



Section 6: LRTP Goals and Objectives

TEA-21 Factor 2: Increase the safety and security of the transportation system for motorized and non-motorized users.

Goal 4: Transportation modes and facilities in the urbanized area will be safe for all users.

Objective

1. Reduce the number and severity of pedestrian, bicycle, and vehicular crashes in order to increase safety.
 - a. Every two years, CUUATS will produce the Selected Crash Intersection Locations (SCIL) Report that includes engineering recommendations.
 - b. Evaluate those intersections that have problematic or crash-inducing patterns and/or consistently high crash data for geometric, signage, or other changes that can be made to reduce the number of crashes.
 - c. Continually educate the public about speed limits and rules of the road.
 - d. Improve enforcement of the Illinois Vehicle Code.
 - e. Improve visibility for motorists, pedestrians, and bicyclists with improved lighting, striping, signage and protection of visibility triangles.
 - f. Provide consistent signage for all transportation modes.
 - g. Create policy guiding the usage of “no right turn on red” for all jurisdictions.
 - h. Create guidelines for the design and implementation of traffic calming devices, including under what geographic and circumstantial conditions they should be applied in the urbanized area.

Responsible parties: cities and villages, CUUATS, local law enforcement



Policy Framework

TEA-21 Factor 3: Increase the accessibility and mobility options available to people and for freight.

Goal 5: All transportation system users will have convenient, multi-modal access to all parts of the urbanized area and will travel with increased mobility during peak traffic hours.

Objective

1. Improve traffic flows by 50%⁶ in peak traffic periods.
 - a. Continue maintaining and updating traffic signal coordination both in response to and in anticipation of changes in traffic patterns.
 - b. Educate residents about alternative forms of transportation and alternative routes.
 - c. Use changeable message signs to reroute traffic in high-volume corridors.

Responsible parties: CUUATS member agencies

TEA-21 Factor 4: Protect and enhance the environment, promote energy conservation, and improve quality of life.

Goal 6: To provide facilities for alternative modes of transportation in order to decrease the number of vehicles on our roadways.

Objectives

1. Ensure that other modes of transportation are given consideration equivalent to that given for personal vehicles in the transportation system.
 - a. Support funding bicycle and pedestrian projects independent of their inclusion in new roadway improvements.
 - b. Support the design and implementation of bicycle lanes on roadways where appropriate.
 - c. Provision for transit infrastructure should be included in all major activity centers, both retroactively and for future developments.

Responsible parties: CUUATS member agencies

⁶This 50% improvement is based on the percentage of roadways with congestion, as measured by the CUUATS travel model. If we were to continue current development patterns, we would have 4.9% of our roadways congested in 2025; if we were to implement our preferred alternative, the model tells us we would have 2.4% of our urbanized area roadways congested, which would be a 50% improvement.



2. Support the implementation of projects detailed in the Greenways and Trails Plan.

Responsible parties: MPO, CUUATS member agencies

4. All new commercial developments should provide adequate pedestrian and bicycle access to adjacent land uses, public streets and existing and planned bicycle, pedestrian, and transit facilities.

Responsible parties: CUUATS member agencies, developers

5. Seek policy changes from IDOT to provide funding for pedestrian and bicycle facilities on State highways in the urbanized area.

Responsible parties: MPO, CUUATS member agencies

Goal 7: Provide a user-friendly, integrated regional transportation system that supports accessibility and promotes desirable social impacts.

Objectives

1. Educate residents about the benefits of alternative transportation modes.
 - a. Utilize the Intelligent Transportation Systems (ITS) Architecture to implement changeable message signs to educate the public about current opportunities and obstacles in the transportation system.
 - b. Support the implementation of standardized signage throughout the urbanized area for bicycle and pedestrian facilities.
 - c. Create educational and marketing materials about transportation modes online and in hard copy form.
 - d. Provide incentives for residents to try other transportation modes.
 - e. Prepare a standard presentation to be given to civic groups, schools, etc.

Responsible parties: MPO, CUUATS member agencies

5. Institute parking rate-based financial incentives with major employers to reduce reliance on automobiles and increase usage of alternative transportation modes.

Responsible parties: CUUATS member agencies, developers

6. Provide convenient access to open space and recreational facilities, especially for children.

Responsible parties: cities and villages, developers



Policy Framework

TEA-21 Factor 5: Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

Goal 8: All transportation system users in the urbanized area will have access to a network of transportation modes and infrastructure that maximizes connectivity between origins and destinations and the modes used to travel between them.

Objectives

1. Improve infrastructure provision for ease of movement between travel modes.
 - a. Consider requiring provision of multi-modal transportation infrastructure, such as bicycle lanes and transit amenities, in all new major commercial developments.
Responsible parties: CUUATS member agencies, developers
2. Close gaps in bicycle/pedestrian infrastructure for areas leading to major activity centers.
 - a. Support feasibility studies for the implementation of on-street bicycle routes to connect existing and future bikeways.
 - b. Create an updated inventory of existing sidewalks and couple it with inventories from the Greenways and Trails Plan to determine gaps in facilities.
 - c. Create an implementation timeline and identify funding sources to fill in gaps in the infrastructure.

Responsible parties: CUUATS member agencies

TEA-21 Factor 7: Emphasize the preservation of the existing transportation system.

Goal 10: To the greatest extent possible, the existing transportation infrastructure will be preserved and utilized in making improvements to the transportation system.

Objectives

1. Maximize the use of the existing transportation infrastructure and avoid the need for additional transportation system capacity.

Responsible parties: CUUATS member agencies



INDEPENDENT OF TEA-21 FACTORS

Goal 11: Interagency coordination will be emphasized in all phases of the transportation planning and implementation process.

Objectives

1. Increase communication between transportation providers, funding sources, and other agencies that are stakeholders in transportation projects.

Responsible parties: CUUATS member agencies

2. Ensure that individual projects are consistent with long-range transportation and land use plans created by CUUATS member agencies.

Responsible parties: CUUATS member agencies



Policy Framework



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Goals and Objectives Quality of Life

PARKS AND OPEN SPACE

Goal II.0 Create new neighborhood and community parks in developing residential areas.

Objectives

II.2 Encourage adequate pathways to connect residential areas to nearby commercial and office areas.



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Goals and Objectives Services and Infrastructure

COMMUNITY DEVELOPMENT PROGRAMS

Goal 4I.0 Promote access to employment opportunities for all Urbana residents.

Objectives

4I.3 Provide pedestrian and bicycle connections to employment centers.



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Goals and Objectives Mobility

SAFETY AND ACCESSIBILITY

Goal 44.0 Provide for the safe, efficient, and cost-effective movement of people and goods within, through, and around the City.

Objectives

44.1 Maximize cost effectiveness in all existing transportation modes as well as for future project planning, design, and construction.

44.2 Reduce the number and severity of pedestrian, bicycle, and vehicular crashes.

44.3 Improve intersection markings and signage, especially in the University District and downtown areas.

44.4 Implement the strategies identified in the Campus Area Transportation Study (CATS).

44.5 Ensure that street lighting is established in tandem with new development in order to enhance safety.

Goal 46.0 Improve access to transportation modes for Urbana residents.

Objectives

46.1 Work to improve pedestrian, bicycle, and transit access throughout Urbana.



MULTI - MODAL TRANSPORTATION SYSTEM

Goal 47.0 Create a multi-modal transportation system.

Objectives

47.7 Promote bicycle/pedestrian access to major activity centers.

Goal 49.0 Avoid development patterns that can potentially create an over-dependency on the automobile.

Objectives

49.1 Promote alternatives to automobile travel, through provision of sidewalks, pedestrian access, bicycle pathways, and high quality transit service.

49.3 Improve access to alternative transportation modes within neighborhoods.

49.4 Institute parking rate-based financial incentives with major employers to increase usage of alternative transportation modes.

Goal 50.0 Ensure adequate transportation facilities for new growth.

Objectives

50.1 Ensure that new developments provide easy access to pedestrians and bicyclists, as well as automobiles and mass transit vehicles.

50.2 Ensure that land use and transportation are considered in tandem for all transportation and new land use projects.

50.3 Foster intergovernmental cooperation to help create the necessary links in a regional transportation system.

50.4 Promote efforts to preserve abandoned rail corridors through rail banking.



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Future Land Use Descriptions

RESIDENTIAL (SUBURBAN PATTERN)

Suburban Pattern of Development

A pattern of development that is typically found in newer, developing neighborhoods. The development pattern encourages a connected street network with pedestrian and bicycle facilities to serve adjoining neighborhoods, schools, parks and business centers. (page 57)

COMMUNITY BUSINESS

Design facilities to permit pedestrian, bicycle, and transit access as well as automobile traffic. (page 63)

CENTRAL BUSINESS

Pedestrian, bicycle and transit access are emphasized to ensure areas are walkable. (page 64)



Policy Framework



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Implementation Program

Implementation Strategy	Type of Strategy	Related Goals / Objectives	Related Maps	Timing	Responsible City Agencies	Other Responsible Entities
Implement the projects and strategies listed in the <i>Greenways and Trails Plan</i> and identified in the City's <i>Capital Improvement Program</i> .	Action	I0.0; I0.1		Long Term Ongoing	Community Development; Public Works	CUUATS; <i>Greenways and Trails</i> Agency Participants
Ensure that Illinois Department of Transportation (IDOT) roadway improvement projects incorporate appropriate bicycle and pedestrian facilities where identified in the <i>Greenways and Trails Plan</i> as well as other planning documents.	Policy Coordination	I0.0; I0.1, I0.2 46.0; 46.1 48.0; 48.1 50.0; 50.1		Ongoing	Community Development; Public Works	CUUATS; IDOT
Construct a multi-use path from downtown Urbana to the Carle Hospital complex along the railroad as illustrated in the <i>2002 Downtown Strategic Plan</i> .	Action Coordination	I0.0; I0.1	3, 4, 8	Near Term	Community Development Public Works	Carle Hospital; Urbana Park District



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APPENDIX C: GREENWAYS AND TRAILS CLASSIFICATION MAP

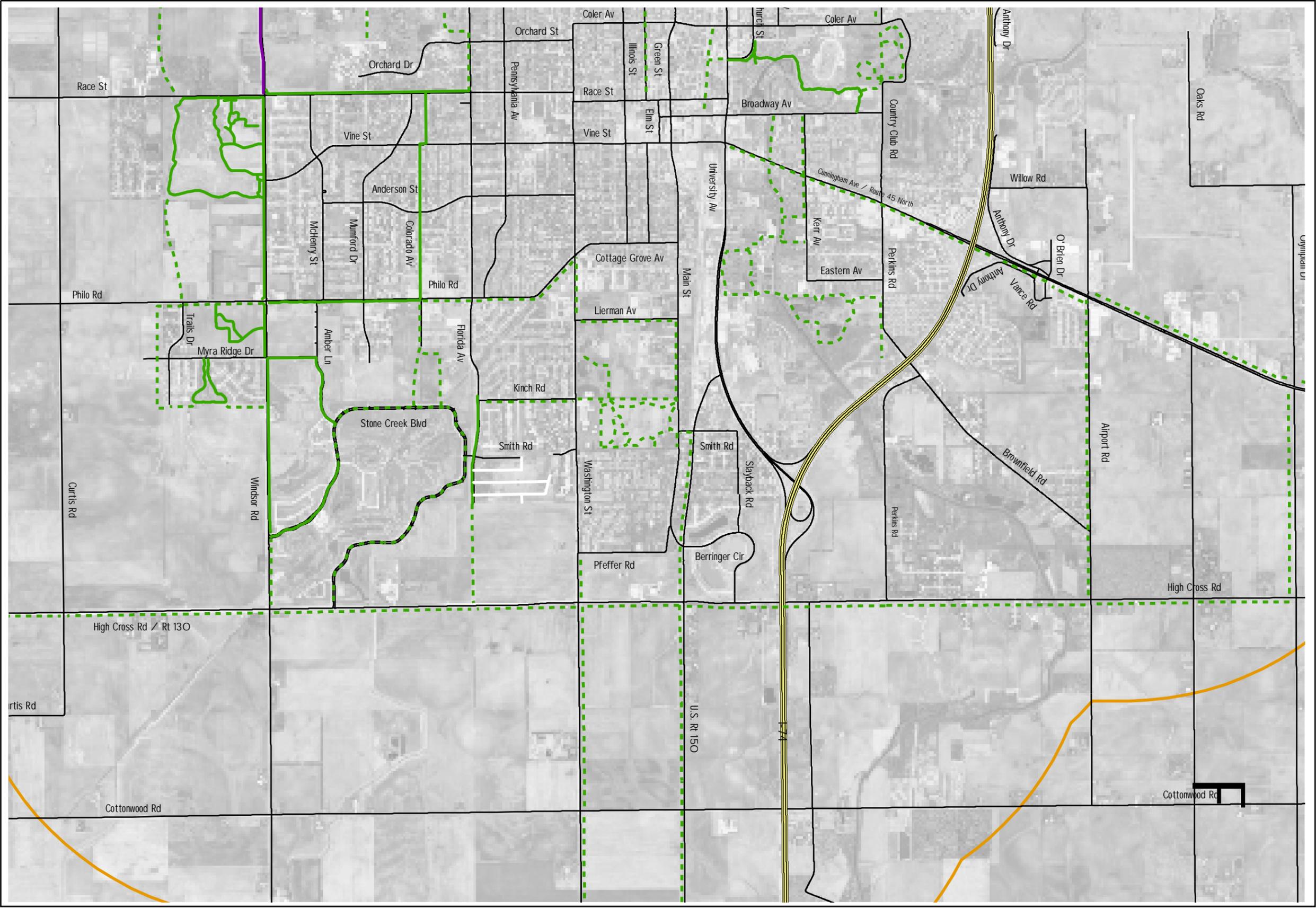
This map shows existing and planned shared-use paths and on-street bike paths.

APPENDIX D: MOBILITY MAP

This Mobility Map provides for roadway connectivity as the city grows but does not address bikeways directly.



APPENDIX "C"
GREENWAYS AND TRAILS
CLASSIFICATION MAP



Routes are adapted from:
Champaign County Greenways & Trails Plan February 2004
Incorporated in the 2005 Urbana Comprehensive Plan
Adopted April 11, 2005
Map created by City of Urbana Community Development Services Dept.

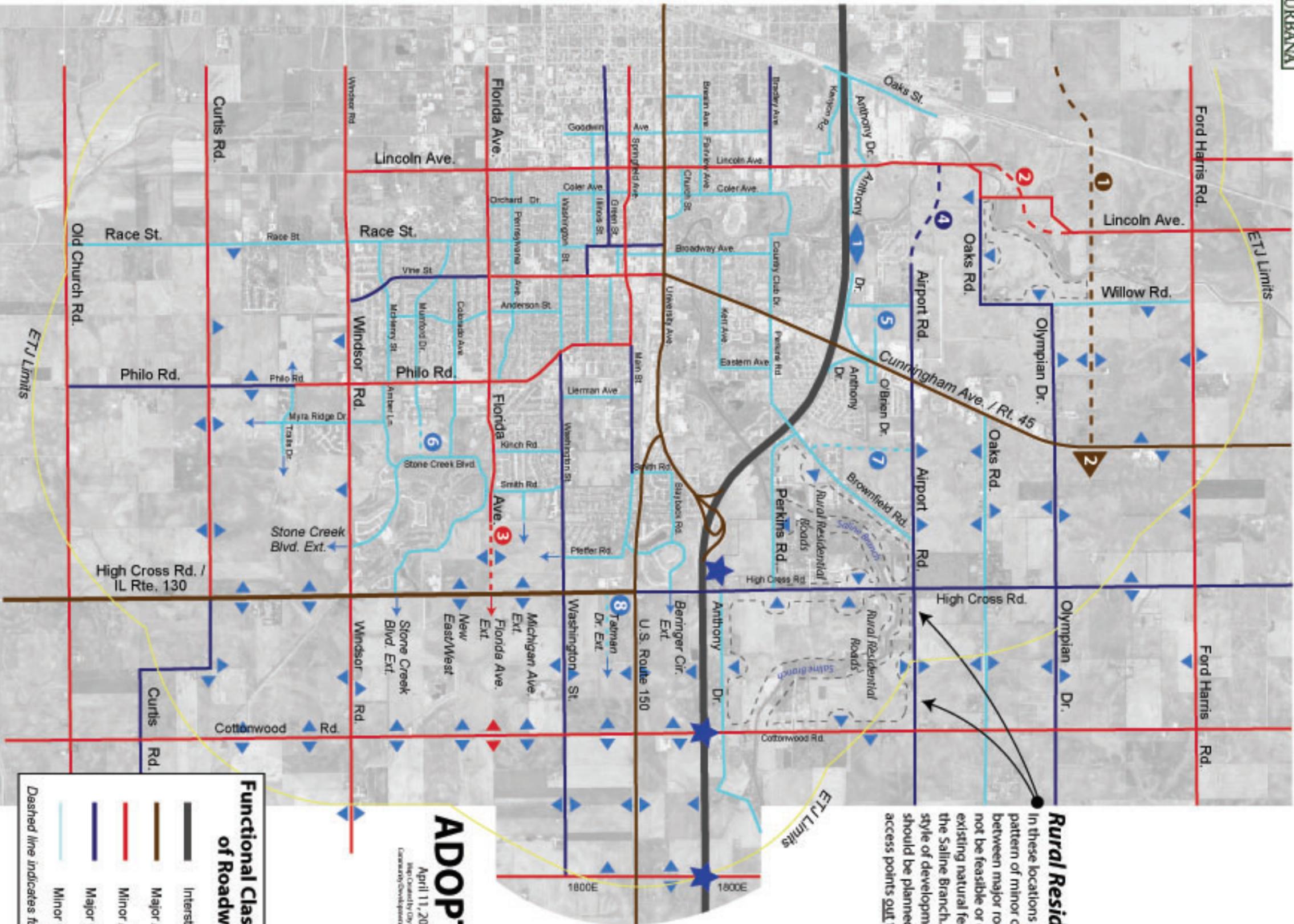
Trail Classes

- Existing
- Planned
- Shared Use Path
- U of I Bike Path
- On Street Bike Path

Urbana ETJ Boundary

- 1 1/2 Miles Past City Limits

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Rural Residential Roads
In these locations a connected grid pattern of minor collector roads between major roadways may not be feasible or desired due to existing natural features such as the Saline Branch. "Rural Residential" style of development in these areas should be planned with limited minor access points out to major roadways.

ADOPTED

April 11, 2005
Map Created by City of Urbana
Community Development Services Dept.

**Functional Classification
of Roadways**

- Interstate
- Major Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Dashed line indicates future roadway

Extending the Grid System

Extending a consistent system of collector and arterial roadways is critical to ensure adequate facilities are constructed in tandem with development. The map indicates general locations where the system shall be extended. The map identifies two different types of grid extension symbols:

- Direction and approximate location.**
The exact location of roadways and/or right-of-way dedication shall be determined depending on factors including (but not limited to) proposed development plans, natural features and safety needs.
- Pre-determined location for extension**
The desired location of roadways and/or right-of-way dedication is known though further study is required to determine the final design.

Note: Colors indicate classification

Potential Projects
Projects identified as needing additional study to determine necessity, design, location and function, economic, environmental and ecological impact.

- 1 Anthony Drive connection between Lincoln Avenue and Willow Road
 - 2 Olympian Drive termination at U.S. Route 45 or continuation to High Cross Road
 - 3 Interstate 74 interchange alternatives when needed as Urbana grows east. High Cross Road, Cottonwood Road, 1800E.
- Consideration of interchange alternatives to include:
- * Rural Residential Development Area
 - * Ecological Areas
 - * Horizontal and vertical alignments of intersecting roads
 - * Desired land use patterns

Planned Roadway Extensions
Connections have been determined and planned for accordingly.

- 1 Olympian Drive relocation and extension west from U.S. Route 45
- 2 Lincoln Avenue re-aligned north between Oaks Road and Olympian Drive
- 3 Florida Avenue extended to east to High Cross Road
- 4 Airport Road extended to Lincoln Avenue
- 5 O'Brien Drive extended to Willow Road
- 6 Mumford Drive extended to Stone Creek Boulevard
- 7 North/South Collector between Brownfield Road and Airport Road
- 8 Tatman Drive extended east from High Cross Road