to County Engineer – Tolono-Champaign Section #12-29988-**
119 **00-BR.**

120 Mr. Blue asked for contract award authority for a township bridge project that is being bid June 18 and
121 needs to be done this summer. He noted that this has been done before as long as the cost is no higher
122 than 10% of the engineer's estimate. **MOTION** by Mr. Jay to approve; seconded by Mr. McGuire. Mr. Alix
123 asked what road was involved. Mr. Blue responded Old Church Road. Upon vote, the **MOTION CARRIED**
124 **unanimously.**

125
126 **X. Designation of Items to be Placed on the Consent Agenda**

127 Items VIII and IX are to be placed on the consent agenda. Mr. Richards asked that VII be put on the
128 regular board agenda.

129
130 **XI. Other Business**

131 Mr. Blue stated that he had no agenda items for July and didn't expect any contracts to come in. He
132 thought the only reason to have a meeting in July would be if the contract for the Tolono-Champaign
133 project came in higher. It was agreed that the July meeting would be cancelled.

134
135 Mr. Blue noted that they currently have a uniform contract for engineers and mechanics, and that the
136 costs have gotten out of control, reaching \$5-6,000/year. He would like to have an allowance instead for
137 the engineers. Ms. Cowart asked Ms. Busey if they hadn't done something a few years ago with this. Ms.
138 Busey said it needed to be talked about because it could have implications on taxes if paid direct to the
139 employees. Mr. Mitchell asked what cost Mr. Blue was thinking per head. Mr. Blue answered \$3-400 per
140 head per year. Mr. McGuire asked Mr. Blue if maintenance would be changed also. Mr. Blue responded
141 that it would not. Mr. McGuire asked if the engineers were covered under a contract. Ms. Busey said it
142 would be the AFSCME contract and didn't think it's addressed.

143
144 **XII. Adjournment**

145 There being no further business, Ms. Cowart adjourned the meeting at 9:55 a.m.

CHAMPAIGN COUNTY HIGHWAY DEPARTMENT

JEFF BLUE
COUNTY ENGINEER

1605 E. MAIN STREET

(217) 384-3800
FAX (217) 328-5148

URBANA, ILLINOIS 61802

August 8, 2014

COUNTY MOTOR FUEL TAX CLAIMS FOR JUNE

<u>Req. No.</u>	<u>Payee</u>	<u>Description</u>	<u>Amount</u>
41	Emulsicoat, Inc.	572 Gal. HFE-90	1,430.00
42	Open Road Asphalt	7.32 T. Cold Mix	878.40
43	Sherwin Industries, Inc.	Cracksealer	7,200.00
44	Champaign County Treasurer	County Equipment Rental - May	19,555.98
45	Voided		
46	Emulsicoat, Inc.	215 Gal. HFE-90	537.50
47	Harsco Minerals International	4,058 T. Boiler Slag	81,172.20
48	JN & JM Farms, LLC	ROW Purchase – CH.1 (Dewey-Fisher Rd) Section #12-00432-00-RS	4,130.00
49	Alice M. Winburn	ROW Purchase – CH.1 (Dewey-Fisher Rd) Section #12-00432-00-RS	1,380.00
50	Lehigh Hanson	231.67 T. Aggregate	2,602.22
51	Fehr Graham Engineering	Engineering & ROW Fees – CH. 1 Section #12-00432-00-RS	24,554.08
52	Emulsicoat, Inc.	192 Gal. HFE-90	480.00
			<hr/>
			\$143,920.38

TOWNSHIP MOTOR FUEL TAX CLAIMS FOR JUNE

<u>Req. No.</u>	<u>Payee</u>	<u>Description</u>	<u>Amount</u>
36	Tuscola Stone Company	Crittenden – 132.9 T. CA-1	1,923.07
37	Vulcan Materials	Rantoul – 47.48 T. CA-16	474.80
38	Vulcan Materials	Rantoul– 234.13 T. CA-16	2,341.30
39	Lehigh Hanson	Stanton – 131.01 T. CA-15	2,056.86
40	Tuscola Stone Company	Urbana – 45.82 T. CA-15	758.44
			<hr/>
			\$7,554.47

CHAMPAIGN COUNTY HIGHWAY DEPARTMENT

JEFF BLUE
COUNTY ENGINEER

1605 E. MAIN STREET

(217) 384-3800
FAX (217) 328-5148

URBANA, ILLINOIS 61802

August 8, 2014

COUNTY MOTOR FUEL TAX CLAIMS FOR JULY

<u>Req. No.</u>	<u>Payee</u>	<u>Description</u>	<u>Amount</u>
53	Midwest Engineering & Testing	Pavement & Coring Testing - Compromise Section #14-06435-00-RS	750.00
54	Newman Traffic Signs	Warning Signs	1,090.65
55	Jeff Blue	Reimbursement – NCUTCD Meeting Expenses – Minneapolis, MN 6/25-6/28/14	1,435.81
56	Lehigh Hanson	65.47 T. CM-1101; 40.43 T. CA-6/10	1,228.69
57	Open Road Asphalt Company	3.48 T. Cold Mix	417.60
58	Open Road Paving	Pay Estimate #1 – CHS. 20 & 11 Section #13-00434-00-RS	652,246.00
59	Fehr Graham Engineering	ROW Purchase – CH.1 (Dewey-Fisher Rd) Section #12-00432-00-RS	2,218.07
60	Lehigh Hanson	68.89 T. CA-6/10	716.46
61	Champaign County Treasurer	County Equipment Rental - June Section #12-00432-00-RS	19,627.74
62	Chicago Title Company	Title Search – CH. 1 #12-00432-00-RS 5 Parcels	1,015.00
63	Voided		
64	Illiana Construction Company	39,980 Gal. HFE-90, Furnish & Spread; 1,200 T. Boiler Slag, Spread, Roller & Operator	101,852.60
65	Chicago Title Company	Title Search – CH. 1 #12-00432-00-RS 2 Parcels	406.00
			<hr/> \$783,004.62

TOWNSHIP MOTOR FUEL TAX CLAIMS FOR JULY

<u>Req. No.</u>	<u>Payee</u>	<u>Description</u>	<u>Amount</u>
41	Illiana Construction Company	Brown – 28,307.84 Gal. HFE-90	67,089.60
42	Summers Trucking	Colfax – 133.10 T. CA-15	22,462.74
43	Summers Trucking	Colfax – 431.59 T. CA-6/10	5,891.20
44	Illiana Construction Company	East Bend – 1,468 Gal. HFE-90 44.0 T. Aggregate, Spread	3,666.16
45	Vulcan Materials	Rantoul – 181.77 T. CA-16	1,817.70
46	Vulcan Materials	Rantoul – 251.29 T. CA-16	2,512.90
47	Vulcan Materials	Rantoul – 469.29 T. CA-16	4,692.90
48	Summers Trucking	Sadorus – 499.39 T. CA-16	7,216.19
49	Illiana Construction Company	Sadorus - 33,910 Gal. HFE-90 1,017 T. Aggregate, Spread	84,688.95

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URBANA, ILLINOIS 61802

August 8, 2014

TOWNSHIP MOTOR FUEL TAX CLAIMS FOR JULY(continued)

<u>Req. No.</u>	<u>Payee</u>	<u>Description</u>	<u>Amount</u>
50	Illiana Construction Company	Tolono -17,621 Gal. HFP 300.962 Gal. HFE-90	47,936.76
51	Illiana Construction Company	Pesotum – 38,741 Gal HFE-90 574 T. Aggregate Spread	93,070.67
52	Illiana Construction Company	Colfax – 27,050.55 Gal. HFE-90	64,109.82
53	Langley Trucking, Inc.	Harwood – 160.95 T. CA-6/10	2,087.52
54	Tuscola Stone Company	Philo – 1,459.44 T. CA-15	22,986.26
55	Illiana Construction Company	Scott – 5,081 Gal. MC-30 27,924.92Gal. HFE-90	85,489.95
56	Langley Trucking, Inc.	St. Joseph – 228.37 T. CA-15	4,154.05
57	Tuscola Stone Company	Urbana – 328.83 T. CA-15	5,507.97
58	Illiana Construction Company	St. Joseph – 34,275.5 Gal. HFE-90	81,232.95
59	Illiana Construction Company	Urbana – 15,926.29 Gal. HFE-90	37,745.32
60	Illiana Construction Company	Newcomb – 34,352 Gal. HFE-90 1,030 T. Aggregate, Spread	85,791.74
			<hr/> \$730,151.35

RESOLUTION NO.

RESOLUTION APPROPRIATING \$28,978.00 FROM
COUNTY MOTOR FUEL TAX FUNDS FOR
CHAMPAIGN COUNTY'S SHARE OF THE
CHAMPAIGN-URBANA URBANIZED AREA TRANSPORTATION STUDY
SECTION #14-00000-00-ES

WHEREAS, The County Board of Champaign County is desirous of entering into a contract to have the following study performed under the Illinois Highway Code, designated at Section #14-00000-00-ES:

CHAMPAIGN-URBANA URBANIZED AREA TRANSPORTATION
STUDY; and

WHEREAS, the proposed study consists of the County of Champaign's annual contribution to the Champaign County Regional Planning Commission and its share of funding the above mentioned study.

NOW, THEREFORE, BE IT RESOLVED, That there is hereby appropriated the sum of Twenty-eight Thousand Nine Hundred Seventy-eight Dollars (\$28,978.00) from County Motor Fuel Tax Funds for the County's share; and

BE IT FURTHER RESOLVED, That the County Clerk is hereby directed to transmit two (2) certified copies of this resolution to Mr. Kensil Garnett, District Engineer, Illinois Department of Transportation, Paris, Illinois.

PRESENTED, ADOPTED, APPROVED and RECORDED this 21st day of August A.D., 2014.

Alan Kurtz, Chair
Champaign County Board

ATTEST: _____
Gordy Hulten, County Clerk and
ex-Officio Clerk of the County Board

Prepared by: Jeff Blue
County Engineer

I, Gordy Hulten, County Clerk in and for said County, in the State aforesaid, and keeper of the records and files thereof as provided by statute, do hereby certify the foregoing to be a true, perfect and complete copy of a resolution adopted by the County Board of Champaign County, at its County Board meeting held at Urbana, Illinois on August 21, 2014.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seal of said County at my office in Urbana in said County, this _____ day of _____ A.D. 2014.

(SEAL)

County Clerk

APPROVED

Date

Department of Transportation

District Engineer



CUUATS

CHAMPAIGN URBANA URBANIZED AREA
TRANSPORTATION STUDY

1776 East Washington Street
Urbana, IL 61802

Phone 217.328.3313

Fax 217.328.2426

www.ccrpc.org

TO: Champaign County Highway and Transportation Committee

FROM: CUUATS Staff

DATE: 8 August 2014

RE: Long Range Transportation Plan: Sustainable Choices 2040

REQUESTED ACTION: For review only, no action requested

BACKGROUND:

What is the LRTP?

The Long Range Transportation Plan (LRTP) is a document that details how the local area transportation system should evolve over the next 20 years. The Federal Highway Administration (FHWA) requires its update every five years in order for communities in urbanized areas to receive federal and state funding for transportation projects. The Champaign Urbana Urbanized Area Transportation Study¹ (CUUATS), a program of the CCRPC, is the agency responsible for updating the LRTP.

The Champaign-Urbana Long Range Transportation Plan: *Sustainable Choices 2040* will anticipate future conditions and outline issues that should be considered when confronting those conditions. The CUUATS LRTP planning process helps coordinate how the region will address future transportation needs with the end-goal to foster an efficient, convenient, safe, secure, and sustainable transportation system. In addition, the LRTP will identify broad policy goals and objectives associated with strategic actions and performance measures to improve regional mobility and support sustainability and economic growth in the Champaign-Urbana region. As a community transportation policy document, *Sustainable Choices 2040* sets the direction for future investments and enhances the findings of *Choices 2035*, Champaign-Urbana's previous LRTP.

What goes into the LRTP?

LRTP: *Sustainable Choices 2040* uses many different types of data to clearly define the region's transportation issues and identify strategies to address them:

- Traffic counts and existing traffic conditions
- Traffic control device inventories (stop signs, traffic signals, etc.)
- Intersection and roadway segment geometries (number of lanes, lane widths, etc.)
- Transportation infrastructure performance data
- Land use inventories
- Current population and other demographic data and projections through 2040
- Current employment data and projections through 2040
- Publically available data (US Census Bureau, US/IL DOT, local municipalities, and more)
- Statistical modelling tools (land use, air quality, livability, public health, and more)
- Public involvement (30+ outreach events/meetings, 1,500+ comments)
- Anticipated future land use information (from local planning departments)

¹ The Champaign County Regional Planning Commission (CCRPC) is the Metropolitan Planning Organization (MPO) for the Champaign-Urbana urbanized area. Within the CCRPC, the Champaign-Urbana Urbanized Area Transportation Study (CUUATS) has been designated the transportation planning entity. CUUATS staff is responsible for updating the LRTP as well as other federally mandated transportation planning documents. The member agencies of CUUATS are the City of Champaign, the City of Urbana, the Village of Savoy, the University of Illinois, the Champaign Urbana Mass Transit District (CUMTD), the Illinois Department of Transportation (IDOT), and CCRPC.

What is in the LRTP?

LRTP: *Sustainable Choices 2040* will contain information on our existing transportation system; goals, objectives, and performance measures for implementation; budgeted transportation projects; and illustrative or “wish list” transportation projects that local agencies would like to see implemented in the future; as well as an overall vision for the future transportation system. Since 2004, CUUATS has been tracking data-driven performance measures to monitor progress towards the attainment of specific goals and objectives delineated in previous LRTP documents related to transportation, land use development, safety, multi-modalism, accessibility, connectivity, air quality, and other planning factors. With that foundation, CUUATS staff has identified new performance measures and associated targets to reflect the vision and goals of the LRTP: *Sustainable Choices 2040*. The performance-based investment decisions and targets that will be included in the plan are coordinated with those of relevant national, state, and local agencies, including IDOT and public transportation providers, as well as local planning studies and comments received from the public.

What is the vision for our future transportation system?

The LRTP: *Sustainable Choices 2040* has an overall mission to offer sustainable transportation choices within the region that will help balance the economic, environmental, and social aspects of urban growth and development. This overall mission has been developed around six major themes, (see box to the right), that are a result of extensive research and data collection (LRTP 2040, Chapters 2-7) and an ambitious and innovative public outreach campaign (LRTP 2040, Chapter 8). This includes understanding the use and maintenance of the existing regional transportation system as well as its relationship with issues such as fluctuating energy costs, climate change, environmental preservation, and public health. This overarching vision of sustainability is supported in the transportation realm by planning goals that federal, state, and local area transportation and land use plans share.

What does the LRTP impact residents?

The LRTP: *Sustainable Choices 2040* will serve as a blueprint for both transportation and land use development over the next 25 years. Residents might experience shorter travel times, fewer cars on the roads, more people using transit, riding bicycles, or walking to do every day errands or commute to work. Residents and visitors might also take advantage of high speed rail to travel to Chicago, St. Louis, or Indianapolis for work, education, family, shopping, or recreation. Our goal is to increase mobility and the overall quality of life in the region while decreasing traffic crashes and congestion as we implement the activities and projects detailed in the plan.

For more information on the LRTP and other CUUATS initiatives, our website is a great place to start: www.cuuats.org. A draft of the LRTP 2040: Sustainable Choices plan is available there: www.cuuats.org/lrtp/documents/lrtp-2040-draft

Safety and Security

- Traffic safety
- Emergency evacuation
- Commodity flows
- Food security

Do not feel safe using roadways on a bike (I almost got hit)

Balanced Development

- Historic preservation
- New construction
- Infill development
- Environmental preservation

NEIGHBORHOOD SEGREGATION (racial ethnic economic) INCLUSIVE COMMUNITIES all together now

Multimodal Connectivity

- Provision and coordination of different transportation modes to get everywhere

HIGH SPEED RAIL

Accessibility and Affordability

- Equal Access
- Equity
- Diversity
- Education

SENIORS Low income families need easy access

Healthy Neighborhoods

- Public Health
- Mixed Use, Compact Development
- Ecology
- Recreation

more compact development more services in walking & biking distances

Resilient Economy

- Diverse economy
- Infrastructure
- UIUC/Parkland College
- Financial stability

less growth ILLINOIS IN THE RED Higher Taxes. Retirees may leave



10

GOALS, OBJECTIVES, & PERFORMANCE MEASURES



GOALS, OBJECTIVES, & PERFORMANCE MEASURES

PURPOSE

The formulation of goals and objectives determines what direction planning efforts should take, independent of time frame and individual projects.

A goal is defined as an end state that will be brought about by implementing the LRTP. Objectives are sub-goals that help organize the implementation of the plan into measurable and manageable parts. This LRTP update includes specific strategies which will help agencies reach the stated goals and objectives, and also includes specific performance measures to track progress toward the completion of each goal and objective over time. All performance measures will have a base year of 2015.

METHODOLOGY

CUUATS staff, in conjunction with the LRTP Steering Committee, developed twelve principal goals that will lead local agencies in the implementation of the plan. These goals are grouped according to the six LRTP 2040 planning pillars outlined in the introduction and elaborated on in Chapter 9: Critical Issues.

The goals and objectives were formulated based on a combination of the MAP-21 priorities, State of IL planning policy objectives, local knowledge, current local planning efforts, and input received during LRTP 2040 public outreach. Additionally, some of the goals and objectives included in this update were revised from those listed in the previous LRTP. Agencies are listed under each set of strategies to delineate jurisdiction and/or responsibilities. The goals, objectives, and strategies generally represent concepts by which projects should be identified, designed, and constructed.

Finally, specific performance measures were developed to help local agencies track the progress of each objective during the five year period between LRTP updates according to relevant and obtainable data. Each performance measure is listed in the same row as its specific objective in the proceeding tables. Each table shows the goals, objectives, performance measures, strategies, and the parties responsible for implementation. All the performance measures have a base year of 2015.

SAFETY AND SECURITY

MAP 21 National Goal

- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the security of the transportation system for motorized and non-motorized users

Illinois State Transportation Policy Factors

- Safety for all transportation users.
- Security to protect the State’s valuable assets and ensure the continued operation of the system.

Sustainable Choices 2040 Goal

- The Champaign-Urbana area will maintain, preserve and operate its existing transportation system in a safe and secure usable state to provide safe, efficient and reliable movement of people, good and services and, in the long term, achieve the state’s goal of zero deaths and disabling injuries.

TABLE 10.1 SAFETY AND SECURITY

Objectives	Performance Measures	Data Sources
Reduce the number of fatalities in Champaign-Urbana by 20% by 2020	Total Fatalities (5 year rolling average)	IDOT Crash Data, SCIL Report
Reduce the number of fatalities per 100 MVMT in Champaign-Urbana by 20% by 2020	Total Fatalities per 100M VMT (5 year rolling average)	IDOT Crash Data, SCIL Report
Reduce the number of severe injuries in Champaign-Urbana by 15% by 2020	Total Severe Injuries (5 year rolling average)	IDOT Crash Data, SCIL Report
Reduce the number of severe injuries per 100 MVMT in Champaign-Urbana by 15% by 2020	Total Severe Injuries per 100M VMT (5 year rolling average)	IDOT Crash Data, SCIL Report
Reduce the total number of crashes involving bicyclists in Champaign-Urbana by 15% by 2020	Total bicycle crashes	IDOT Crash Data, SCIL Report
Reduce the total number of crashes involving pedestrians in Champaign-Urbana by 15% by 2020	Total pedestrian crashes	IDOT Crash Data, SCIL Report
Reduce the number of hazardous materials and potential exposure incidents in the urbanized area by 5% by 2020 by tracking and understanding regional commodity flows	Frequency of incidents related to hazmat spills on the regional transportation system	CUUATS staff, Cities and Villages, LEPC, law enforcement, C-U MTD, University of Illinois
Create an evacuation plan for the region by 2020 that would set the regional transportation system to be ready for efficiently performing evacuation in case of a natural or man-made disaster	Existence of regional evacuation plan	CUUATS staff, Cities and Villages, LEPC, school districts, law enforcement, C-U MTD
Equip important regional transportation infrastructures with proper security features against any possible man made hazard by 2020	Number of new security features installed at Illinois Terminal, Willard Airport, etc.	C-U MTD, UIUC
Partner with at least 2 law enforcement agencies to promote safety and security of existing and proposed transportation system by 2020	Police reports related to personal safety and vandalism in transportation system	Crime data

TABLE 10.1 SAFETY AND SECURITY (CONTINUED)

Strategies						Responsible Parties
CUUATS will produce a traffic crash analysis report for the Urbanized Area every two years.	Evaluate intersections that have problematic or crash- inducing patterns and identify solutions.	Improve visibility for all roadway users through improved lighting, striping, signage, visibility triangles, and access control.	Continue educational programs for CUUATS member agencies as well as law enforcement officers about safety issues in the urbanized area.	Continue educational programs for grades K-12 including driver’s education and safety programs.	Continue educational safety programs for the community including drivers, bicyclists and pedestrians.	CUUATS Staff, Cities and Villages, law enforcement, C-U MTD, CU-SRTS Project, University of Illinois
Perform RSAs at the request of local agencies and maintain a list of trained volunteers to help conduct RSAs.	Prepare applications and provide input to local agencies regarding Highway Safety Improvement Program (HSIP) funds.	Complete applications for available Federal safety funding.	Conduct post-construction crash analysis required for federally-funded safety improvements.	Evaluate HSIP projects (before and after studies).	Continue educational safety programs for the community including drivers, bicyclists and pedestrians.	CUUATS Staff, Cities and Villages, law enforcement, C-U MTD, CU-SRTS Project, University of Illinois
CUUATS will produce a traffic crash analysis report for the Urbanized Area every two years.	Evaluate intersections that have problematic or crash- inducing patterns and identify solutions.	Improve visibility for all roadway users through improved lighting, striping, signage, visibility triangles, and access control.	Continue educational programs for CUUATS member agencies as well as law enforcement officers about safety issues in the urbanized area.	Continue educational programs for grades K-12 including driver’s education and safety programs.	Continue educational safety programs for the community including drivers, bicyclists and pedestrians.	CUUATS Staff, Cities and Villages, law enforcement, C-U MTD, CU-SRTS Project, University of Illinois
Perform RSAs at the request of local agencies and maintain a list of trained volunteers to help conduct RSAs.	Prepare applications and provide input to local agencies regarding Highway Safety Improvement Program (HSIP) funds.	Complete applications for available Federal safety funding.	Conduct post-construction crash analysis required for federally-funded safety improvements.	Evaluate HSIP projects (before and after studies).	Continue educational safety programs for the community including drivers, bicyclists and pedestrians.	CUUATS Staff, Cities and Villages, law enforcement, C-U MTD, CU-SRTS Project, University of Illinois
Close gaps in bicycle networks along roadways and in existing neighborhoods.	Continue to implement scheduled improvements to bicycle infrastructure proposed in the Urbana Bicycle Master Plan and Champaign County Greenways and Trails within the MPA.		Revise, complete and distribute Safe Walking Route Maps for public elementary and middle schools in Champaign-Urbana every two years and continue the Safe Routes to School program.	Continue educational safety programs for the community including drivers, bicyclists and pedestrians.		CUUATS Staff, Cities and Villages, Developers, CU-SRTS Project, University of Illinois
Continue to enforce codes requiring new development to provide sidewalks along roadway frontages and safe crossings at intersections.	Retrofit existing ramps and crosswalk entrances to meet ADA standards.	Install Accessible Pedestrian Signal (APS) systems at intersections with high traffic volumes and/or high pedestrian crossing volumes.	Revise, complete, and distribute Safe Walking Route Maps for public elementary and middle schools in Champaign-Urbana every two years and continue Safe Routes to School project.		Continue educational safety programs for the community including drivers, bicyclists and pedestrians.	CUUATS Staff, Cities and Villages, CU-SRTS Project, University of Illinois
Identify hazardous materials most frequently transported through Champaign County.	Identify the routes most frequently used, and the modes of transportation that hazardous commodities are shipped.	Identify major highways, railroads, and pipelines and survey the amounts of hazardous commodities transported.	Identify existing routes which are designated as hazmat routes.	Assess the regional transportation network for safe routing of hazardous materials and designate the most appropriate routes for hazmat transportation.	Recommend appropriate routes for hazmat transportation through Champaign County.	CUUATS staff, Cities and Villages, Champaign County Emergency Management Agency (EMA), Developers, LEPC, law enforcement, C-U MTD, University of Illinois
Coordinate with agencies in charge of emergency vehicle access and evacuation plans.	Update the regional Intelligent Transportation System (ITS) architecture and install Vehicle Management Systems (VMS) at major roadways and intersections.		Perform periodic emergency evacuation drills at different agencies including local school districts.		CUUATS staff, Cities and Villages, Champaign County EMA, LEPC, school districts, law enforcement, C-U MTD	
Conduct monthly inspections of security features at the Illinois Terminal, Willard Airport, etc.			Coordinate with IDOT, Department of Homeland Security (DHS), and local agencies to ensure that up to date security features are installed at regional transportation infrastructure.			CUUATS staff, DHS, IDOT, law enforcement, Cities and Villages, C-U MTD, University of Illinois
Continue educational safety programs for the community including drivers, bicyclists and pedestrians.			Include updated information regarding the regional Intelligent Transportation System (ITS) architecture and install Vehicle Management Systems (VMS) in safety education programs.			All local police departments and municipalities

RESILIENT ECONOMY

MAP 21 National Goal

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

Illinois State Transportation Policy Factors

- Support of global economic competitiveness.

Sustainable Choices 2040 Goal

- The Champaign-Urbana area will have a resilient economy by supporting existing and emerging local as well as global business development and job creation, fostering quality educational options for all income levels, continuing to invest in forward-looking infrastructure like fiber connectivity, establishing strong inter-regional transportation options like bullet trains, and promoting inter-municipal coordination that creates and maintains a high standard of living and quality of life for all.

TABLE 10.2 RESILIENT ECONOMY

Objectives	Performance Measures		Data Sources
Increase job growth by 5% by 2020 through investments in transportation infrastructure improvements, technology improvements, education, regional connectivity, and for improving quality of life.	# of jobs supported by transportation investments	# of Urbanized Area's funded and completed projects	Economic Model TIP Database
Reduce household transportation costs by 5% between 2015 and 2020.	Combined transportation and housing costs as a percentage of median income	Percentage of income devoted to transportation	Local Affordability and Livability Index (LALI)
Increase the supply of affordable, accessible housing (condominiums, single family homes, rental units, and owner-occupied) that promotes greater multimodal travel to, from, and within designated employment centers by 5% between 2015 and 2020.	# of businesses relocated due to corridor efficiency	Distribution of issued housing permits by locality in order to assess jobs-housing balance and other issues	Local knowledge Housing Permit Database

TABLE 10.2 RESILIENT ECONOMY (CONTINUED)

Strategies							Responsible Parties
Develop, implement and regularly update a Regional Economic Strategy.	Conduct an inventory and analysis that examines local government economic development programs and practices (short term).	Maintain a regionwide clearinghouse of data.	Support transportation projects that increase the likelihood of people having access to training locations (i.e. Parkland, WEA).	Provide examples for addressing mobility and accessibility for low-income and special needs populations (incl. youth, seniors, and disabled persons) in local transportation planning efforts.	Improve key facilities connecting the region to national and world markets.	Promote the preservation of existing rights-of-way for future high-capacity transit.	CCRPC Staff, Champaign County EDC, Cities and Villages.
Favor policies and projects that encourage greater fuel efficiency.	Emphasize transportation investments that facilitate active modes of transportation and increase travel options, particularly in and connecting designated centers, to meet the needs of the regional economy.	Favor policies and projects with greater job creation.		Identify truck routes: Identification and designation of the system will describe critical corridors and priorities for operation and investment for elements of the system.	Support projects that improve commute options for disadvantaged workers.	Increase the number and/or frequency of Amtrak routes.	CCRPC/CUUATS Staff, Champaign County EDC, Cities and Villages.
Work with EDC members, developers, and transportation providers to strengthen the coordination of local and regional planning for transportation and economic development. Use the MPO as a forum to coordinate transit agency planning and projects.		Integrate transportation and land use planning to maximize the supply of development that can occur in accessible, multi-modal areas, in conjunction with pricing reforms that favor accessible locations.					CCRPC Staff, Cities and Villages, Developers.

MULTIMODAL CONNECTIVITY

MAP 21 National Goal

- Increase accessibility and mobility of people and freight
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation

Illinois State Transportation Policy Factors

- Accommodating future growth in population and employment. Securing adequate funding for maintaining, improving, and ensuring efficient operation of the transportation systems. Preserving and managing existing infrastructure.

Sustainable Choices 2040 Goal

- The Champaign-Urbana area will aim to increase accessibility and mobility of people and freight to all areas of the region using different transportation modes, enhance the ability to connect different modes when necessary or cost-effective for people and businesses, and to increase the efficiency of the transportation system by allowing the use of active modes of transportation whenever possible.

TABLE 10.3 MULTIMODAL CONNECTIVITY

Objectives	Performance Measures		Data Sources
Expand sidewalk system within Champaign and Urbana by (X) % with ADA-compliant facilities, bridging pedestrian gaps along public right of ways by 2020	Miles of new ADA-compliant sidewalks built along paved roads		Champaign, Urbana and Savoy public works departments, University of Illinois Facilities and Services, CUUATS
Complete all short term shared use (trail) infrastructure recommendations proposed in the Urbana Trails Master Plan (UTMP) Champaign Trails Plan, and Champaign County Greenways and Trails Plan (within the MPA) by 2020.	Percent of scheduled recommendations within the UTMP and CCGT Plan completed	Number of miles of different types of trails infrastructure	UTMP; CCGT Plan; Champaign and Urbana, and Savoy public works departments
Complete all short term bicycle infrastructure recommendations proposed in the Urbana Bicycle Master Plan (UBMP) and Champaign County Greenways and Trails (CCGT) Plan (within the MPA) by 2020.	Percent of scheduled recommendations within the UBMP and CCGT Plan completed	Number of miles of different types of bicycle infrastructure	UBMP; CCGT Plan; Champaign, Urbana, and Savoy public works departments
Expand C-U MTD service area to be coterminous with the Champaign-Urbana urbanized area boundary by 2030	Percentage of the C-U MTD service area contained inside the urbanized area		C-U MTD
Increase the availability of public transportation options between the Champaign-Urbana urbanized area and other locations within the MPA by 15% by 2020.	Number of new rural transit connections	Number of new rural transit riders using local services	C-U MTD, CRIS, CCRPC
Adhere to the CUUATS Complete Streets Policy for all new and reconstruction transportation infrastructure projects	Percentage of transportation projects fully adhering to the CUUATS Complete Streets Policy		Champaign, Urbana and Savoy public works departments and University of Illinois Facilities and Services
Begin construction of high speed rail infrastructure between Champaign and Chicago by 2030	Miles of high speed rail tracks built		High speed rail consortium or IDOT
Create a freight plan for the Champaign-Urbana urbanized area that identifies proposed freight routes by 2020	Freight Plan	Number of freight routes implemented	CCRPC, Champaign, Urbana and Savoy public works departments and University of Illinois Facilities and Services
Increase enplanements at Willard Airport by 10% by 2020	Percent increase in enplanements at Willard Airport		Willard Airport
Identify 3 new partners to provide education, encouragement, and enforcement programs on transportation modes, facilities, and benefits by 2020	Number of new partners identified		CUUATS
Distribute educational and/or encouragement materials focusing on transportation modes, facilities, and benefits at a minimum of 5 public events/locations per year	Number of public events with materials available		CUUATS

TABLE 10.3 MULTIMODAL CONNECTIVITY (CONTINUED)

Strategies		Responsible Parties
Install ADA-compliant sidewalks and ramps on all new roadway projects.	Retrofit ADA-complaint sidewalks and ramps on all existing roadway resurfacing and reconstruction projects.	Cities and Villages, University of Illinois, IDOT
Create routes that connect to and through all neighborhoods. Seek input from neighborhood associations when possible.	Take advantage of opportunities to develop off-street shared-use paths, using methods including but not limited to: working with railroads to develop bicycle facilities on or along rights-of-way, and acquiring property that provides off-street connections between bicycle facilities.	Cities and Park Districts of Champaign and Urbana, Village of Savoy, Champaign County Forest Preserve District, Developers
Create routes that connect to and through all neighborhoods. Seek input from neighborhood associations when possible.	Take advantage of opportunities to develop off-street shared-use paths, using methods including but not limited to: working with railroads to develop bicycle facilities on or along rights-of-way, and acquiring property that provides off-street connections between bicycle facilities.	Cities and Park Districts of Champaign and Urbana, Village of Savoy, Champaign County Forest Preserve District, C-U MTD, Developers
Annexations of additional urbanized area land into the C-U MTD service area.		C-U MTD
Connect underserved rural transit areas by linking rural transit services to local transit service routes at connecting points.		C-U MTD
Exercise due diligence in considering the cost effectiveness of including bicycle, pedestrian, and transit accomodations into new roadway projects.	Exercise due diligence in considering the cost effectiveness of including bicycle, pedestrian, and transit accomodations into existing roadway reconstruction projects.	CUUATS Staff, Cities and Villages, University of Illinois, IDOT
Support efforts by IDOT, the Midwest High Speed Rail Association, and other related entities to designate the Chicago-Champaign-St. Louis route as a federally studied and approved high speed rail corridor.		High speed rail consortium or IDOT
Collaborate with local, regional, state, and stakeholders to collect data and development freight plan for the region.	Track usage and impact of freight plan.	CUUATS Staff, Cities and Villages, University of Illinois, IDOT
Create at least 2 new regional or national flight connections that match nearby airport destinations or are unique destinations to the region to increase the appeal of Willard Airport to travelers.	Reduce or eliminate additional fees such as parking where applicable to increase the appeal of Willard Airport to travelers over other nearby or larger airports.	Willard Airport, University of Illinois
Take advantage of opportunities to partner with public and private entities interested in the benefits of transportation education.	Use community-wide calendars to promote multimodal transportation to existing events.	CUUATS member agencies
Set up information table at popular events listed on municipal calendars of public events (i.e. Neighborhood Nights, Sounds at Sunset, Orchard Days, RC Fest, etc).	Distribute at least 1 type of educational and/or encouragement material related to transportation modes, facilities, and benefits to K-12 schools.	CUUATS member agencies and all local municipalities

ACCESSIBILITY AND AFFORDABILITY

MAP 21 National Goal

- Increase accessibility and mobility of people and freight

Illinois State Transportation Policy Factors

- Transportation for underserved populations such as the elderly, low-income, and persons with disabilities.

Sustainable Choices 2040 Goal

- The Champaign-Urbana area will address issues of equity as well as segregation in its diverse communities in the area of transportation.

TABLE 10.4 ACCESSIBILITY AND AFFORDABILITY

Objectives	Performance Measures		Data Sources
Retrofit (TBD) % of sidewalks and (TBA) number of ramps according to ADA standards by 2020.	Number of miles of sidewalks retrofitted	Number of ramps retrofitted	Municipal public works departments
Implement the short term priority projects from the C-U SRTS Project plans developed for Stratton, Dr. Howard, South Side and Prairie Schools in Champaign-Urbana by 2020.	Number of short term projects completed according to various C-U SRTS Project plans		Champaign Unit #4 School District, Urbana School District #116
Develop pedestrian plans for all jurisdictions within the urbanized area.	Number of new pedestrian plans		Local municipalities and the University of Illinois
Develop bicycle plans for all jurisdictions that connect to each other and to the Greenways & Trails plan	Number of new, coordinated bicycle plans		Local municipalities and the University of Illinois
Increase appeal and affordability of biking in the region.	Number of new initiative to encourage or facilitate biking		CUUATS, local bike entities
Creation of snow removal ordinances, programs, and policies to provide year-round access to sidewalks, bike paths, and transit stops.	Number of ordinances implemented by municipalities within the urbanized area		Local municipalities
Create an affordable, annual transit pass program for low-income individuals and high school-aged youth.	Number of affordable, annual transit pass programs created		C-U MTD
Provide transit routes to at least 3 new areas in the community (e.g. Northwest Champaign area, etc.) by 2020.	Number of direct transit routes and links between neighborhoods and community interest points as well as major employers such as the U of I campus, Carle Hospital, city downtowns, etc.		C-U MTD
Expand car sharing programs and opportunities by 10% by 2020.	Number of Zipcar locations	Number of new car share programs in the area	Zipcar
Adhere to the CUUATS Access Management Guidelines when building or reconstructing a roadway or providing access to development.	Percentage of transportation projects fully adhering to the CUUATS Access Management Guidelines		Access Management Guidelines document and public works departments
Increase Amtrak ridership from Illinois Terminal by 5% by 2020.	Percent change in Amtrak ridership		Amtrak
Continue to provide at least one opportunity for public input for each new transportation project.	Number of public comment opportunities	Number of new public outreach methods	CUUATS
Make materials focusing on transportation modes, facilities, and/or benefits available in at least 1 language besides English by 2020	Number of multilingual materials		CUUATS

TABLE 10.4 ACCESSIBILITY AND AFFORDABILITY (CONTINUED)

Strategies		Responsible Parties
Define priority areas for sidewalk improvements.	Define priority areas for ramp improvements.	Cities of Urbana and Champaign, Villages of Savoy, Mahomet and Tolono
Encourage schools to work with municipal departments to implement engineering and enforcement recommendations.	Encourage schools to work with the C-U SRTS Project to implement encouragement, education, and evaluation recommendations.	Champaign Unit #4 School District, Urbana School District #116, City of Champaign, City of Urbana, C-U SRTS Project
Consult with existing pedestrian plans and local agencies to coordinate all plans and infrastructure priorities.	Coordinate with local law enforcement regarding new pedestrian plans and associated education and enforcement activities.	Local municipalities and the University of Illinois, all local law enforcement agencies
Coordinate with local, regional, and state bicycle plans for data/input collection and outreach.	Coordinate with local law enforcement regarding new bicycle plans and associated education and enforcement activities.	Local municipalities and the University of Illinois, all local law enforcement agencies
Research feasibility of implementing a bike share program to make biking more affordable.	Create community-wide calendar of biking events for the community.	CUUATS, all local municipalities
Define high traffic and priority areas for snow removal.	If necessary, define encouragement and enforcement measures for snow removal.	Local municipalities and Public Works Departments
Investigate what percentage of annual transit pass cost would be cost-effective to price an affordable, annual transit pass for high school-aged youth.	Investigate the feasibility of allowing middle and high-school aged students to use their school IDs to ride the bus at any time.	C-U MTD
Provide transit service to areas of new residential, commercial and/or industrial development.	Evaluate existing routes and service times to determine if transit service is not meeting resident and/or worker demands.	C-U MTD
Continue to market the benefits of lifestyles free of car ownership to existing and future students and residents.	Identify areas with potential for high car-sharing usage, such as dense residential areas, commercial areas, or business traveler destinations.	Zipcar, C-U MTD, City of Urbana, City of Champaign
Adopt CUUATS Access Management Guidelines into municipal codes or ordinances.		City of Champaign, City of Urbana, Village of Savoy, University of Illinois
Cheaper and more consistent fare pricing.	More routes, increased frequency of service.	Amtrak
Project open houses.	Project advisory committees.	CUUATS member agencies
Maps	Brochures	CUUATS member agencies

HEALTHY NEIGHBORHOODS

MAP 21 National Goal

- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

Illinois State Transportation Policy Factors

- Protecting the environment.
- Preserving and managing the existing infrastructure.

Sustainable Choices 2040 Goal

- The Champaign-Urbana area will promote healthy communities and improve overall residential quality of life by strengthening existing neighborhoods and housing developments, evaluating and expanding active transportation infrastructure, and promoting energy conservation and environmental quality.

TABLE 10.5 HEALTHY NEIGHBORHOODS

Objectives	Performance Measures	
Implement recommendations in at least 5 of the 11 neighborhoods listed within the Transit Facility Guidelines for the Champaign-Urbana Urbanized Area by 2020.	Number of designated neighborhoods that fulfill all Transit Facility Guidelines recommendations	
Increase accessibility to transit services by providing missing sidewalks connecting to at least 20 bus stops by 2020.	Miles of new sidewalks connecting to bus stops	
Expand trail facilities to connect with the regional trail system as proposed in the Champaign County Greenways and Trails (CCGT) Plan by (TBD) miles by 2020.	Miles of trails facilities connecting to regional trail network	
Expand bicycle facilities within the Urbanized Area by (TBD) miles by 2020.	Miles of new bicycle facilities (bike lanes, shared use paths, etc.)	
Increase miles of bicycle facilities located within a quarter mile of affordable housing stock by 15% between 2015 and 2020.	Number of new bicycle facilities located within a 1/4 mile of affordable housing units	
Improve 8 and 24-hour ozone levels for the entire Metropolitan Planning Area by 2020.	Number of new air quality monitoring stations installed	Number of both 8-hour and 24-hour periods achieving attainment level status for federal and state air quality standards
Reduce overall Vehicle Miles Traveled (VMTs) within the area by 5% by 2020.	Number of VMT reduced from 2015 levels within the Champaign Urbana Metropolitan Planning Area	
Provide multimodal access to at least 3 new communal or recreational spaces by 2020.	Number of multimodal connections to designated communal (e.g. Lierman Neighborhood Community Gardens) and recreational spaces	
Reduce the number of Urbanized Area residents with medical conditions linked to non-active / sedentary lifestyles by 5% by 2020.	Percent decrease in people with medical conditions linked to non-active / sedentary lifestyles	
Address deficient criteria in at least 5 critical zones identified by the Local Affordability and Livability Index (LALI) by 2020.	Number of neighborhoods with improved accessibility scores according to LALI	Number of USDA-designated "food deserts" within the urbanized area
Provide 3 educational and encouragement programs for all ages about the benefits of walking, biking, and appreciation of green space by 2020.	Portion of all age ranges served	Number of new public resources educate/encourage active living, active transportation, and/or the appreciation of green space

TABLE 10.5 HEALTHY NEIGHBORHOODS (CONTINUED)

Data Sources	Strategies			Responsible Parties
CUMTD, Champaign, Urbana, and Savoy	Develop a priority plan according to comments received from the general public during the LRTP Public Involvement Process giving high consideration to routes mentioned in multiple plans			CUMTD, Champaign, Urbana, and Savoy
Public Works departments of Champaign, Urbana, and Savoy	Apply for New Freedom Funding to build sidewalks connecting to bus stops			Public Works departments of Champaign, Urbana, and Savoy
Public Works departments of Champaign, Urbana, and Savoy	Give high consideration to CCGT Plan High Priority projects	Give high consideration to CCGT Plan High Priority projects		Urbana, Champaign, Savoy, Mahomet, Champaign Park District, Urbana Park District, Champaign County Forest Preserve District
Public Works departments of Champaign, Urbana, and Savoy	Apply for Illinois Transportation Enhancement Program (ITEP) grants	Give high consideration to CCGT Plan High Priority projects		Public Works departments of Champaign, Urbana, Savoy, Mahomet, and Tolono
CUMTD	Inventory affordable housing and low income areas that are located more than 1/4 mile from a transit stop and/or trail facility			CUMTD, CUUATS staff
Illinois Environmental Protection Agency (IEPA)	Install air quality monitoring stations near key traffic areas (X, Y, Z)			IEPA
Illinois Travel Statistics (IDOT)	Promote active modes of transportation through various forms of encouragement (online materials, educational events, signage, etc.)			Cities of Urbana and Champaign, Villages of Savoy and Mahomet, CUMTD
Public Works departments of Champaign, Urbana, and Savoy	Complete sidewalk inventory and assessment of the Urbanized Area			Cities of Urbana and Champaign, Village of Savoy, Champaign Park District, Urbana Park District, CUUATS staff
C-U Public Health District (CUPHD), Carle Foundation Hospital, Presence Covenant Medical Center, Christie Clinic	Conduct public health outreach events to promote active transportation	Offer informational materials on the benefits of walking and bicycling online and at designated facilities	Make bicycle and shared use path maps available online and in hard copy at locations (A, B, C)	CUUATS staff, Cities of Urbana and Champaign, Villages of Savoy and Mahomet, CUPHD, C-U SRTS Project, local medical institutions
walkscore.com, LALI, USDA	Encourage compact development practices	Provide a variety of transportation options to all residents within the Urbanized Area	Utilize data obtained from LALI to inform future development	Cities of Champaign and Urbana
CUUATS, local public Parks Department and Programs, local bike groups	Create community-wide calendar of events including Bike-To-Work Day, Walk-n-Roll to School, the Christie marathon, and more.	Create new events like, Bike-N-Dine, Polar Bear Bike Ride, or Spring Into Action Walk About.	Produce and distribute a regularly-updated map including bike, trail, and park facilities.	CUUATS, C-U SRTS Project, local bike groups, all local municipalities, local public Parks Departments and Programs

BALANCED DEVELOPMENT

MAP 21 National Goal

- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- Emphasize the preservation of the existing transportation system.

Illinois State Transportation Policy Factors

- Accommodating future growth in population and employment. Preserving and managing the existing infrastructure.

Sustainable Choices 2040 Goal

- The Champaign-Urbana area will support diverse and environmentally responsible types of development without encouraging sprawl or sacrificing important historical structures or new business opportunities by reinvigorating downtown areas, fostering more mixed use development, and protecting and preserving neighborhoods and business districts that contain historic structures.

TABLE 10.6 BALANCED DEVELOPMENT

Objectives	Performance Measures	Data Sources	Strategies		Responsible Parties
Minimal net decrease in designated agricultural and open space land uses from 2015 to 2020.	# acres designated as agricultural and open space in 2015 preserved	Champaign County Tax Assessor Parcel Data	Schedule annual updates/progress reports to relevant (TBD) groups on agricultural and open space parcel inventories within the MPA.		City of Urbana, City of Champaign, Village of Savoy, CUUATS staff
Provide a minimum of 2 new connections for either transit, bicycle, or shared use facilities to both Downtown Urbana and Champaign by 2020.	# transit, bicycle, and/or shared use connections leading to a downtown area	City of Urbana, City of Champaign, Village of Savoy, CUMTD	Incorporate this objective into municipal Capital Improvement Plans (CIPs).	Continue to coordinate planning and development between municipal planning departments, the University of Illinois, C-U MTD, and park districts.	City of Urbana, City of Champaign, Village of Savoy, University of Illinois, CUMTD, Champaign County Regional Planning Commission
Install bicycle, pedestrian, and transit facilities in at least 3 mixed use developments by 2020.	# mixed use developments with bicycle, pedestrian, and transit access	City of Urbana, City of Champaign, Village of Savoy	Incorporate this objective into municipal Capital Improvement Plans (CIPs).	Continue to coordinate planning and development between municipal planning departments, the University of Illinois, C-U MTD, and park districts.	City of Urbana, City of Champaign, Village of Savoy, University of Illinois, CUMTD, Champaign County Regional Planning Commission
Consider and avoid negative impacts of new and existing transportation projects on historically significant buildings, landmarks, districts, and/or structures in at least 2 transportation projects through 2020.	Number of transportation projects that mitigate negative impacts on historic buildings, landmarks, districts and/or structures	National Register of Landmarks, National Register of Historic Places, Historic Architectural & Archeology Resources GIS, Illinois Historic Bridge Survey, Illinois Natural Resources Geospatial Information Clearinghouse	Coordinate with preservation groups (X, Y, Z) to identify and track condition of key historical features.	Create a list of recognized historical features for distribution to public works departments and city and county planning offices.	City of Urbana, City of Champaign, Village of Savoy, IDOT, Champaign County Regional Planning Commission

PETITION

Petitioner, Rick Wolken, hereby requests an appropriation of funds from the Champaign County Bridge Fund pursuant to 605 ILCS 5/5-501. In support of this petition, Petitioner states the following:

1. Petitioner is the duly elected Highway Commissioner for the Somer Road District, Champaign County, Illinois; and
2. There is a culvert located between Sections 24 & 25, which is in poor condition and is inadequate to serve the needs of the traveling public; and
3. To ensure the adequacy of said structure for the traveling public, it is necessary that said structure be replaced; and
4. The cost of replacing the aforesaid structure is estimated to be \$47,000.00, which will be more than .02% of the value of all the taxable property in the Somer Road District, as equalized or assessed by the Department of Revenue; and
5. The tax rate for road purposes in the Somer Road District was in each year for the last two (2) years not less than the maximum allowable rate provided for in Section 6-501 of the Illinois Highway Code (605 ILCS 5/6-501); and
6. The Somer Road District is prepared to pay one-half of the cost of the replacement of said structure.

Respectfully submitted,

Rick Wolken
Commissioner of Highways of
Somer Road District,
Champaign County, Illinois

RESOLUTION NO.

PETITION REQUESTING AND RESOLUTION APPROVING
APPROPRIATION OF FUNDS FROM THE COUNTY BRIDGE FUND
PURSUANT TO 605 ILCS 5/5-501

WHEREAS, the County Board finds that based on the representations in the attached Petition, it required pursuant to 605 ILCS 5/5-501 to provide the requested aid.

NOW, THEREFORE, BE IT RESOLVED by the County Board of Champaign County as follows:

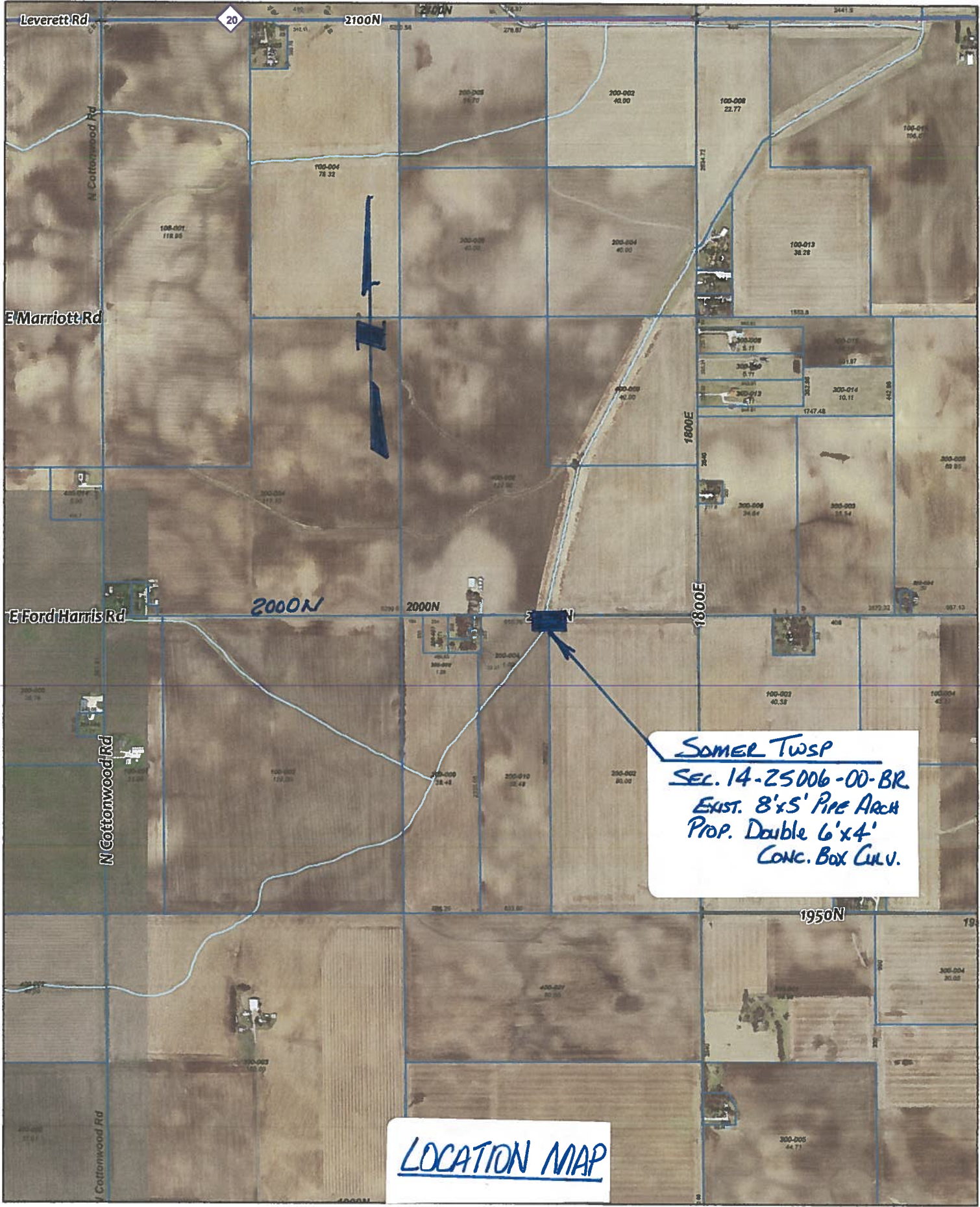
1. The County Board hereby appropriates from the County Bridge Fund a sufficient sum to meet one-half the cost of replacing the structure on the aforesaid petition to cover the cost of materials.
2. The County Board hereby directs the County Engineer to cause plans and specifications to be prepared for said improvement.
3. The County Board hereby orders that said improvement be made under the general supervision of the County Engineer, either by the letting of a contract or by the County Highway Department doing the work.
4. The County Board hereby directs the County Engineer to certify to the County Board when the work has been satisfactorily completed to meet his or her approval. Such certificate shall include an itemized account of the cost of all items of work incurred in the completion of said improvement, and shall show the division of cost between the County and the Somer Road District.
5. The County Board further directs the County Engineer to file said certificate with the clerk of the Somer Road District.
6. This Resolution shall become effective upon its adoption.

PRESENTED, ADOPTED, APPROVED and RECORDED this 21st day of August 2014.

Alan Kurtz, Chair
County Board
Champaign County, Illinois

ATTEST: _____
Gordy Hulten, County Clerk
and ex-officio Clerk of the
Champaign County Board

Sec. 14-25006-00-BR SOMER TWP BOX CUL. REPLACEMENT



SOMER TWP
 SEC. 14-25006-00-BR
 EXIST. 8'x5' PIPE ARCH
 PROP. DOUBLE 6'x4'
 CONC. BOX CUL.

LOCATION MAP

DISCLAIMER
 This map was prepared by the Champaign County GIS Consortium (CCGIS) using the best available data. This map and its underlying data is intended to be used as a general index to land related information and is not intended for detailed, site-specific analysis. CCGISC does not warrant or guarantee the accuracy of this information for any purpose.

For questions regarding availability of geo-data or the CCGISC, or to report a mapping error, please contact CCGISC at 217-819-3555.



1 inch = 1,113 feet
 1 inch = 0.21 miles



Map Data Provided By
 Champaign County GIS Consortium

RESOLUTION NO.

RESOLUTION APPROPRIATING COUNTY MOTOR FUEL TAX FUNDS
FOR COUNTY ROADS MAINTENANCE
FOR THE PERIOD FROM
JANUARY 1, 2014 THRU DECEMBER 31, 2014
SECTION #14-00000-02-GM

BE IT RESOLVED, By The County Board of Champaign County, that there is hereby appropriated the sum of Two Hundred Fifty Thousand Dollars (\$250,000.00) from the County's Motor Fuel Tax allocations for the purchase of De-icing Salt; and

BE IT FURTHER RESOLVED, That the County Engineer shall, as soon as practicable after the close of the period as given above, submit to the Illinois Department of Transportation, Division of Highways, on forms furnished by said Department, a certified statement showing expenditures from the balances remaining in the appropriation; and

BE IT FURTHER RESOLVED, That the County Clerk is hereby directed to transmit two (2) certified copies of this resolution to the Illinois Department of Transportation, Division of Highways, Springfield, Illinois, through its District Engineer.

PRESENTED, ADOPTED, APPROVED AND RECORDED This 21st day of August A.D., 2014.

Alan Kurtz, Chair
County Board of the County of
Champaign, Illinois

ATTEST: _____
Gordy Hulten, County Clerk and
ex-Officio Clerk of the County Board

Prepared by: Jeff Blue
County Engineer

Resolution No.

I, Gordy Hulten, County Clerk in and for said County, in the State aforesaid and keeper of the records and files thereof, as provided by statute, do hereby certify the foregoing to be a true, perfect and complete copy of a resolution adopted by the County Board of Champaign County at its county Board Meeting held at Urbana, Illinois, on August 21, 2014.

IN TESTIMONY, WHEREOF, I have hereunto set my hand and affixed the seal of said County at my office in Urbana in said County, this _____ day of _____ A.D., 2014.

(SEAL) _____ County Clerk

APPROVED

Date

Department of Transportation

District Engineer