

**Public Preferences and Priorities for a Mobility Implementation Plan**

Local residents took part in a hands-on workshop to express their local preferences for enhancing the transportation systems in Champaign-Urbana-Savoy. Working on a two-by-two square mile map, and using Neighborhood Transopoly<sup>SM</sup> to express their values, participants made the recommendations that are reported here. Many of the participants were affiliated with Regional Partner\* organizations, groups that helped to recruit a broad cross-section of the community.

The sponsor of the workshop was the Champaign-Urbana Mass Transit District. This workshop was one of eight held throughout the area during October and November of 2006. The map for this workshop is shown below.

**Central Champaign**



**What is Neighborhood Transopoly?**

Neighborhood Transopoly is a tool to help diverse individuals build consensus in a short period of time about local transportation needs. The tool uses a game-like format to break complex issues into manageable concepts and “levels the playing field” for people who do not ordinarily participate in transportation planning discussions.

Transopoly groups generate data on two-mile-by-two-mile maps, to simulate their priorities for up to \$30 million of transportation investment (see photos of completed maps for this meeting on pages 8-9). The data from each of eight meetings in Champaign-Urbana-Savoy will be combined into a final report, to be released early in 2007.

Neighborhood Transopoly offers five ways for participants to express preferences, all of which are reported on the following pages.

- **Problems and Opportunities** are discussed to develop a context for each group’s recommendations.
- **Basic Infrastructure** like roads, transit services, sidewalks and bicycle paths can be selected.
- **Other Amenities** includes smaller improvements like signage, lighting, planters, trees and similar amenities.
- **Packages** represent streetscape themes like safety or economic development (see page 4 for the full list of packages).
- **Policies and Innovations** reflect additional ideas that are not standard in the Neighborhood Transopoly tool.

In addition to the group exercises above, individual surveys were completed by most Transopoly participants. Survey results are also included here.

\* See the back of the report for a list of Regional Partners

**Problems and Opportunities**

Before making any recommendations about future transportation improvements, the groups created their own list of problems and opportunities, which are recorded below. The starred items were identified by each group as priorities.

**GROUP 1**

PROBLEMS	OPPORTUNITIES
*Limited bus frequency	Special commuter buses at more frequent times
*Convenience of bus stop locations (i.e., supermarkets)	More bus stops at convenient locations
*Driver behavior toward cyclists	Drive with care program
Speeding in residential areas	Traffic circles/calming devices
Major routes from E to W along Springfield & John	
*Improve sidewalk network	
*No crosswalks	

**GROUP 2**

Traffic calming, shrinking of streets	
Lack of diversity in shopping areas (grocery, hardware)	
Drivers' attitudes toward bikers and vice versa	
Respecting the rules of the roads	
Bicyclists' confusion on right of way	
Lack of maintenance of bike paths, more bike paths	
Lack of policy coherence between cities (regarding biking on sidewalk)	

**GROUP 3**

Lack of parking	
*Inconvenient schedules and routes	Simplify bus routes
*Lack of sidewalks & bike infrastructure	Bike facilities
Maintenance of streets - glass, potholes, etc	
Too much on-street parking	
Bike access at N Prospect and freeway	
*(Not enough) intercity rail	Make intercity rail more frequent
Noise pollution	No-auto zones and times
Bus size - too big	Electric and hybrid buses
Bicycles on sidewalks	Bike education
Landscaping obstructs view	Landscape enforcement for parkways
Large vehicles obstruct view	Incentives for smaller vehicles

**GROUP 4**

*No bike lanes	Noise ordinances
Glass in bike lanes (poor maintenance)	Late night buses
Air pollution for buses	Cell phone ordinances
Art theater patrons can't take bus home	Allen Hall bike program
Sidewalks not handicapped accessible	
Unreliable bus times!	
School kid bus routes vs. workers	
Lights on demand	
More bike racks needed	
Can't get home at night (2 people)	Why not have electric buses instead of diesel?
*Can't get anywhere except by car	*Run buses till 9 p.m. or later
Noise from different vehicles (stereos, roaring motorcycles)	*Buses to and from destination spots (downtown Champaign)
Light pollution from streetlights	Bus alleviates people driving drunk
Length of time getting through bus	Segway dealer in Campustown
Bike, pedestrian, car safety	Education: safety for drivers, bikes and pedestrians
Lack of identified bus stops with appropriate map/signage	

**Basic Infrastructure Selected**

Each group had the option to select road lanes, sidewalks, bike paths and transit service and similar, larger units in a transportation network. These ranged in price from \$50,000 per half mile to \$5,000,000 per half mile. The chart below displays the units purchased and the streets to which they were applied. Some groups chose additional amenities.

	GROUP 1	Locations	GROUP 2	Locations	GROUP 3	Locations	GROUP 4	Locations
Bicycle path \$50,000/half mile			11	Frederick St, N State St, W John St		W John St, S Elm St (between Hessel and Harris parks)	10	W Healey St, N State St, W Church St, W University Ave, Hessel Blvd
Bicycle/pedestrian overpass \$2,500,000 each	1	John St over RR tracks	1	John St over RR tracks				
Sidewalk \$200,000/half mile	1	W Kirby Ave						
Increase bus service \$1,000,000/half mile	10	W University/ W Church loop, Service after 5 p.m. on W Kirby Ave & N Mattis Ave			6	N Prospect Ave, W University Ave		
Express bus service \$1,000,000/half mile							10.5	Evening service to downtown: W Vine St, N Prospect Ave, Neil St, W Church St, N State St
Street car or light rail \$3,000,000/half mile								
Neighborhood circulator \$5,000,000 each			2	Near Hessel Park and Willis Park				
Station \$5,000,000 each								
Turning Lanes/Signals \$400,000/intersection								
Road construction \$5,000,000/half mile								
Publicly owned parking structure \$4,000,000 each					2	Downtown Champaign	1	Northwest of area, for commuters from outside Champaign, to connect with express bus service

**Streetscape Packages Selected**

Each group had the option of choosing streetscape packages, which ranged in price from \$200,000 per half mile to \$5,500,000 per half mile. The chart below displays the number of packages each group purchased and the streets to which the packages were applied.

Half Mile Packages	GROUP 1	Locations	GROUP 2	Locations	GROUP 3	Locations	GROUP 4	Locations
Safe, Physically Active Streets \$600,000	2	W Green St, W Springfield Ave			4	N Prospect Ave, N Mattis Ave, S Westlawn Ave/Mayfair Rd	8	Near schools: W Vine St, N Willis St, W Church St, W John St, Neil St
Congestion Relief, grid \$200,000								
Congestion Relief, not a grid \$550,000								
Economic Development - Auto \$5,500,000	2	S Neil St						
Economic Development by Transit, Foot and Bicycle \$1,000,000	3	West of downtown Champaign between Neil & State on White, Clark, Park & Church	5	.5 mile each on S Neil St, Columbia St, W Springfield Ave, W John St, W Church St	4	S Neil St and Walnut St		
Quieter, Greener Residential Streets \$500,000	2	Randolph St, State St			6	W Kirby Ave and W University St	1	Toward N Market St

**Additional Amenities Selected**

GROUP 1	Locations	GROUP 2	Locations	GROUP 3	Locations	GROUP 4	Locations
3 miles bike lane	W Kirby Ave, N Mattis Ave, W John St, W Springfield Ave	1 Traffic signal	Unclear	Striped bike lanes - major roads	W Kirby Ave, W John St, W Springfield, W Mattis Ave, N Prospect St, S Neil St		
.5 mile benches	W Kirby Ave	50 Car share cars	No location assigned				
1.5 miles residential lighting	W Kirby Ave, W Green St, W John St						
1 viaduct lighting	At RR tracks near Neil St and W Kirby Ave						
10 Car share cars	Downtown Champaign, other sites not designated						

**Policies and Innovations**

Participants were not limited to the prepared materials standard to the game (Basic Infrastructure and Streetscape Packages). They were encouraged to list Policies and Innovations that they considered important, whether they could apply a “cost” to it or not. The Policies and Innovations these groups offered are listed below.

**GROUP 1**

Increase enforcement and education of drivers and cyclists
Share the road campaign

**GROUP 2**

How many bicyclists do we have per household in C-U?
SOS: Type of bike path (wide outer lane)
Home delivery of goods

**GROUP 3**

Traffic calming
Banning cell phones in cars
More intercity rail
Give railroad track preference to passenger over freight
Smaller buses more often
Community/shared/free bicycles
"Share the Road" signs (for bikes)

**GROUP 4**

Parallel bike routes next to busy streets
Service perpendicular to major E-W arteries

**Individual comments for the record**

Neighborhood Transopoly is a group experience, but allows for individuals who were not able to make a specific point in the course of the game to submit their ideas afterward. Individual comments are noted below.

Why is light rail still being brought up? Public opinion has shown we don't want it or need it. Thank you.
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Survey Results

Individuals provided information and opinions through a survey immediately before playing Transopoly. The results of most of the questions are below. Some questions, including home and work location and the amount of time and distance for frequent trips, vary too widely to be reported in this tabular format but will be analyzed as part of the larger study.

Employment status

Employed	Employed at home	Student	Employed + Student	Homemaker	Unemployed	Retired
12	3	2	2	-	-	5

If a student, where?

UIUC	Parkland	High School	Other
4	-	-	-

How do you most often travel?

Drive alone	Drive with another adult	Ride with others	Bus	Walk	Bicycle	Other
7	5	-	4	4	8	-

How many days a week do you . . . .

Number of days per week	Number of responses						
	One	Two	Three	Four	Five	Six	Seven
Drive a car	1	3	5	-	-	-	6
Ride the bus	1	2	-	1	2	-	1
Bicycle to a destination	1	1	2	-	2	2	4
Walk to a destination	5	3	7	2	1	-	2

How important is each of the following factors in your travel choice decisions? (on a scale of 1 to 5, with 1 being not important and 5 being very important)

	Trip time	Safety	Trip cost	Effect on environment	Parking: free or paid	Ease and convenience
Avg of responses	3.7	3.9	3.6	4.2	3.6	4.2

How likely are you to try a mode other than driving alone, based on the following incentives? (on a scale of 1 to 5, with 1 being not likely and 5 being very likely)

	Avg of responses
Direct buses that ran frequently on all major streets	3.2
Express commuter buses from outlying neighborhoods to the downtowns and UIUC	2.2
Improved bike lanes and bike paths on all major travel corridors	3.8
Improved sidewalks in your neighborhood	3.3
Shuttle bus that connected the stores in the Market Place and North Prospect area and ran every 10-15 minutes	2.2

Assuming that Champaign-Urbana’s population will grow over the next 20 years, how important to the community do you think each of the following improvements will be? (On a scale of 1 to 5 with 1 being not important and 5 being very important)

	Avg of responses
Sidewalks in more neighborhoods and commercial areas	3.8
Expanded bike path system	4.4
Widening of key streets to handle more traffic	2.1
More frequent transit service throughout the city	3.3
Faster, more direct bus service to UIUC an the downtowns	3.3
More street lighting	3.6
Increased parking around UIUC campus	1.8
Increased parking in the downtown areas	2.1

Experts say that land us and transportation shape one another. Should we use land use tools (such as zoning and density controls) to encourage more compact development within the cities of Champaign and Urbana in order to promote alternate modes of transportation including public transit, biking and walking?

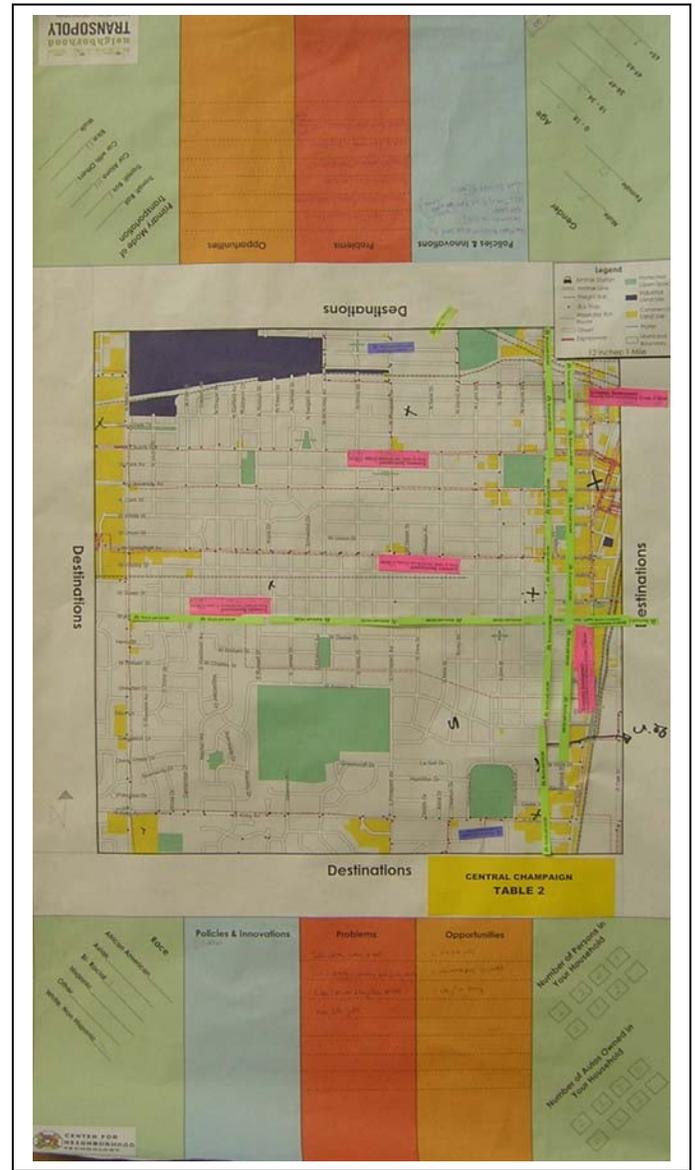
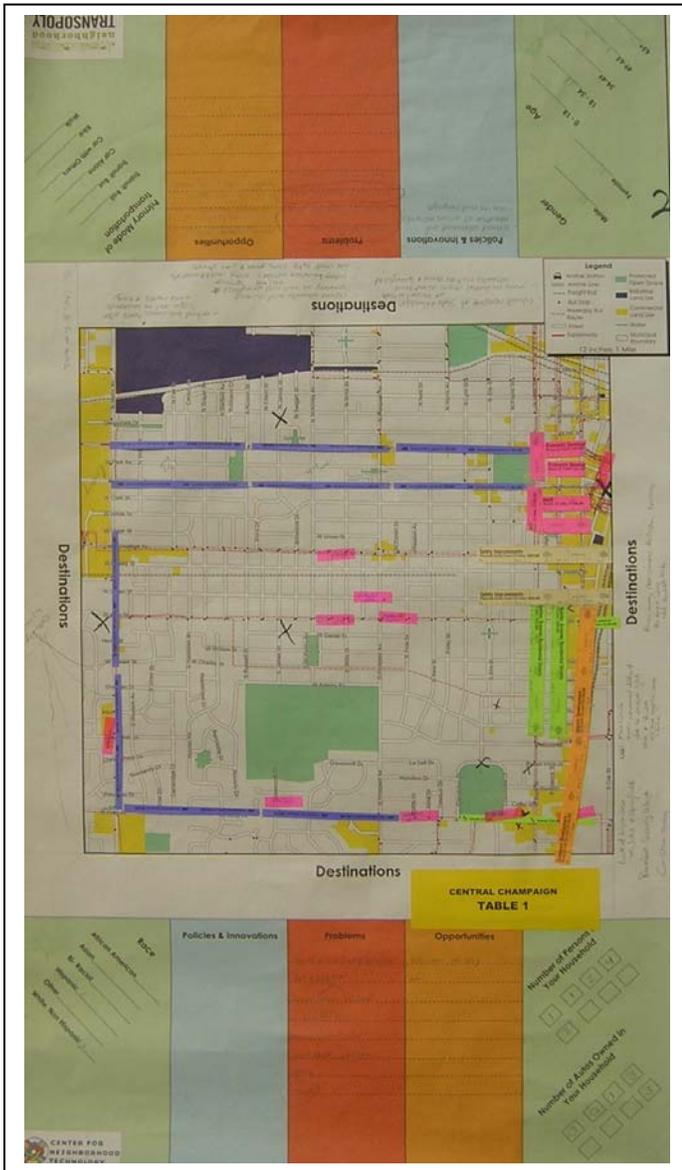
Yes	18	No	3
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Do you support increasing the level of tax funding for transportation in order to provide increased transportation choices in Champaign County? If yes, how should the increased funds for transportation be obtained?

	Number of responses
Increase gasoline tax	11
Increase sales tax	3
Transfer funds from other public programs	3
Other (or “no”)	3

**Demographics**

Average number of vehicles/household	1.2
Age: 35 or younger	9
Age: 36-65	7
Age: 66 or older	3
Gender: Male	12
Gender: Female	9
Racial/ethnic: African-American	-
Racial/ethnic: Asian	-
Racial/ethnic: Caucasiuan, non-Hispanic	17
Racial/ethnic: Hispanic	1
Racial/ethnic: Other	1
Household Income: Less than \$13,000	2
Household Income: \$13,000 to \$19,999	-
Household Income: \$20,000 to \$29,999	4
Household Income: \$30,000 to \$39,999	2
Household Income: \$40,000 to \$49,999	1
Household Income: \$50,000 to \$74,999	2
Household Income: \$75,000 to \$99,999	1
Household Income: \$100,000 or more	3

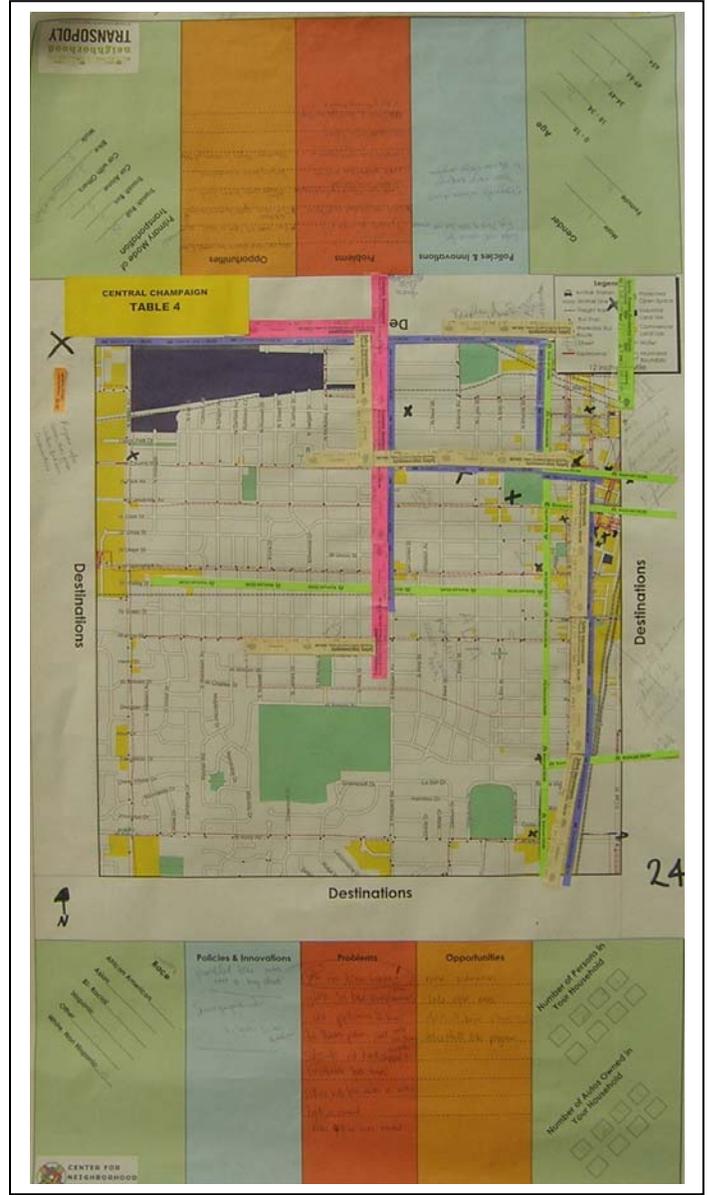
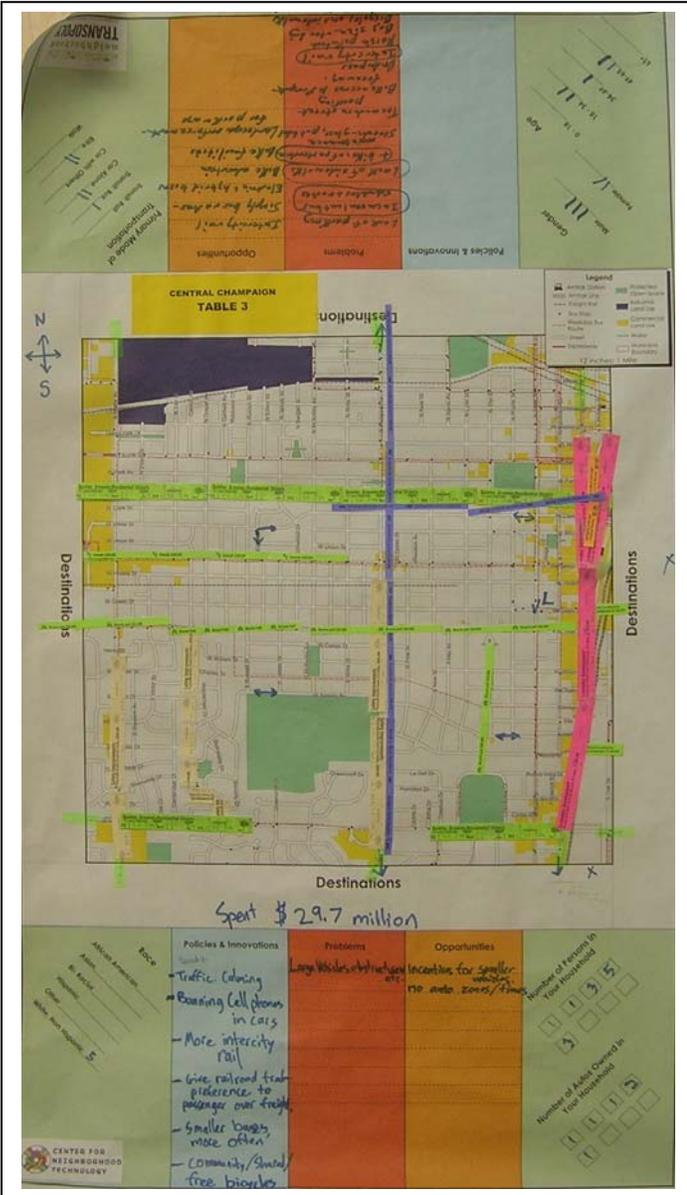


**Color code**

Narrow green strips      New Sidewalk or Bicycle  
 Narrow blue strips      New Transit Lines  
 Narrow orange strips      New Road Lanes, Parking

Wide buff strips      Safety Improvement Package  
 Wide salmon strips      Congestion Relief Package (Grid Streets)  
 Wide yellow strips      Congestion Relief Package (Highways)  
 Wide orange strips      Economic Development Package (Access by Auto)  
 Wide magenta strips      Economic Development Package (Access by Transit, Foot and Bicycle)  
 Wide green strips      Quieter, Greener Residential Street Package

Other, smaller pieces may not be decipherable on maps but are recorded in text.



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**miPLAN Regional Partners**

- CCRPC-Senior Services
- Champaign County Board
- Champaign County Chamber of Commerce
- Champaign County Farm Bureau
- Champaign County Regional Planning Commission
- Champaign-Urbana Mass Transit District
- ChampaignCountyBikes.org
- City of Champaign
- City of Urbana
- Comprehensive Program of Refugee and Immigrant Services
- Illinois Department of Transportation
- PACE
- Parkland College
- Prairie Group of the Sierra Club
- University of Illinois/Urbana-Champaign
- Urbana Public School District
- Urban League of Champaign County
- Village of Savoy

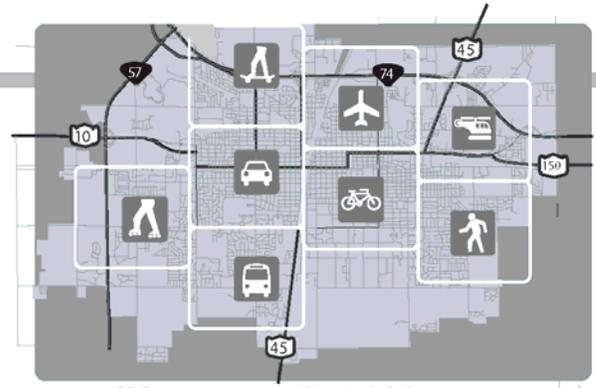
dates & locations for Transopoly

**RSVP required**

-  Central Champaign  
Oct 10 6:30pm  
Illinois Terminal  
45 E University, Champaign
-  North Champaign  
Oct 16 6:30pm  
Spalding Recreation Center  
910 N Harris, Champaign
-  City Line South  
Oct 17 6:30pm  
Illinois Terminal  
45 E University, Champaign
-  Northeast Urbana  
Oct 18 5:30pm\*  
Urbana Free Library  
210 W Green, Urbana

-  Southeast Urbana  
Oct 19 6:30pm  
Urbana Middle School  
1201 S Vine, Urbana
-  City Line North  
Nov 28 6:30pm  
MLK Elementary School  
1108 Fairview, Urbana
-  West Champaign  
Nov 29 6:30pm  
Bresnan Meeting Center  
706 Kenwood, Champaign
-  South Champaign  
Nov 30 6:30pm  
Bresnan Meeting Center  
706 Kenwood, Champaign

\* please note—different meeting time



you must RSVP to guarantee a seat (dinner included).  
if you can't attend a meeting in your neighborhood, please join another meeting!  
RSVP at [rsvp@ihavemiPLAN.com](mailto:rsvp@ihavemiPLAN.com) or 217.278.9069

more info online at: [www.ihavemiPLAN.com](http://www.ihavemiPLAN.com)

**Neighborhood Transopoly**, the public participation tool used for the eight miPLAN meetings listed above, is a product of the Center for Neighborhood Technology (© 2006), created to facilitate group decision-making. For more information see [www.cnt.org](http://www.cnt.org) or [transopoly.cnt.org](http://transopoly.cnt.org).