

TRANSPORTATION

County-to-County Worker Flow

The county-to-county worker flow files are available through the U.S. Census Bureau's longitudinal Employer-Household Dynamics data series (<http://LEHD.did.census.gov/LED>). LEHD data combines federal and state data about employers and employees with Census Bureau data while protecting confidentiality.

Table 34a lists Counties where Champaign County workers reside. The table lists only those counties that have 600 or more residents working in Champaign County.

Table 34b lists counties where residents of Champaign County work. Only counties where 400 or more Champaign County residents work are listed.

Two maps, on page 61, illustrate the worker flow patterns of Champaign County. The map on the left presents the residence county of Champaign County workers for 2000, and the map on the right consists of the workplace county of Champaign County residents from 2006-2010.

Table 34a: Residence of County of Champaign County Workers in 2009

Residence County (with more than 600 Champaign County Workers)	Count
Champaign	54,489
Vermilion	3,864
Cook	3,863
Piatt	2,762
Douglas	1,812
Mclean	1,769
Ford	1,478
DuPage	1,142
Coles	1,093
Sangamon	1,014
Will	1,001
Macon	980
Peoria	789
Lake	679
Dewitt	624
Iroquois	621
All other in IL	8,151
All others in U.S.	1,174

Source: U.S. Census Bureau LEHD

Table 34b: Workplace County of Champaign County Residents in 2009

Workplace County (with more than 400 Champaign County Residents)	Count
Champaign	54,489
Cook	4,554
McLean	1,435
Sangamon	1,386
DuPage	1,297
Vermilion	1,142
Peoria	832
Macon	795
Will	657
Ford	582
Coles	501
Kane	480
Lake	459
Douglas	450
Piatt	436
Tazewell	410
All other in Illinois	4,111

Source: U.S. Census Bureau LEHD

Journey to Work

The following table of journey to work information is comprised of both mode of transportation and travel time to work.

The percentage of workers age 16 years and over that use public transportation to get to work increased in

the United States, Illinois, Champaign County, Champaign, Urbana and Savoy from 2000 to 2010. From 2000 to 2010, the percentage of people that carpool decreased in all selected geographies except for Mahomet, Rantoul and Savoy, where numbers increased or stayed the same.

Table 35: Journey to Work 2000 & 2006~2010

	United States		Illinois		Champaign County	
	2000	2006-2010 ACS	2000	2006-2010 ACS	2000	2006-2010 ACS
Total Workers Age 16+	128,279,228	▲139,255,035	5,745,731	▲5,930,230	91,368	▲97,494
Mode of Transportation to Work						
Car, Truck, or Van	112,736,101	▲120,259,023	4,832,750	▲4,906,968	73,510	▲75,975
Drove Alone	97,102,050	▲105,840,717	4,207,339	▲4,366,869	63,429	▲67,194
Carpooled	15,634,051	▲14,418,306	625,411	▲540,099	10,081	▲8,781
% that Carpooled	13.9%	▲10.4%	12.9%	▲9.1%	13.7%	▲9.0%
Public Transportation	6,067,703	▲6,872,730 ¹	497,632	▲515,963 ¹	4,488	▲5,449 ¹
Motorcycle	142,424	--	2,510	--	190	--
Bicycle	488,497	▲716,535	18,406	▲31,856	1,646	▲2,396
Walked	3,758,982	▲3,962,070	180,119	▲181,617	7,770	▲8,993
Other Means	901,298	▲1,684,953 ²	37,823	▲61,420 ²	426	▲750 ²
Worked at Home	4,184,223	▲5,759,724	176,491	▲232,406	3,338	▲3,931
Travel Time to Work						
Less than 10 minutes	17,868,011	▲18,832,538	605,614	▲748,491	20,062	▲18,105
10 to 14 minutes	18,618,305	▲19,299,572	743,149	▲734,249	21,782	▲23,687
15 to 19 minutes	19,634,328	▲20,718,310	748,578	▲745,666	19,380	▲21,975
20 to 24 minutes	17,981,756	▲19,588,462	703,743	▲726,988	11,501	▲13,048
25 to 29 minutes	7,190,540	▲8,070,188	298,361	▲316,527	3,852	▲4,049
30 to 34 minutes	16,369,097	▲17,862,104	741,188	▲784,517	5,880	▲6,694
35 to 44 minutes	7,334,806	▲8,429,719	409,871	▲438,185	1,536	▲1,783
45 to 59 minutes	9,200,414	▲9,995,400	551,290	▲564,462	1,797	▲2,069
60 or more minutes	9,897,748	▲10,699,018	601,714	▲638,739	2,240	▲2,153

Source: Census 2000 Summary File 3, U.S. Census Bureau; 2006-2010 American Community Survey 5-Year Estimates, U.S. Census Bureau

Notes: ▲ Denotes a MOE that is "Good" and has a 0%-20% Relative Reliability; -- Denotes data that is not available; ¹ Public Transportation excluding Taxi Cabs; ² Other Means as defined by the American Community Survey, not the 2000 Census

Table 35: (continued)

	Champaign city		Mahomet		Rantoul	
	2000	2006-2010 ACS	2000	2006-2010 ACS	2000	2006-2010 ACS
Total Workers Age 16+	34,283	▲38,681	2,386	▲3,741	6,451	▲5,637
Mode of Transportation to Work						
Car, Truck, or Van	25,821	▲28,323	2,210	▲3,501	6,037	▲5,349
Drove Alone	22,104	▲25,250	2,058	▲3,099	5,120	▲4,493
Carpooled	3,717	▲3,073	152	●402	917	▲856
% that Carpooled	14.4%	▲7.9%	6.9%	●10.7%	15.2%	▲15.2%
Public Transportation	2,129	▲2,576 ¹	13	▼9 ¹	56	▼5 ¹
Motorcycle	70	--	24	--	8	--
Bicycle	764	▲1,097	0	▼36	27	▼19
Walked	4,216	▲4,780	10	●59	107	●112
Other Means	123	▲400 ²	0	▼0 ²	85	●66 ²
Worked at Home	1,160	▲1,505	129	●136	131	●86
Travel Time to Work						
Less than 5 minutes	9,274	▲7,973	370	●612	1,952	▲1,468
10 to 14 minutes	9,651	▲11,961	148	▲370	1,273	▲966
15 to 19 minutes	7,754	▲9,506	445	▲714	597	●665
20 to 24 minutes	2,946	▲3,642	680	▲990	900	▲806
25 to 29 minutes	568	▲946	213	●209	455	●355
30 to 34 minutes	1,300	▲1,223	168	●323	732	▲887
35 to 44 minutes	382	▲421	36	▼36	92	●113
45 to 59 minutes	557	▲775	77	●178	125	●192
60 or more minutes	691	▲729	120	●173	194	●99

Notes: ▲ Denotes a MOE that is "Good" and has a 0%-20% Relative Reliability; ● Denotes a MOE that is "Fair" and has a 21%-50% Relative Reliability; ▼ Denotes a MOE that is "Poor" and has a 51%-100% Relative Reliability; -- Denotes data that is not available; ¹ Public Transportation excluding Taxi Cabs; ² Other Means as defined by the American Community Survey, not the 2000 Census

Table 35: (continued)

	Savoy		Urbana	
	2000	2006-2010 ACS	2000	2006-2010 ACS
Total Workers Age 16+	2,334	▲3,173	17,441	▲19,285
Mode of Transportation to Work				
Car, Truck, or Van	2,081	▲2,769	11,126	▲11,442
Drove Alone	1,858	●2,404	9,302	▲9,955
Carpooled	223	●356	1,824	▲1,487
% that Carpooled	10.7%	●11.5%	16.4%	▲7.7%
Public Transportation	127	●147 ¹	1,895	▲2,383 ¹
Motorcycle	0	--	58	--
Bicycle	13	●34	778	▲1019
Walked	7	▲30	2,967	▲3,454
Other Means	12	●11 ²	65	▲106 ²
Worked at Home	94	●182	552	▲881
Travel Time to Work				
Less than 5 minutes	346	▲546	4,543	▲4,013
10 to 14 minutes	639	▲863	5,137	▲6,040
15 to 19 minutes	631	▲967	3,962	▲4,734
20 to 24 minutes	314	▲328	1,330	▲1,642
25 to 29 minutes	83	▼34	444	●251
30 to 34 minutes	59	●71	693	▲974
35 to 44 minutes	50	●131	162	●99
45 to 59 minutes	43	▼19	283	●215
60 or more minutes	75	●32	335	▲436

Source: Census 2000 Summary File 3, U.S. Census Bureau; 2006-2010 American Community Survey 5-Year Estimates, U.S. Census Bureau

Notes: ▲ Denotes a MOE that is "Good" and has a 0%-20% Relative Reliability; ● Denotes a MOE that is "Fair" and has a 21%-50% Relative Reliability; ▼ Denotes a MOE that is "Poor" and has a 51%-100% Relative Reliability; -- Denotes data that is not available; ¹ Public Transportation excluding Taxi Cabs; ² Other Means as defined by the American Community Survey, not the 2000 Census

Figure 23 below illustrates the differences in the mode of transportation to work for the United States, Illinois, Champaign County, Champaign, and Urbana.

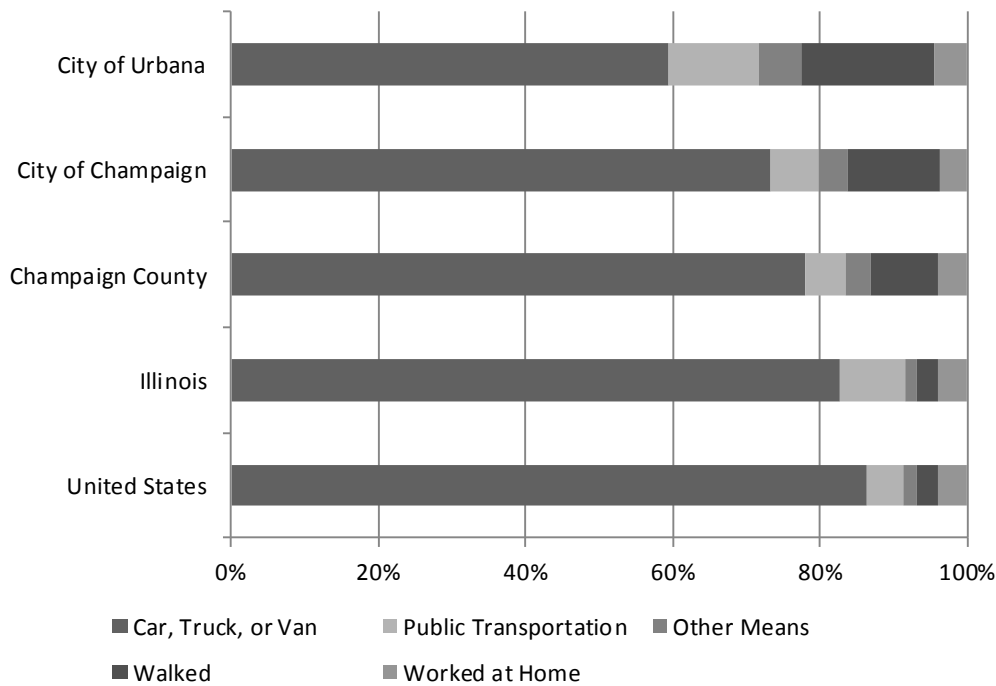
Public transportation includes the use of a bus, street car, trolley car, subway, elevated rail, railroad, ferryboat, or taxicab.

For the selected geographies, the City of Urbana has the highest percent use of public transportation at

12.4 percent. The City of Urbana also has the highest percentage of people who walk to work, with 17.9 percent, and the highest percentage of people who worked at home, with 4.6 percent. The United States has the highest percentage of workers who use a car, truck, or van to commute to work with 86.4 percent.

Table 36 provides road mileage statistics for Champaign County.

Figure 23: Mode of Transportation to Work for Workers age 16+ 2006~2010 ACS Estimate



Source: 2006-2010 American Community Survey 5-Year Estimates, U.S. Census Bureau

Table 36: Road Mileage in Champaign County

Category	Rural	Urban	Road Mileage
Interstate	55.15	22.33	77.48
State Highway Systems	163.30	48.15	211.45
Primary	119.66	40.26	159.92
Supplementary	43.64	7.89	51.53
Toll	0.0	0.0	0.0
Local Highway Systems	1,819.88	641.28	2,477.38
County	186.37	8.73	195.10
Township	1,463.60	106.92	1,570.52
Municipal	169.91	525.63	711.76

Source: Illinois Department of Transportation. Illinois Highway and Street Mileage Statistics, 2011

High Volume Road Segments

The busiest road segments (Annual Average Daily Traffic) in Champaign-Urbana for 2011 are presented in Table 37 and are reported through the Illinois Department of Transportation Traffic Count Maps.

Intersections with the highest number of crashes from 2004-2009 are presented in Table 38. Traffic crashes are monitored by the Illinois Department of Transportation and reported by the Champaign Urbana Urbanized Area Transportation Study.

Intersections are categorized as critical when both crash rates per volume of traffic and number of crashes reach a certain level. Seven of the eight are critical and indicated by bold face type.

Table 37: High Volume Road Segments: 2011

Intersection	2011
Prospect Ave. @ Bloomington Rd. & I74, Champaign	33,000
Prospect Ave. @ Marketview Dr. & I74, Champaign	28,900
Mattis Ave. @ Springfield Ave. & University Ave., Champaign	24,200
Cunningham Ave. @ Crystal Lake Dr. & University Ave. Urbana	22,800
Mattis Ave. @ John St. & Springfield Ave. Champaign	22,600
Neil St. @ Kirby Ave. & Stadium Dr. Champaign	22,400
Mattis Ave. @ Bradley Ave. & Hedge Rd. Champaign	21,500
Prospect Ave. @ Bloomington Rd. & Bradley Ave. Champaign	21,900
Dunlap Ave. @ Curtis Rd. & Windsor Rd. Champaign	20,300
Neil St. @ Green St. & Springfield Ave. Champaign	20,300
Lincoln @ Green St. & Springfield Ave. Urbana	19,900
Vine St. @ Main St. & University Ave. Urbana	19,700
Mattis Ave. @ Kirby Ave. and Sangamon Dr. Champaign	19,400
Springfield Ave. @ Country Fair Dr. and Kenwood Rd. Champaign	17,800
Prospect Ave. @ Springfield Ave. and University Ave. Champaign	17,200
Lincoln Ave. @ University Ave. & Park St. Urbana	16,400
Kirby Ave @ Prospect Ave. & Mayfair Rd. Champaign	16,200
Neil St. @ Bradley Ave. & Kenyon Rd. Champaign	16,100
Country Fair Dr. @ Springfield Ave. and White St. Champaign	15,000

Source: Illinois Department of Transportation Traffic Count Maps, 2011

Table 38: Ten Intersections in Champaign-Urbana with the Highest Number of Crashes in 2004-2009

Intersection		2004	2005	2006	2007	2008	2009
N-S	E-W						
Lincoln Ave.	University Ave.	23	22	20	16	19	15
First St.	Green St.	7	10	7	20	11	13
Cunningham Ave./Vine St.	University Ave.	28	26	25	24	19	18
Mattis Ave.	Bradley Ave.	19	19	15	18	12	17
Neil St.	Green St.	13	18	13	11	19	8
Neil St.	Kirby Ave.	9	15	17	14	18	14
Neil St.	Windsor Rd.	12	17	14	16	16	8
Prospect Ave.	Bloomington Rd.	18	23	17	22	25	17
Total for top ten		129	150	128	141	139	110

Source: Champaign-Urbana Urbanized Area Transportation Study

MTD Ridership

Table 39 provides total ridership information for Champaign -Urbana MTD from 1985 to 2011. In 2011, the Champaign-Urbana Mass Transit District counted 10,549,120 passengers. Ridership trends indicate general growth. The sharp increase in ridership in 1990 is primarily due to the student fee implemented at the University of Illinois, giving students and faculty unlimited access to MTD bus services.

Table 40 and Figure 24 chart the greatest and least MTD ridership totals by month. The greatest ridership generally occurs in the month of February while the least monthly ridership occurs in the month of July. This generally correlates with harsh winter weather and University of Illinois student absence during summer months.

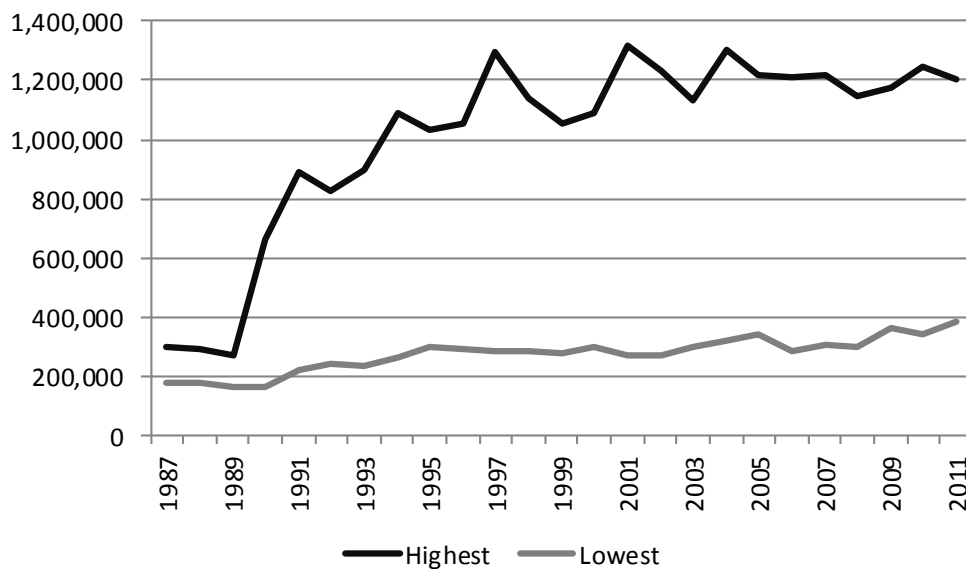
Table 39: MTD Ridership: 1985-2011

Fiscal Year	Ridership
1985	2,793,616
1986	2,925,883
1987	2,948,184
1988	2,895,324,
1989	2,796,120
1990	5,449,317
1991	7,430,873
1992	7,029,214
1993	7,436,655
1994	9,223,320
1995	8,551,186
1996	8,806,267
1997	9,501,302
1998	8,670,906
1999	8,628,101
2000	8,800,655
2001	10,102,665
2002	9,084,277
2003	9,369,218
2004	10,435,923
2005	10,136,585
2006	9,958,497
2007	9,464,314
2008	9,365,436
2009	9,919,993
2010	10,134,192
2011	10,549,120

Table 40: Highest and Lowest MTD Monthly Ridership in Champaign County: 1987-2011

Year	Monthly MTD Ridership Totals			
	Highest	Month	Lowest	Month
1987	298,390	Feb	179,638	Aug
1988	291,662	Feb	178,590	Jul
1989	272,694	Feb	162,584	Jul
1990	662,226	Feb	163,536	Jul
1991	888,942	Dec	221,111	Jul
1992	823,534	Oct	241,510	Jul
1993	897,926	Feb	236,673	Jul
1994	1,088,560	Dec	264,306	Jul
1995	1,032,240	Feb	297,472	Jul
1996	1,056,087	Feb	291,169	Jul
1997	1,296,261	Dec	287,136	Jul
1998	1,142,300	Oct	286,594	Jun
1999	1,055,683	Oct	281,914	Jul
2000	1,091,131	Feb	297,848	Jul
2001	1,314,109	Dec	270,213	Jul
2002	1,227,976	Oct	271,484	Jun
2003	1,133,363	Feb	297,289	Jun
2004	1,305,943	Oct	321,442	Jun
2005	1,217,625	Oct	341,083	Jul
2006	1,206,875	Oct	289,169	Jul
2007	1,219,370	Oct	306,992	Jul
2008	1,146,354	Feb	301,446	Jul
2009	1,178,063	Oct	361,625	Jun
2010	1,246,451	Feb	342,639	Jul
2011	1,201,806	Oct	387,210	Jul

Figure 24: Highest and Lowest MTD Monthly Ridership in Champaign County



Source: C-UMTD

Amtrak Ridership and Enplanements at Willard Airport

Table 41 provides information on the number of Amtrak passengers that either boarded or disembarked in Champaign, Illinois from 1985 to 2011. Historic trends indicate a general decline in Amtrak ridership from 1979 to 1989 and stabilization thereafter. In 1986, the precipitous drop relates to a reduction in frequencies from three trains to two trains serving Champaign. The fluctuations after that relate mostly to Amtrak's up and down financial condition and threats of eliminating service. In 2011, 158,657 Amtrak passengers either boarded or disembarked at the Illinois Terminal.

Figure 25 at the top of the next page further

illustrates the trends in Amtrak ridership from 1985 to 2011.

In air service, the term enplanements is used to identify the number of persons that board a plane. Table 42 provides information on the number of enplanements at Willard Airport from 1985 through 2010, and the data is graphically presented in the Figure 25 along with Amtrak boardings. Air travel peaked in 1990, when 179,726 people boarded planes at Willard Airport. By 2010, enplanements total 55,036 marking a 69.4 percent decrease in air travel via Willard Airport from 1990.

Table 41: Annual Amtrak Passenger Volume for Champaign, Illinois: 1985-2011

Year	Ridership	Change Over Previous Year	
		Number	Percent
1985	113,341	-29	0.0%
1986	81,284	-32,057	-28.3%
1987	76,640	-4,644	-5.7%
1988	70,773	-5,867	-7.7%
1989	62,509	-8,264	-11.7%
1990	68,648	6,139	9.8%
1991	65,907	-2,741	-4.0%
1992	61,723	-4,184	-6.3%
1993	69,230	7,507	12.2%
1994	64,433	-4,797	-6.9%
1995	58,318	-6,115	-9.5%
1996	49,712	-8,606	-14.8%
1997	59,601	9,889	19.9%
1998	71,668	12,067	20.2%
1999	74,141	2,473	3.5%
2000	76,236	2,095	2.8%
2001	68,625	-7,611	-10.0%
2002	62,186	-6,439	-9.4%
2003	73,306	11,120	17.9%
2004	76,633	3,327	4.5%
2005	81,672	5,039	6.6%
2006	85,967	4,295	5.3%
2007	129,959	43,992	51.2%
2008	151,732	21,400	16.5%
2009	138,044	13,315	-8.8%
2010	105,666	32,378	-23.5%
2011	158,657	5,299	50.1%

Source: Illinois Department of Transportation.

Table 42: Enplanements at Willard Airport: 1985-2010

Year	Enplanements	Change Over Previous Year	
		Number	Percent
1985	165,338	11,529	7.5%
1986	169,993	4,655	2.8%
1987	165,581	-4,412	-2.6%
1988	170,937	5,356	3.2%
1989	175,183	4,246	2.5%
1990	179,726	4,543	2.6%
1991	171,251	-8,475	-4.7%
1992	166,032	-5,219	-3.0%
1993	139,681	-26,351	-15.9%
1994	131,671	-8,010	-5.7%
1995	115,301	-16,370	-12.4%
1996	125,194	9,893	8.6%
1997	139,757	14,563	11.6%
1998	139,862	105	0.1%
1999	133,845	-6,017	-4.3%
2000	127,845	-6,000	-4.5%
2001	125,183	-2,662	-2.1%
2002	111,159	-14,030	-11.2%
2003	95,087	-16,066	-14.5%
2004	115,911	20,824	21.9%
2005	129,948	14,037	12.1%
2006	114,769	-15,179	-11.7%
2007	108,667	-6,102	-5.3%
2008	95,179	-13,488	-12.4%
2009	85,793	-9,386	-9.9%
2010	55,036	-30,757	-35.9%

Source: Illinois Department of Transportation

Figure 25: Amtrak Ridership in Champaign, Illinois: 1985-2011

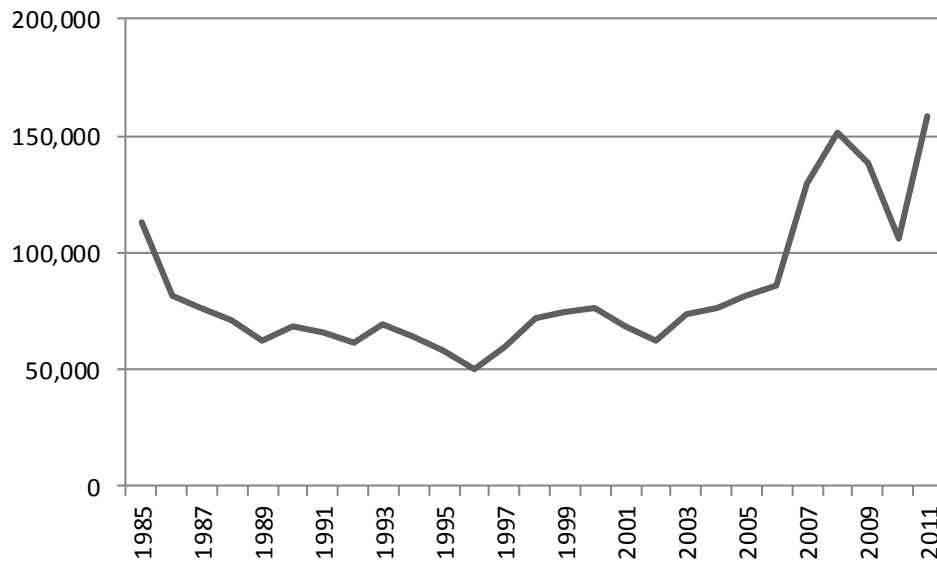
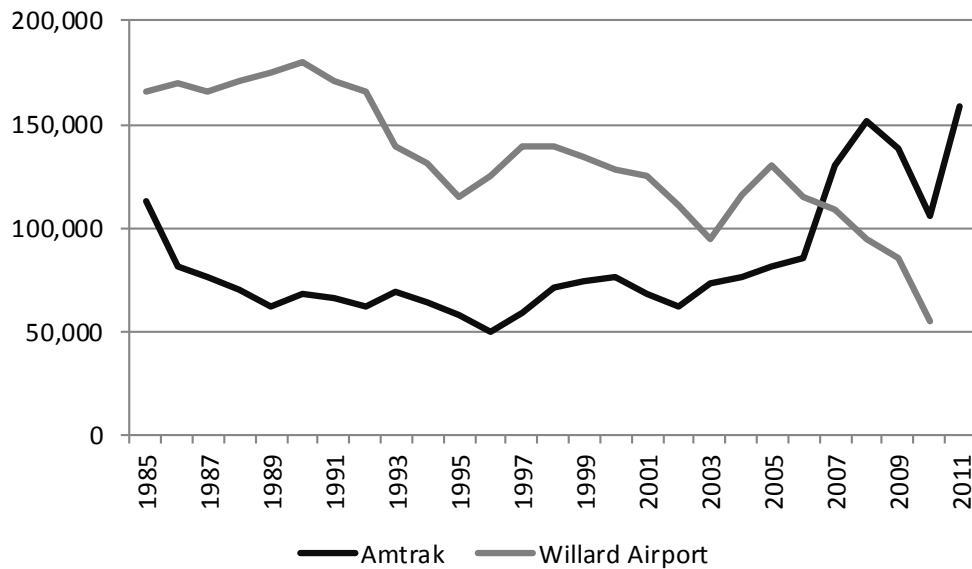


Figure 26: Amtrak Boardings* and Willard Airport Enplanements: 1985-2011



Intercity Public Transit

Table 43 provides information on the daily departures from Champaign-Urbana. These are destinations that can be reached without transferring to a different plane, train, or bus.

Daily departures from the University of Illinois Willard Airport are those as of January 30, 2012.

Amtrak passenger rail service is provided to area residents via the Illinois Terminal. The Illinois service runs between Chicago and Carbondale twice daily, and the City of New Orleans services runs between Chicago and New Orleans, stopping in Champaign once daily in each direction.

The intercity buses column includes information about Greyhound Lines and Megabus current as of January 2012.

Other charter bus options are available on a limited basis. The Bluebird Charter Coach provides daily service between Willard Airport, Illinois Terminal, Village of Rantoul, Bradley, O'Hare Airport and Midway Airport in Chicago.

The Suburban Express service between Champaign-Urbana and Chicago caters to the University of Illinois students. The buses run most frequently on weekends during the school year; however, it does offer limited trips during the week.

The Lincolnland Express (LEX) provides transportation from Champaign via Danville to Indianapolis and from Champaign via Rantoul and Kankakee to Chicago Hourly service is available between Bloomington Airport and Champaign.

Table 43: Daily Departures from Champaign-Urbana (Destinations without Transfers)

Destination	Willard Airport	Amtrak	Intercity Bus
Carbondale, IL		3	
Centralia, IL		3	
Chicago, IL	4	3	6
Du Quoin, IL		2	
Effingham, IL		3	
Gilman, IL		2	
Homewood, IL		3	
Kankakee, IL		3	
Mattoon, IL		3	
Rantoul, IL		2	
Fulton, KY		1	
Hammond, LA		1	
New Orleans, LA		1	
St. Louis, MO			2
Greenwood, MS		1	
Hazlehurst, MS		1	
Jackson, MS		1	
McComb, MS		1	
Yazoo City, MS		1	
Newbern-Dyersburg, TN		1	
Memphis, TN		1	2
Dallas / Ft. Worth, TX	2		

Source: Service Provider Websites - Accessed February 2012