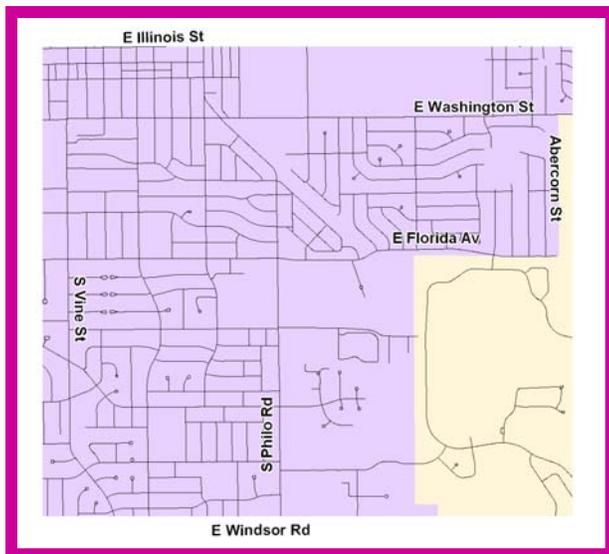


Public Preferences and Priorities for a Mobility Implementation Plan

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 TransopolySM 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.

Southeast Urbana



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 and 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
Poor sidewalk conditions	Greenways for streets
Blocked access to sidewalks for persons with disabilities (cars parked)	Crosswalk signal timing needs to permit adequate time for pedestrians
*Lighting	Streetlights in all subdivisions
*Parking: campus, downtown Champaign and Urbana	Audible signals
Parking at libraries	
Inadequate bike parking - everywhere	More bike parking
Sidewalks only on one side	Bigger bicycle route system
Students not careful	
Cell phone distraction	
People drive too fast on residential streets	
Unsafe crossing on arterials	
Poor parking lot design	
Pedestrian access on N Prospect	
Motorists don't yield to pedestrians	
*Arterial streets don't connect in Urbana	
*Lack of good bicycle routes	

GROUP 2

Bike paths end in weird places	
No accessible taxis	
Weekend span of service too short, ends too early	½ hour extension of routes
Too many cars	
Too fast; police don't enforce traffic laws	Cameras at intersections
UIUC bike routes dangerous for pedestrians (Wright St)	
Limited grocery stores in SE Urbana	
SE area deteriorating economically	Economic development needed. Capture SE corner – upscale homes on golf course
Lincoln Square – not much retail	
Don't want to have to go to N Prospect	
Savoy is closer for retail but no transit	
*Priority summary: 1) Traffic Safety; 2) Economic Development; 3) Transit and Bike Routes	

GROUP 3

*No sidewalks or sidewalks lack repair	Repair, fill-in sidewalks
*Better lighting, appropriate scale	More appropriate lighting, scale to sidewalk
Bike safety	
Too many stop signs for traffic flow	
*More traffic lights, Vine and Florida	Install lights

GROUP 4

PROBLEMS	OPPORTUNITIES
Bus service not always direct	Better street connectivity
Getting to N Prospect by bus – indirect, requires three buses, 30-45 minutes	*Increase bus service on major roads, more frequent
Two way streets are narrow with cars parked	*Not having to travel so far to shop
	*Direct bus service along major arteries

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	10	Vine St, RR right-of-way, County complex			10	Off street, Hwy 136 from Beringer to Mayfair, E Windsor Rd	6	S Vine St, Mumford Dr, E Florida Ave and E Michigan Ave to UIUC
Bicycle overpass	1	Windsor/Vine			2	Windsor/Vine, Springfield/Grainger	1	Windsor/Vine
Sidewalk	8	Within subdivisions, Kinch St	1	S Philo Rd	2	Near street car line, Oregon St		
Pedestrian overpass								
Increase bus service	6	Extend hours of operation on Red and Green Lines	9	Spoke system with Sunnycrest as hub: Philo, Florida, Colorado, McHenry, Anderson			15	E Washington St, E Florida Ave, E Windsor Rd, S Philo Rd, S Vine St
Express bus service								
Street car or light rail			4.5	Sunnycrest to Lincoln Square and to downtowns/UIUC	2	Extend from downtown Urbana to downtown Champaign		
Neighborhood circulator							4	In all four quadrants of SEU map
Station	1	Lincoln Square	2	Lincoln Square, Sunnycrest				
Turning Lanes/ Signals			3	Windsor/Philo, Anderson/Philo, Colorado/Philo				
Road construction								
Publicly owned parking lot	1	Lincoln Square						

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	
Safe, Physically Active Streets \$600,000			2	S Philo Rd	6	Along street car line, University from Goodwin to Beringer Commons, E Florida Ave		
Congestion Relief, grid \$200,000	17	E Washington St, E Florida Ave, S Philo Rd, S Vine St						
Congestion Relief, not a grid \$550,000								
Economic Development by Auto \$5,500,000								
Economic Development by Transit, Foot and Bicycle \$1,000,000	1	S Philo Rd	5.5	Philo/Washington, E Florida Ave, Colorado/Philo	2	S Philo Rd	2	S Philo Rd, Windsor Rd
Quieter, Greener Residential Streets \$500,000			4	S Vine St	5	E Windsor Rd,		

Additional Amenities Selected

GROUP 1	Locations	GROUP 2	Locations	GROUP 3	Locations	GROUP 4	Locations
2 Signals	Vine/Washington, Vine/Florida	7 Striped Bike Lanes	E Windsor Rd, E Florida Rd	1 Park & Ride Lot	Windsor/Vine	1 Park & Ride	Sunnycrest
1 Traffic Light	Washington/Cottage Grove	1 Audible Signal	Vine/Illinois	Many units Sidewalk Repair	E Florida Ave, Philo/Colorado		
1 Residential Lighting	Lantern Hill Dr area			3 Decorative Street Lighting	Residential areas north of Florida Ave		
1 Gateway to commercial	Philo/Florida						
2 Trees (1/2 mile plantings)	Philo/Florida, Philo/Amber						
1 Trash receptacles	Philo/Florida						
2 Landscaped Parking Lots	Philo/Florida, Philo/Amber						
1 Yellow Flashing Light	Windsor/Brookens						

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

Bicycle safety: improve visibility; use neighborhood monitors
Don't block sidewalks!

GROUP 2

Police on bikes, motorcycles, foot
Enforce traffic laws better
Retail development on Sunnycrest
Signals to allow ped crossing
Get parking off street at UIUC
Raise the gas tax

GROUP 4

Natural gas buses or reduce emissions on diesel buses

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.

Need to make bike paths distinct from bike lanes → Complete Streets
Lighting is critical in Champaign and Urbana
All decisions made need to be accessible to all people
Main road to connect Country Squire/Savanna Green to Main St/University Ave via Smith Rd or Kinch St. (Better connectivity, another north-south arterial, easier access to I-74 via University Ave)
Bike trail along old RR right of way (NW to SE → Downtown to Stone Creek)

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	-	2	-	-	-	2

If a student, where?

UIUC	Parkland	High School	Other
1	-	1	-

How do you most often travel?

Drive alone	Drive with another adult	Ride with others	Bus	Walk	Bicycle	Other
5	3	1	3	-	3	-

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	2	2	0	1	2	4
Ride the bus	1	0	2	1	1	-	-
Bicycle to a destination	-	1	1	3	2	-	-
Walk to a destination	1	1	3	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	3.8	3.7	2.5	3.3	2.7	3.9

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	3.3
Express commuter buses from outlying neighborhoods to the downtowns and UIUC	2.7
Improved bike lanes and bike paths on all major travel corridors	3.3
Improved sidewalks in your neighborhood	2.8
Shuttle bus that connected the stores in the Market Place and North Prospect area and ran every 10-15 minutes	3.3

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	3.5
Widening of key streets to handle more traffic	3.3
More frequent transit service throughout the city	4.0
Faster, more direct bus service to UIUC an the downtowns	3.6
More street lighting	3.3
Increased parking around UIUC campus	3.0
Increased parking in the downtown areas	2.8

Experts say that land use 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?

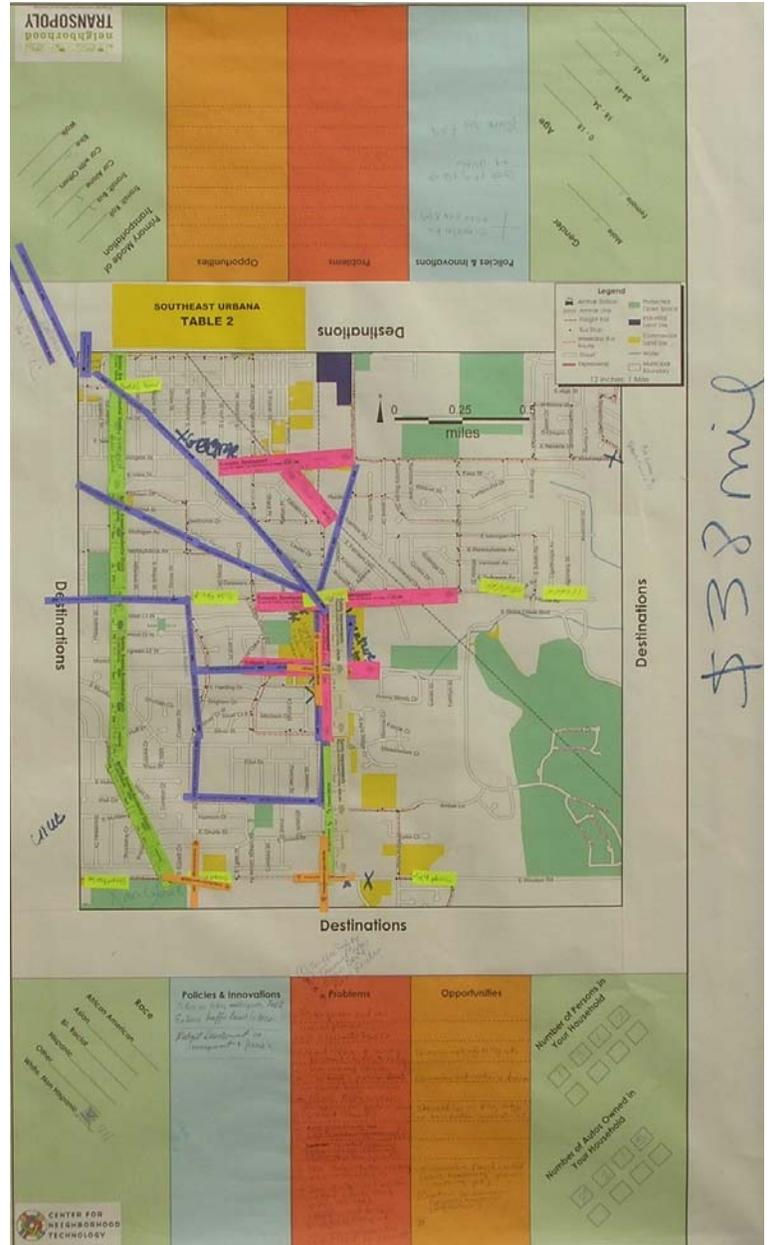
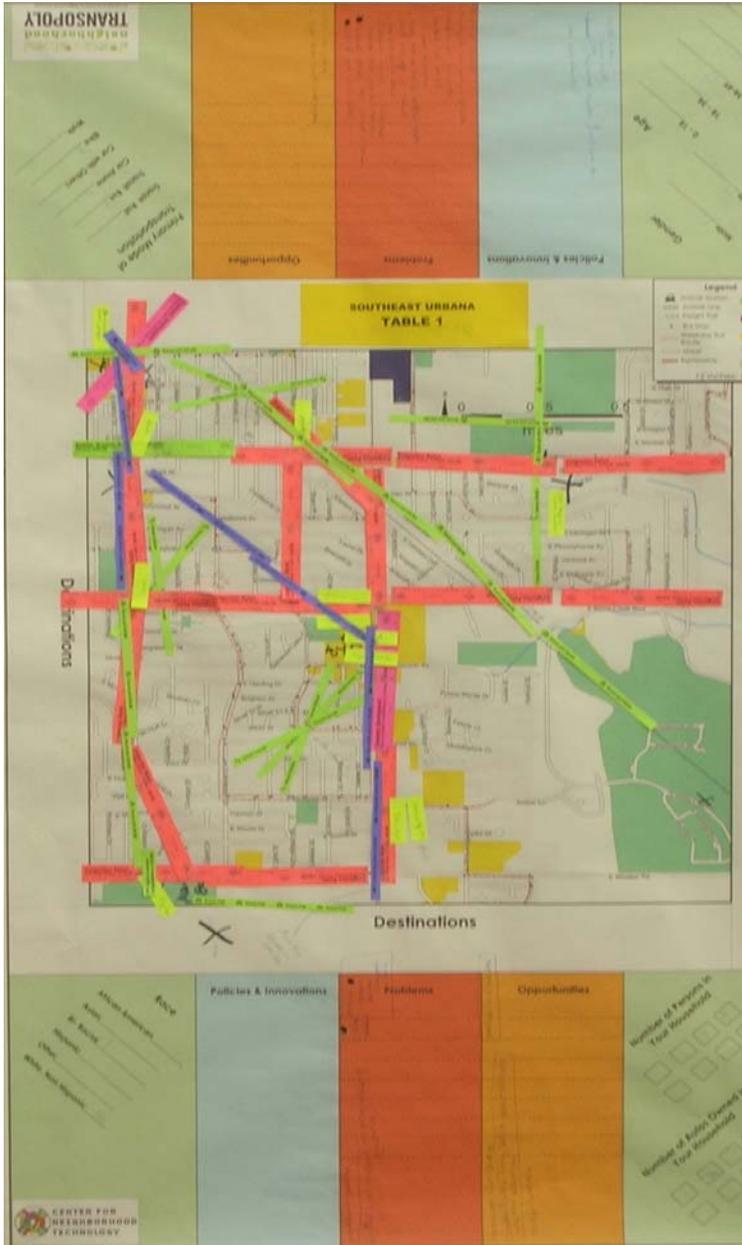
Yes	12	No	1
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Do you support increasing the level of tax funding for transportation in order to provide increased transportation choices in Champaign County? If yes, how should the increased funds for transportation be obtained?

	Number of responses
Increase gasoline tax	8
Increase sales tax	2
Transfer funds from other public programs	1
Other	

Demographics

Average number of vehicles/household	1.6
Age: 35 or younger	2
Age: 36-65	11
Age: 66 or older	2
Gender: Male	6
Gender: Female	9
Racial/ethnic: African-American	3
Racial/ethnic: Asian	1
Racial/ethnic: Caucasian, non-Hispanic	9
Racial/ethnic: Hispanic	-
Racial/ethnic: Other	1
Household Income: Less than \$13,000	1
Household Income: \$13,000 to \$19,999	-
Household Income: \$20,000 to \$29,999	2
Household Income: \$30,000 to \$39,999	4
Household Income: \$40,000 to \$49,999	-
Household Income: \$50,000 to \$74,999	2
Household Income: \$75,000 to \$99,999	-
Household Income: \$100,000 or more	5



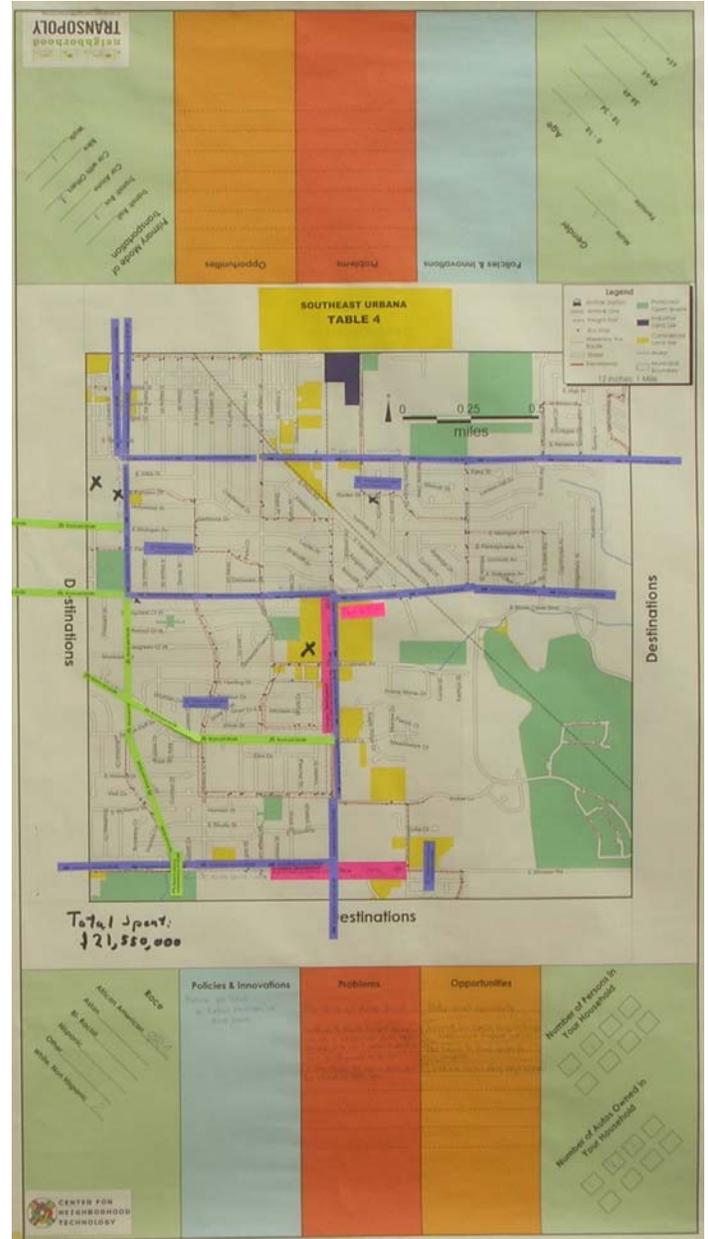
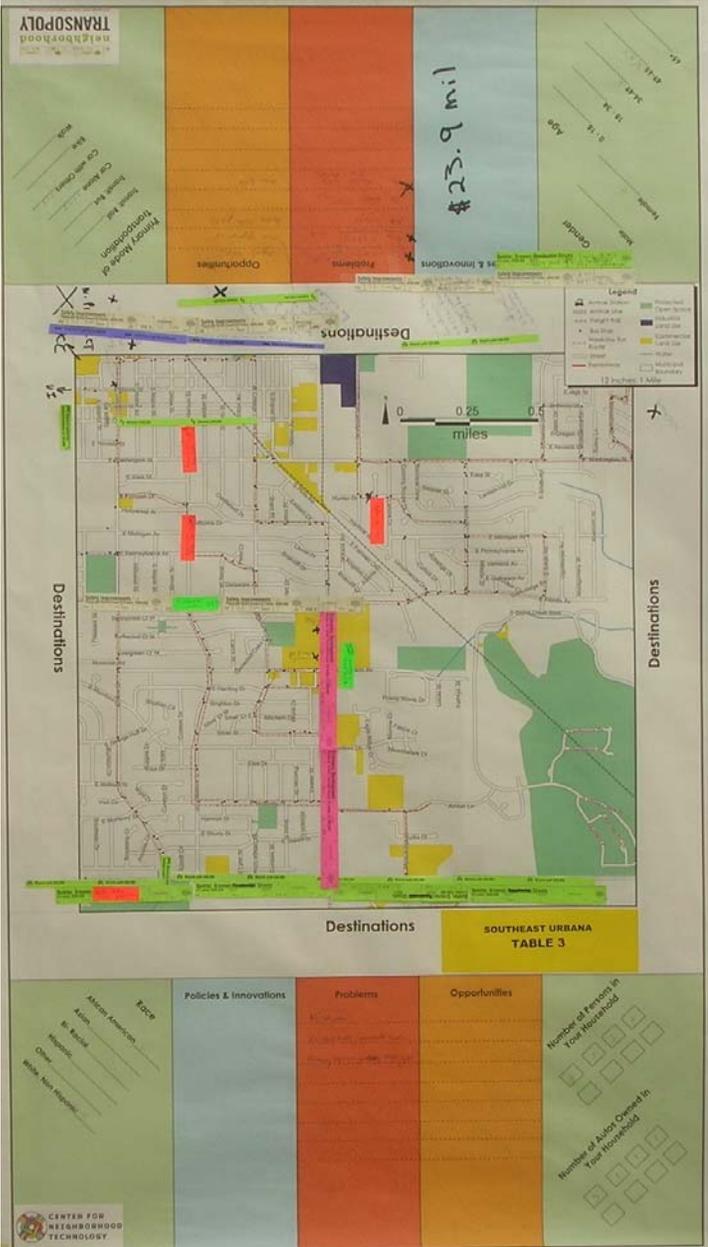
Narrow green strips
 Narrow blue strips
 Narrow orange strips

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
 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
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Safety Improvement Package
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 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.

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

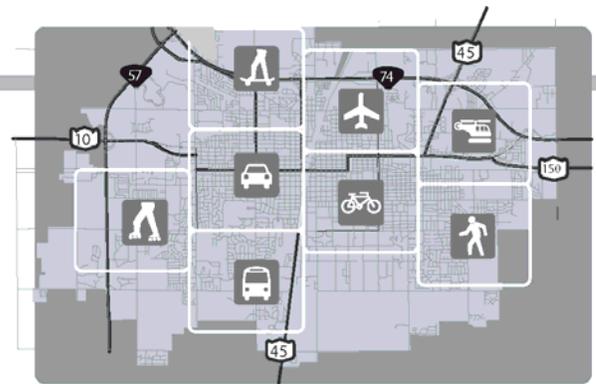
dates & locations for Transopoly

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 or 217.278.9069

more info online at: 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 or transopoly.cnt.org.