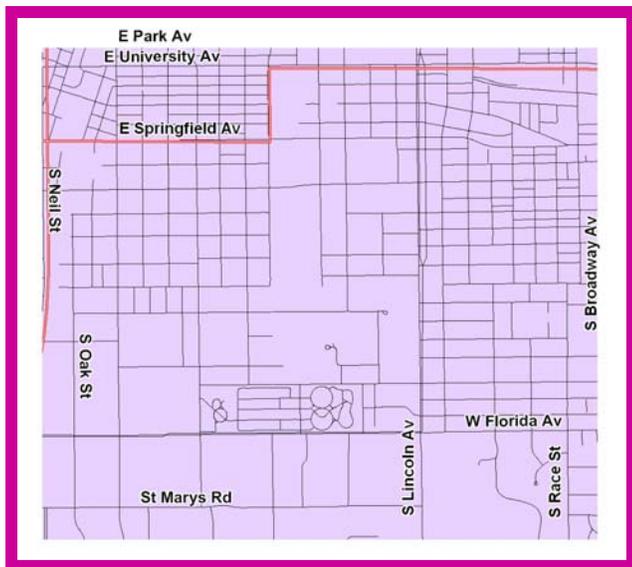


**Public Preferences and Priorities for a Mobility Implementation Plan**

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.

**City Line South**



**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 page 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
Green St & Springfield: transit/bike difficult	Green & Springfield - One way couplet
University refused to develop infrastructure for anything but cars	Eliminate bus turn-arounds and campus channelization
Competing pedestrian & vehicle traffic	
Urbana: lack of N-S arterial roads	
Lack of grocery and commerce in university area	
*Campus area not friendly to multimodal wayfinding	Park+Ride to relieve congestion around campus
	Eliminate bike paths, add striped lanes on street
*Spatial mismatch between buses and workplaces	Express routes
*Wayfinding not user-friendly throughout community	
Bikeways non-existent throughout community	

**GROUP 2**

Transient population, influx of new people, traffic volume from students	
*Changing street names - intergovernmental complication	
*No bike paths, placing of bike paths	Bike lanes
Bicyclists riding on sidewalk	Bike lanes
Congestion in Campustown	
Springfield Ave congestion, too many cars	
Pedestrians not respecting drivers	
Bicycle path system not well connected	
*Areas without sidewalks, walkability	

**GROUP 3**

Car-pedestrian conflicts	*Improving intersections
Lack of and disappearing bike lanes	*Designating residential streets for bike traffic
Bus schedules and frequency	Improve efficiency, scheduling and shelters
Bus idling, unused capacity, pollution	Downtown bus route to make longer hours of service and more efficient travel
Unintuitive bus routes	*Dedicated bus routes between downtowns and campuses
Lack of direct routes between dense areas	
Poor access under underpasses	
Poor condition of roads in the area	

**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
Bicycle path \$50,000/half mile			19	Springfield Ave, University Ave, Kirby Ave, First St, Wright St, N Lincoln Ave (with note that all bike paths are actually lanes)		
Bicycle/pedestrian overpass \$2,500,000 each	1	Green St in front of Illini Union				
Sidewalk \$200,000/half mile					3	Six small segments: viaduct at Stadium Dr and RR, Green St and RR, Logan St and RR, University Ave and RR, west and south of Quad
Increase bus service \$1,000,000/half mile					4	Along Green St with spurs to each downtown, from parking structure to campus
Express bus service \$1,000,000/half mile			5	From parking structures toward Campustown		
Street car or light rail \$3,000,000/half mile			4	University Ave		
Neighborhood circulator \$5,000,000 each						
Station \$5,000,000 each						
Turning Lanes/Signals \$400,000/intersection					2	Green St and Lincoln Ave, Green St and First St
Road construction \$5,000,000/half mile						
Publicly owned parking structure \$4,000,000 each	2	Kirby & South Oak, near Fairgrounds	1	Neil & Windsor and southeast of Blair Park (retail and restaurant on 1st floor of each)	1	Kirby Ave and S First St

**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.

<b>Half Mile Packages</b>	<b>GROUP 1</b>	<b>Locations</b>	<b>GROUP 2</b>	<b>Locations</b>	<b>GROUP 3</b>	<b>Locations</b>
Safe, Physically Active Streets \$600,000	2	St Mary's Rd			2	First St, University Ave and Broadway Ave intersection
Congestion Relief, grid \$200,000	8	Green St & Springfield Rd (to create one way couplet)				
Congestion Relief, not a grid \$550,000						
Economic Development by Auto \$5,500,000						
Economic Development by Transit, Foot and Bicycle \$1,000,000			4	Quarter mile each in downtown Urbana and downtown Champaign, remainder on Race St		
Quieter, Greener Residential Streets \$500,000						

**Additional Amenities Selected**

<b>GROUP 1</b>	<b>Locations</b>	<b>GROUP 2</b>	<b>Locations</b>	<b>GROUP 3</b>	<b>Locations</b>
Striped bike lane	Full length of Lincoln Ave, Fourth St, Sixth St, St Mary's Rd, Pennsylvania Ave	Park and rides (2)	Neil & Windsor and southeast of Blair Park, with parking structures	Bus shelters	5 shelters along Green St
Sidewalk lighting	25 miles, "everywhere"			Bike racks	4 north of Green St, one at First St and St Mary's Rd
				Striped bike lanes	5.5 miles interspersed throughout
				Viaduct lighting	At same location as 4 sidewalk segments at RR crossings
				Countdown timer, safety island and crosswalk	Walnut St west of Illinois Terminal

**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**

Hanging monorail
Bar buses and cars from central campus area
Grocery stores

**GROUP 2**

Instead of transit center at Neil St and Windsor Ave we want a parking garage with retail on first floor
--

**GROUP 3**

Bike lanes: strengthen coalition (cities and university), network was strong but has been broken
Under-utilized buses - big capacity so use more small buses
Express bus drivers are polite and stop even though not part of the X-route. They shouldn't stop.

**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.

Share the road signs (with bicycles)
Sharows – Share Shadows (bike silhouettes on roads)
Bike lanes on street – safer than paths for commuters
Provide web dialogue mechanism to continue or expand on ideas brought up in activity

**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
10	1	-	-	-	-	-

**If a student, where?**

UIUC	Parkland	High School	Other
-	-	-	-

**How do you most often travel?**

Drive alone	Drive with another adult	Ride with others	Bus	Walk	Bicycle	Other
8	1	-	-	1	4	-

**How many days a week do you . . . .**

<i>Number of days per week</i>	<b>Number of responses</b>						
	<i>One</i>	<i>Two</i>	<i>Three</i>	<i>Four</i>	<i>Five</i>	<i>Six</i>	<i>Seven</i>
Drive a car	-	1	2	1	2	-	4
Ride the bus	1	-	1	-	-	-	-
Bicycle to a destination	1	-	1	-	1	-	3
Walk to a destination	2	4	-	-	-	-	3

**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	4.3	3.4	3.6	3.3	3.2	4.6

**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	3.5
Express commuter buses from outlying neighborhoods to the downtowns and UIUC	2.9
Improved bike lanes and bike paths on all major travel corridors	4.1
Improved sidewalks in your neighborhood	3.9
Shuttle bus that connected the stores in the Market Place and North Prospect area and ran every 10-15 minutes	2.3

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	4.1
Expanded bike path system	4.4
Widening of key streets to handle more traffic	2.6
More frequent transit service throughout the city	4.1
Faster, more direct bus service to UIUC an the downtowns	4.2
More street lighting	3.2
Increased parking around UIUC campus	2.5
Increased parking in the downtown areas	2.7

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?

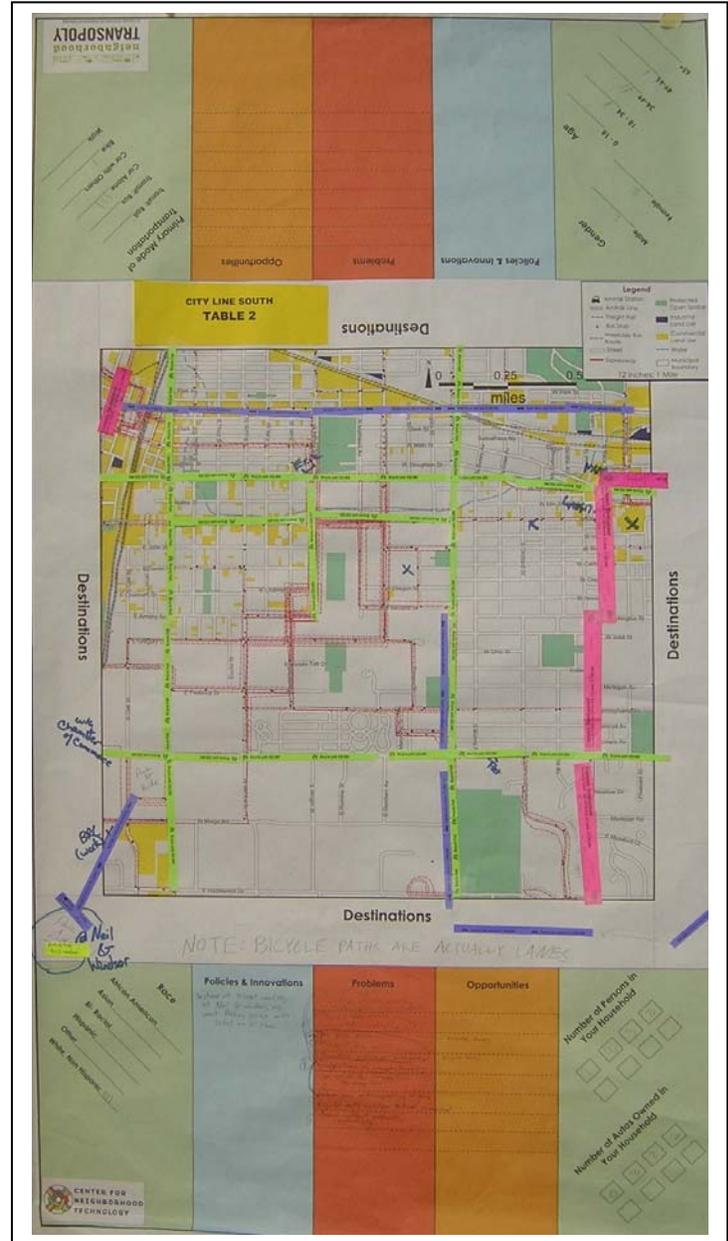
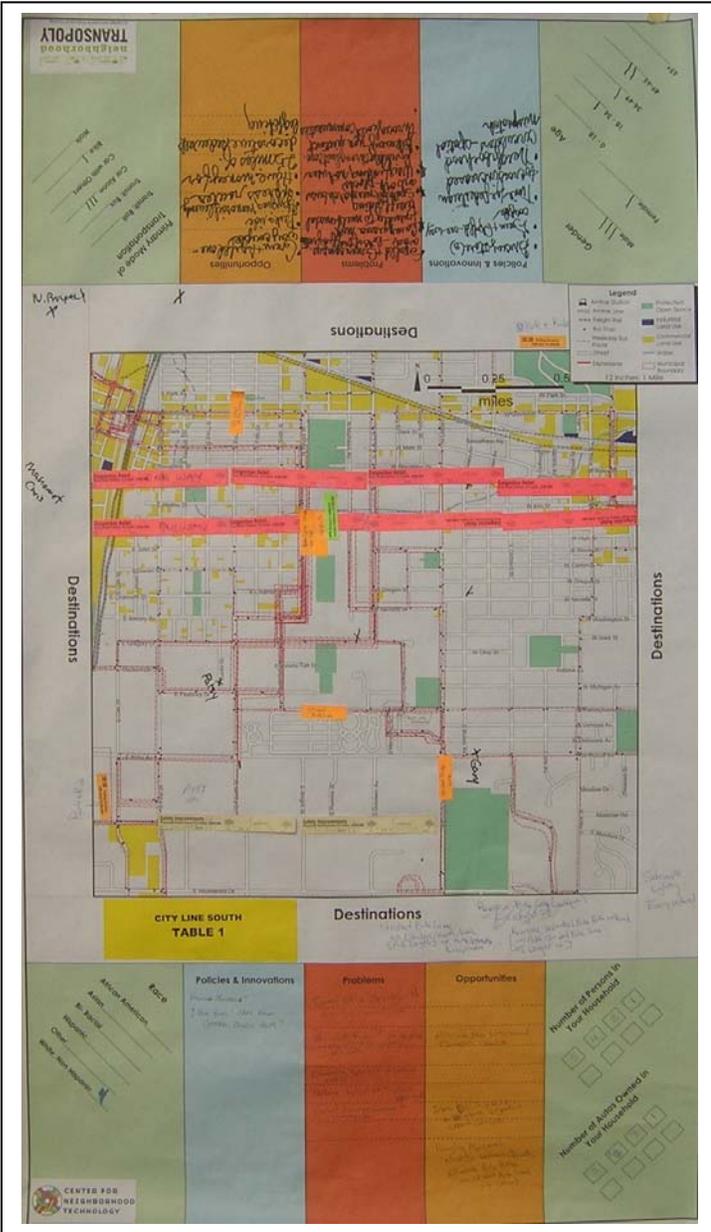
Yes	10	No	2
-----	----	----	---

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	6
Increase sales tax	1
Transfer funds from other public programs	3
Other	-

**Demographics**

Average number of vehicles/household	1.5
Age: 35 or younger	4
Age: 36-65	8
Age: 66 or older	-
Gender: Male	7
Gender: Female	5
Racial/ethnic: African-American	-
Racial/ethnic: Asian	-
Racial/ethnic: Caucasiuan, non-Hispanic	12
Racial/ethnic: Hispanic	-
Racial/ethnic: Other	-
Household Income: Less than \$13,000	1
Household Income: \$13,000 to \$19,999	-
Household Income: \$20,000 to \$29,999	1
Household Income: \$30,000 to \$39,999	1
Household Income: \$40,000 to \$49,999	2
Household Income: \$50,000 to \$74,999	5
Household Income: \$75,000 to \$99,999	-
Household Income: \$100,000 or more	2



**Color code**

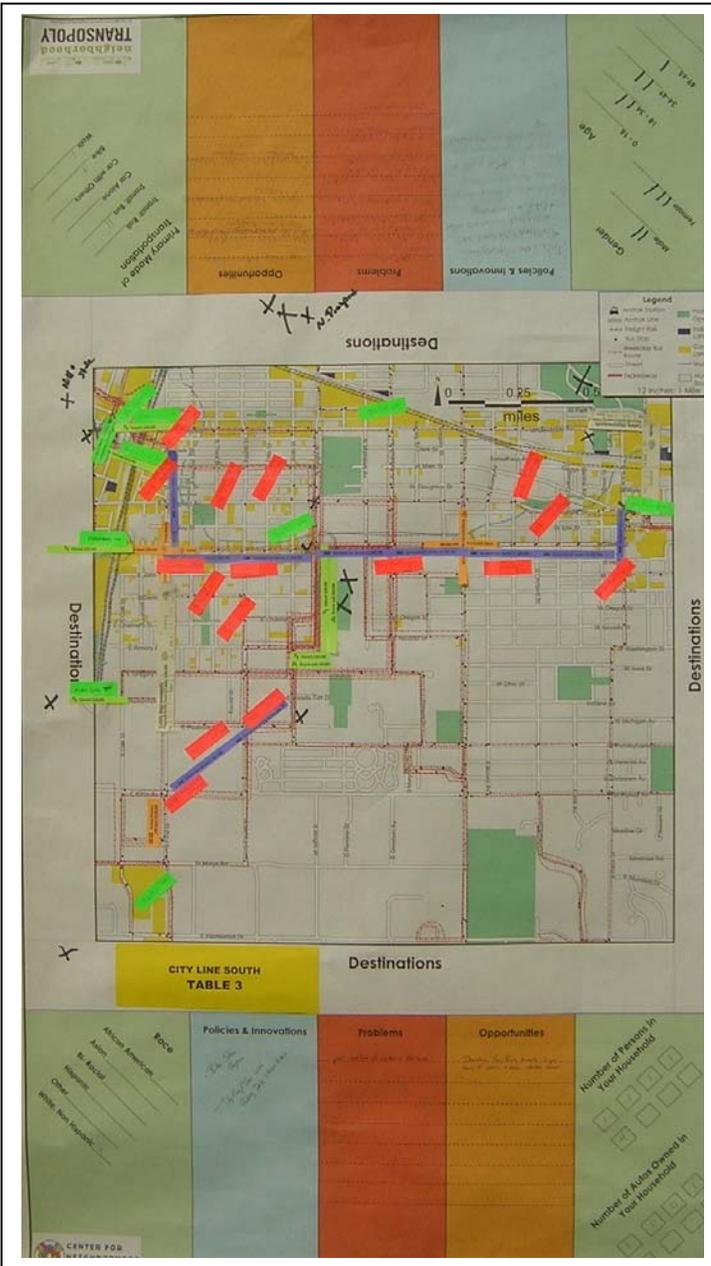
Narrow green strips  
 Narrow blue strips  
 Narrow orange strips

New Sidewalk or Bicycle  
 New Transit Lines  
 New Road Lanes, Parking

Wide buff strips  
 Wide salmon strips  
 Wide yellow strips  
 Wide orange strips  
 Wide magenta strips  
 Wide green strips

Safety Improvement Package  
 Congestion Relief Package (Grid Streets)  
 Congestion Relief Package (Highways)  
 Economic Development Package (Access by Auto)  
 Economic Development Package (Access by Transit, Foot and Bicycle)  
 Quieter, Greener Residential Street Package

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



**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.

**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

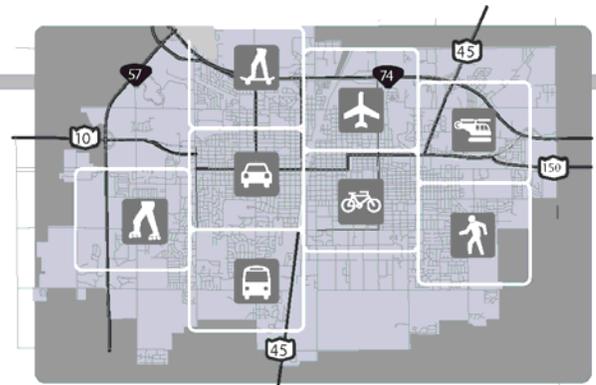
dates & locations for Transopoly

**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

\* please note—different meeting time

-  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



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).