Introduction to Existing Conditions
The Existing Conditions report for the LRTP 2035 contains information detailing the current conditions for land use and development, the environment, and the transportation network for the urbanized area and metropolitan planning area. This report also reviews historical data and discusses trends that have occurred since the last LRTP update in 2004. This information is necessary in order to understand the direction the urbanized area and metro area are heading in the three categories listed above. By analyzing the existing conditions, we are able to make better predictions for the future and adjust the goals and objectives in this document to reflect the current and future direction of the region.

The 2004 LRTP developed a set of performance measures tied to eleven goals and objectives as a way to track and measure the progress that the urbanized area makes between each LRTP update in achieving the desired outcomes. Performance measures use data collected at regular intervals to help adjust the vision, goals and objectives which shape the transportation network for the future. Performance measures also provide agencies with communication tools to bring to the public in showing tangible evidence of the changes taking place as a result of the planning process.

2004 LRTP Goals

1. Compact development and economic vitality will be principal considerations of the transportation planning and implementation process.
2. The urbanized area transportation system will become more time and cost efficient during the 20 year planning horizon.
3. The urbanized area transportation system will be secure from human and natural hazards.
4. Transportation modes and facilities in the urbanized area will be safe for all users.
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.
6. To provide facilities for alternative modes of transportation in order to decrease the number of vehicles on our roadways.
7. Provide a user-friendly, integrated regional transportation system that supports accessibility and promotes desirable social impacts.
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.
9. To the greatest extent possible, the existing capacity of the urbanized area transportation system will be maximized through innovative transportation system management approaches with minimal investment in construction to enhance capacity.
10. To the greatest extent possible, the existing transportation infrastructure will be preserved and utilized in making improvements to the transportation system.
11. Interagency coordination will be emphasized in all phases of the transportation planning and implementation process.

Performance measures can be used for specific projects, such as the before and after effects of a roadway improvement, or measuring changes in the regional transportation network, such as shifts in annual ridership for the local transit district. Performance measures can also be used to evaluate different scenarios and alternatives for improvements to the transportation network. Selecting specific evaluation measurements can create easy comparisons between multiple alternatives used for local or regional transportation projects. It is critical that the indicators and performance measures are consistent with the goals presented in the plan, and are also easily understood by the public and decision makers.
Performance measures can be easily created, but they must be able to meet some key criteria, including:

- Data collection for performance measures must be cost effective
- Data collection must occur in a timely manner
- Data quality must be sufficient to fully support performance measures
- Measures must be clear and understandable to public and decision makers
- Measures must be comparable over time

With the looming expiration of the current surface transportation bill, SAFETEA-LU, transportation officials at the federal level are investigating the use of a performance based funding system where transportation dollars are granted based on an MPO’s ability to show measurable improvements in their transportation system. With this in mind, the goals and performance measure benchmarks should be set at the MPO level through the LRTP planning process and adjusted based on historical data and future projections.

**LRTP 2035 Performance Measures**

The LRTP 2035 has two sets of performance measures. One set of MOEs is for existing conditions and one set for future conditions. The first set is directly related to the existing conditions of the urbanized area. These MOEs track historical data up to the latest year available for that particular data source. Most of the data collected for the existing conditions MOEs are valid through 2008 or 2009. These MOEs show where we were during our previous LRTP update and where we are now. These data sets allow CUUATS staff to look back over the last five to ten years to track the progress of the urbanized area and analyze trends such as transit ridership, historical Vehicle Miles Traveled (VMT) and crash history. Reviewing this data is also important to aid in the redefining of goals and objectives during each LRTP update.

The second set of MOEs are for future conditions. These data will cover 2009 to 2035 and evaluate how the future vision and future projects in the urbanized area change the different performance indicators and measures. As different alternatives and projects are evaluated, the CUUATS travel demand model provides data regarding future VMT, congestion measures and delay. This base information can be used in more detailed measures of evaluation like greenhouse gas emission, intersection level of service calculations and gallons of gasoline consumed.
3.1 Land Use Overview

The 140 square mile metropolitan planning area which encompasses the Champaign-Urbana-Savoy-Bondville (C-U-S-B) urbanized area acts as the LRTP’s 25-year planning boundary. Planning for future land use not only addresses the community where new land uses are located, but can address all communities within the metropolitan planning area. The siting of industrial uses, municipal services or new commercial centers are just a few examples of land uses that could have effects on the region’s transportation network or environmental balance. This chapter looks at the makeup of existing land uses within the metropolitan planning area and the approved plans affecting the future of land use decisions in the urbanized area.

The majority of land within the metropolitan planning area is agricultural because the planning boundary encompasses large areas that fall outside the immediate urbanized area, and are not within a municipal boundary. Much of this agricultural land is in active use and provides an important economic benefit to many within the metropolitan planning area. Inside the urbanized area, a variety of land uses exist. Figure 3.1 shows the existing land uses in the metropolitan planning area as of 2009. Table 3.1 shows acreages for the principal land uses.

Table 3.1 Land Uses in the Metropolitan Planning Area*

<table>
<thead>
<tr>
<th>2009 Land Use</th>
<th>Square Miles</th>
<th>% of Total</th>
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<tbody>
<tr>
<td>Agricultural</td>
<td>98.9</td>
<td>71.06%</td>
</tr>
<tr>
<td>Single Family</td>
<td>12.6</td>
<td>9.02%</td>
</tr>
<tr>
<td>Institutional</td>
<td>12.1</td>
<td>8.66%</td>
</tr>
<tr>
<td>Commercial</td>
<td>6.6</td>
<td>4.72%</td>
</tr>
<tr>
<td>Private Open Space</td>
<td>2.8</td>
<td>2.00%</td>
</tr>
<tr>
<td>Multi-Family</td>
<td>2.3</td>
<td>1.67%</td>
</tr>
<tr>
<td>Public Open Space</td>
<td>2.0</td>
<td>1.44%</td>
</tr>
<tr>
<td>Industrial</td>
<td>1.2</td>
<td>0.88%</td>
</tr>
<tr>
<td>Mobile Homes</td>
<td>0.5</td>
<td>0.37%</td>
</tr>
<tr>
<td>Utilities</td>
<td>0.3</td>
<td>0.18%</td>
</tr>
<tr>
<td>Total</td>
<td>139.2</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

* Land use data was compiled for the metropolitan planning area using Champaign County Assessors land use classification data. The data was corrected for specific parcels which were not yet in the assessors database or had changed since the database’s last update.

As previously mentioned, agricultural land makes up the largest land use category in the metropolitan area totaling 98.9 square miles or 71% of the total. The majority of the agricultural areas fall outside the 2000 Census defined urbanized area.

The second largest land use category is residential, comprising 15.4 square miles or 11% of land in the metropolitan planning area. The residential category is made up of three different residential sub-categories: single family residences, multi-family residences and mobile homes. Single family residential parcels make up 9% of the acreage in the metropolitan planning area, multi-family makes up 1.7% and mobile homes make up 0.4%.

The third largest land use category is institutional, comprising roughly 12 square miles or 8.6% of the metropolitan planning area. The institutional category is mostly made up of land held by the University of Illinois, including large agricultural tracts which are part of the South Farms. The Parkland College campus is included in this category. The institutional category is also comprised of municipally owned land, the two airports (Willard and Frasca), cemeteries, and churches, among others.

The remaining 9.4% of land in the metropolitan planning area holds a mix of uses ranging from commercial to public and private open space. Most newer urbanized area land uses are segregated from one another, requiring non-pedestrian travel between them. New development occurring on the fringe of the urbanized area has tended to continue to separate land uses, making daily trips between home and work or trips to shopping needs dependent on a personal vehicle. Recent planning activities within the urbanized area have begun to address fringe area growth and promote mixed-use development, as well as ways of making other modes of transportation such as walking, biking or transit, more viable commuting options. As a result, Champaign and Urbana have seen an increase in the number of infill and mixed-use development projects.
3.2 Planning Documents 2004-2009

Since the last LRTP update in 2004, many planning related documents have been adopted in the urbanized area. These planning documents span both large areas, such as comprehensive plans, and also smaller planning areas, such as campus corridors. The following is a list of the planning documents which have been completed as of June 2009:

2005
- Urbana Comprehensive Plan 2005
- Champaign Downtown Plan
- Champaign Northwestern Growth Area Plan
- Philo Road Action Plan
- Urbanized Area Intelligent Transportation Systems Plan
- Greenways and Trails Plan 2005 Update

2006
- US 45 Corridor Study

2007
- Illinois 130/High Cross Road Corridor Study
- University of Illinois Multi-Modal Study
- Big.Small.All (Champaign County Visioning Process)

2008
- Human Services Transportation Plan for the Urbanized Area
- Urbana Bicycle Master Plan
- City of Champaign Transportation Master Plan
- Curtis Road Interchange Master Plan
- St. Mary’s Road Corridor Study
- Philo Road Beautification Plan
- Cunningham Avenue Beautification Study
- Boneyard Creek Master Plan
- Sustainable Urbana: Approach for Strategic Planning

2009
- Village of Savoy Comprehensive Plan Update
- Staley/Rising Corridor Study
- Champaign County Hazard Mitigation Plan

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- Sustainable Urbana: Approach for Strategic Planning

2009
- Village of Savoy Comprehensive Plan Update
- Staley/Rising Corridor Study
- Champaign County Hazard Mitigation Plan

There are a number of important planning documents which are scheduled to be completed in 2009 or early 2010, which include:
- University Avenue Corridor Study
- Mobility Implementation Plan (miPLAN)
- City of Champaign Comprehensive Plan Update
- Champaign County Land Resource Management Plan

The LRTP 2035 will incorporate the pertinent visions, goals and objectives of each of the studies listed above as they relate to the urbanized area and issues of regional concern. Each of the planning documents listed have some over-arching principles in common that will be incorporated into this LRTP update. These elements are as follows:

### Smart Growth

Smart growth can mean a number of different things depending on the community or region, but overall, it focuses growth within existing service areas and seeks to limit the exploitation of land resources and development patterns contributing to “sprawl”. Many of the plans listed above have long term visions of growing more compactly, and linking neighborhoods to jobs and daily services through multi-modal transportation networks providing alternatives to driving. Smart growth also focuses on preserving environmentally sensitive areas and reducing greenhouse gas emissions.

### Multi-Modalism

Many of the plans listed above recommend adding transportation infrastructure which promotes and facilitates the movement of pedestrians, bicyclists and transit users in order to reduce the total number of personal vehicle trips in the urbanized area. Reducing the number of personal vehicle trips will help relieve congestion, reduce stress on our current roadway system and help reduce harmful emissions. Increasing travel options in the urbanized area also helps provide additional choices to those who may not be able to afford a personal vehicle.

### Sustainability

Sustainability is a term describing the development of the built environment that meets the needs of today’s users but does not cause undue hardship on future generations. The future vision will be developed with sustainable practices for development, environmental protection and energy efficient transportation in mind.
Figure 3.1
2008 Existing Land Use Map

Legend
- Single Family Residential
- Multi-Family Residential
- Mobile Homes
- Commercial
- Industrial
- Utilities
- Institutional
- Public Open Space
- Private Open Space
- Agricultural
- Roadways
- Rail Line

Source: CCGIS and Champaign County Tax Assessor
The Champaign Transportation Master Plan, Urbana Comprehensive Plan and Savoy Comprehensive Plan Update provide examples of how local and regional planning efforts are moving in the direction of facilitating a more sustainable growth pattern for development and transportation infrastructure. The Champaign Transportation Master Plan calls for the establishment and intensification of development in specific areas called “Nodes”, where there is a strong mix of uses providing housing and employment options, as well as an expansion in the choices available for travel. The nodes are connected to the rest of the city, and more specifically, to various “Neighborhoods” through a multi-modal transportation network. The idea of nodal development patterns has also been extended to the Curtis Road Interchange Master Plan and the Staley/Rising Road Corridor Study. The nodal development pattern allows for new greenfield development where services are already extended, but also focuses on infill development.

“The Plan creates a vision for a multi-modal transportation system that helps achieve the City’s goals of sustainable growth.”
- Champaign Transportation Master Plan

The Urbana 2005 Comprehensive Plan addresses ways in which the City can promote Smart Growth principles while still allowing for some additional greenfield development where current services are available. The Comprehensive Plan also calls for a mix of uses in new developments that will meet the needs of a diverse community and provide convenient access to a multi-modal transportation network. The City lays out extensive goals and objectives to maintain its unique character and to preserve its existing environmental assets. The goals established by Urbana were carried over to the Illinois 130/High Cross Road Corridor Study and the University Avenue Corridor Study and complemented the development of the Urbana Bicycle Master Plan.

“The Village of Savoy adopted an update to its Comprehensive Plan in 2009. The update calls for a focus of development efforts in and around US 45 and within existing service areas. The plan addresses development along Curtis Road and stresses the importance of inter-governmental cooperation between Savoy and Champaign, and Savoy and the University of Illinois. The Village is interested in pursuing development proposals that enhance and add to existing developments within the current Village limits. Savoy is also promoting improvements to existing transportation infrastructure to enhance connectivity and mobility for existing and new development.

“The well-thought out actions will serve the needs of the citizens for years to come.”
- Savoy Comprehensive Plan Update 2009
3.3 Growth Patterns 2004-2009
Champaign, Urbana and Savoy have continued to grow in both population and land area since the 2000 Census and since the last update of the LRTP in 2004. This section outlines some of the growth patterns and trends that have occurred in each municipality over the last five years.

Champaign
The City of Champaign experienced growth in a number of areas in the community. The area west of Interstate 57 saw a number of single family subdivisions approved and some construction taking place over the last five years. This area was the focus of two planning documents: the Curtis Road Interchange Master Plan and the Staley/Rising Corridor Study. The completion of the Curtis Road interchange at I-57 provided added development attraction and new mobility options for the community.

Land north of Interstate 74 along Prospect Avenue also experienced growth over the last five years, including growth in commercial and residential land uses. Additional big box stores and outlet developments have added to the commercial corridor along Prospect Avenue. Both single family and multi-family residential developments have located north of the commercial areas along Prospect Avenue and between Marketview Drive and Olympian Drive, providing housing options near shopping and employment centers.

Downtown Champaign saw continued reinvestment with the completion of the One Main building in 2003 and the scheduled completion of its counterpart, M2 on Neil, in late 2009. These two buildings provide ground floor retail and restaurant options as well as office and residential uses above. Additional rehabilitation has occurred on several older buildings in the downtown, creating new mixed-use developments with retail on the ground floor and residences or offices above.

Urbana
The City of Urbana also experienced growth in areas of its community. Significant residential development has taken place along the south side of Urbana in developments like Stone Creek, Prairie Winds, and The Ridge and in east Urbana at Savannah Green and Beringer Commons. The North Lincoln Avenue area saw an increase in multi-family development with the construction of projects like Capstone Quarters. New commercial development has occurred along the High Cross Road corridor with the new Wal-Mart and Aldi stores. A new neighborhood commercial center, The Pines, was constructed in 2008 at the southeast corner of Philo Road and Windsor Road providing retail, office and restaurant services.

Urbana has seen redevelopment occur in its downtown and along some of its core transportation corridors. The redevelopment along Philo Road between Florida Avenue and Windsor Road has brought significant investment to this older commercial corridor. Multi-family residential, fast food chains, grocery stores, and banks are just some of the businesses redeveloping both large and small parcels along the corridor. University Avenue also saw redevelopment take place at its intersection with Cunningham Avenue with the relocation of the O’Brien Autopark and subsequent redevelopment of retail shops at this intersection. Carle Clinic constructed the Mills Breast Cancer Institute along University Avenue as part of its medical campus. A mixed-use office over retail building was also constructed at the intersection of Lincoln and University Avenues.

Savoy
The Village of Savoy experienced significant residential growth in both single family and multi-family developments over the last five years. Most of the growth has occurred between Curtis Road and-airport Road and between First Street and Mattis Avenue. Both single family subdivisions and multi-family developments have located in Savoy to complement the existing commercial developments along US 45. Savoy also saw additional commercial development take place along US 45 at Savoy Plaza where a new Schnucks grocery store located along with other restaurants and retail stores.

University of Illinois Campus Areas
The U of I campus and immediate surrounding areas have seen redevelopment as well. The Burnham 310 and 309 E. Green Street mixed-use buildings, constructed in 2008 and 2009 along Green Street and Springfield Avenue, respectively brought additional commercial/retail options to Campustown as well as additional residential rental units. Gregory Place I, completed in 2004, and Gregory Place II, completed in 2008, are two more mixed-use developments placing residential above commercial/retail in the east campus area. The trend over the last five years has been to develop mixed-use buildings where student residences are placed above daily service needs like grocery stores, restaurants and clothing shops.
The South Research Park has also grown over the last five years and now includes a hotel and conference center, day care and research and development facilities for major national corporations.

3.4 Tracking Changes in Land Use 2004-2009
As part of this update of the LRTP, Measures of Effectiveness or MOEs have been created to track progress toward the goals and objectives laid out in the LRTP. The MOEs act as performance measures which look at specific time periods to see how the urbanized area and/or metropolitan planning area responds to the goals and objectives stated in this plan. The MOEs selected to track land use change over time are gross population density at each Census period, municipal boundary growth every five years and change in total square miles per land use category every five years.

Gross population density was calculated for each municipality in the urbanized area by taking the total population and dividing it by the total land area for each municipality. This calculation provides a rough population density figure which can be compared over time. A municipality with density increases over time means a larger increase in population versus land expansion. A municipality that experiences a decrease in density could indicate the land area is expanding faster than the population or their population is shrinking and land area remains consistent. It is important to look at the population figures for each municipality to understand how that measurement is affecting overall density. In the case of Champaign and Urbana, the densities decreased over the ten year period due to annexations resulting in higher land areas in relation to the population increases. Some of these annexations were low density fringe development, where subdivisions were built on large tracts of land and accommodated less people than the traditional older residential developments found near the core of both communities. Figure 3.2 shows the change in population density from 1990-2000.

Table 3.2 Land Uses in the Metropolitan Planning Area*

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* Land use data was compiled for the metropolitan planning area using Champaign County Assessors land use classification data.

Figure 3.2 Population Density 1990-2000

Source: US Census 1990 and 2000

Total Land Developed 2009
The second MOE used for tracking land use and development over time is the total amount of land developed in each land use category. For this MOE, data from the Champaign County Assessors Office from 2009 was used to create a general land use map for the entire metropolitan planning area. CCRPC staff standardized the data in order to create a land use data set that is consistent throughout all municipalities in the metropolitan planning area and can be easily tracked over time. This MOE will show how much agricultural land is being converted for the development of non-agricultural uses in the metropolitan planning area. The data set will also show which land use categories are growing as new development and redevelopment of existing uses occur over time. Generalized land use data was not available in 2004; therefore, this data set will begin in 2009 and be tracked from here on out. Table 3.2 shows the 2009 land use categories and their corresponding land area in square miles.