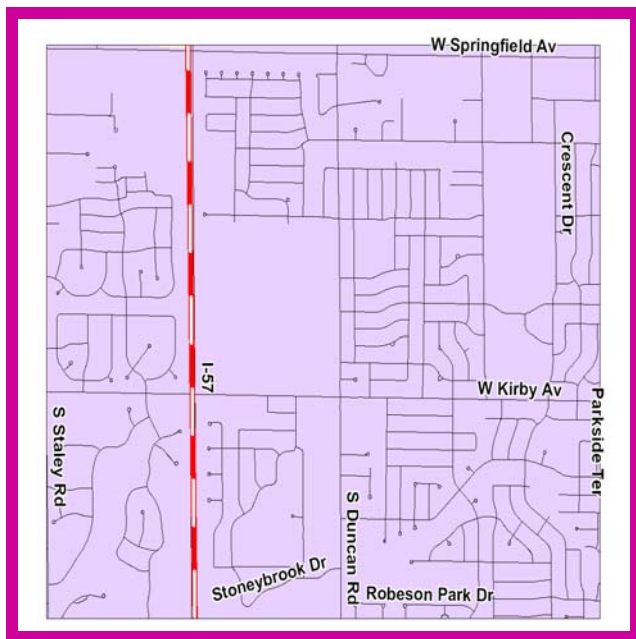


Public Preferences and Priorities for a Mobility Implementation Plan

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.

West 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 page 8). 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
Difficult to cross Mattis & Springfield, especially between John & Kirby	*Bike paths on major streets
Poor evening bus service (and non-existent late night service) in all of W. Champaign	Evening/weekend/holiday bus service on major streets
Bus system too campus/commuting oriented	Improve bus waiting area at Country Fair
Springfield: unpleasant pedestrian experience	
Speed concerns on arterials (Duncan, etc.)	Sidewalks on Springfield & Duncan
*Not many sidewalks (or street lighting) in residential areas	Street lighting on arterials and heavily populated residential streets

GROUP 2

Bike safety - no stop lights	Traffic calming at intersections
Vehicular traffic - too fast	*Traffic calming, reduce speed limit
Overemphasis - vehicular	*Redesign for intermodal
Transit routes removed	Include more transit in highly traveled routes
Lack of transit nights, weekends	
Bike access across I-57	
Stop sign Crescent & Kirby - congestion	Stop light
Lack of mixed use neighborhoods	*Urban planning
Students parking on neighborhood streets around high school	Ban cars for freshmen
Stop light timing	Re-time

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
Bicycle path \$50,000/half mile	4	Duncan Rd	14	W Springfield Ave, W Kirby Ave, S Duncan Rd, W John St (continuous path or lane to Campustown)
Bicycle/pedestrian overpass \$2,500,000 each			2	W Kirby Ave at I-57, Windsor Rd at I-57
Sidewalk \$200,000/half mile			2	W Springfield Ave
Increase bus service \$1,000,000/half mile	12	S Duncan Rd, W Kirby Ave, W Springfield Ave, Mattis Ave, Winchester Dr	8	Mattis Ave, W Springfield Ave, W Kirby Ave, Lakeshore Dr, S Duncan Rd
Express bus service \$1,000,000/half mile				
Street car or light rail \$3,000,000/half mile				
Neighborhood circulator \$5,000,000 each				
Station \$5,000,000 each				
Turning Lanes/Signals \$400,000/intersection	2	Crescent Dr & W William St, Crescent Dr & W Kirby		
Road construction \$5,000,000/half mile			1	Used to create half lane width for cycling on Duncan Road
Publicly owned parking structure \$4,000,000 each				

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
Safe, Physically Active Streets \$600,000	3	Mattis Ave/Sangamon Dr, W Springfield Ave	6	W Springfield Ave, W Kirby Ave, Crescent Dr, Sangamon Dr east of Mattis
Congestion Relief, grid \$200,000				
Congestion Relief, not a grid \$550,000				
Economic Development by Auto \$5,500,000				
Economic Development by Transit, Foot and Bicycle \$1,000,000	2	Duncan Rd, W Springfield Ave	5	W Springfield Ave, W Kirby Ave, Duncan Rd and two used to represent \$2 M of "mixed use, planned development" if agricultural parcel NW of Kirby & Duncan is developed
Quieter, Greener Residential Streets \$500,000			4	Crescent Dr, W Kirby Ave

Additional Amenities Selected

GROUP 1	Locations	GROUP 2	Locations
8 units of bike lane striping (total 1 mile)	Southwood Dr (1 mile), W John (2 1/2 miles), 1st St (1/2 mile)		
1 Center turn lane	Near schools on Crescent Dr		
4 units of Street lighting	Green St (1/2 mile), Kenwood Rd (1/2 mile), Springfield Ave (1 mile)		
1 Bus stop improvement	County Fair Dr & Springfield Ave		
1 Intersection with embossed crosswalk	County Fair Dr & Springfield Ave		

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

Educational campaign about cycle/ped safety

GROUP 2

Improve Duncan between Kirby & Parkland College - \$2 M
Mixed-use planned development

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.

1) We need bike lanes marked throughout the Twin Cities and Campustown so that bicyclists are safe and motorists know what to expect.
2) We need bike education for bicyclists, pedestrians and motorists.
3) Bicycle commuters need to be able to get east/west, north/south throughout the cities safely. This means bike paths or markings on all major thoroughfares, including Market Place Mall and the North Prospect shopping areas
More lighting and sidewalks consistently on high traffic collector streets such as Green St and Kenwood.
I have a concern about better urban planning for the subdivisions being built on the outskirts of C-U. For example, there should be sidewalks and bike lanes in the plan so people have other options than just driving.

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
4	1	-	1	-	-	-

Plus one self-employed farmer

If a student, where?

UIUC	Parkland	High School	Other
1	-	-	-

How do you most often travel?

Drive alone	Drive with another adult	Ride with others	Bus	Walk	Bicycle	Other
1	-	1	1	1	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	-	3	1	-	1	-	-
Ride the bus	1	1	-	-	2	-	-
Bicycle to a destination	-	1	-	-	1	1	1
Walk to a destination	1	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	3.6	4.6	3.2	4.6	3.4	4.4

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	2.4
Improved bike lanes and bike paths on all major travel corridors	4.3
Improved sidewalks in your neighborhood	4.0
Shuttle bus that connected the stores in the Market Place and North Prospect area and ran every 10-15 minutes	3.0

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	4.9
Expanded bike path system	4.8
Widening of key streets to handle more traffic	2.5
More frequent transit service throughout the city	4.4
Faster, more direct bus service to UIUC an the downtowns	3.4
More street lighting	4.3
Increased parking around UIUC campus	1.6
Increased parking in the downtown areas	1.9

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?

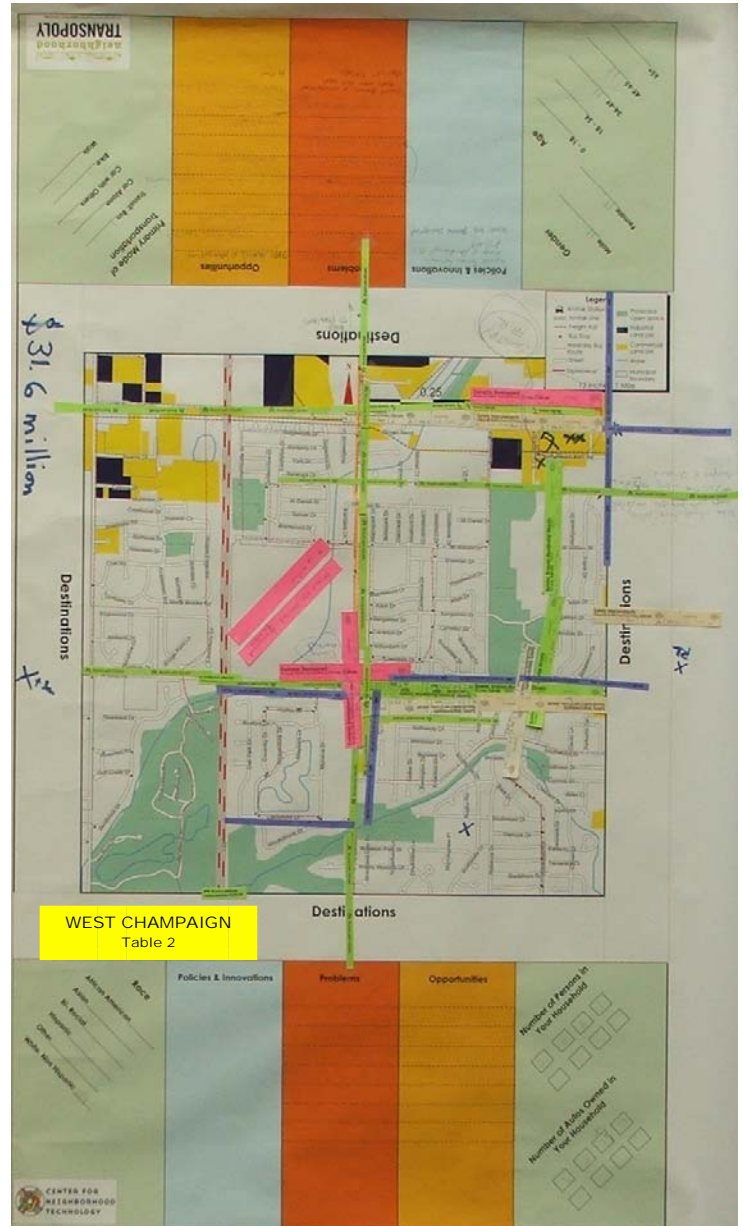
Yes	8	No	-
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Do you support increasing the level of tax funding for transportation in order to provide increased transportation choices in Champaign County? If yes, how should the increased funds for transportation be obtained?

	Number of responses
Increase gasoline tax	5
Increase sales tax	1
Transfer funds from other public programs	2
No	1

Demographics

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



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

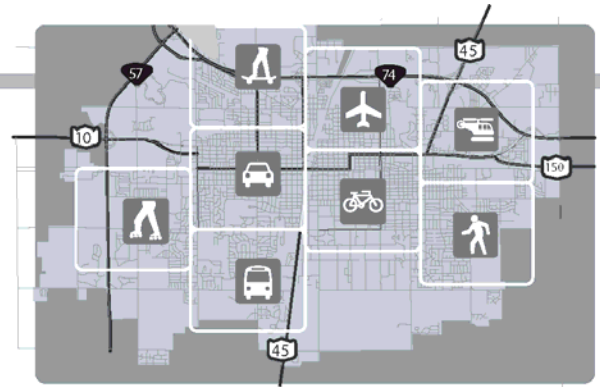
dates & locations for Transopoly

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

-  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 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.