

**AGENDA**  
**JOINT MEETING OF THE AMES CITY COUNCIL AND AMES TRANSIT BOARD**  
**AND**  
**SPECIAL MEETING OF THE AMES CITY COUNCIL**  
**COUNCIL CHAMBERS - CITY HALL**  
**OCTOBER 20, 2015**

**CALL TO ORDER: 6:00 P.M.**

1. Joint Meeting of the Ames City Council and Ames Transit Board:
  - a. Discussion of Current CyRide Issues
  
2. Discussion Regarding Developing a Complete Streets Policy

**COUNCIL COMMENTS:**

**ADJOURNMENT:**



**To:** Mayor and Ames City Council Members

**From:** Steven L. Schainker, City Manager

**Date:** October 16, 2015

**Subject:** October 20th Workshop

The upcoming workshop will include two topics.

### **TOPIC 1 - A REVIEW OF CURRENT CYRIDE ISSUES**

The first part of the workshop will involve a joint meeting with the Ames Transit Board. The challenges facing CyRide have been well documented over the past year. The ever increasing ridership due to the explosion in ISU enrollment, the addition of numerous points of ridership demand (scattered apartment complexes, Research Park, etc.) and the decline in federal monies, especially for buses; are significant obstacles placed before the Transit Board members as they contemplate how to continue to provide the same level of exceptional service to their customers throughout their system. General information about the current system will be provided along with a review of a multi-year budget projection. In addition, a discussion will focus on how land use decisions/development projects impact CyRide.

### **TOPIC 2 - COMPLETE STREETS PLANNING**

As members of the MPO, you recently approved a Long Range Transportation Plan which included a Complete Streets Policy. It was emphasized at that time it would be up to the member organizations to adopt their own policies and any specific language that is desired to aide in the implementation of the policy. **The purpose of this portion of the workshop is to begin discussions regarding**

**how the City should go about developing its own Complete Streets Policy.**

At the meeting, the staff will present a definition for the concept, review the MPO policy, describe the traditional elements of a policy, compare different approaches that can be reflected in a policy, solicit direction regarding which approach is preferred by the City Council, and describe possible next steps in developing a policy.



Ames City  
Council-Transit  
Board of Trustees  
Meeting

October 20, 2015

# Presentation Topics

- **CyRide General Information/Handouts**
- **Development Impact on Transit**
- **CyRide Budget**

## CyRide General Information

# Service Philosophy

***Within financial constraints, provide a ride for every customer desiring to use transit when and where CyRide operates.***

### ○ Key Points:

- Everyone at a bus stop gets a ride– seated or standing
  - buses may be crowded
  - it may require six-seven buses to provide the capacity needed at a specific time of the day
  - no one is left at the bus stop to wait for another scheduled trip, except on Orange Rt.
- Days/Hours of service - Does not apply to hours or days of service that CyRide currently does not operate a route.
- Budget – Acknowledgement that CyRide may not be able to financially provide all services requested.

## CyRide General Information

# Who CyRide Serves

- **Ridership –**
  - \$6,711,665
  - 112 rides per capita – equivalent to large communities like Boston
- **Student vs Non-Student –**
  - 93% students
  - 7% non-students
- **Percentage of Elderly/Disabled –**
  - 5% (estimate)

## CyRide General Information

# Where CyRide Receives Funding

Source	Dollars	% of Budget	% of Local \$
Local	\$6,590,133	62%	
Students	\$4,334,944		66%
City of Ames	\$1,567,694		24%
ISU	\$687,495		10%
Federal	\$1,970,542	19%	
State	\$676,500	6%	
Farebox	\$308,389	3%	
Other	\$1,054,436	10%	
Tot. Operating Exp.	\$10,600,000		



## CyRide General Information

# How CyRide Spends it's Dollars

Expense	Dollars	Percent of Budget
Wages and Benefits	\$7,205,594	68%
Consumables (Fuels/Fluids)	\$1,338,078	13%
Capital (Local \$)	\$800,000	7%
Contractual (Bldg. & Grounds/ Maintenance/Training, etc.)	\$798,505	7%
Internal City Services	\$281,509	3%
Insurance	\$249,507	2%

## CyRide General Information

# Operating Closing Balances

	Dollars	Percent of Operating Costs
Operating Closing Balance 2014-2105	\$1,241,800	13.2%
Anticipated 2015-2016 Additional Savings	200,959	
Anticipated Operating Balance 2015-2016	1,442,759	14.6%

## CyRide General Information

# Challenges Facing CyRide

- **Increasing ridership** – Fall 2015 average weekday - +2.4% (est. 6.9 million this year)
- **Infrastructure** –
  - **Buses** – Fleet age continues to increase (currently 10 yrs.)
  - **Facility** – In Fall 2016, CyRide will exceed bus storage (inside and outside the bldg.) on its current site (17 buses parked outside, 4 off-site)
- **Driver Shortage** – Short 10-15 drivers
- **System Redesign** – Grown from 4 million to 7 million riders, need to examine different delivery models (route design, type of buses used)

## Development Impact on Transit

# Types of Development & Costs

- **Types of Development That Have an Impact–**
  - **Major Destinations** – ie. Research Park
  - **Large residential complexes** - ie. The Grove, Copper Beech
  - **Numerous smaller complexes along a route**
- **Impact -**
  - **Increase Budget** - Adding one bus to a route would cost approximately \$150,000 to \$200,000 per year
  - **Eliminate Current Service** – One additional bus is equivalent to all services between 9 pm and 12:30 am each weekday
  - **Not Serve Development** – Not meet customer expectations

## Development Impact on Transit

# Case Studies

- **Large Impact (Little or no service when developed)**
  - **S. 16<sup>th</sup> Street (The Grove/Copper Beech)-**  
\$228,000
    - CyRide Cost: \$115,000
    - Developer Agreement: \$113,000 for 3 yrs.
- **Smaller Impact (On current bus route)**
  - **S. 4<sup>th</sup> Street (Stadiumview) –**
    - CyRide Anticipated Cost – \$50,000 (est.)
    - No developer agreement

## Development Impact on Transit

# Coordination Opportunities

- **Identify** transit corridors
- **Provide** significant incentive to developers to develop within the corridors
- **Make** land use decisions that compliment transit, as opposed to stretch its resources
- **Explore** a policy that would require financial assistance for transit, if possible

## CyRide Budget

# Historical Increases

- Local funding average annual increases

Year	City	ISU	GSB
2010-2011	3.5%	3.5%	3.6%
2011-2012	4.0%	4.0%	6.5%
2012-2013	7.0%	7.0%	9.2%
2013-2014	2.6%	2.6%	6.5%
2014-2015	4.4%	4.4%	11.9%
2015-2016	5.2%	5.2%	9.5%
<b>6-Year Average</b>	<b>4.5%</b>	<b>4.5%</b>	<b>8.0%</b>
<b>35-Year Average</b>	<b>5.6%</b>	<b>6.3%</b>	<b>8.1%</b>

## CyRide Budget

# Five-Year Pro Forma Summary

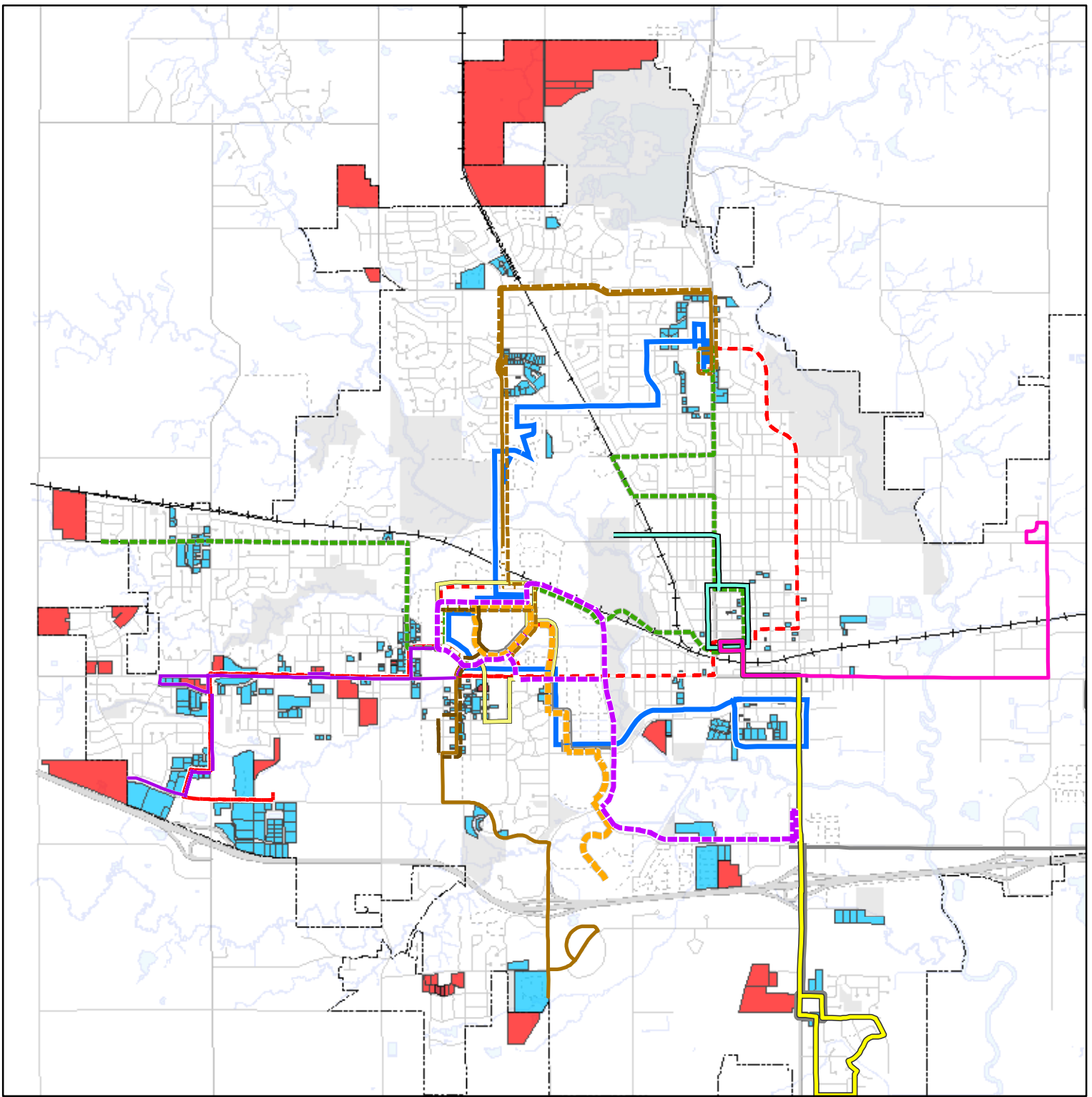
- Based on no growth
- Requires 2.8% per year increase for all three parties
- Purchase vehicles to keep fleet average at 13-14 years. (currently 10 yrs.)
- Reconstructs portions of current facility at the end of their useful life
- Starts building a local reserve to match state/federal grants for additional bus storage space



## CyRide Budget

# Future Budget Assumptions

- **Anticipated Budget Increases** - To keep pace with anticipated growth, CyRide will need a 5 – 8% annual growth for capital and operating needs.
- **Local Dollar Shares** – To meet this anticipated growth, the options are:
  - **Stay** with the past local funding allocation (66% students, 24% city, 10% ISU), or
  - **Develop** a new one



- Future Residential Development Areas
- Existing High Density Residential

**CyRide Routes**

- Less Frequent Service
- More Frequent Service

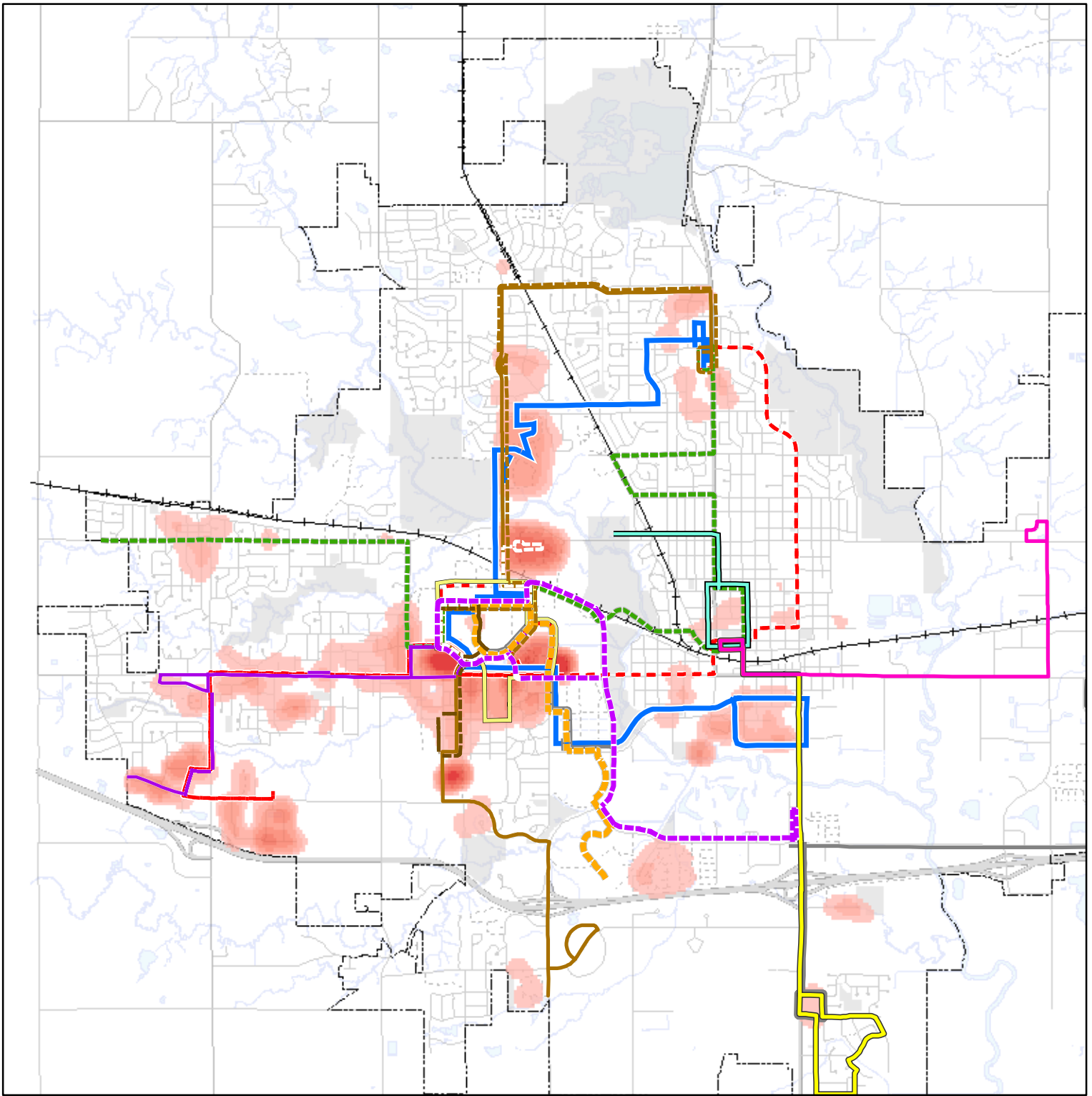
## High Density Housing with CyRide Routes

Ames, IA



## CyRide Five Year Pro Forma Current Split for Three Parties

Operations	Incr.	FY16	FY17	FY18	FY19	FY20	FY21
<b>Beginning Balance</b>		<b>\$ 1,241,800</b>	<b>\$ 1,442,759</b>	<b>\$ 1,605,226</b>	<b>\$ 1,725,573</b>	<b>\$ 1,799,497</b>	<b>\$ 1,822,405</b>
State Operating	2.0%	\$ 764,383	\$ 779,671	\$ 795,264	\$ 811,169	\$ 827,393	\$ 843,941
FTA Operating	2.5%	\$ 1,952,245	\$ 2,001,051	\$ 2,051,077	\$ 2,102,354	\$ 2,154,913	\$ 2,208,786
Elderly/Disabled	2.5%	\$ 153,600	\$ 157,440	\$ 161,376	\$ 165,410	\$ 169,546	\$ 173,784
ICAAP			\$ 158,334	\$ 158,334			
ISU	2.8%	\$ 723,150	\$ 743,152	\$ 763,707	\$ 784,830	\$ 806,538	\$ 828,846
City	2.8%	\$ 1,648,996	\$ 1,694,606	\$ 1,741,477	\$ 1,789,645	\$ 1,839,145	\$ 1,890,014
Student Govt.	2.8%	\$ 4,565,484	\$ 4,691,761	\$ 4,821,531	\$ 4,954,890	\$ 5,091,938	\$ 5,232,776
St. Gov. ICAAP Credit			\$ (158,334)	\$ (158,334)			
St. Gov. Extra service			\$ 80,000	\$ 164,000	\$ 246,000	\$ 328,000	\$ 410,000
St. Gov. Used Buses							
Other Revenue	2.5%	\$ 1,066,894	\$ 1,093,566	\$ 1,120,905	\$ 1,148,928	\$ 1,177,651	\$ 1,207,092
<b>Operating Revenues</b>		<b>\$ 10,874,751</b>	<b>\$ 11,241,246</b>	<b>\$ 11,619,337</b>	<b>\$ 12,003,226</b>	<b>\$ 12,395,122</b>	<b>\$ 12,795,238</b>
Wages	3.0%	\$ 5,675,077	\$ 5,845,329	\$ 6,020,689	\$ 6,201,310	\$ 6,387,349	\$ 6,578,970
5 Hours extra per day	2.5%		\$ 80,000	\$ 164,000	\$ 246,000	\$ 328,000	\$ 410,000
Benefits (no Health Ins.)	3.0%	\$ 945,517	\$ 973,883	\$ 1,003,099	\$ 1,033,192	\$ 1,064,188	\$ 1,096,113
Health Insurance	7.0%	\$ 585,000	\$ 625,950	\$ 669,767	\$ 716,650	\$ 766,816	\$ 820,493
<b>Payroll</b>		<b>\$ 7,205,594</b>	<b>\$ 7,525,162</b>	<b>\$ 7,857,555</b>	<b>\$ 8,197,152</b>	<b>\$ 8,546,353</b>	<b>\$ 8,905,576</b>
Internal Services	3.0%	\$ 281,509	\$ 289,954	\$ 298,653	\$ 307,612	\$ 316,841	\$ 326,346
Insurance	5.0%	\$ 249,507	\$ 261,982	\$ 275,081	\$ 288,836	\$ 303,277	\$ 318,441
Contractual	3.0%	\$ 798,505	\$ 822,460	\$ 847,134	\$ 872,548	\$ 898,724	\$ 925,686
Commodities (no fuel)	3.0%	\$ 402,078	\$ 414,140	\$ 426,565	\$ 439,361	\$ 452,542	\$ 466,119
Fuel (\$2.40/Gallon)	3.0%	\$ 936,000	\$ 964,080	\$ 993,002	\$ 1,022,792	\$ 1,053,476	\$ 1,085,081
Other		\$ 600	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000
<b>Services/Commodities</b>		<b>\$ 2,668,199</b>	<b>\$ 2,753,617</b>	<b>\$ 2,841,435</b>	<b>\$ 2,932,150</b>	<b>\$ 3,025,861</b>	<b>\$ 3,122,673</b>
<b>Operating Expenses</b>		<b>\$ 9,873,793</b>	<b>\$ 10,278,779</b>	<b>\$ 10,698,990</b>	<b>\$ 11,129,302</b>	<b>\$ 11,572,214</b>	<b>\$ 12,028,248</b>
Capital Transfer		\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000
<b>Ending Balance</b>		<b>\$ 1,442,759</b>	<b>\$ 1,605,226</b>	<b>\$ 1,725,573</b>	<b>\$ 1,799,497</b>	<b>\$ 1,822,405</b>	<b>\$ 1,789,395</b>
		14.6%	15.6%	16.1%	16.2%	15.7%	14.9%
<b>Capital</b>							
<b>Beginning Balance</b>		<b>\$ 793,246</b>	<b>\$ 613,039</b>	<b>\$ 255,831</b>	<b>\$ 519,180</b>	<b>\$ 274,180</b>	<b>\$ 350,020</b>
State/Federal		\$ 3,093,965	\$ 1,380,832	\$ 1,377,039	\$ 2,272,000	\$ 888,640	\$ 464,320
ISU Parking		\$ 17,000	\$ 17,000	\$ 17,000	\$ 17,000	\$ 17,000	\$ 17,000
Interest		\$ 3,000	\$ 3,000	\$ 3,000	\$ 3,000	\$ 3,000	\$ 3,000
Capital Transfer		\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000
<b>Capital Revenues</b>		<b>\$ 3,913,965</b>	<b>\$ 2,200,832</b>	<b>\$ 2,197,039</b>	<b>\$ 3,092,000</b>	<b>\$ 1,708,640</b>	<b>\$ 1,284,320</b>
Building (Grants)		\$ 330,000	\$ 375,000	\$ 755,000	\$ 810,000		
Building (Local)		\$ 225,000	\$ 360,000	\$ 420,000	\$ 125,000	\$ 250,000	\$ -
Buses (Grants)		\$ 3,000,000	\$ 1,301,040	\$ 446,690	\$ 2,040,000	\$ 1,060,800	\$ 530,400
HIRTA Vehicles		\$ 137,500					\$ 159,400
<b>Buses (Local)</b>		<b>\$ 125,000</b>	<b>\$ 125,000</b>	<b>\$ 125,000</b>	<b>\$ 125,000</b>	<b>\$ 135,000</b>	<b>\$ 135,000</b>
Bus Stops		\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000
Needs Analysis		\$ 69,672					
Shop Equipment		\$ 68,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000
Video Systems		\$ 45,000	\$ 180,000	\$ 45,000	\$ 45,000	\$ 45,000	\$ 45,000
Computers/Office Equip.		\$ 14,000	\$ 12,000	\$ 12,000	\$ 12,000	\$ 12,000	\$ 12,000
Support/Shop Vehicle		\$ 30,000	\$ 105,000	\$ 30,000	\$ 80,000	\$ 30,000	\$ 30,000
<b>Capital Expenses</b>		<b>\$ 4,094,172</b>	<b>\$ 2,558,040</b>	<b>\$ 1,933,690</b>	<b>\$ 3,337,000</b>	<b>\$ 1,632,800</b>	<b>\$ 1,011,800</b>
<b>Ending Balance</b>		<b>\$ 613,039</b>	<b>\$ 255,831</b>	<b>\$ 519,180</b>	<b>\$ 274,180</b>	<b>\$ 350,020</b>	<b>\$ 622,540</b>



**Student Density**

Per Sq Mile

	0 - 913		14000 - 23447
	914 - 3,349		23,448 - 36,543
	3,350 - 7,308		36,544 - 50,552
	7,309 - 13,399		50,553 - 63,951
			63,952 - 77,655

**CyRide Routes**

- Less Frequent Service
- More Frequent Service

**ISU Student Density  
with  
CyRide Routes  
Ames, IA**



## **DEVELOPING A COMPLETE STREETS POLICY FOR CITY OF AMES**

### **1. FOUNDATION FOR COMPLETE STREETS**

- Complete Streets Definition – Attachment I
- MPO Complete Streets Policy (Effective October 12, 2015) – Attachment II

### **2. COMPLETE STREETS POLICY DEVELOPMENT – Attachment III**

#### Typical Policy Elements of a Complete Streets Policy

:

1. Sets a vision
2. Specifies all users
3. All projects
4. Exceptions
5. Creates a network
6. All agencies and all roads
7. Design criteria
8. Context-sensitive
9. Performance measures
10. Implementation

### **3. OTHER COMPLETE STREET POLICIES AND APPROACHES – Attachment IV**

- Low Detail - Cedar Rapids Iowa - Attachment V
- Medium Detail - Fayetteville, Arkansas - Attachment VI
- High Detail - Champaign, Illinois - Attachment VII

### **4. INPUT FROM PUBLIC/INTERESTED PARTIES**

### **5. CITY COUNCIL DISCUSSION - Direction from City Council on developing a Complete Streets Policy, workplan, and supportive materials for the City of Ames.**

### **6. POSSIBLE NEXT STEPS**

A) Establish internal and external advisory committees for input on plan development

- The Internal Committee would be an inter-departmental team involving those with expertise or that will be impacted by the policy

- The External Committee would consist of staff liaisons along with interested parties and those that may be affected by the policy. These could include representatives of commuter bicyclists, recreational bicyclists, Healthiest Ames, developers, engineers, ISU, Ames Community School District, and neighborhood advocates, as well as others that may be identified.

B) Engage assistance of transportation planning consultant to assist in the development of a Complete Streets Policy

Phase 1: Complete Streets Design Considerations – Consultant with input from City Staff/Advisory Committees

- Research commonly recognized resources (i.e., SUDAS, AASHTO, NACTO)
- Develop street evaluation criteria
- Identify street types (and subtypes)
- Develop potential treatments for streets based upon criteria and type (toolbox)
- Develop exception criteria
- Identify ways to track and measure performance

Phase 2: Complete Streets Workplan Completion and Policy Implementation – Consultant/City Staff

- Inventory street system and available ROW
- Analyze street network using criteria
- Conduct evaluation of recommended treatments
- Identify applicable streets/corridors – current and future
- Establish cost estimate per corridor/street/treatment
- Finalize workplan
- Identify implementation barriers/solutions and steps

C) City Council will review the recommendations that are developed through the work of the consultant. Final decisions regarding the Complete Streets Policy will be made by City Council.

**7. OTHER QUESTIONS AND INPUT FROM CITY COUNCIL REGARDING NEXT STEPS**

## Attachment I

### **COMPLETE STREETS DEFINITION**

**Complete Streets are streets for everyone.** They are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work. They allow buses to run on time and make it safe for people to walk to and from train stations.

Creating Complete Streets means transportation agencies must change their approach to community roads. By adopting a Complete Streets policy, communities direct their transportation planners and engineers to **routinely design and operate the entire right of way to enable safe access for all users**, regardless of age, ability, or mode of transportation. This means that every transportation project will make the street network better and safer for drivers, transit users, pedestrians, and bicyclists – making your town a better place to live.

There is no singular design prescription for Complete Streets; each one is unique and responds to its community context. A complete street may include: sidewalks, bike lanes (or wide paved shoulders), special bus lanes, comfortable and accessible public transportation stops, frequent and safe crossing opportunities, median islands, accessible pedestrian signals, curb extensions, narrower travel lanes, roundabouts, and more.

(Source: [smartgrowthamerica.org](http://smartgrowthamerica.org))

## Attachment II

### **MPO COMPLETE STREETS POLICY (10/12/2015)**

**Purposes.** This Complete Streets Policy promotes “Complete Streets” principles for all transportation infrastructure projects carried out within the planning boundary of the Ames Area Metropolitan Planning Organization (MPO), whether by the City of Ames, the City of Gilbert, Story County, Boone County, Iowa State University, or CyRide. This policy is meant to guide the decisions of Ames Area MPO and its member agencies and in no way supersedes any policies of member agencies in the Ames Area MPO.

**Complete Streets Principles.** The principles of this Complete Streets Policy are to design, build, maintain, and reconstruct public streets in order to provide for the safety and convenience of all users of a corridor. This includes pedestrians, cyclists, users of mass transit, people with disabilities, motorists, freight providers, emergency responders, and adjacent land users; regardless of age, ability, income, or ethnicity.

**Ames Area MPO.** The Ames Area MPO Planning Boundary is determined by the US Census Bureau in conjunction with the Decennial Census and is defined as an area of 50,000 or more population that is considered currently urban in character. The Ames Area MPO currently includes the transportation jurisdictions of the City of Ames, the City of Gilbert, Story County, Boone County, Iowa State University, and the CyRide Transit Agency.

**Values.** The values to incorporate within the Ames Area MPO Complete Streets Policy include not only safety, mobility, and fiscal responsibility, but also community values and qualities. These include environmental, scenic, aesthetic, historic and natural resources, and social equity values. This approach demands careful multi-modal evaluation for all transportation corridors integrated with best management strategies for land use and transportation. The public should be consulted, when appropriate, as a factor in the transportation infrastructure decision-making process.

**Adaptability.** This Complete Streets Policy provides flexibility to accommodate different types of streets and users, and to promote Complete Streets design solutions that fit within the context(s) of the community.

**Applicability.** Appropriate Complete Streets principles should be considered as part of all routine transportation infrastructure projects, including:

- Project identification
- Scoping procedures and design approvals, including design manuals and performance measures
- Construction
- Maintenance
- Reconstruction



Complete Streets principles should:

- Apply to both existing and future streets,
- Apply to all transportation infrastructure projects, regardless of funding source(s), and
- Not apply to streets ultimately to be privately owned and maintained, where specified users are prohibited by law, or the cost of providing accommodation are excessively disproportionate to the need or probable use.

Exceptions to the application of this Complete Streets Policy include instances where member agencies identify issues of safety, excessive cost or absence of need. Any agency's concerns regarding project exceptions or alternatives to meeting complete streets principles may be reviewed by the Ames Area MPO Technical Committee, should that agency desire comment and the consideration of alternatives.

**Existing Policies and Regulations.** To support this Complete Streets Policy, member agencies may choose to review local design principles, existing policies and regulations. Agencies may request consultation with Ames Area MPO where appropriate. Such policies and regulations may include:

- Comprehensive plans
- University master plans
- Transportation plans
- Subdivision codes
- Manuals of practice
- Grant-writing practices
- Impact assessments
- Level of Service assessments
- Departmental policies and procedures
- Any other applicable procedures and standards

**Latest Standards.** In furthering Complete Streets principles, transportation projects should make use of the latest and best design standards, policies, and guidelines. Performance measures should also be utilized to measure the effectiveness of Complete Streets practices that align with related transportation planning efforts, particularly the Ames Area MPO Long Range Transportation Plan.

## **COMPLETE STREETS POLICY ELEMENTS**

### ***Sets a vision***

A strong vision can inspire a community to follow through on its Complete Streets policy. Just as no two policies are alike, visions are not one-size-fits-all either. In the small town of Decatur, GA, the Community Transportation Plan defines their vision as promoting health through physical activity and active transportation. In the City of Chicago, the Department of Transportation focuses on creating streets safe for travel by even the most vulnerable – children, older adults, and those with disabilities.

### ***Specifies all users***

A true Complete Streets policy must apply to everyone traveling along the road. A sidewalk without curb ramps is useless to someone using a wheelchair. A street with an awkwardly placed public transportation stop without safe crossings is dangerous for riders. A fast-moving road with no safe space for cyclists will discourage those who depend on bicycles for transportation. A road with heavy freight traffic must be planned with those vehicles in mind. Older adults and children face particular challenges as they are more likely to be seriously injured or killed along a roadway. Automobiles are an important part of a ‘complete’ street as well, as any change made to better accommodate other modes will have an effect on personal vehicles too. In some cases, like the installation of curb bulb-outs, these changes can improve traffic flow and the driving experience.

### ***All projects***

For many years, multi-modal streets have been treated as ‘special projects’ requiring extra planning, funding, and effort. The Complete Streets approach is different. Its intent is to view all transportation improvements as opportunities to create safer, more accessible streets for all users, including pedestrians, cyclists, and public transportation passengers. Under this approach, even small projects can be an opportunity to make meaningful improvements. In repaving projects, for example, an edge stripe can be shifted to create more room for cyclists. In routine work on traffic lights, the timing can be changed to better accommodate pedestrians walking at a slower speed. A strong Complete Streets policy will integrate Complete Streets planning into all types of projects, including new construction, reconstruction, rehabilitation, repair, and maintenance.

### ***Exceptions***

Making a policy work in the real world requires developing a process to handle exceptions to providing for all modes in each project. The Federal Highway Administration’s guidance on accommodating bicycle and pedestrian travel named three exceptions that have become commonly used in Complete Streets policies: 1) accommodation is not necessary on corridors where non-motorized use is prohibited, such as interstate freeways; 2) cost of accommodation is excessively disproportionate to the need or probable use; 3) a documented absence of current or future need. Many communities have included their own exceptions, such as severe topological constraints. In addition to defining exceptions, there must be a clear process for

granting them, where a senior-level department head must approve them. Any exceptions should be kept on record and publicly-available.

### ***Creates a network***

Complete Streets policies should result in the creation of a complete transportation network for all modes of travel. A network approach helps to balance the needs of all users. Instead of trying to make each street perfect for every traveler, communities can create an interwoven array of streets that emphasize different modes and provide quality accessibility for everyone. This can mean creating bicycle boulevards to speed along bicycle travel on certain low-traffic routes; dedicating more travel lanes to bus travel only; or pedestrianizing segments of routes that are already overflowing with people on foot. It is important to provide basic safe access for all users regardless of design strategy and networks should not require some users to take long detours.

### ***All agencies and all roads***

Creating Complete Streets networks is difficult because many agencies control our streets. They are built and maintained by state, county, and local agencies, and private developers often build new roads. Typical Complete Streets policies cover only one jurisdiction's roadways, which can cause network problems: a bike lane on one side of a bridge disappears on the other because the road is no longer controlled by the agency that built the lane. Another common issue to resolve is inclusion of Complete Streets elements in sub-division regulations, which govern how private developers build their new streets.

### ***Design criteria***

Communities adopting a Complete Streets policy should review their design policies to ensure their ability to accommodate all modes of travel, while still providing flexibility to allow designers to tailor the project to unique circumstances. Some communities will opt to re-write their design manual. Others will refer to existing design guides, such as those issued by AASHTO, state design standards, and the Americans with Disabilities Act Accessibility Guidelines.

### ***Context-sensitive***

An effective Complete Streets policy must be sensitive to the community context. Being clear about this in the initial policy statement can allay fears that the policy will require inappropriately wide roads in quiet neighborhoods or miles of little-used sidewalks in rural areas. A strong statement about context can help align transportation and land use planning goals, creating livable, strong neighborhoods.

### ***Performance measures***

The traditional performance measure for transportation planning has been vehicular Level of Service (LOS) – a measure of automobile congestion. Complete Streets planning requires taking a broader look at how the system is serving all users. Communities with Complete Streets policies can measure success through a number of ways: the miles of on-street bicycle routes created; new linear feet of pedestrian accommodation; changes in the number of people using public transportation, bicycling, or walking (mode shift); number of new street trees; and/or the creation or adoption of a new multi-modal Level of Service standard that better measures the quality of travel

experience. The fifth edition of Highway Capacity Manual, due out in 2010, will include this new way of measuring LOS. Cities like San Francisco and Charlotte have already begun to develop their own.

### ***Implementation***

Taking a Complete Streets policy from paper into practice is not easy, but providing some momentum with specific implementation steps can help. Some policies establish a task force or commission to work toward policy implementation. There are four key steps for successful implementation: 1) Restructure procedures to accommodate all users on every project; 2) Develop new design policies and guides; 3) Offer workshops and other educational opportunities to transportation professionals, community leaders, and residents; and 4) Institute better ways to measure performance and collect data on how well the streets are serving all users.

(Source: [smartgrowthamerica.org](http://smartgrowthamerica.org))

## **EXAMPLES OF OTHER COMPLETE STREET POLICIES**

**The approach of every Complete Street Policy varies with the extent and degree of policy specificity and the prescriptive nature of design and implementation requirements. Plans may range from being philosophical in nature to detailing exactly what treatment is expected in each type of scenario as well as which modes receive priority.** The range of detail is best described as a combination of any number of steps, shown below, that add further detail and definition to a policy and its implementation process and workplan.

1. Complete Streets Policy (vision)
2. Goals
3. Evaluation/Design Criteria
4. Typical Cross sections (toolbox)
5. Priority Corridors
6. Priority by Mode
7. Financial evaluation/Preliminary System Evaluation (performance measures)
8. Strategic Prioritization Plan (Identified funding/implementation time frames)
9. Codify Polices and Standards (zoning, subdivision)

The range of plan detail depends on which elements, 1 through 9, are chosen to be included. Some steps could be eliminated if they don't make sense for the community (e.g. steps 6 and 8). Including all desired steps may not be necessarily required at the onset of plan development; some cities add from the list over time. For instance, Chicago approached development as an iterative process, taking around 10-12 years to get where they are today.

**Staff has researched several Complete Street Policies around the Midwest and nation. Some examples of how they may range in detail from low, medium and high are shown, below. It should be noted that the higher the detail that is expected in a policy, the longer it will take for the consultant to complete the development of the policy, the greater the cost will be for the consultant to develop the policy, and the more the cost will be to the developers and the City for infrastructure improvements, and the less flexibility will be available to deal with individual situations.**

### Low Detail – Cedar Falls, Iowa

Cedar Falls passed a resolution citing the importance of streets and integrating facilities, having a Complete Streets goal to improve access and mobility for all users. The policy then simply goes on to add local language to each of the ten elements suggested for a Complete Streets Policy that are shown in Attachment III. (See Attachment V)

### Medium Detail – Fayetteville, Arkansas

Fayetteville starts by describing the goal of developing a multimodal transportation system and the importance of such a system in growing a livable community. It describes how the document includes master planning for trails and streets. Support is stated for context sensitive design which connects transportation design with land use. It describes how the design of transportation elements may vary with surrounding land use such as low impact development and proximity to the University of Arkansas campus. The plan then goes on to define acceptable corridor cross sections and how multiple users are accommodated. These include alleys, residential streets, collectors, arterials, the downtown area, bike lanes, sharrows, and trails. The plan does not define priority corridors within the existing or future transportation network or call out mode priority. Cost impacts and performance measures also are not included. (See Attachment VI)

### High Detail – Champaign, Illinois

The Complete Street Policy of Champaign, *Champaign Moving Forward*, is the City's master transportation plan. Its purpose is to guide policy decisions for the evolution of the City's transportation system. The plan places a focus on the City achieving a more complete system where facilities are provided for motorists, transit users, bicyclists, and pedestrians. It connects various plans and studies across the community and defines a prescribed transportation planning process. A Mobility Report Card section includes an existing conditions analysis focusing on the current state of the existing transportation system. It then looks at what might the transportation system look like in the future. The plan then goes on to have visioning frame works for roadway, transit, bicycle, and pedestrian facilities. This includes detailing the network that promotes opportunities for each mode including accommodating future development through corridor preservation. It also contains a vision for connecting neighborhoods and land use planning with multi-modal system of mobility choices. It concludes with implementation strategies to achieve a multi-modal community, also providing cost estimates of the arterial roadway plan and strategies for funding. This document is contained within the City's Comprehensive Plan, *Champaign Tomorrow*, and is tied with the City's sustainability plan, *Champaign Growing Greener*. (See Attachment VII)

## Attachment V

### RESOLUTION 18,703

#### A RESOLUTION ESTABLISHING A COMPLETE STREETS POLICY FOR THE CITY OF CEDAR FALLS, IOWA

**WHEREAS**, the mobility of freight and passengers and the safety, convenience, and comfort of motorists, cyclists, pedestrians – including people requiring mobility aids, transit riders, and neighborhood residents of all ages and abilities should all be considered when planning, designing, and improving Cedar Falls' streets; and

**WHEREAS**, integrating sidewalks, bike facilities, transit amenities, and safe crossings into the initial design of street projects avoids the expense of retrofits later; and

**WHEREAS**, streets are a critical component of public space and play a major role in establishing the image and identity of a city, providing a key framework for current and future development; and

**WHEREAS**, streets are a critical component of the success and vitality of adjoining private uses and neighborhoods; and


**WHEREAS**, a goal of Complete Streets is to improve the access and mobility for all users of streets in the community by improving safety through reducing conflict and encouraging non-motorized transportation and transit; and


**WHEREAS**, it is recognized that there are some streets or corridors in the City which would not fully satisfy a complete streets environment – where it would not be advisable to have non-motorized travel; and

**WHEREAS**, the National Complete Streets Coalition recognizes ten (10) elements of a successful complete streets policy; and

**NOW THEREFORE BE IT RESOLVED**, that the City of Cedar Falls hereby adopts the following Complete Streets policy, which is consistent with the National Complete Streets Coalition guidance.

**ADOPTED** this 8<sup>th</sup> day of July 2013.

  
\_\_\_\_\_  
Jon T. Crews, Mayor

**ATTEST:**  
  
\_\_\_\_\_  
Jennifer Rodenbeck, CPA, CPFO  
Finance Manager/City Clerk



**Cedar Falls, Iowa  
Complete Streets Policy**

The following elements shall constitute the Cedar Falls, Iowa Complete Streets Policy:

**1. Sets a Vision**

This Complete Streets Policy incorporates the simple and basic concept that streets and roadways should be designed, constructed, and operated to be safe and accessible for all transportation users whether they are pedestrians, bicyclists, transit riders, vehicular motorists or trucks.

Further, Complete Streets are designed to improve mobility and connectivity, improve health, increase safety, enhance neighborhoods, businesses, and institutions, and advance the quality of life for all Cedar Falls citizens and visitors.

**2. Specifies all Users**

The City of Cedar Falls will ensure that the safety, access, and convenience of all users of the transportation system are accommodated in all future roadway projects, as defined in the Exceptions element of this Policy (#4 below), including: pedestrians (including persons with mobility aids), bicyclists, transit users, persons with disabilities, youth, seniors, scooter riders, motorcyclists, private motorists, commercial vehicle drivers, freight providers, emergency responders, and adjacent land uses.

**3. All Projects (All New and Reconstruction Projects)**

Develop as many transportation improvement projects as possible in an affordable, balanced, responsible, and equitable way that accommodates and encourages travel by motorists, bicyclists, public transit vehicles and their passengers, and pedestrians.

For the City of Cedar Falls, Complete Streets may be achieved through single projects or incrementally through a series of smaller improvements activities over time.

Transportation improvements will include facilities and amenities that are recognized as contributing to Complete Streets, which may include street and sidewalk lighting; sidewalks and pedestrian safety improvements such as median refuges or crosswalk improvements; improvements that provide Americans with Disabilities Act (ADA) compliant accessibility; transit accommodations including improved pedestrian access to transit stops and bus shelters; bicycle accommodations including bicycle storage, bicycle parking, bicycle routes, shared-use lanes, wide travel lanes or bike lanes as appropriate; and street trees, boulevard landscaping, and street furniture.

**4. Exceptions**

Exemptions to this Policy shall only be granted when the Department of Developmental Services recommends and City Council determines that any of the following are evident:

- a. The project is occurring on a roadway where non-motorized use is prohibited by law; or

- b. A cost and/or health impact assessment demonstrates that the cost for a particular Complete Streets project would be excessive compared to the need, public health benefit, safety improvement and probable use of that particular street; or
- c. There is absence of use by all, except motorized road-users, that would continue in the future even if the street were a Complete Street; or
- d. An alternate facility has been previously programmed at that location; or
- e. A legal and/or regulatory impediment or constraint exists.

Bicycle, pedestrian, and transit facilities shall be included in new street construction, reconstruction, and other transportation improvement projects, except under one or more of the following conditions. Any condition approval shall follow the Implementation process outlined in the corresponding element in this Policy (#10 below).

- a. A project involves only ordinary maintenance activities designed to keep assets in serviceable condition, such as mowing, cleaning, sweeping, patching, joint repair, crack-filling, or pothole filling, or when interim measures are implemented on temporary detour or haul routes;
- b. There is insufficient space to safely accommodate new facilities, as determined by the Department of Developmental Services and City Council;
- c. Where determined by the Department of Developmental Services and City Council to have relatively high safety risks;
- d. Where the City Council exempts a project due to the excessive and disproportionate cost of establishing a bikeway, walkway or transit enhancement as part of a project;
- e. Where jointly determined by the Department of Developmental Services and City Council that the construction is not practically feasible or cost effective because of significant or adverse environmental impacts to streams, floodplains, remnants of native vegetation, wetlands, steep slopes or other critical areas, or due to impacts on neighboring land uses, including impact from right-of-way acquisition.

## **5. Creates a Network**

The City of Cedar Falls recognizes the absolute necessity of promoting pedestrian, bicycle and public transportation network connectivity as an alternative to the automobile in order to provide transportation options and to protect all road users, reduce negative environmental impacts, promote healthy living, and advance the well-being of commuters. Furthermore, the City acknowledges that as public spaces, roads must be designed to afford safety and accessibility to all users. Finally, the City recognizes that the full integration of all modes of travel in the design of streets and highways will help increase the capacity and efficiency of the road network, hopefully reduce traffic congestion by improving mobility options, reduce greenhouse gas emissions, and therefore improve the general quality of life.

## **6. Jurisdictional (Project) Application**

This Policy shall apply to all local and/or private development transportation improvement projects whether proposed and/or constructed by the City or private developer, unless specifically excluded through the Exceptions element of this Policy (#4 above). Federal and state transportation improvement projects shall be encouraged to consider inclusion of Complete Streets elements.

## **7. Design Criteria**

The design of new or reconstructed facilities should anticipate likely future demand for bicycling, walking and transit facilities and should not preclude the provision of future improvements. Said design criteria must be guided by national or state recognized standards (i.e. AASHTO, SUDAS, etc.) for the City of Cedar Falls. For example, under most circumstances bridges (which last for 75 years or more) should be built with sufficient width for safe bicycle and pedestrian use in anticipation of a future need for such facilities.

The City will generally follow accepted or adopted design standards when implementing improvements intended to fulfill this Complete Streets policy but will consider innovative or non-traditional design options where a comparable level of safety for users is present.

## **8. Context Sensitivity**

It will be important to the success of the Complete Streets policy to ensure that the project development process includes early consideration of the land use and transportation context of the project, the identification of gaps or deficiencies in the network for various user groups that could be addressed by the project, and an assessment of the tradeoffs to balance the needs of all users. The context factors that should be given high priority include the following:

- a. Whether the corridor provides a primary access to a significant destination such as a community or regional park or recreational area, a school, a shopping/commercial area, or an employment center;
- b. Whether the corridor provides access across a natural or man-made barrier such as a river or freeway;
- c. Whether the corridor is in an area where a relatively high number of users of non-motorized transportation modes can be anticipated;
- d. Whether a road corridor provides important continuity or connectivity links for an existing trail network; or
- e. Whether nearby routes that provide a similar level of convenience and connectivity already exist.

## **9. Performance Measures**

The City of Cedar Falls shall develop, apply, and report on walking and bicycling transportation performance measures in order to evaluate the functioning of the non-motorized transportation system; to ensure consistency with current industry standards; to identify strengths, deficiencies and potential improvements; and to support development of new and innovative facilities and programs. Several factors shall be measured or used by the Department of Developmental Services to evaluate the effectiveness of this Policy on an annual basis. However, the City recognizes that assessing the effectiveness of this Policy is a long-term process and that the community may not experience large scale improvements or be able to collect sufficient data during the initial two (2) years of the implementation of a Complete Streets project. The measures may include:

- a. Changes in traffic counts;
- b. Changes in transit system ridership;
- c. Change in school transportation survey information (transportation to-and-from school);

- d. Changes in bicycle and pedestrian count data; and/or
- e. Other measures, which may include: miles of on-street bicycle routes; miles of off-road trails; new linear feet of pedestrian sidewalks; number of new or reconstructed curb ramp; number of new or repainted crosswalks; number of new street trees planted; percentage of transit stops with shelters; change in Level of Service (LOS) measurement; customer satisfaction surveys; etc.

## **10. Implementation**

In order to ensure Implementation of this Policy, the City of Cedar Falls will have the Department of Developmental Services provide annual recommendations regarding implementation of this Policy to the Mayor and City Council for consideration.

Within six (6) months of the passage of this Policy, the Department of Developmental Services will develop administrative guidelines and implementation of strategies related to this Policy.

## 12.2 MASTER TRANSPORTATION PLAN

*Amended September 17, 1996, Street Classifications, Res. No. 97-96*

*Amended September 6, 2005, Downtown Master Plan Street Classifications, Res. No. 183-05*

*Amended September 4, 2007, Res. No. 161-07*

The Master Transportation Plan is the guiding policy that the community, City Staff, the Planning Commission and the City Council utilize to proactively guide decisions regarding street classification, design, location, form and function. The Master Transportation Plan prescribes and plans for the development of a multi-modal transportation system in the form of streets, sidewalks, bike lanes, trails and transit. A multimodal transportation system is vital to growing a livable transportation network. Consistent planning ensures that streets will efficiently circulate traffic within the community and connect Fayetteville to the rest of the region. Special emphasis should be placed on multi-modal transportation infrastructure design, access management and traffic speed and volume considerations when planning streets. The Master Transportation Plan is updated on a five year basis in conjunction with City Plan 2030 in order to be adaptable to change over time.

The Master Transportation Plan contains the Master Trails Plan and the Master Street Plan.

### Master Trails Plan

The Fayetteville Alternative Transportation and Trails Master Plan (FATT Plan), guides the development of trails in the City's expanding trail network. The Master Trail Plan Map illustrates future trail alignments and trail corridors for the purpose of acquiring easements and right-of-way. As development occurs adjacent to future trail alignments, careful attention will be paid to acquiring easements and providing site design input during the development review process. The trail cross-sections that follow the Master Street Plan cross sections will be utilized for the construction of City trails. Trail surface materials may vary according to site considerations such as proximity to floodplains or floodways.

### Master Street Plan

The Master Street Plan is comprised of a map illustrating the street classification and location, and a document of street cross sections showing the dimensional requirements of the street. In conjunction, these two documents are used to guide long range traffic planning through street function, design and location.

The City supports context sensitive street design that acknowledges the function and use of the street in relation to current and future land use. The design and dimensions of streets that fall under the same functional classification may vary greatly due to the surrounding existing or future land uses and the function of the street. For instance, a low traffic



speed collector in a neighborhood may have on-street parking while a higher traffic speed collector would have bike lanes. The City's access management and street connectivity policies provide the tools to guide the access and dispersal of traffic.

*Low Impact Development:* The City encourages the use of Low Impact Development (LID) stormwater management strategies in street design and construction. Each of the street cross sections can be modified to incorporate LID best practices for stormwater management. Streets that include landscape strips or bump-outs are ideal for implementing LID strategies such as swales or infiltration basins. Developers and engineers should work closely with the City's Development Services Department to plan and design appropriate stormwater management strategies and structures.

*Public Transportation:* The construction of bus benches, shelters and pull-offs is a critical part of a successful transportation system. However, the need for such facilities is ultimately determined by the transportation providers. Therefore, the City should consult with transportation providers prior to the design of any new street, or major street improvement project to determine if the need for new facilities exists.

*Streets in University of Arkansas Campus:* The City of Fayetteville and the University of Arkansas will partner together in the planning, design and construction or reconstruction of streets located within the University of Arkansas campus area. These streets are identified on the map and within this document. Streets identified on the Master Street Plan Map and within the University of Arkansas boundary are intended to be reviewed concurrently with City and University staff prior to design. These streets should be consistent with the policies of the Master Street Plan, but may require alternative cross-sections due to physical constraints unique to the University.

*International Fire Code:* The International Fire Code (IFC), which the State of Arkansas has adopted, requires a 20-foot minimum of unobstructed width on all roads, which is reflected in the proposed street cross-sections. If structures on either side of the road exceed 30 feet or three stories, then the IFC requires a 26-foot minimum of unobstructed width. This document recognizes that street cross-sections may be modified to meet the IFC requirements.

The following street cross-sections are functionally classified in accordance with the U.S. Department of Transportation's National Highway Functional Classification Study Manual. In addition, the street cross-sections provide sensitivity to context by providing options for both suburban and urban developments and accommodating cyclists and low-impact development neighborhoods. Additional utility easements will be required outside of the specified right-of-way on a project specific basis, as determined by the utility companies.



## 12.2.1 ALLEYS

Alleys are used in conjunction with streets to provide rear access to properties, garages and off-street parking. Driveways connected to alleys should have sufficient depth to allow vehicles to park and not encroach into the alley right-of-way.

### Solid Waste

Solid waste pick-up is allowed, subject to the following standards:

- "No parking" signs are installed at the entrance(s) and mid-block locations.
- Designated locations for carts and recycle bins are kept free of obstructions.
- Bulk hauling and brush collection is placed at the public street.
- Building walls and projections are located at least 10' from the edge of the alley pavement. To prevent encroachment into the right-of-way, additional separation may be required if parking is provided between the building and alley.
- On-street parking is provided.
- Address numbers are installed on the front and rear of every structure.
- Minimum radius requirements are provided.
- Dead-end alleys are prohibited.

### Fire Department

Alleys used in conjunction with single- and two-family units are not intended to serve as fire access roads when structures also adjoin a private or public street that provides the required fire access. Fire access roads shall extend to within 150 feet of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility.

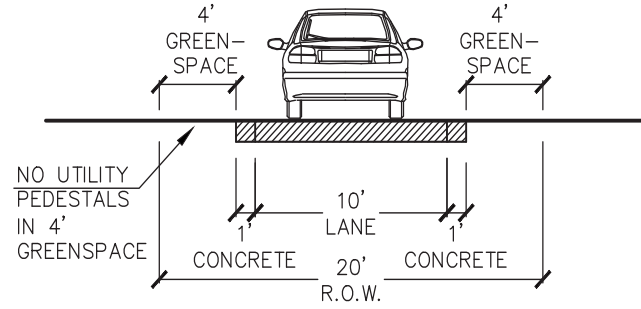
When an alley serves as the sole access, or when more than one access is required due to building height, condition of terrain, climatic conditions, the potential for impairment of a single road by vehicle congestion, or other factors that could limit access, alleys may need to be designed in accordance with the Arkansas Fire Code to support apparatus access, with approval from the fire code official.



**EXHIBIT B**

**1a RESIDENTIAL REAR ALLEY: ONE-WAY**

Design Service Volume: < 200 vpd  
 Travel Lanes: One 10' lane  
 Parking: Not allowed within alley R.O.W.  
 Paved Width: 12' from outer edge of concrete strip  
 Right of Way: 20'  
 Sidewalks: None  
 Greenspace: Both sides of alley, min. 4' wide, unencumbered  
 Curb cuts: Continuous access possible  
 No curb required



**1b RESIDENTIAL REAR ALLEY: TWO-WAY**

Design Service Volume: < 200 vpd  
 Travel Lanes: Two 7' lanes  
 Parking: Not allowed within alley R.O.W.  
 Paved Width: 16' from outer edge of concrete strip  
 Right of Way: 20'  
 Sidewalks: None  
 Greenspace: Both sides of alley, min. 2' wide, unencumbered  
 Curb cuts: Continuous access possible  
 No curb required

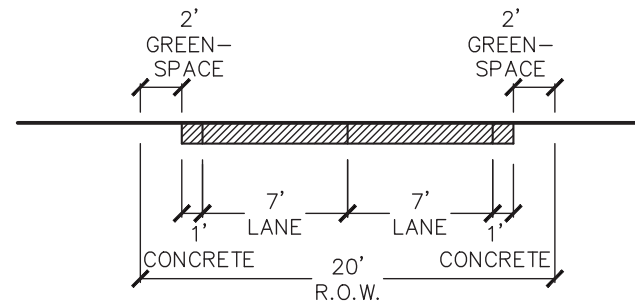
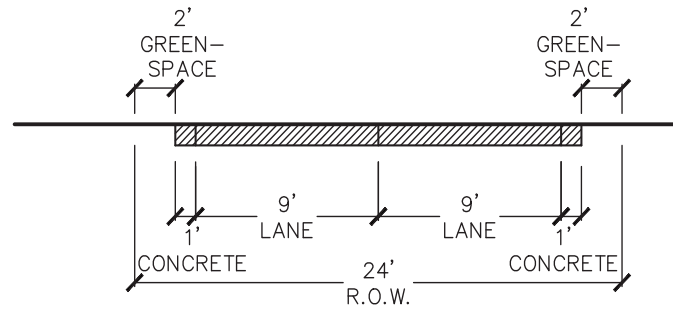




EXHIBIT B

1c COMMERCIAL REAR ALLEY: ONE- OR TWO-WAY

Design Service Volume: < 200 vpd  
Travel Lanes: Two 9' lanes  
Parking: Not allowed within alley R.O.W.  
Paved Width: 20' from outer edge of concrete strip  
Right of Way: 24'  
Sidewalks: None  
Greenspace: Both sides of alley, min. 2' wide, unencumbered  
Curb cuts: Continuous access possible  
No curb required



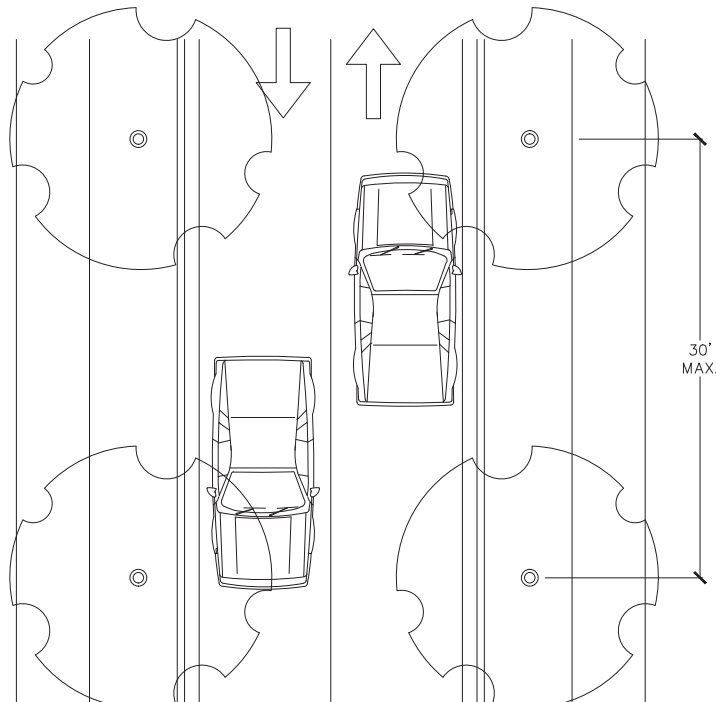
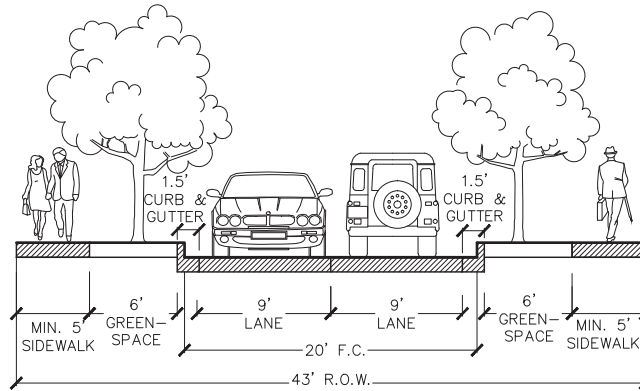
## 12.2.2 RESIDENTIAL STREETS

RESIDENTIAL STREETS provide for the lowest level of traffic and service. They provide access to residential property and are intended to be used only by local traffic. A high degree of street connectivity is required for easy dispersal of traffic. Residential Street block lengths shall not exceed 600 feet. Residential streets have a low level of access management, with curb cuts permitted every 50 feet.

### 2a RESIDENTIAL:

Design Service Volume:	< 300 vpd
Desired Operating Speed:	15-20 mph
Travel Lanes:	Two 9' lanes
Parking:	Not Allowed
Paved Width:	20' from face of curb
Right of Way:	43'
Sidewalks:	Both sides of street, min. 5' wide, located in R.O.W. at R.O.W. line
Greenspace:	Both sides of street, min. 6' wide

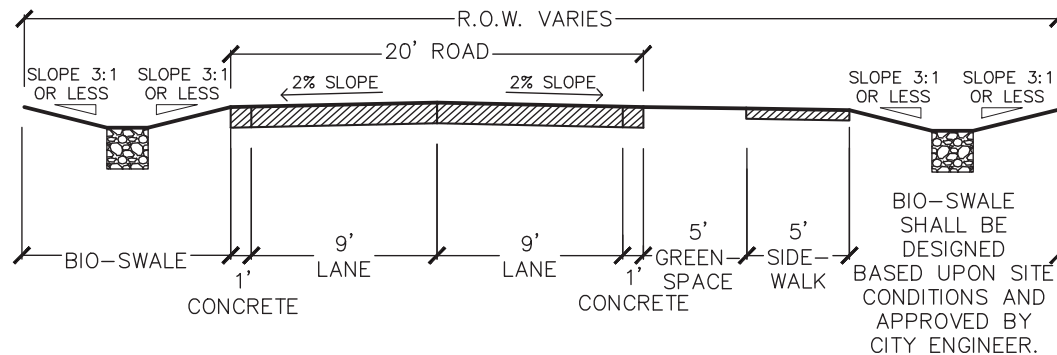
\* ST 37 may substitute for the Residential Street cross-section urban condition.



## EXHIBIT B

### 2b RESIDENTIAL LOW-IMPACT DEVELOPMENT:

Design Service Volume:	< 300 vpd
Desired Operating Speed:	15-20 mph
Travel Lanes:	Two 9' lanes
Parking:	Not Allowed
Paved Width:	20'
Right of Way:	Varies
Sidewalks:	One, at least 5' wide, adjoining 5' greenspace
Greenspace:	One side of street, min. 5' wide
Bio-Swale:	Both sides of street, width dependent upon site conditions and approved by City Engineer. Tree plantings may be permitted by the Urban Forester

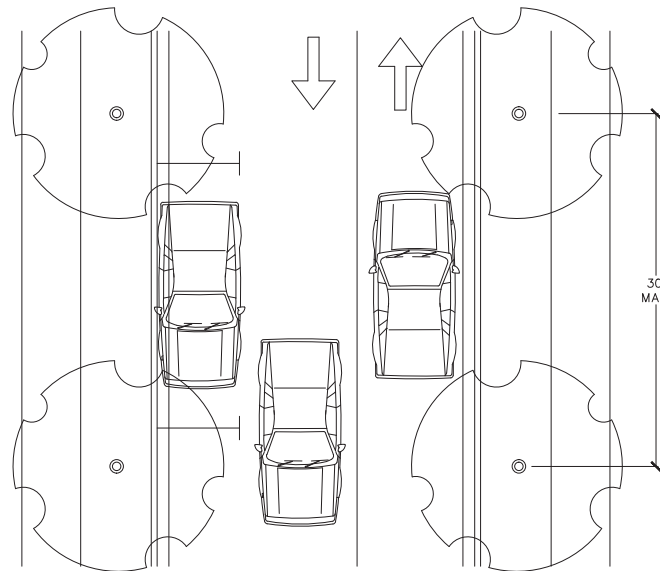
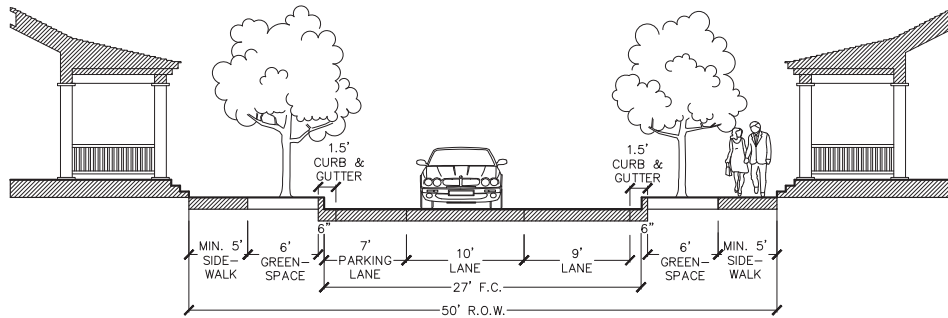


### 12.2.3 LOCAL STREETS

LOCAL STREETS provide for a moderate level of traffic flow and service. They provide access to abutting land uses and provide connections to higher order street classifications. Local Urban streets are encouraged in City Neighborhood and Urban Center areas as depicted on the Future Land Use Map. Local Urban Streets are also appropriate for areas that may function as a main street for a neighborhood, offering mixed uses and a pedestrian-friendly environment. LOCAL STREETS have a low to medium level of access management, with curb cuts permitted every 50 feet.

**3a LOCAL:**

- Design Service Volume: < 4,000 vpd
- Desired Operating Speed: 20-25 mph
- Travel Lanes: One 10' lane, One 9' lane
- Parking: One 7' lane
- Paved Width: 27' from face of curb
- Right of Way: 50'
- Sidewalks: Both sides of street, min. 5' wide, located in R.O.W. at R.O.W. line
- Greenspace: Both sides of street, min. 6' wide. May be widened to facilitate Low-Impact Development techniques, subject to approval by City Engineer.



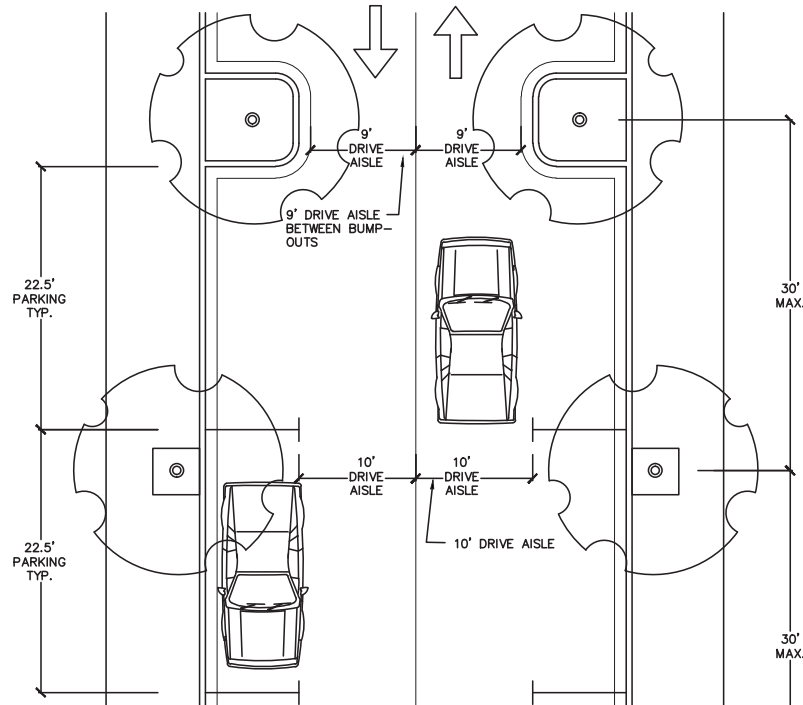
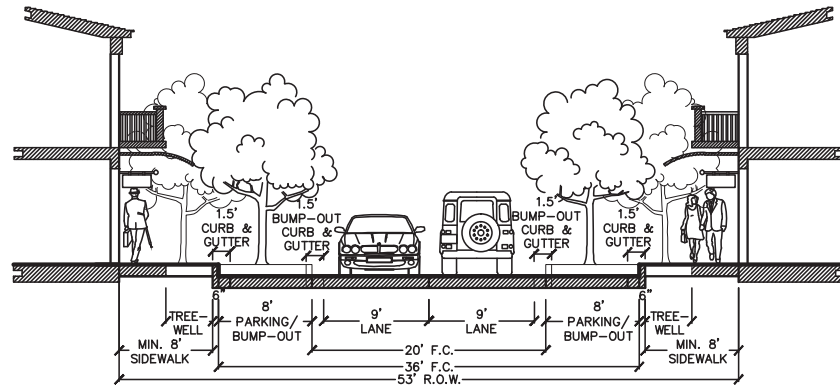
\* ST 45 may substitute for local street cross-section in an urban condition.



**EXHIBIT B**

**3b LOCAL URBAN:**

Design Service Volume: < 4,000 vpd  
 Desired Operating Speed: 20-25 mph  
 Travel Lanes: Two 9' lanes  
 Parking: Two 8' lanes with bump-outs  
 Paved Width: 20' from face of bump-out curb  
 36' entire width to face of curb  
 53'  
 Right of Way: 53'  
 Sidewalks: Both sides of street, min. 8' wide with grated tree wells against curb  
 Greenspace: Both sides of street, tree wells



## 12.2.4 COLLECTOR STREETS

COLLECTOR STREETS provide traffic circulation within residential, commercial, and industrial areas. They collect traffic from local or residential streets in neighborhoods and facilitate traffic movement into the arterial system. Connections between arterials should be direct in order to disperse traffic throughout the city. Collector streets vary in width and function as they respond to the context of the adjacent land uses. A minimum right-of-way of 59 feet shall be provided where a collector is depicted on the Master Street Plan with a 70-foot right-of-way provided at intersections with other collectors, minor arterials and principal arterials. The intersection right-of-way must extend a minimum of 200 feet from the intersection. A 70-foot right-of-way may be required if the volume or turning movements of traffic generated or predicted warrants a continuous turning lane. All collectors have a moderate level of access management with curb cuts permitted every 100 feet.

The City recognizes that the design of collector streets may vary depending upon the context of the existing and future land use in a particular area. The following three collector cross sections provide flexibility in context while utilizing a standard right-of-way and pavement width. This permits multiple configurations of on-street parking and bicycle facilities through different pavement markings and striping. The standard pavement width will enable the street to easily transform as land use intensity or density changes over time.



**EXHIBIT B**

**4a COLLECTOR (INTERSECTION):**

Design Service Volume: < 4,000 vpd,  
< 6000 vpd with left turn bays

Desired Operating Speed: 25-30 mph

Travel Lanes: Two 14' shared motorist and cyclist lanes

Turn Lane: 11' turn bays where warranted

Bicycle Lanes: Shared with motorist lane

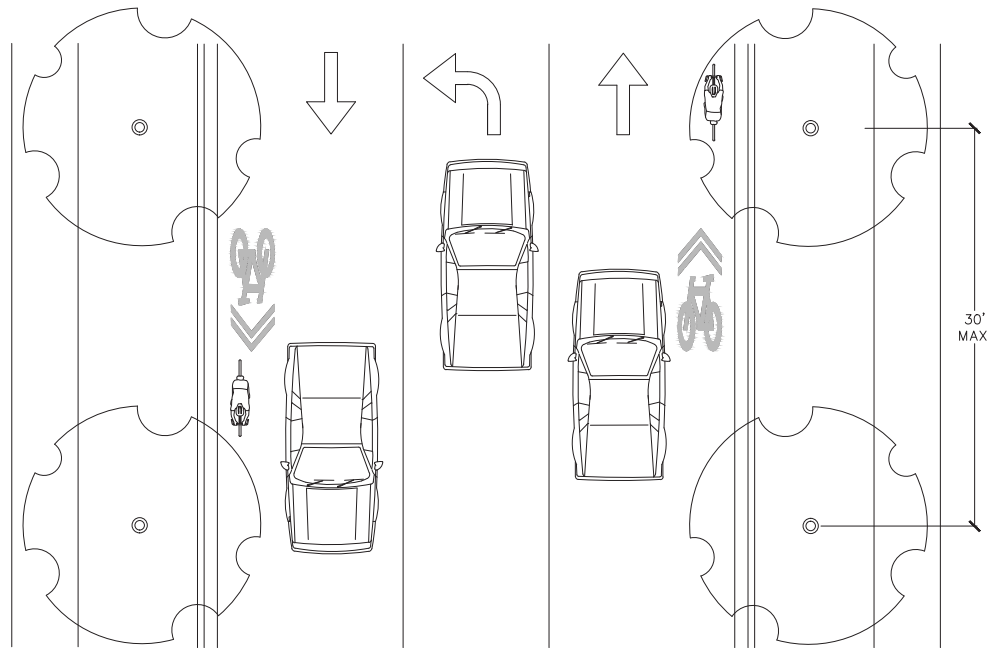
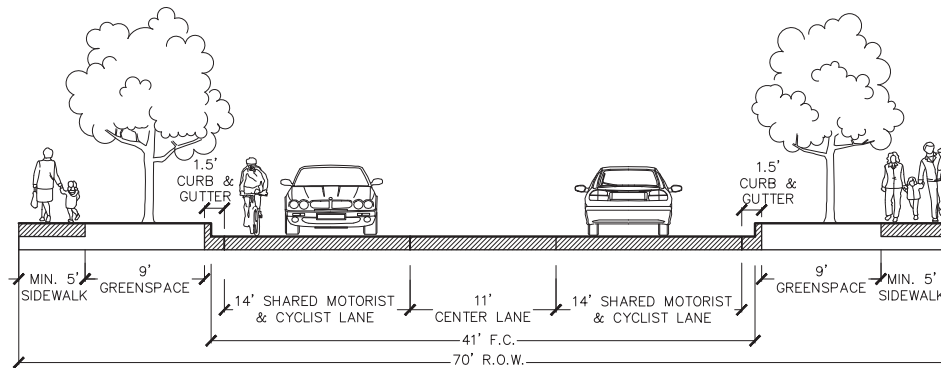
Parking: None

Paved Width: 41' from face of curb

Right of Way: 70'

Sidewalks: Both sides of street, min. 5' wide, located in R.O.W. at R.O.W. line.

Greenspace: Both sides of street, min. 9' wide



**EXHIBIT B**

**4b COLLECTOR (SHARROW):**

Design Service Volume: < 4,000 vpd,  
< 6000 vpd with left  
turn bays

Desired Operating Speed: 25-30 mph

Travel Lanes: Two 14' shared  
motorist and cyclist  
lanes

Turn Lane: 11' turn bays where  
warranted (See 4a)

Bicycle Lanes: Shared with drive lane

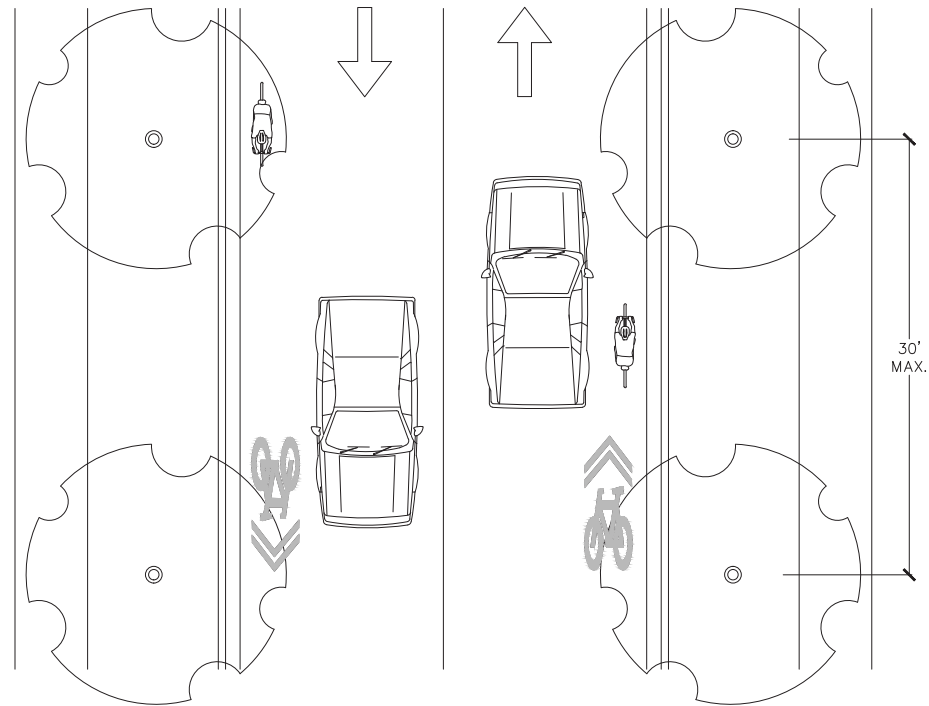
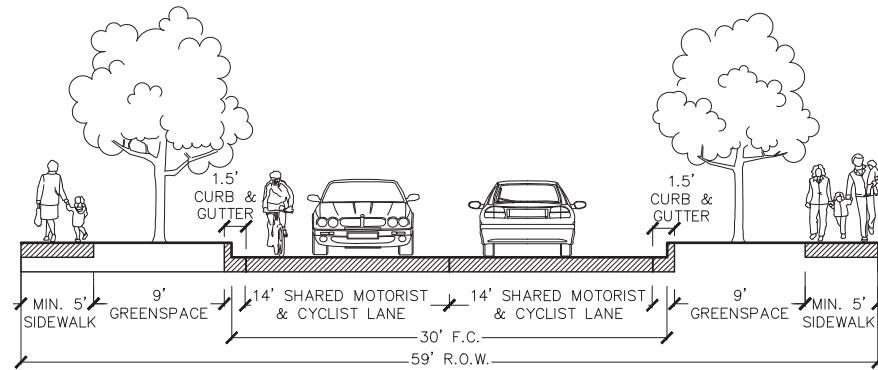
Parking: None

Paved Width: 30' from face of curb

Right of Way: 59'

Sidewalks: Both sides of street,  
min. 5' wide,  
located in R.O.W. at  
R.O.W. line

Greenspace: Both sides of street,  
min. 9' wide





**EXHIBIT B**

**4c COLLECTOR (WITH PARKING):**

Design Service Volume: < 4,000 vpd,  
< 6000 vpd

Desired Operating Speed: 25-30 mph

Travel Lanes: Two 11' motorist lanes

Turn Lane: None

Bicycle Lanes: Shared with motorist lanes

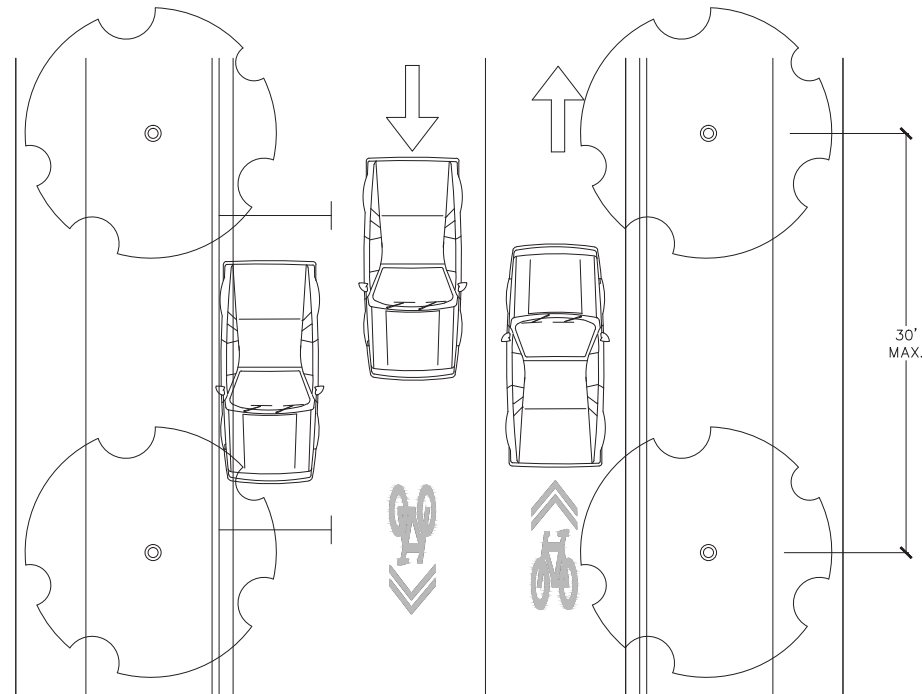
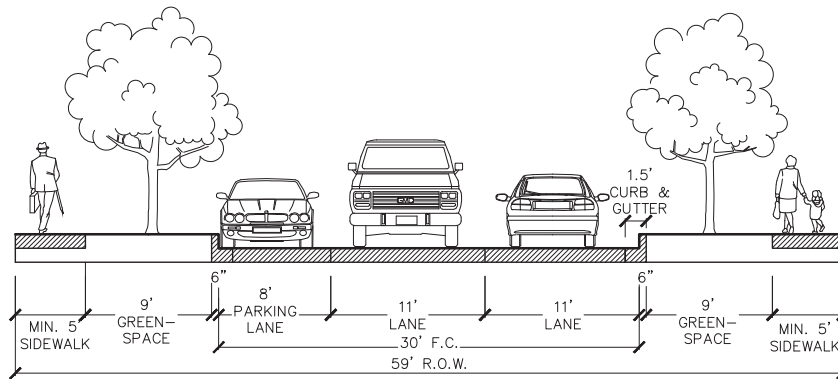
Parking: One 8' lane

Paved Width: 30' from face of curb

Right of Way: 59'

Sidewalks: Both sides of street, min. 5' wide, located in R.O.W. at R.O.W. line.

Greenspace: Both sides of street, min. 9' wide



**EXHIBIT B**

**4d COLLECTOR (WITH BICYCLE LANES):**

Design Service Volume: < 4,000 vpd,  
< 6000 vpd

Desired Operating Speed: 25-30 mph

Travel Lanes: Two 10' motorist lanes

Turn Lane: None

Bicycle Lanes: 5' wide, both sides of street against curb

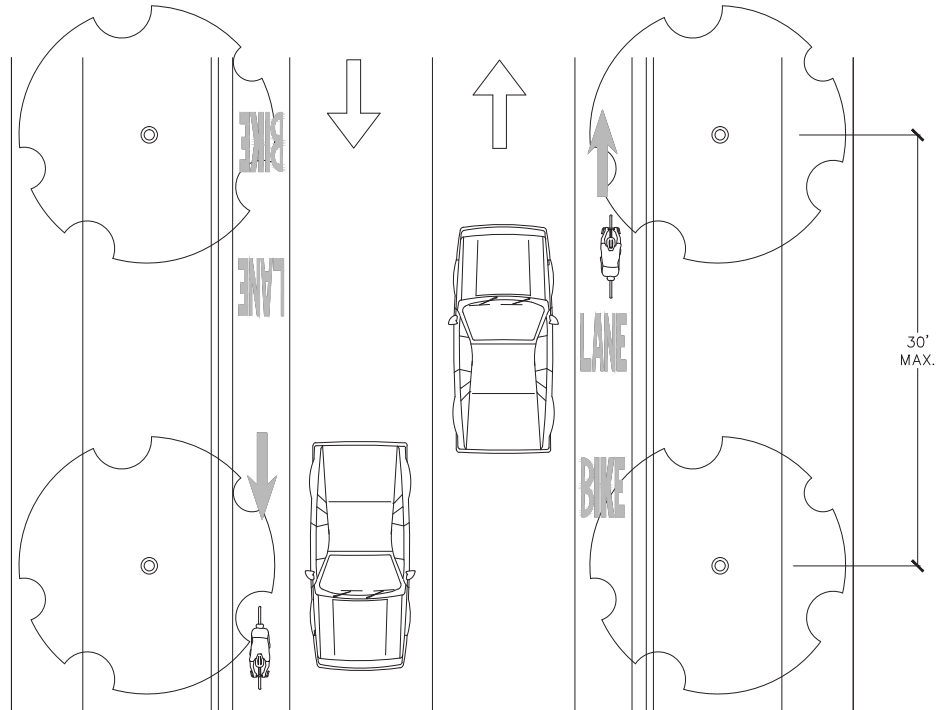
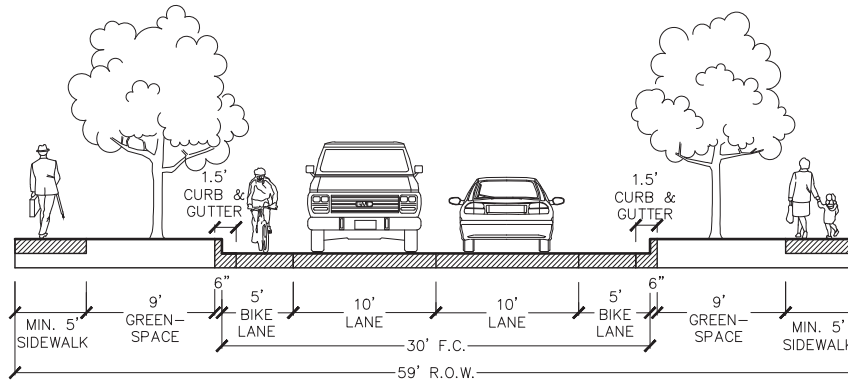
Parking: None

Paved Width: 30' from face of curb

Right of Way: 59'

Sidewalks: Both sides of street, min. 5' wide, located in R.O.W. at R.O.W. line.

Greenspace: Both sides of street, min. 9' wide

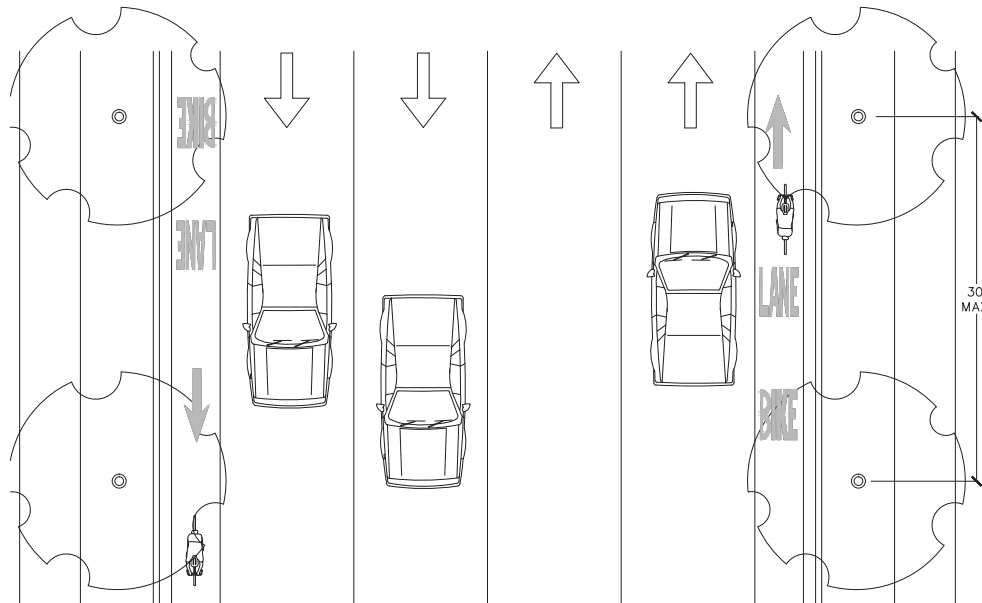
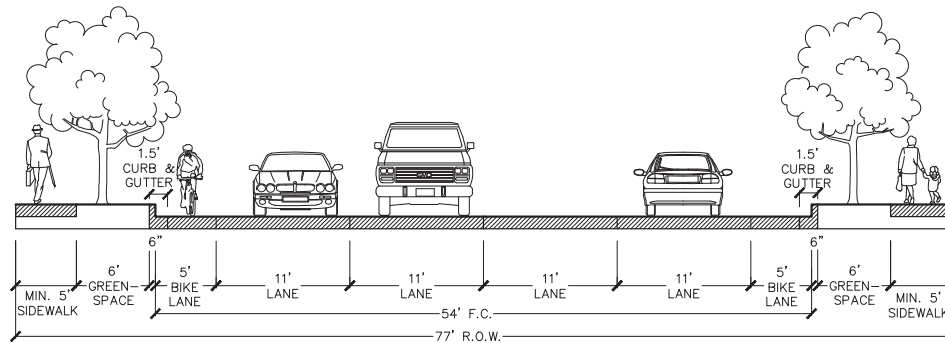


### 12.2.5 MINOR ARTERIAL STREETS

MINOR ARTERIAL STREETS provide mobility throughout the city, encouraging multiple modes of transportation within the arterial network. Access should be limited to controlled intersections where possible. They have a moderate level of access management.

**5 MINOR ARTERIAL:**

- Design Service Volume: < 12,200 vpd
- Desired Operating Speed: 30-40 mph
- Travel Lanes: Four 11' lanes
- Bicycle Lanes: 5' wide, both sides of street next to curb
- Parking: None
- Paved Width: 54' from face of curb
- Right of Way: 77'
- Sidewalks: Both sides of street, min. 5' wide, located in R.O.W. at R.O.W. line
- Greenspace: Both sides of street, min. 6' wide



## 12.2.6 PRINCIPAL ARTERIAL STREETS

PRINCIPAL ARTERIAL STREETS carry high volumes of through traffic. They are designed as boulevards for beauty and safety. They have a high level of access management and access should be primarily by way of cross-streets rather than individual curb cuts.

### 6 PRINCIPAL ARTERIAL BOULEVARD (WITH BICYCLE LANES) :

Design Service Volume: < 17,600 vpd

Desired Operating Speed: 30-40 mph

Travel Lanes: Four 11' lanes

Bicycle Lanes: 5' wide, both sides of street next to curb

Median: 10', 12' turn lane at intersections

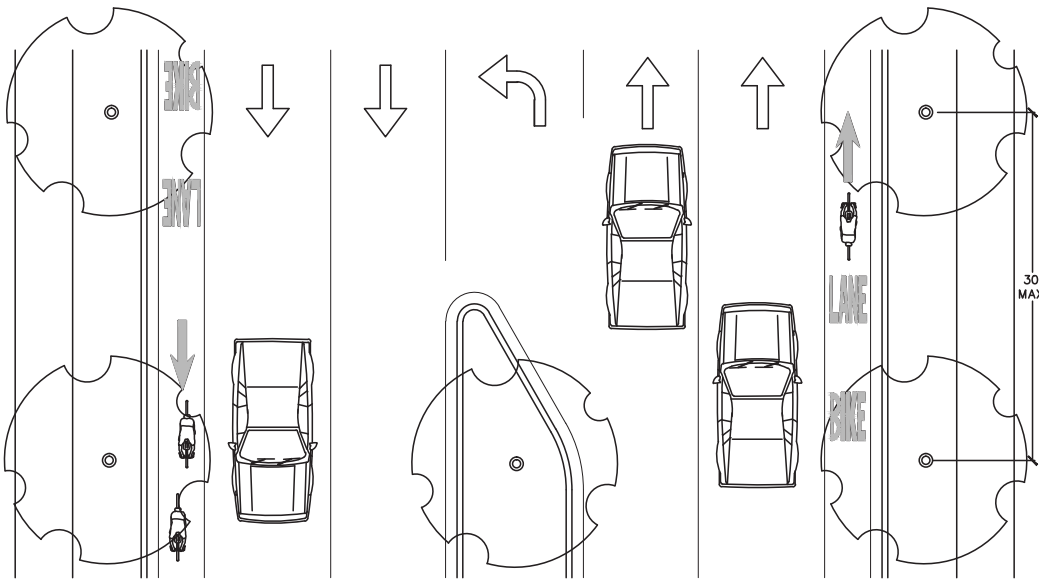
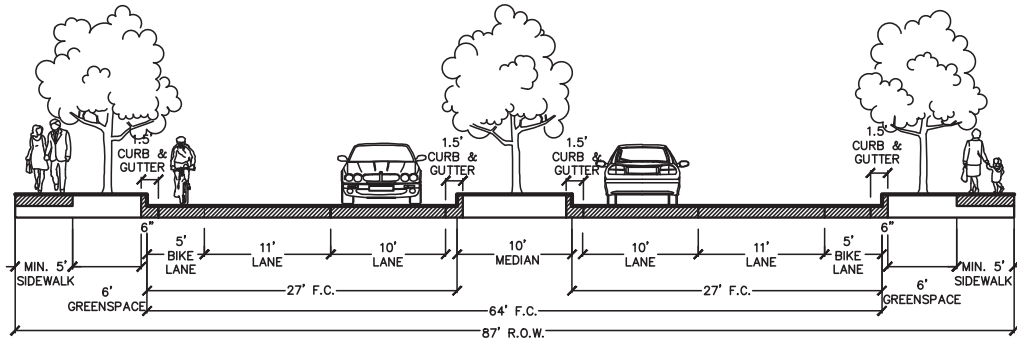
Parking: None

Paved Width: 27' from face of curb  
64' entire width including median

Right of Way: 87'

Sidewalks: Both sides of street, min. 5' wide, located in R.O.W. at R.O.W. line

Greenspace: Both sides of street, min. 6' wide

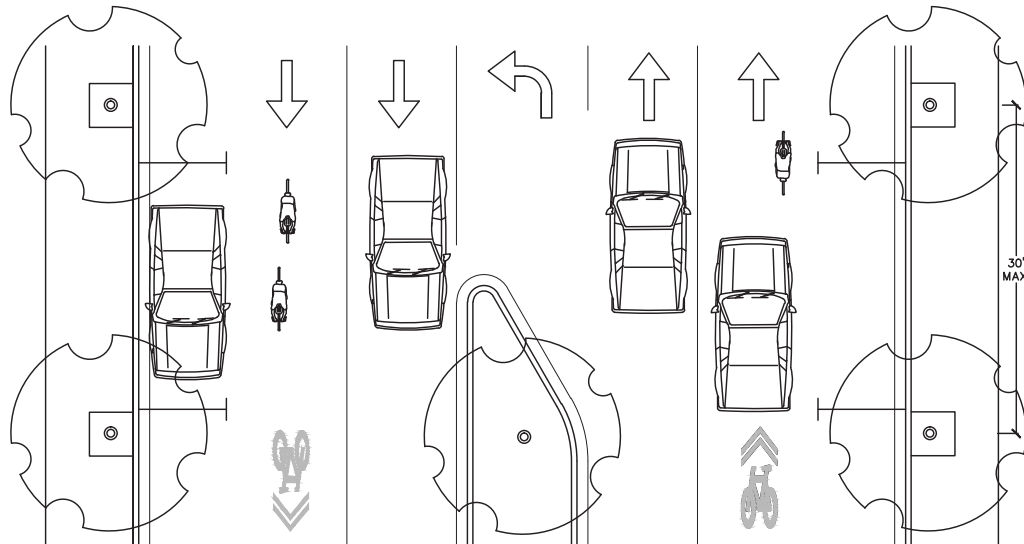
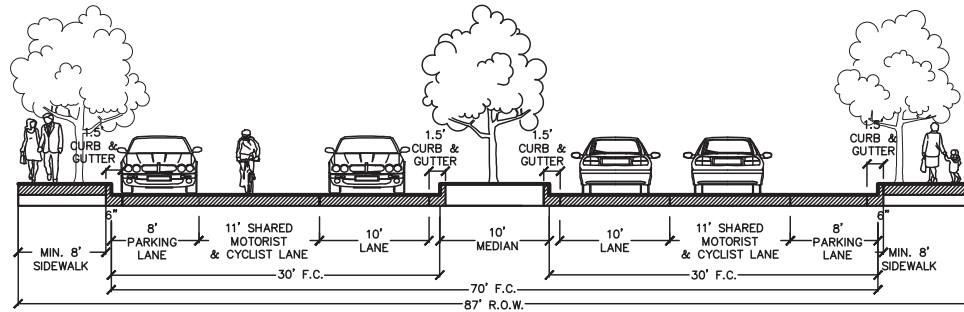


**EXHIBIT B**

PRINCIPAL ARTERIALS WITH ON-STREET PARKING are intended to be used in compact urban environments that are highly walkable and where building entries front the street. This street section is not intended to be used where traffic speeds exceed 30 MPH.

**7 PRINCIPAL ARTERIAL BOULEVARD (WITH PARKING):**

- Design Service Volume: < 17,600 vpd
- Desired Operating Speed: 25-30 mph
- Travel Lanes: Four 11' lanes
- Bicycle Lanes: Shared with outer auto travel lanes
- Median/Turn Lane: 10' median, 12' turn lane
- Parking: 8' lane, both sides of street
- Paved Width: 30' from face of curb with median  
42' from face of curb with turn lane  
70' entire width including median
- Right of Way: 87'
- Sidewalks: Both sides of street, min. 8' wide with grated tree wells against curb
- Greenspace: None



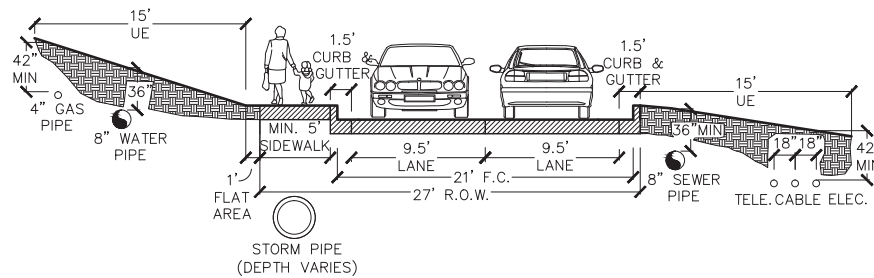
12.2.7

HILLTOP-HILLSIDE OVERLAY DISTRICT STREETS

H.H.O.D. (HILLTOP-HILLSIDE OVERLAY DISTRICT) STREETS are designed with a narrow right-of-way in order to minimize grading disturbance and tree removal, while still accommodating utility locations, vehicular and pedestrian movements. Hillside Residential streets carry limited traffic through neighborhoods, while Hillside Local streets collect traffic from the neighborhoods and disperse it to minor arterials. They have a low level of access management.

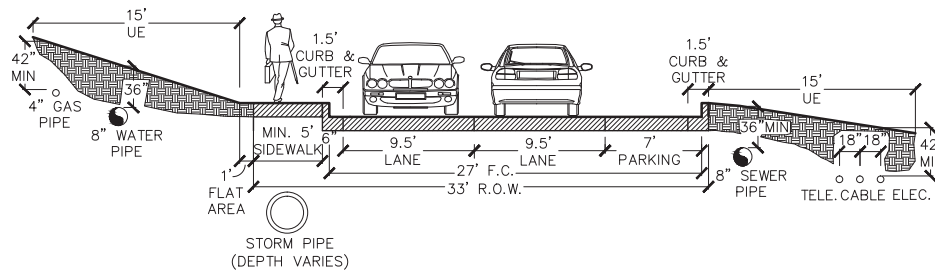
8a HILLSIDE RESIDENTIAL:

- Design Service Volume: < 500 vpd
- Desired Operating Speed: 15-20 mph
- Travel Lanes: Two 9.5' lanes
- Parking: Not Allowed
- Paved Width: 21' from face of curb
- Right of Way: 27'
- Sidewalks: One, at least 5' wide, abutting curb
- Greenspace: None
- Utility Easements: Two, 15' at R.O.W.



8b HILLSIDE LOCAL:

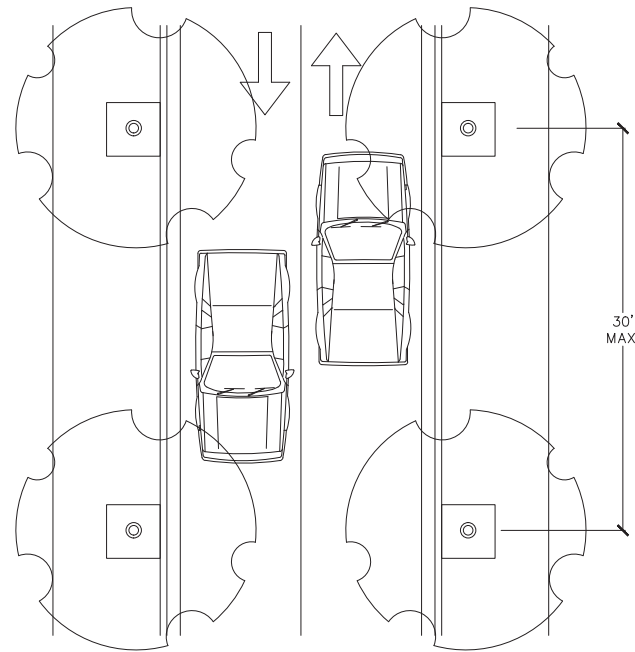
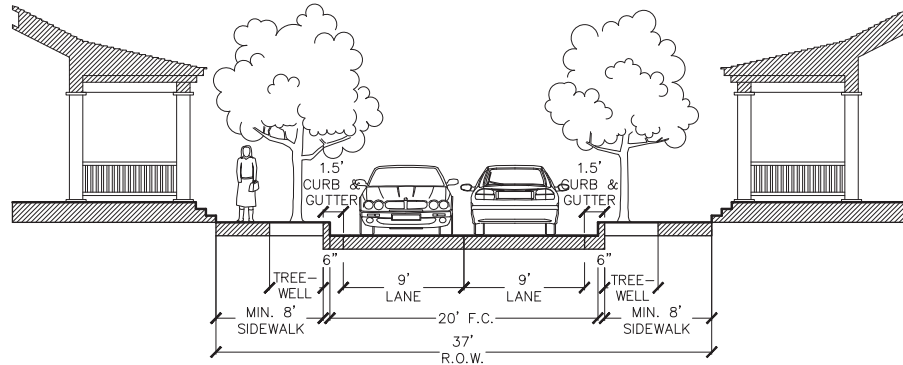
- Design Service Volume: < 4000 vpd
- Desired Operating Speed: 20-25 mph
- Travel Lanes: Two 9.5' lanes
- Parking: One 7' lane
- Paved Width: 27' from face of curb
- Right of Way: 33'
- Sidewalks: One, at least 5' wide, abutting curb
- Greenspace: None
- Utility Easements: Two, 15' at R.O.W.



### 12.2.8 DOWNTOWN MASTER PLAN STREETS

DOWNTOWN MASTER PLAN STREETS are specific to the Downtown Master Plan area.

- 9a ST 37 9/9
- Design Service Volume: < 300 vpd
- Traffic Lanes: Two 9' lanes
- Parking: Not Allowed
- Paved Width: 20' from face of curb
- Right of Way: 37'
- Sidewalks: Both sides of street, min. 8' wide with grated tree wells against curb
- Greenspace: Both sides of street, tree wells



**EXHIBIT B**

**9b ST 45 8/10/9**  
 Design Service Volume: < 300 vpd  
 Traffic Lanes: One 10' lane, one 9' lane  
 Parking: One 8' lane  
 Paved Width: 28' from face of curb  
 Right of Way: 45'  
 Sidewalks: Both sides of street, min. 8' wide with grated tree wells against curb  
 Greenspace: Both sides of street, tree wells

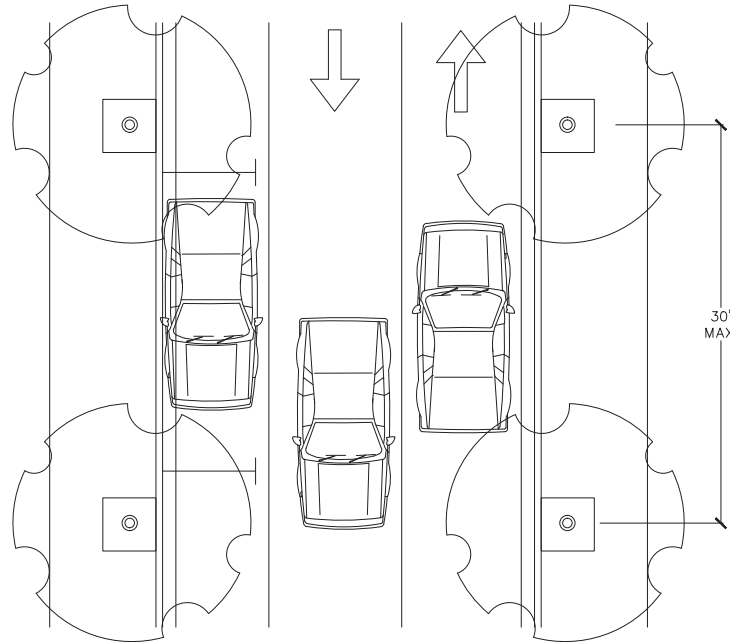
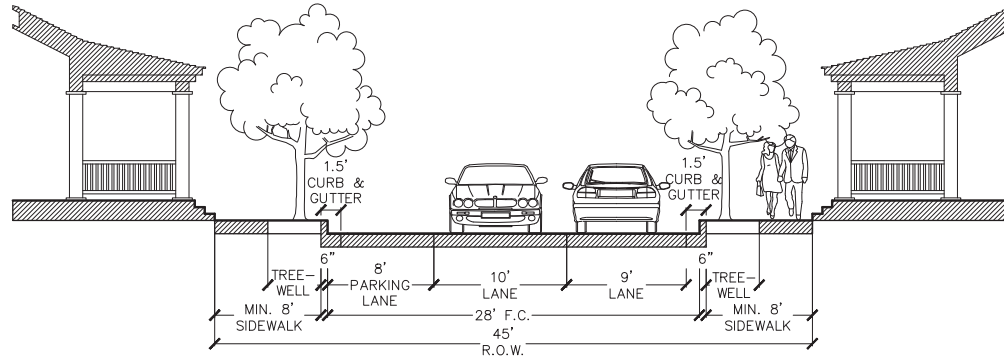
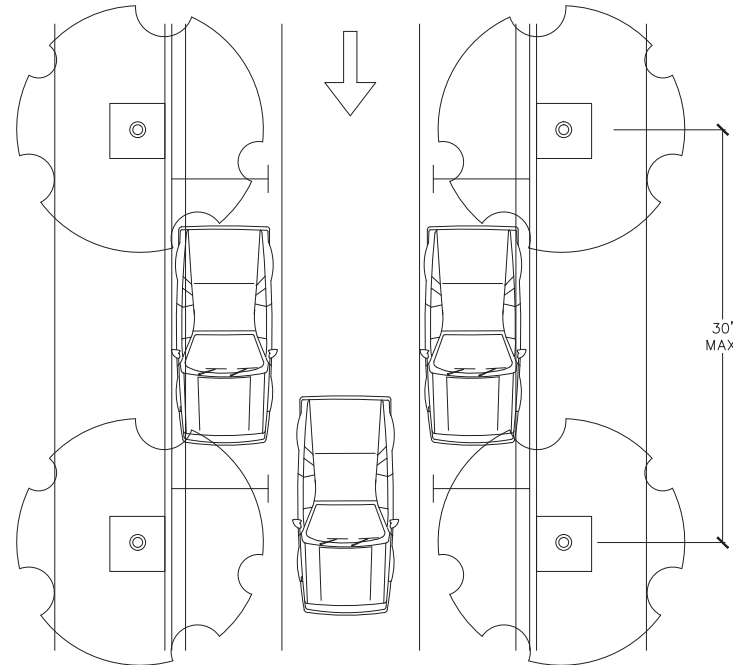
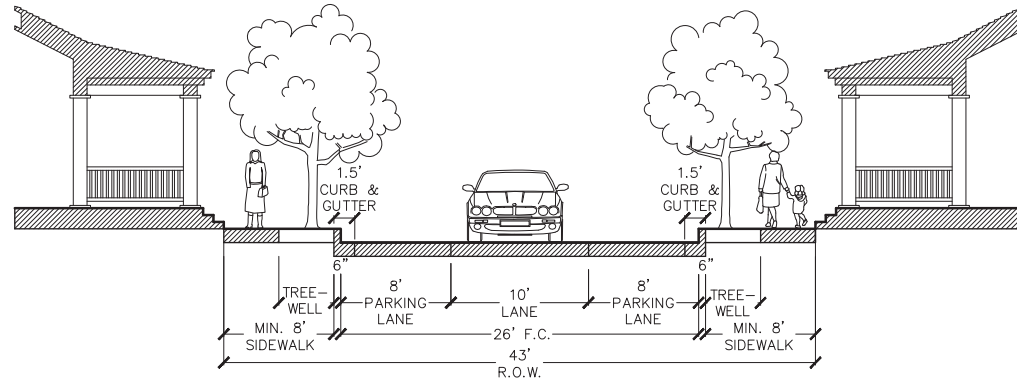




EXHIBIT B

9c ST 43 8/10/8 \*  
 Design Service Volume: < 4,000 vpd  
 Traffic Lanes: One 10' lane  
 Parking: Two 8' lanes  
 Paved Width: 26' from face of curb  
 Right of Way: 43'  
 Sidewalks: Both sides of street, min. 8' wide with grated tree wells against curb  
 Greenspace: Both sides of street, tree wells



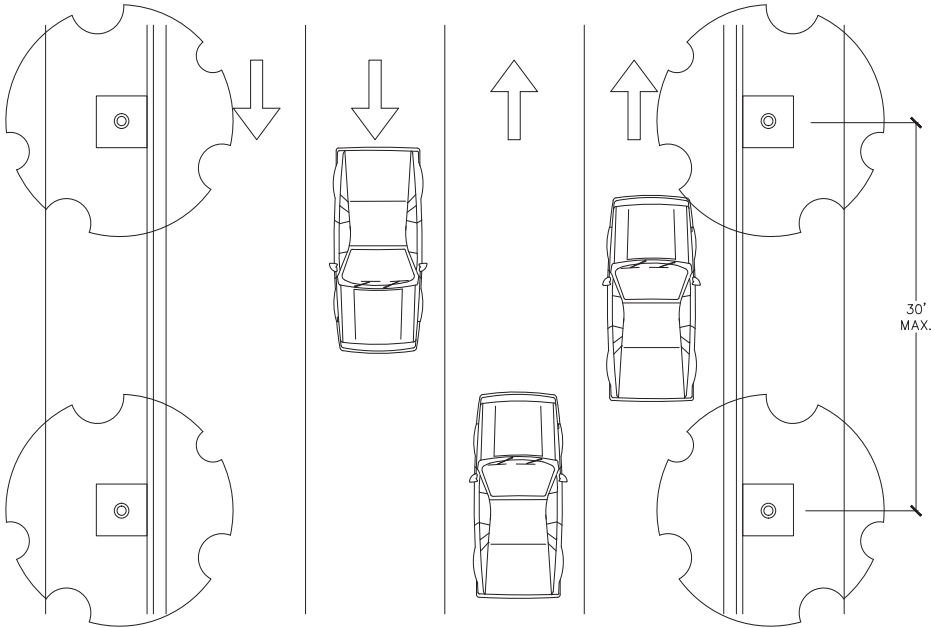
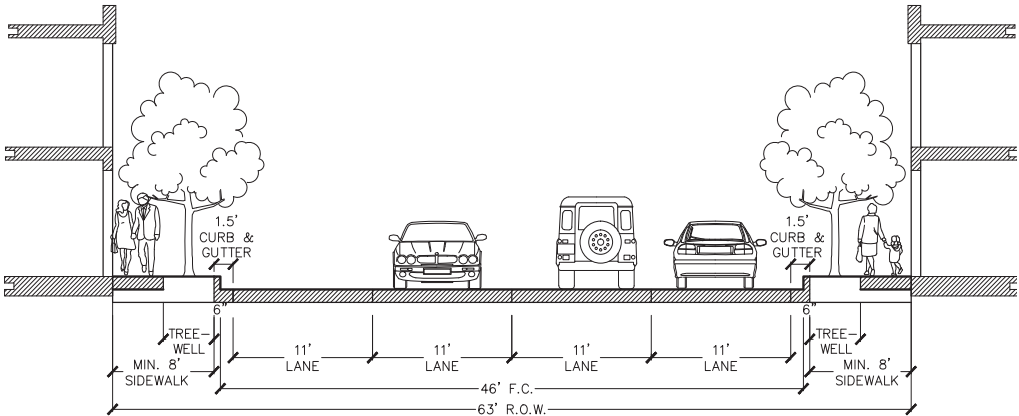
\* This street cross section is permitted only for portions of Locust Avenue and Meadow street in the Downtown Master Plan Area.



EXHIBIT B

9d ST 63 11/11/11/11

Design Service Volume: <17,600 vpd  
 Traffic Lanes: Four 11' lanes  
 Bicycle Lanes: None  
 Parking: None  
 Paved Width: 46' from face of curb  
 Right of Way: 63'  
 Sidewalks: Both sides of street, min. 8' wide with grated tree wells against curb  
 Greenspace: Both sides of street, tree wells

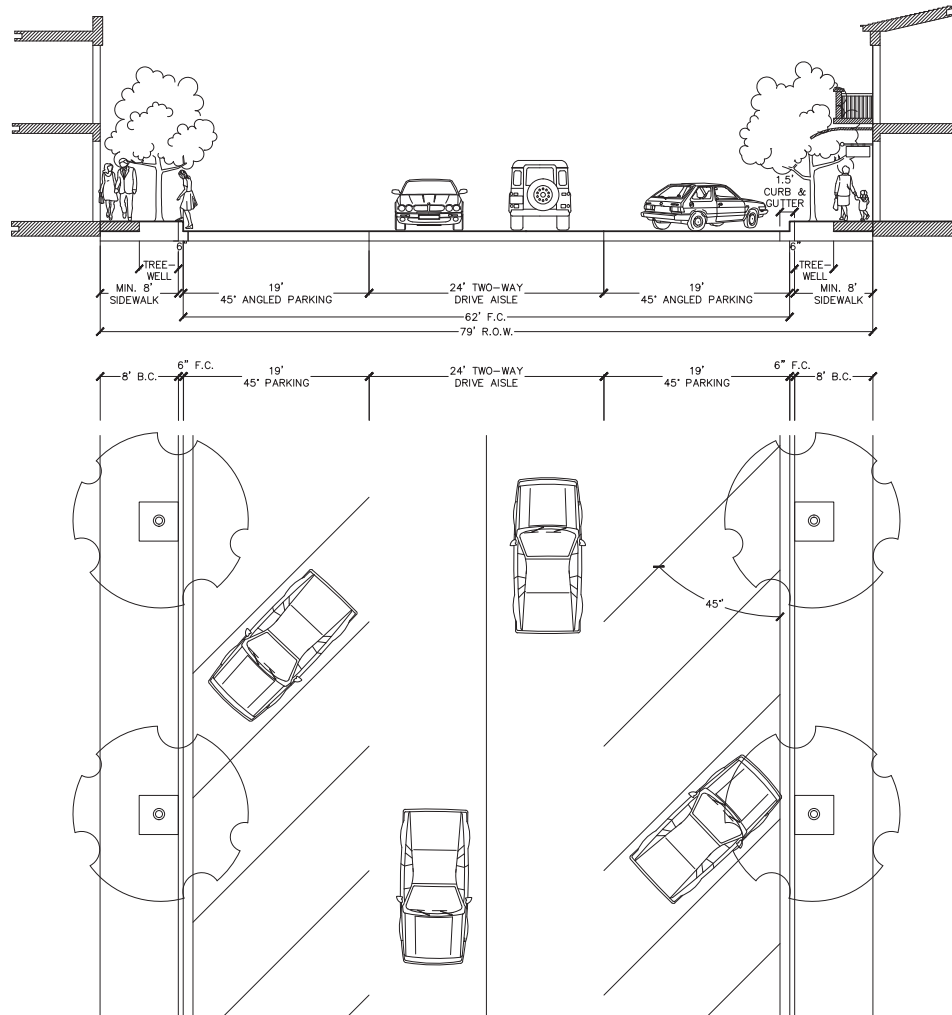


### 12.2.9 TWO-WAY SQUARE

The TWO-WAY SQUARE is designed to be utilized in town-square type scenarios, central to development, adjacent to mixed use with high volumes of pedestrian traffic. On street parking and high levels of pedestrian use keep vehicular speeds low.

#### 10 TWO-WAY SQUARE

- Design Service Volume: < 4,000 vpd
- Traffic Lanes: Two 12' lanes
- Bicycle Lanes: Shared with motorist lane
- Parking: Two 19' lanes, angled 45°, with back in or pull in
- Paved Width: 62' from face of curb
- Right of Way: 79'
- Sidewalks: Both sides of street, min. 12' wide with grated tree wells against curb
- Greenspace: Both sides of street, tree wells



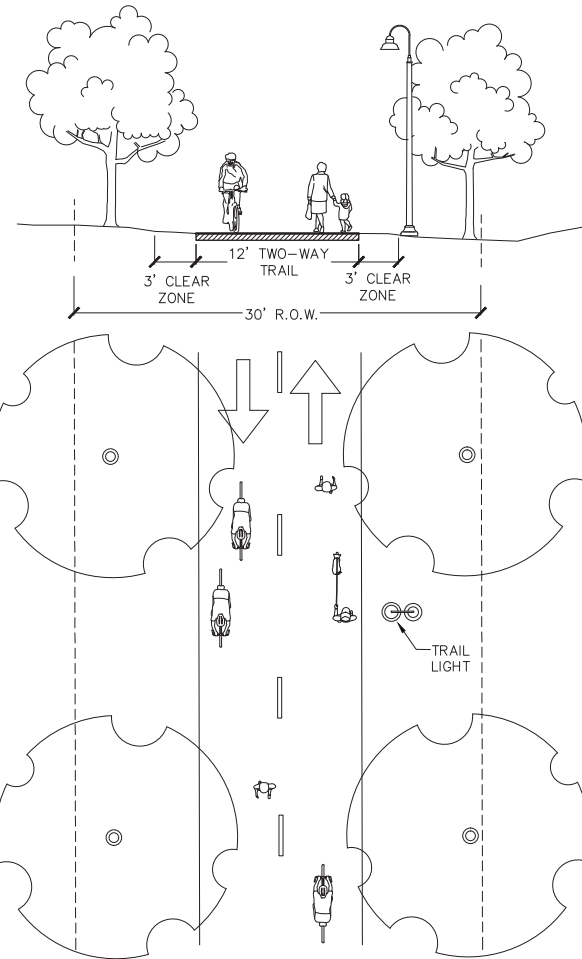
## EXHIBIT B

PAVED TRANSPORTATION TRAILS provide safe, alternative means of transportation for a variety of non-motorized uses. The Fayetteville Alternative Transportation and Trails Master Plan identifies trail corridors that connect neighborhoods, businesses, schools and parks. The goal of the Master Plan is to create an interconnected system of trails throughout Fayetteville to provide a network of alternative transportation routes for people of all ages to safely travel around the City. All transportation trails are constructed 12 feet in width in order to accommodate the high volume and variety of users including walkers, joggers, strollers, bicycles, wheelchairs, and any other non-motorized use.

ASPHALT TRAIL is used in areas where the trail is located above of the flood prone areas and away from vehicle traffic. Trail pavement should match the adjacent pavement surface when connecting to existing trail.

CONCRETE TRAIL is used when the trail is located in a flood prone area along a creek. Concrete holds up much better than asphalt when subjected to flood waters. Concrete is also used at road crossings including the ramps and other areas where increased durability is necessary. Trail pavement should match the adjacent pavement surface when connecting to existing trail.

Desired Operating Speed:	15 mph
Travel Lanes:	Two 6' lanes
Paved Width:	12'
Right of Way:	30' minimum
Greenspace:	Both sides of trail



## Master Transportation Plan Guiding Policies

### Circulation: *Guiding Policies*

In order to guide the formulation of a Master Transportation Plan and direct the Planning Commission regarding land use decisions which affect transportation issues, the following policies are suggested:

- 12.2.10.a Promote the coordinated and efficient use of all available and future transportation modes. (Goal 4)
- 12.2.10.b Meet the diverse transportation needs of the people of the City, including rural and urban populations and the unique mobility needs of the elderly and disability communities.
- 12.2.10.c Ensure the repair and necessary improvements of roads and bridges throughout the City to provide a safe, efficient and adequate transportation network.
- 12.2.10.d Minimize the harmful effects of transportation on public health and on air and water quality, land and other natural resources.
- 12.2.10.e Promote reliance on energy-efficient forms of transportation.
- 12.2.10.f Incorporate a public participation process in which the public has timely notice and opportunity to identify and comment on transportation concerns.
- 12.2.10.g Monitor and improve transportation facilities to conveniently serve the intra-city and regional travel needs of Fayetteville residents, business and visitors.
- 12.2.10.h Monitor the incidence of traffic accidents and implement physical and operational measures to improve public safety.
- 12.2.10.i Support mass transit which offers convenient and reliable alternatives to the automobile. (Goal 4e)
- 12.2.10.j Establish facilities which accommodate safe and convenient travel for pedestrians and bicyclists. (Goal 4e)
- 12.2.10.k Promote mixed-use and traditional neighborhood development to reduce roadway demand and change travel patterns. (Goal 3b, Goal 4)
- 12.2.10.l Encourage consideration of the impacts on the transportation network in land use decisions made by the Planning Commission.
- 12.2.10.m Periodically update the Master Street Plan in order to evaluate the context sensitivity and the appropriateness of right-of-way dedication requirements.
- 12.2.10.n Encourage the construction of sheltered bus stops and bicycle parking facilities at transit stops, shopping centers and employment centers.
- 12.2.10.o Support multi-modal transportation options such as trails, sidewalks, bike lanes and mass transit. (Goal 4)
- 12.2.10.p Promote the continued expansion of the City's trail network through proactive planning and the acquisition of trail easements. (Goal 4)
- 12.2.10.q Promote increased bicycle usage by providing integrated bicycle facilities on new and redesigned roadways, where appropriate. (Goal 4)





## CHAPTER 1: INTRODUCTION

### PURPOSE OF THE PLAN

The City of Champaign is a vibrant active university community in central Illinois with a rich history, strong community character, and a balanced economic base. As a result, the area has seen steady population and employment expansion for several decades and is projected to continue this trend in the years to come.

Champaign Moving Forward is the Transportation Master Plan (TMP) for the City of Champaign and its projected growth area. Champaign Moving Forward will become an element of the Comprehensive Plan and will replace the existing Transportation Plan developed in 1992. The Plan creates a vision for a multi-modal transportation system that helps achieve the City's goals of sustainable growth. Champaign Moving Forward considers all transportation modes, including cars, public transportation, bicycling, and walking.

The Plan also addresses the relationship between transportation and land use, and presents the land use concept vision of connected neighborhoods and nodes. The Plan identifies future transportation needs of the area, estimates costs, and identifies short-term and long-term capital investments for improvements to existing roads, construction of new roads, transit, bicycle, and pedestrian facilities. Champaign Moving Forward provides both technical and policy direction for decisions related to planning transportation facilities. The Plan also provides the framework for a balanced transportation system that offers choices in how people travel, supported by a realistic plan to fund improvements.

#### What questions does Champaign Moving Forward answer?

- How do land use decisions and other issues affect the need for transportation facilities in the City?
- What transportation improvements are needed to serve the future growth of Champaign?
- What are the capital investment needs for Champaign to meet future transportation demand?
- How will the transportation needs be prioritized?
- What are the best ways to fund needed improvements?

## Why do we need a Plan?

The City of Champaign needs a long-range transportation plan for several obvious and some not-so-evident reasons. As congestion increases on area roads due to growth, development, and more travel through the region, it is clear that the current roadway system will not be sufficient to accommodate future needs. In addition, citizens of Champaign have expressed interest in alternative transportation options and land use scenarios that promote those options. This rethinking of mixed-use developments and transportation choice is also consistent with current federal legislation.

Beyond any of these reasons, a long-range transportation plan just plain makes sense. Good planning involves citizens, increases efficiency and effectiveness of the investment, and promotes transportation services and infrastructure that are consistent with the community's desires. The planning process enhances the community's character and quality of life by considering the interaction between land use and transportation and their cumulative effect on the built and natural environments.

## RELATIONSHIP TO OTHER PLANS

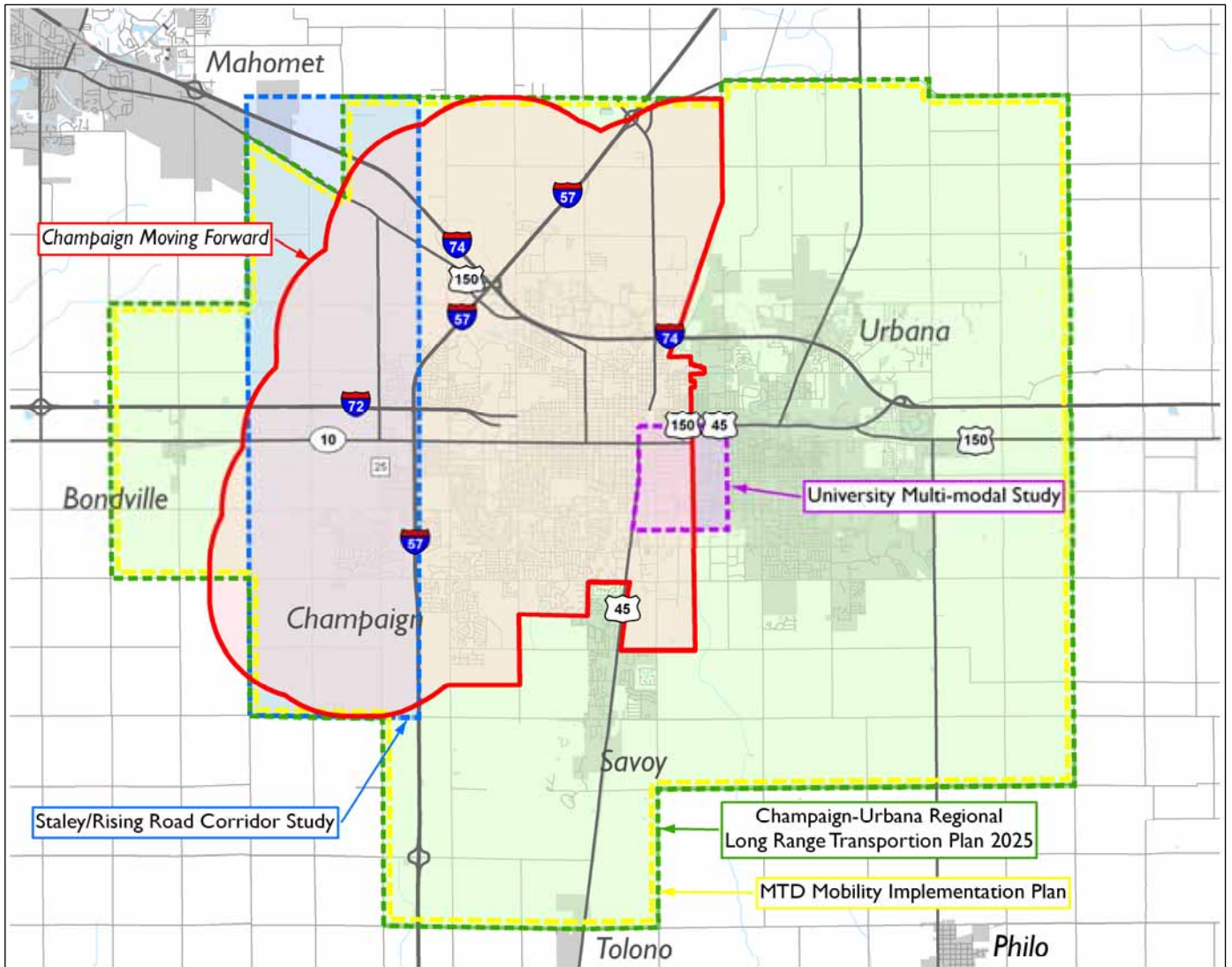
Champaign Moving Forward is focused on the City of Champaign and unincorporated areas just outside of the City limits. The City of Champaign is part of a much greater dynamic community including the University of Illinois, the City of Urbana, Champaign County, and the Villages of Savoy and Mahomet. Champaign is also critically tied to the state and federal transportation system for travel both within the region and outside the region.

In addition to Champaign Moving Forward, other planning efforts have been initiated that impact transportation in the community. The geographic areas of focus of these studies are included in Figure 1. This map shows the generalized boundaries for Champaign Moving Forward, as well as how it fits in with other transportation studies that are underway or recently completed.

- **CHAMPAIGN-URBANA REGIONAL LRTP 2025** (Champaign-Urbana Urban Area Transportation Study): The mission of the Long Range Transportation Plan for the Champaign-Urbana area is to provide a safe, efficient, and economical transportation system that makes the best use of existing infrastructure, optimizes mobility, promotes environmental sensitivity, accessibility, and economic development, and enhances quality of life for all users. It is the basis for receiving federal funding.
- **BIG.SMALL.ALL** (Champaign County, CCRPC): A community visioning process to engage citizens, companies, and organizations of the County in an open conversation about the future of Champaign County on such topics as the economy, environment, development, housing, transportation, education, recreation, and important social issues.
- **UNIVERSITY MULTI-MODAL STUDY** (University of Illinois): A multi-modal study focused on creating a healthy, pedestrian-friendly environment on campus with a safe, well-balanced mix of transportation alternatives for students, faculty, staff, and visitors.

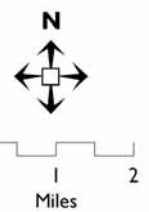
# CHAPTER 1: INTRODUCTION

## FIGURE 1: CONCURRENT PLANNING STUDIES



### Legend

- ▭ **Champaign Moving Forward** (City of Champaign): The Transportation Master Plan will become an element of the Comprehensive Plan and will replace the existing Transportation Plan developed in 1992. The plan will create a vision for a multi-modal transportation system that helps achieve the City's goals of sustainable growth. The plan will also give both technical and policy direction for decisions related to the planning for transportation facilities.
- Entire County** **big. small. all** (Champaign County, CCRPC): A community visioning process to engage citizens, companies, and organizations of the County in an open conversation about the future of Champaign County on such topics as the economy, environment, development, housing, transportation, education, recreation, and important social issues.
- ▭ **Champaign-Urbana Regional L RTP 2025** (Champaign-Urbana Urban Transportation Study): The mission of the Long Range Transportation Plan for the Champaign-Urbana area is to provide a safe, efficient, and economical transportation system that makes the best use of existing infrastructure, optimizes mobility, promotes environmental sensitivity, accessibility, and economic development, and enhances quality of life for all users. *(completed)*
- ▭ **Staley/Rising Road Corridor Study** (City of Champaign, CCRPC): This study builds on the land use and transportation findings and recommendations developed under the Champaign-Urbana-Savoy-Bondville Long Range Transportation Plan. The objective of this effort is to look at the remaining land use opportunities in the corridor, to better define arterial management actions, and to facilitate a public discussion that will help lead to a consensus on an appropriate vision for the corridor that is sensitive to the natural, built, and human environment. *(scheduled completion December 2006)*
- ▭ **MTD Mobility Implementation Plan** (Champaign-Urbana Mass Transit District): Non-automobile long range transportation plan for the MTD service area.
- ▭ **University Multi-modal Study** (University of Illinois): A multi-modal study focused on creating a healthy, pedestrian-friendly environment with a safe, well-balanced mix of transportation alternatives for students, faculty, staff and visitors.



Base data: Champaign County GIS Consortium



# CHAPTER 1: INTRODUCTION

- **CU-MTD MOBILITY IMPLEMENTATION PLAN** (Champaign-Urbana Mass Transit District): A study to find out what mobility options Champaign, Urbana, and Savoy want as a community, both now and in the future, and then craft a plan to bring those options to fruition.
- **STALEY/RISING ROAD CORRIDOR STUDY** (City of Champaign, CCRPC): This study will build on the land use and transportation findings and recommendations developed under the Champaign Transportation Master Plan and the Long Range Transportation Plan. The objective of this effort is to look at the remaining land use opportunities in the corridor, to better define arterial management actions, and to facilitate a public discussion that will help lead to a consensus on an appropriate vision for the corridor that is sensitive to the natural, built, and human environment.

Because of both the benefits of the various transportation studies occurring concurrently and the potential conflicts that could result, a major effort was undertaken as part of the development of these studies to coordinate technically throughout the plan development process. To this end, a Technical Advisory Committee was developed for the review and input of the technical work efforts. Agencies participating in the work effort included:

- City of Champaign, Planning and Engineering Staff
- Champaign Urbana Urbanized Area Transportation Study (CUUATS)
- Illinois Department of Transportation (IDOT)
- University of Illinois
- Champaign-Urbana Mass Transit District (CU-MTD)

## PLANNING PROCESS

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The purpose of Champaign Moving Forward is to provide not only a framework and strategies to implement the transportation systems plan and modal elements, but also provide input to the City Comprehensive Plan Update.

The planning process for the development of Champaign Moving Forward consisted of three phases.



# CHAPTER 1: INTRODUCTION

The first phase, Issues & Values, identified the current state of transportation and development within the City. Issues addressed included automobile congestion and improvements, transit coverage and service, bicycle and pedestrian network, transportation funding, and current growth patterns.

The second phase of the plan process developed and evaluated a series of land use and transportation alternatives to understand how land use development affects transportation and vice versa how transportation solutions affect land use.

The third and final phase developed a preferred Land Use and Transportation Plan including implementation strategies and policies.

Each phase of the planning process included a public meeting, website postings, and presentations to various organizations in the community. A summary of the timing, format, and key questions addressed at each of the public meetings is listed in the chart below.

Step	Meeting Date	Format	Key Questions
<b>Issues and Values</b>	May 11, 2006	Public Meeting: Open House, Presentation and Workshop	<ul style="list-style-type: none"> <li>• What is the Transportation Master Plan?</li> <li>• What are conditions today?</li> <li>• What trends will affect travel in the future?</li> <li>• What issues and values need to be addressed in this Plan?</li> <li>• What transportation improvements should be considered in the Plan?</li> </ul>
<b>Alternatives Development and Evaluation</b>	November 2, 2006 December 7, 2006	Community Conversation on Transportation Choices: Open House, Presentation and Discussion Groups Focus Group Workshop on Transportation Choices	<ul style="list-style-type: none"> <li>• What are the choices for the future?</li> <li>• What are implications of these choices?</li> <li>• What are the funding implications of these choices?</li> </ul>
<b>Preferred Plan Selection and Refinement</b>	November 27, 2007	Open House Web Comments	<ul style="list-style-type: none"> <li>• Did we get it right in response to your input regarding multi-modal transportation improvements?</li> <li>• What changes or suggested additions do you propose?</li> </ul>

# CHAPTER 1: INTRODUCTION

## PLAN ORGANIZATION

---

Champaign Moving Forward is divided into nine (9) chapters. The following provides a list of the chapters and their general contents:

1. **INTRODUCTION:** Background, purpose, and need for the Plan.
2. **MOBILITY REPORT CARD:** This chapter describes the current state of the existing transportation system – auto, transit, bicycle, and pedestrian. The existing conditions analysis focuses on answering the questions: What are the City and other transportation service providers doing today to address mobility needs? Based also on the identified trends, what might the transportation system look like in the future?
3. **CONNECTED NEIGHBORHOODS AND NODES:** A key component in the development of Champaign Moving Forward is responsiveness to the City’s future land use development. To determine the best land use and transportation future, a series of land use concepts were developed and their efficiency evaluated. These land use plans and the resulting transportation improvements resulted in quite different impacts and costs. Through this process, a preferred land use concept was selected for future refinement and a Transportation Master Plan developed to support that land use concept. The vision of Connected Neighborhoods and Nodes complements a multi-modal system of mobility choices, offering opportunities to drive, take a bus, bicycle, and walk. This multi-modal framework identifies the requirements of design, policies, and implementation objectives for a multi-modal land use plan for the City.
4. **ROADWAY VISION:** This Plan provides the framework for building the future roadway infrastructure for the City. Included in this section is a map depicting the roadway hierarchy from highways to collectors. This map details the road network needed to accommodate future development anticipated in the 2030 timeframe. An additional map identifies the corridors to be preserved for Post-2030 development.
5. **TRANSIT VISION:** Transit service is provided by the Champaign-Urbana Mass Transit District (CU-MTD) and will continue to be provided by CU-MTD in the future. As the City of Champaign grows, this chapter highlights the land use and development principals to encourage transit oriented development which will lead to an improved efficient transit system.
6. **BICYCLE VISION:** Champaign provides a flat terrain with a system of grid streets that make bicycling a viable mode of transportation. This chapter defines a system of trails, lanes, and routes that would promote a network of bicycling opportunities.

# CHAPTER 1: INTRODUCTION

7. **PEDESTRIAN VISION:** Because walking is the beginning and end of every trip, identifying best practices and policies for pedestrian mobility provides the framework for a viable pedestrian network for Champaign.
8. **IMPLEMENTATION OF THE PLAN:** Visions and plans become reality when implemented. This chapter identifies strategies and actions for the City to achieve a multi-modal community. Recommendations for complete streets, development guidelines, and street funding strategies are some of the implementation strategies discussed. This chapter also provides a cost estimate of the arterial roadway plan and strategies for funding.

