

## ACTIVE CHOICES

Champaign County Greenways & Trails Plan





















June 2014

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# RESOLUTION TO APPROVE ACTIVE CHOICES: THE 2013 CHAMPAIGN COUNTY GREENWAYS AND TRAILS PLAN UPDATE

Whereas the Greenways and Trails Policy Committee is authorized to approve an update to the 2004 Champaign County Greenways and Trails Plan;

Now therefore, be it hereby resolved that the Greenways and Trails Palicy Committee approves the update of the 2004 Champaign County Greenways and Trails Plan as the retitled "Active Choices: Champaign Caunty Greenways and Trails Plan."

Passed and approved this 19th day of December 2013.

Bobbie Herakovich

Chair

Greenways and Trails Policy Committee



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Passed and approved this 19th day of December 2013.

ATTEST:

lim Bartlett

Chair

Greenways and Trails Technical Committee



# Active Choices: Champaign County Greenways & Trails Plan

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In cooperation with:

Illinois Department of Transportation (IDOT)

Champaign County Greenways and Trails Technical and Policy Committees

**June 2014** 



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## **GLOSSARY**

Abiotic: environmental elements not associated with or derived from living organisms.

**Active transportation:** any self-propelled, human-powered transportation mode, including walking and bicycling.

Biotic: environmental elements associated with or derived from living organisms.

**Bikeway:** a generic term for any road, street, path, or way that in some manner is specifically designated for bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or to be shared with other transportation modes.

**Conservation buffers:** strips of vegetation placed in the landscape to influence ecological processes and provide a variety of services to us, such as screening undesirable views and increasing habitat connectivity.

**Conservation easements:** voluntary, legally binding agreements that prevents development or limits certain types of uses on a piece of property for present and future use to protect the property's ecological or open-space values.

**Greenway:** a corridor of open land managed for conservation and/or recreation. Greenways may follow natural land or water features such as rivers, shorelines or ridges, or human landscape features such as abandoned railroad corridors, trails or canals. Greenways may form connections between communities, parks, historic and cultural sites, and nature preserves. Although they differ in location and function, they provide recreational benefits, protect natural areas or enhance natural beauty and quality of life, and/or stimulate economic development opportunities in neighborhoods and communities.

**Riparian corridors:** transitional areas between those characterized by terrestrial and aquatic ecosystems. In other words, these are the areas between land and a river or stream.

**Trail:** a type of greenway which can accommodate one or many types of non-automobile users, including pedestrians, bicyclists, roller skaters, and wheelchair users. Trails can be used for recreation and/or transportation purposes, and can connect different land uses and facilities. Trails can be found in parks, natural environments, and other designated corridors.

## 1 INTRODUCTION

People are increasingly relating open spaces and recreational trails to an enhanced quality of life. They know that having a safe place for children to play in their neighborhood is a positive amenity for their community. They have heard about how walking and biking trails can help increase property values and decrease fuel consumption. They are perhaps seeing more people getting out of their cars and onto a bicycle to go to work or recreate. They sense the calming effect that being out in the open air with plenty of grass and natural vegetation has on hectic lifestyles. They appreciate having public swimming pools, nature centers, and a means to a destination other than a motorized vehicle.

Here in Champaign County, we have seemingly endless agricultural landscapes, acres of wooded areas and prairie, historical and natural places of interest, and urban activity centers, all waiting to be visited and appreciated. Local agencies and residents are actively seeking ways to unite the community with its surroundings. The Active Choices Plan is an important step toward completing a countywide Greenways and Trails system residents and visitors alike can use and enjoy.



Children enjoy playing at the Homer Lake Natural Playscape Courtesy: Champaign County Forest Preserve District (CCFPD)

## **2 VISION STATEMENT**

Imagine it is the year 2033, Champaign County's bicentennial. Two hundred years earlier, the County had built its foundation on the railroad. Once oriented towards trails, and later the automobile, Champaign County has evolved its transportation system into a network of rails, complete streets, greenways and trails that support all modes of transportation. More specifically, coordinated efforts between municipalities and governmental units have resulted in a local and regional system of greenways and trails that accommodate pedestrians and bicyclists. It accommodates users for both recreation and transportation.

The overall network is safe and accessible for all users. Routes and trails are paved and have special markings and other specific design elements to be accessible for people with disabilities. Safety features such as landscaping, design, and lighting help make these routes and trails safe. The routes and trails' continued maintenance and high quality design keep the infrastructure in usable condition and create a pleasing environment.

The County's trail network provides a variety of recreational opportunities. Connecting trails link urban areas to state parks, county forest preserves, municipal parks, and various activity centers in other counties. The trail and bikeway network also provides linkages to park district and other recreational facilities including parks, natural areas, gyms, water parks, and other indoor and outdoor facilities. The greenways and trails themselves also provide different recreational uses including running, walking, and bicycling.

Besides recreation, the greenways and trails within the County create opportunities for people to use other transportation modes for reaching shopping areas, places of employment, residential neighborhoods, educational facilities and other attractions. Various paths provide direct and indirect links from residential areas to destinations throughout urban and rural areas. They remove conflicts with motorized vehicles or avoid barriers such as dangerous intersections and interstates. These routes also provide for appropriate and sufficient bike storage at publicly and privately owned destinations.

While 2033 is still two decades away, this future ideal scenario is Active Choices: Champaign County Greenways and Trails Plan's ultimate vision.



Meadowbrook Park, Urbana

## **3 PLAN PURPOSE**

Active Choices seeks to foster interagency cooperation to implement the best greenways and trails system possible for Champaign County. The purpose of this plan update is to compile information and recommendations from active transportation and environmental plans and documents completed by Greenways and Trails (GT) member agencies since the 2004 Champaign County Greenways & Trails Plan. This plan also aims to incorporate public input primarily on active transportation in Champaign County.

This document is designed to provide guidance and a framework to ensure the county's desire to create a bikeable, walkable, and environmentally aware and active community. This updated plan reflects the desires of Champaign County residents and community leaders to improve mobility through a safe, efficient, and well-connected multi-modal transportation system designed to be sensitive to the surrounding land uses as well as to protect environmental assets, both for their ecological functions and as key elements of community character and livability.

This plan also recognizes that each facility type and user may be different and will require various planning approaches and strategies, always keeping in mind the value of planning for an interconnected system. An all-inclusive plan can help identify gaps in service that hinder connectivity and help present a complete vision and action plan for improving bicycling, walking, and the natural environment. This plan update will allow communities in Champaign County to continue leveraging their investments to create the greatest impact for county residents.

## 4 DEFINITIONS

What are greenways, trails, and bikeways?

A **greenway** is a corridor of open land managed for conservation and/or recreation. Greenways may follow natural land or water features such as rivers, shorelines or ridges, or human landscape features such as abandoned railroad corridors, trails, or canals. Greenways may form connections between communities, parks, historic and cultural sites, and nature preserves. Although they differ in location and function, they provide recreational benefits, protect natural areas, enhance natural beauty and quality of life, and/or stimulate economic development opportunities in neighborhoods and communities.

This plan will describe the following types of greenways:

- Public Park: publicly owned park available for public use.
- **Public Golf Course:** publicly or privately owned golf course available for public use.
- **Public/Private Recreational:** privately owned recreational land available for public use.
- **Private Recreational:** privately owned recreational land not available for public use.



Greenway: Boneyard Greenway, Champaign

A **trail** or path is a type of greenway which can accommodate one or many types of non-automobile users, including pedestrians, bicyclists, roller skaters, and wheelchair users. Trails can be used for recreation and/or transportation purposes, and connect can different land uses and facilities. Trails can be found in parks, natural



tacilities. Trails can be **Trail:** King Park Trail, Urbana found in parks, natural Courtesy: Urbana Park District environments, and other designated corridors.

A **bikeway** is a generic term for any road, street, path, or way that in some manner is specifically designated for bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes (AASHTO 2012).



Bikeway: Bike lane on Illinois Street, Urbana

Trails and bikeways enable people to use active transportation for recreation and/or transportation purposes. **Active transportation** is any self-propelled, human-powered transportation mode (CDC 2010), including walking and bicycling.

## 5 SIGNIFICANCE

According to the Illinois Department of Natural Resources' Greenways and Trails Planning Assistance Program brochure, "greenways and trails positively impact individuals and improve communities by providing not only recreation and transportation opportunities, but also by influencing economic and community development. Some of the many trails and greenways benefits include:

- Making communities better places to live by preserving and creating open spaces;
- Encouraging physical fitness and healthy lifestyles;
- Creating new opportunities for outdoor recreation and non-motorized transportation;
- Strengthening local economies;
- Protecting the environment; and
- Preserving culturally and historically valuable areas."

## 6 SCOPE

Currently, available resources preclude the inclusion of some recreational uses found in some greenways and trails plans in other parts of the country. This document and planning that takes place on the basis of this document will thus **exclude horseback riding, waterway travel and recreation, and off-road motorized vehicle use.** 

Active Choices: the 2014 Champaign County Greenways and Trails Plan will guide the development of pedestrian paths, bikeways, public open spaces, and other greenways over the next 20 years.

## Historical Background

# 7 THE ROOTS OF CHAMPAIGN COUNTY'S GREENWAYS AND TRAILS

There has been increasing awareness and interest in improving recreational facilities and preserving open spaces at the national, state, and local levels to improve peoples' quality of life. The following sample of national and state plans and programs provides a context for greenways and trails efforts in Champaign County, Illinois.

National Level: Rails to Trails

In the 1960s, largely in the Midwest, abandoned and unused rail lines began to be used as public trails:

"Once the tracks came out, people just naturally started walking along the old grades, socializing, exploring, discovering old railroad relics, marveling at old industrial facilities such as bridges, tunnels, abandoned mills, sidings, switches and whatever else they could find. In the snows of winter the unconventional outdoors enthusiast skied or snow-shoed on the corridor, but these were days before even running and all-terrain bicycles were common, so the predominant activity was walking. Of course, none of the corridors were paved or even graded – they were simply abandoned stretches of land."

Today, some 50 years later, rail-trails have begun to make a significant mark, with over 20,000 miles of rail-trails and over 100 million users annually (Rails-to-Trails Conservancy 2011).

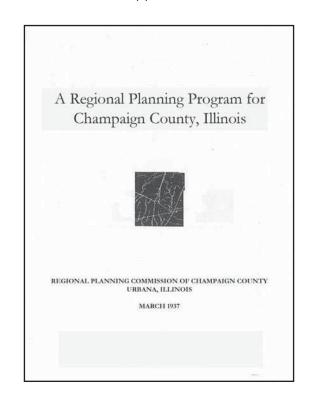
State Level: Illinois Department of Natural Resources

Every five years, the Illinois Department of Natural Resources (IDNR) publishes the Statewide Comprehensive Outdoor Recreation Plan. This document details existing facilities, user statistics, future projects and actions, and a five-year implementation schedule citing agency responsibility for outdoor recreational projects. The plan identifies significant

issues such as accessibility for people with disabilities, linking transportation modes with recreation areas, and interagency coordination. The IDNR also began the Greenways & Trails Program in 1995 to contribute to the Statewide Comprehensive Outdoor Recreation Plan. This Program provided financial and technical assistance for regional greenway and trail plans in downstate Illinois, including Champaign County's 1999 Natureways, Bikeways, and Trails Plan and the 2004 Champaign County Greenways & Trails Plan.

## Champaign County: A Local History of Greenways and Trails

The planning of recreation and open space in Champaign County traces back to the publishing of A Regional Planning Program for Champaign County, Illinois by the Champaign County Regional Planning Commission (CCRPC) in 1937. This document provided a framework for outdoor recreation planning at the County level, including a "Recreational, Scenic, Wildlife and Historical Resources" section and discussing the importance of developing parks and trails for educational opportunities.



In 1972, the CCRPC published the Areawide Open Space-Recreation Plan and Program as the open space element of a draft County comprehensive plan. This plan inventoried existing available open spaces, appropriate uses for these areas, and recommendations for development. The document's authors integrated data from a leisure opinion survey with existing conditions data to interpret how to use the open spaces. This methodology is similar to the planning process for the 2004 Champaign County Greenways and Trails Plan, which synthesizes survey information and existing conditions in the County. In 1977, the first Champaign County Land Use Goals and Policies were adopted with several goals and policies intended to guide decisions related to natural resources conservation, provision of recreational facilities, and greenways development.

The inclusion of Champaign County in the IDNR Greenways & Trails Program began with a few agencies from Champaign County attending the IDNR Governor's Workshop on Greenways and Trails in May 1995. Through that effort, several agencies came together to form the Natureways, Bikeways, and Trails Task Force. The initial agencies to form this group were the Champaign County Regional Planning Commission, Champaign County Forest Preserve District, the Urbana Park District, the Champaign Park District, and the Rantoul Park District.

In July 1995, the Natureways, Bikeways, and Trails Task Force held its first informational meeting to seek feedback on whether there was continuing interest and support from people in the County to develop a regional Natureways, Bikeways, and Trails plan. During this meeting, the Greenways and Trails Program was presented, a mission statement for the NBT Task Force was reviewed and revised, and a consensus was reached that the CCRPC would lead the planning effort. The mission statement formed by the task force was to develop a plan for Champaign County that would identify linkages to other such systems on local, regional, state, and national levels.

A second meeting was held in April 1996 to seek further input for this planning effort. Two subcommittees were formed to begin preparing this proposal: the Grant Review and Funding Subcommittees. These subcommittees commissioned the creation of a grant application that would be submitted to the IDNR in early 1997. In collaboration with IDNR, the member agencies in the NBT Task Force worked diligently over the course of two years to complete the *Natureways*, *Bikeways*, and *Trails Plan* (NBT Plan) in August 1999.

Two years later, local agencies reconvened to discuss updating the 1999 NBT Plan, and decided on a more comprehensive approach that included 20 years of planning and implementation, guidelines for trail development, an expanded existing conditions inventory, and a more user-friendly map. The NBT Steering Committee approved the plan's proposal in February of 2002, initiated the 18-month planning process in April 2002, and decided that the term "Natureways" should be replaced by the more definable and widely accepted "Greenways." In 2004, the Champaign County Greenways & Trails Plan joined dozens of other plans in a nationwide effort to improve quality of life through the provision of recreational and alternative transportation opportunities.

Since 2004, most of the local agencies involved in the planning process created the Champaign County Greenways & Trails Technical & Policy Committees to oversee the plan's implementation. The committees contracted with CCRPC to staff the implementation process. CCRPC created three editions of the folding map and distributed them to Champaign County residents and visitors; a funding sources list was created to help member agencies implement projects; and design guidelines, new logos, and signage designs and specifications were developed and approved by each member agency to create a recognizable identity for Champaign County Greenways & Trails. The Illinois Department of Transportation (IDOT) contracted with CCRPC in 2011 to initiate a 24-month planning process to update the 2004 Champaign County Greenways & Trails Plan.

## **8 PLAN PROCESS**

The Active Choices Greenways & Trails Plan update was completed during a 24 month process extending from Fall 2011 to Fall 2013. During this time, CCRPC staff and member agencies held quarterly Technical Committee meetings, who acted as the plan's steering committee; annual Policy Committee meetings; updated and expanded the greenway, trail, and bikeway inventories; updated goals; formulated "SMART (specific, measurable, agreed, realistic, and timebound)" objectives; created performance measures; created new maps; held several public involvement meetings; and identified and prioritized greenway, trail, and bikeway projects for the 20 year planning horizon.

## 8.1 Public Involvement

Without the community's involvement, a plan will often not realize its full implementation potential. When residents have a vested interest in a project or idea, realization of goals can come more quickly and with more benefits to the residents than if they had not been involved. Likewise, the exchange of knowledge and ideas between residents and local government agencies can greatly enhance the outcome of a plan and its products. For these reasons, Champaign County Regional Planning Commission staff sought residents' active participation during the planning process. Champaign County Regional Planning Commission staff used comment cards, information sharing, and public workshops to involve the public in its planning efforts.

## 8.1.1 Comment Cards

Comment cards were available at all public meetings for residents to hand in during the meeting or mail in at their convenience. Champaign County Regional Planning Commission staff also received resident comments via email and phone. CCRPC staff integrated comments received in this format into recommendations where appropriate. These comments are listed in Appendices 1 and 5.

## 8.1.2 Information Sharing

CCRPC staff and Greenways and Trails member agencies make every effort to provide information to the public upon request. All final Greenways and Trails related documents are available for review at CCRPC offices and on the CCRPC website, including previous versions of the Plan and maps. CCRPC staff and member agency staff welcome residents' comments and information; such information sharing can play a significant role in planning and implementing greenways and trails.

## 8.1.3 Public Workshops

CCRPC staff held four public meetings during the planning process. Advertisements were placed in the Champaign-Urbana News-Gazette, Mahomet Citizen, Champaign County Star, and St. Joseph Leader newspapers. Fliers were posted around Champaign-Urbana at popular locations for bicyclists, pedestrians, and all residents; on the CCRPC and member agency websites, social media pages, and government TV channels; and on bicycle, health, and neighborhood listservs.

CCRPC staff held the first series of workshops on November 15, 2012 at the Illinois Terminal in Champaign-Urbana; November 27, 2012 at Lake of the Woods in Mahomet; and November 29, 2012 with the St. Joseph Comprehensive Plan workshop. CCRPC staff asked participants to map where they would like to see bicycle, pedestrian, and greenway facilities. They also asked participants to comment on existing conditions. Approximately 50 residents attended those workshops. Full results are listed in Appendix 1.



Residents mark desired paths at the November 2012 Illinois Terminal workshop

The second workshop, held on April 23, 2013, was an open house at the Illinois Terminal in Champaign-Urbana. Participants were asked to rank their top three preferred trail and bikeway segments in different geographic areas across Champaign County (Champaign, Urbana, Savoy, Mahomet, and all other parts of Champaign County). Participants were also able to comment on proposed environmental conditions. 26 residents attended this event, and another 11 submitted comment cards to CCRPC in the following weeks. Full results are listed in Appendix 5.



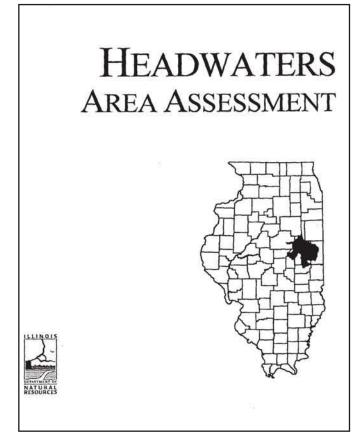
Residents review and vote for preferred trails and bikeways at the April 2013 Illinois Terminal workshop

## 8.1.4 Project Prioritization

CCRPC staff and the Greenways and Trails Technical Committee continued to use the project prioritization checklist created for the 2004 Greenways & Trails Plan to prioritize all of Champaign County's recommended trail and bikeway projects and help determine how well proposed projects comply with this plan's goals and objectives. These project prioritization factors were developed based on input from the public and best planning practices. Section 14.1.2 contains more information on project prioritization and Section 14.1.3 contains a list of prioritized projects.

## 9 LITERATURE REVIEW

The following literature review summarizes state and local studies related to Champaign County's greenways and trails efforts and briefly explains their connection to the Active Choices: Champaign County Greenways & Trails Plan.



## 9.1 State Level

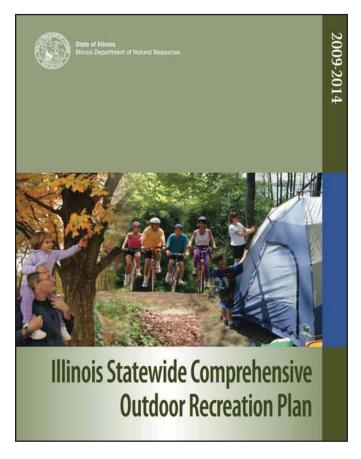
Headwaters Area Assessment (IDNR, 1997):

This report is part of a series of assessments undertaken through public-private partnerships to help manage and improve statewide ecosystems. This report provides information on the natural and cultural resources of east central Illinois' Headwaters area. It contains five volumes addressing the area's geology, water resources, living resources, and current and historic ecological characteristics.

Connection to the Active Choices Plan:

The Headwaters area is home to the headwaters of several Illinois waterways including the Sangamon, Kaskaskia, Middle Fork, Salt Fork, Vermilion, and Embarras Rivers, which are among Illinois' most ecologically significant waters. This biological richness provides opportunities for numerous types of outdoor recreation in and near natural areas in east central Illinois' Headwaters area.

The Champaign County Forest Preserve District operates the Sangamon River, River Bend, and Lake of the Woods Forest Preserves along the Sangamon River; the Homer Lake Forest Preserve along the Salt Fork River; and the Middle Fork Forest Preserve along the Middle Fork River. Each preserve contains hiking trails. The Lake of the Woods and River Bend Forest Preserves include shared-use trails for hikers and cyclists.



Illinois Statewide Comprehensive Outdoor Recreation Plan (IDNR, 2009):

The Illinois Department of Natural Resources (IDNR) prepares this report every five years to assess existing facilities, user statistics, future projects and actions, and a five-year implementation schedule citing agency responsibility for projects. It identifies prevalent issues such as accessibility for people with disabilities, linking transportation modes with recreation areas, and interagency coordination. It also helps maintain Illinois' eligibility to participate in the federal Land and Water Conservation Fund (LWCF) program and establish funding goals for the use of State Open Space Land Acquisition and Development grants.

Connection to the Active Choices Plan:

According to the 2008 Illinois Outdoor Recreation Survey, 85 percent of statewide respondents, nearly 87 percent of urban county respondents, and nearly 80 percent of rural county respondents agree more trails and greenways should be developed (pg. 11). Walking, hiking, and biking on trails were cited by respondents as some of the most important outdoor activities. Walking and bicycle riding on roads and trails were cited by respondents as the outdoor recreation activities with the most growth potential. The plan lists greenways and trails protection, development, and connection as one of the Land and Water Conservation Fund's top priorities.





## Illinois Natural Areas Inventory (INAI) (IDNR, 2011):

The Illinois Natural Areas Inventory provides information about high quality natural areas, endangered species habitats, and other significant natural features in Illinois. Governments, private landowners, and conservation organizations use the information in this inventory to facilitate land acquisition and protection.

#### Connection to the Active Choices Plan:

Champaign County contains 14 Illinois Natural Areas Inventory sites totaling 2,787 acres, including the Sangamon River, the Salt Fork Vermilion River, the Middle Fork of the Vermilion River, the Little Vermilion River, Barnhart Prairie, and Edgewood Farm. Many of these sites contain habitats suitable for state-listed species, the relocation of these species, or unusual concentrations of species and high quality streams. These environmentally and ecologically rich areas may be considered for connection to the Champaign County Greenways and Trails network to preserve their ecological productivity and enhances residents' recreational or educational opportunities.

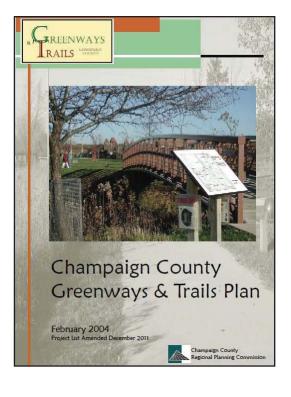
## Illinois Nature Preserves Commission (INPC) Protected Areas in Illinois by County (IDNR, 2011):

This document provides information on the Illinois Nature Preserves Commission's protected areas in Illinois by County. The Illinois Nature Preserves Commission protects, defends and stewards high quality natural areas and endangered and threatened species habitats in perpetuity. Champaign County includes seven of these areas: Edgewood Farm Land and Water Reserve, Riverbend Land and Water Reserve, Alexander's Dell Natural Heritage Landmark, Smith House Natural Heritage Landmark, Noel Woods Natural Heritage Landmark, Tomlinson Pioneer Cemetery Prairie Nature Preserve, and Barnhart Prairie Restoration area. These environmentally and ecologically rich areas may be considered for connection to the Champaign County Greenways and Trails network in a manner that preserves their ecological productivity and enhances residents' recreational or educational opportunities.



## Illinois Threatened and Endangered Species by County (IDNR, 2011):

This document provides information on threatened and endangered species occurrences in Illinois. Endangered species are in danger of extinction throughout all or a significant portion of Illinois, while threatened species are likely to become an endangered species within the foreseeable future throughout all or a significant portion of Illinois (U.S. Fish & Wildlife Service). Champaign County contains 20 species on this list; 9 threatened, and 11 endangered. These species' habitats must be considered and protected when developing greenways and trails throughout Champaign County.



## 9.2 Local Level

## Champaign County Greenways and Trails (GT) Plan (CCRPC, 2004; amended 2011):

This is a guiding document for the planning and development of a countywide greenways and trails system for Champaign County residents and visitors. It seeks to establish potential projects, funding mechanisms, and an implementation schedule to facilitate interagency cooperation for developing a regional system of greenways and trails in the County. The Active Choices Plan will use this document as a reference to determine the status of project planning and implementation in Champaign County.

## Parks and Recreation Master Plan

Village of Mahomet

2004

Prepared by

Department of Leisure Studies and

Department of Urban and Regional Planning

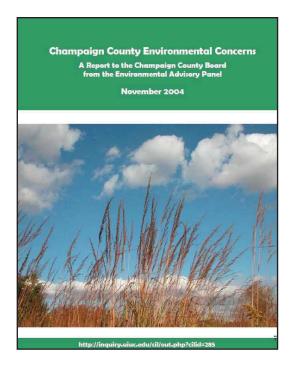
University of Illinois at Urbana-Champaign

Village of Mahomet Parks and Recreation Master Plan (UIUC Departments of Leisure Studies and Urban and Regional Planning, 2004):

This plan provides guidance for maintaining a high quality parks and recreation system in Mahomet. This document addresses park demand, the quality of recreation programs, financial resources and strategies for future success in park provision.

Connection to the Active Choices Plan:

A community survey performed as part of the plan shows that there is local support for expanding the Champaign County greenways and trails system. The survey found 75 percent of respondents supporting walking trails, 64 percent supporting bike pathways, and 67 percent supporting development consistent with the creation and preservation of natural areas and floodplains.

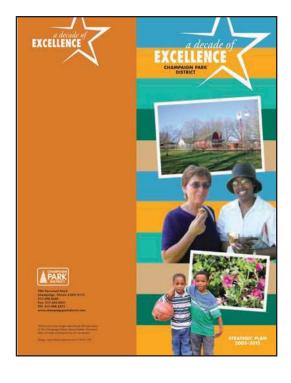


## Champaign County Environmental Concerns (Environmental Advisory Panel, 2004):

This report focuses on developing an extensive set of recommendations for environmental issues facing the County. Several stakeholders helped develop the plan, including local specialists on environmental topics.

#### Connection to the Active Choices Plan:

This report details the need for quality green spaces and wildlife habitats in Champaign County. The authors offer a scenario for the County's future development which includes more and varied recreational opportunities, new and longer trails for biking and hiking, and more natural areas for wildlife preservation. The authors also suggest a bike network connecting urban areas to rural countryside.

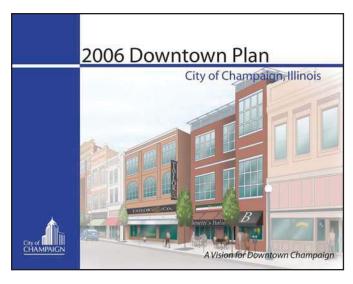


## Champaign Park District Strategic Plan 2005-2015 (Champaign Park District, 2005):

This plan provides information on the current conditions of Champaign Park District's maintenance, safety, facility, acquisition, programming, personnel, and funding. The Champaign Park District performed a community needs assessment to determine future facility and funding priorities with input from residents, businesses, and staff.

#### Connection to the Active Choices Plan:

When asked what facility needs Champaign Park District should focus on, community respondents ranked walking and biking trails high in overall importance, desire for improvement, and willingness to support with tax dollars. Public support of trails in the Champaign Park District will help with planning and implementing future trails in the greenways and trails system.



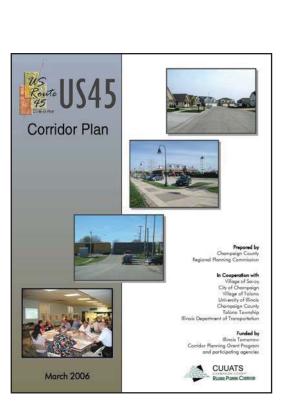
## Champaign Downtown Plan (City of Champaign, 2006):

This plan addresses the history, planning efforts, issues, forces, trends, and visions for development in downtown Champaign. The document outlines development scenarios for the area with specific urban design, land use, and transportation elements. The Champaign Downtown Association is identified as one of many key players in implementing this plan, which is now part of the Champaign Center Partnership that covers Midtown and Campustown as well.

## Connection to the Active Choices Plan:

This plan recommends that the City of Champaign develop an efficient and safe multi-modal transportation system downtown. The plan suggests a bicycle route system that dedicated bicycle lanes and increased pedestrian walkability support.





## Urbana Comprehensive Plan and Update (City of Urbana, 2005; updated 2006):

This plan summarizes historic information, community profiles, growth, development, goals, objectives, and an implementation program for the City of Urbana. The plan captures the community's vision for preserving and enhancing Urbana's unique "small town" character, cultural diversity, economic competitiveness, and natural resources.

#### Connection to the Active Choices Plan:

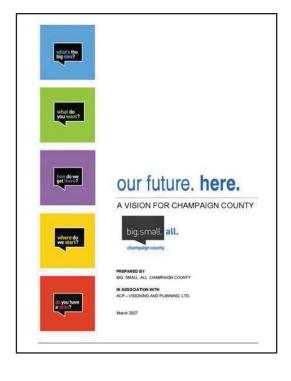
The Urbana Comprehensive Plan and Update cites the Greenways & Trails Plan as the master document for greenways and trails development. The Urbana Comprehensive Plan and Update supports the development of trails and greenways in the region and promotes links to existing trails through new development. The 2006 Plan Update describes the intergovernmental agreement for the Greenways & Trails Plan; the completion of the Lierman Avenue, Stone Creek Boulevard, and Goodwin Avenue paths; and the \$558,000 of funding secured for the High Cross Road/IL 130 bicycle path.

## US 45 Corridor Study (CCRPC, 2006):

This plan provides information on the interrelated land use and transportation issues in the U.S. 45 corridor in southern Champaign County. The plan encourages local governments in the study area, including the City of Champaign, Villages of Savoy and Tolono, Tolono Township, the University of Illinois and Champaign County, to coordinate their planning efforts to enhance transportation effectiveness.

#### Connection to the Active Choices Plan:

The US 45 Corridor Study supports identification and prioritization of bicycle facility recommendations from the Greenways & Trails Plan in the U.S. 45 corridor. It also recommends development of pedestrian and bicycle facilities along protected stream corridors to connect existing greenways.

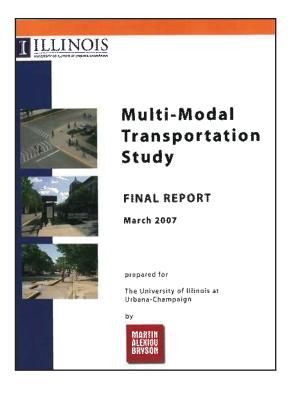


## Big.Small.All (Big.Small.All, Champaign County, ACP Visioning and Planning, Ltd., 2007):

Big.Small.All is the result of a community-wide dialogue to envision Champaign County's future. This plan includes stakeholder input from across the County on issues of economics, environment, development, housing, transportation, education, recreation, and other social topics.

#### Connection to the Active Choices Plan:

Big.Small.All seeks to provide ample parks, trails, and recreation centers to all County residents and communities. Access to open space, cultural facilities and schools through trails, greenways, and public sidewalks is an important objective under the scope of this goal and aligns with the Greenways & Trails Plan.

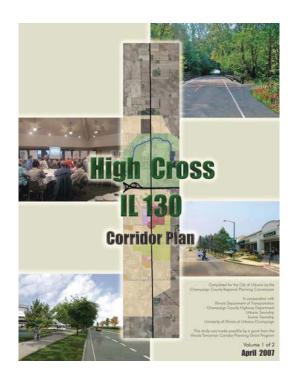


## UIUC Multi-Modal Transportation Study (Martin, Alexiou and Bryson, 2007):

This is a multi-modal study focused on creating a pedestrianfriendly environment on campus with safe, healthy, and multi-modal transportation accessibility for students, faculty, staff and visitors. It focuses on street-level improvements for pedestrian safety at intersections and mid-block crossings.

#### Connection to the Active Choices Plan:

This document focuses on how pedestrians interact with parking structures, transit infrastructure, streets, and bicycles to reduce potential conflicts. The following recommendations within the plan support greenways and trails on the UIUC campus: the creation of a campus-wide bicycle master plan, the implementation of "Complete Streets" programs, bicycle education programs, and improvements to existing bike paths and pedestrian infrastructure.



## IL 130/High Cross Road Corridor Study (CCRPC, 2007):

The IL 130/High Cross Road Corridor Study examines the interrelatedness of land use and transportation along Illinois 130. It outlines the integration of improvements in the corridor with other transportation improvements elsewhere to enhance the transportation system's overall effectiveness.

## Connection to the Active Choices Plan:

This study shows that there are no bicycle facilities, few sidewalks to service bicycles, and little pedestrian and bicycle traffic in the Illinois 130 corridor. The planned improvements to bicycle and pedestrian facilities like on-street bike lanes and off-street shared-use paths are offered as solutions to improve safety conditions between transportation modes and increase accessibility.

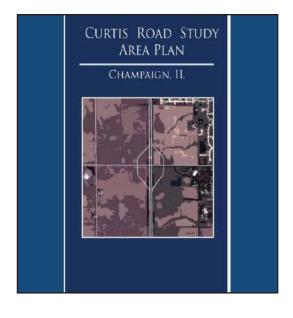
## Urbana Park District Strategic Plan: Expanding the Legacy (JJR, Pros Consulting, 2007):

The Urbana Park District Strategic Plan has established a strategic vision, mission, priorities, goals, policies, and work plans to guide the next ten years of decision making for the Urbana Park District. Significant stakeholder and public input, a demographic analysis, an operational review, a needs analysis, a facilities development plan, and a strategic action plan supported its development.

#### Connection to the Active Choices Plan:

The Urbana Park District Strategic Plan has advocated for the continued and collaborative development of a trail system in Urbana with more loop trails in parks, connections between trails within current and future parks, and linkages to the regional trail system. This plan thus establishes a baseline service level of 3 acres of greenways and trails (corridor parks) per 1,000 people. It also advocates for continued acquisition of open space to support unique facility guidelines and demonstrates that walking and biking trail facilities are one of the highest needs for Urbana's residents. According to its household survey, people would generally fund the development of walking/biking and open space facilities with their tax dollars.

# Urbana Park District Strategic Plan Summary Report Expanding the Legacy Prepared by: JJR Prosider May 2007

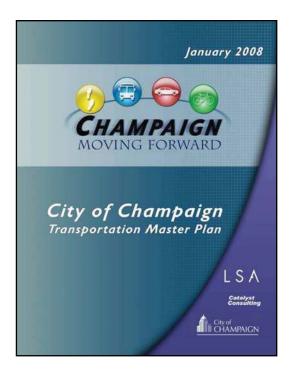


## Curtis Road Interchange Master Plan (City of Champaign, Teska Associates, 2007):

The Curtis Road Interchange Master Plan addresses issues of access, place-making, growth, transportation, and land use at the Curtis Road Interchange. It proposes mixed-use development of commercial, residential, and other land uses in the 640 acres surrounding the interchange.

#### Connection to the Active Choices Plan:

Well-planned bike paths and sidewalks are key to connecting existing and future neighborhoods in the development. A "well landscaped buffer and bike trail along Duncan Road," a comprehensive bike and pedestrian transportation system, and ample open space throughout the corridor are documented as development imperatives.

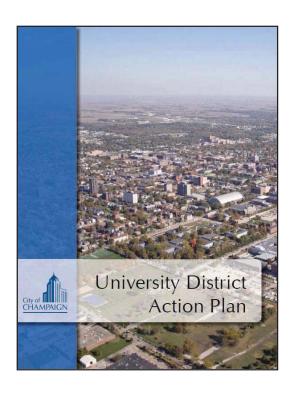


## Champaign Moving Forward (LSA, 2008):

Champaign Moving Forward is the Transportation Master Plan for the City of Champaign and its projected growth areas. It serves as the transportation portion of the Champaign Tomorrow Comprehensive Plan. This plan considers the relationship between many modes of transportation with land uses in neighborhoods and nodes. It also addresses future transportation demands, costs, and capital improvements for the City.

## Connection to the Active Choices Plan:

Champaign Moving Forward describes Champaign as an ideal place for bicycle transportation because of its flat terrain and a young student population. The plan recommends building on informal bicycle routes and connecting greenways and trails in areas without bike infrastructure to develop the viability of this transportation mode. The plan also includes comprehensive bicycle and pedestrian visions with system inventories and future plans.

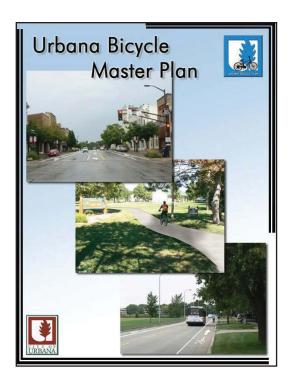


## University District Action Plan (City of Champaign, 2008):

The University District Action Plan provides a framework for implementation strategies over a five-year period in terms of land use, urban design, safety, transportation, parking, infrastructure, and aesthetics in Champaign's University District. The plan outlines development guidelines to preserve the character of each portion of the University District with partners and a time frame for each proposed project.

#### Connection to the Active Choices Plan:

The University District Action Plan includes recommendations to enhance multi-modal transportation through improvements in bicycle facilities such as bike lanes, route and path networks, bicycle parking, and traffic calming devices in certain areas. The safety of pedestrians and bicyclists in a multi-modal transportation network are key objectives for this plan.

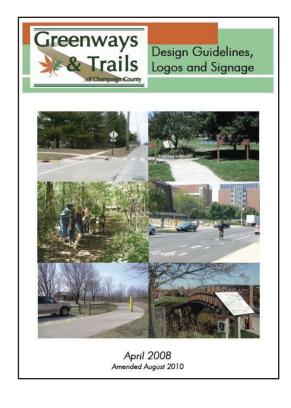


## Urbana Bicycle Master Plan (CCRPC, 2008):

The Urbana Bicycle Master Plan is a guide for bicycle infrastructure development in the City of Urbana. It defines the bicycle network and recommends strategies to improve it over time. It also includes a comprehensive summary of public input, a system inventory, Bicycle Level of Service analysis, facility recommendations, cost estimates, and implementation strategies.

#### Connection to the Active Choices Plan:

This plan leverages efforts from the 2004 Champaign County Greenways and Trails Plan by addressing the potential for implementing recommended bicycle facility improvements in Urbana.

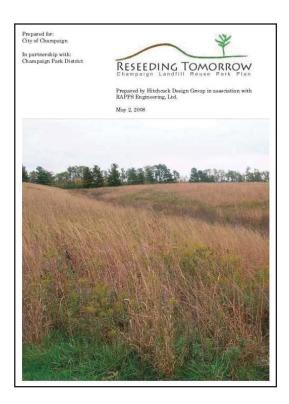


## Champaign County Greenways and Trails Design Guidelines, Logos & Signage (CCRPC, 2008; amended 2010):

This document is meant to facilitate development of all non-motorized paths throughout Champaign County. The standardized design guidelines, logos and signage within this document will help create a recognizable, consistent, safe, and convenient system of greenways and trails in the County.

#### Connection to the Active Choices Plan:

This document is one key to creating a unified system of greenways and trails within Champaign County. Signage installed using these design guidelines will help users identify Champaign County greenways and trails across jurisdictions.



## Champaign Landfill Reuse Park Plan-Reseeding Tomorrow (Hitchcock Design Group, 2008):

The Champaign Landfill Reuse Park Plan analyzes adaptive reuse of the former Champaign Municipal Landfill on U.S. Route 150. Multiple stakeholders, including the City of Champaign, Champaign Park District, and the community developed this plan. It serves as a valuable tool to guide the City and Park District in their decision making.

#### Connection to the Active Choices Plan:

The Champaign Landfill Reuse Park Plan promotes redeveloping the landfill into a park with opportunities for active and passive recreational uses. Planned amenities for the park include three miles of multi-use trails connecting to park facilities and a future regional trail along Route 150.

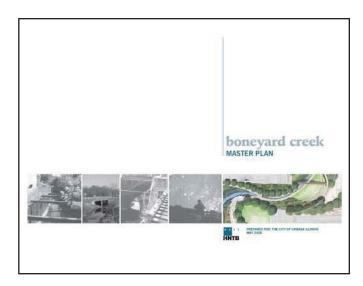


## Champaign Park District Comprehensive Park and Open Space Plan (Pros Consulting, 2008):

The Champaign Park District Comprehensive Park and Open Space Plan is a guiding document for future development of parks and open space in the Champaign Park District. It includes a park and facility inventory, a financial analysis of facilities and programs, community collaboration opportunities, capital improvement plans, and future development plans.

#### Connection to the Active Choices Plan:

A top priority in the plan is expanding the Champaign trail system by 2.6 miles each year for ten years for pedestrian and bicycle use. For this purpose, the plan recommends developing connections between existing trails and greenway corridors to enhance accessibility, convenience, and public health.

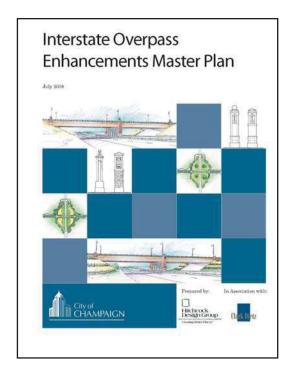


## Boneyard Creek Master Plan (HNTB, 2008):

The Boneyard Creek Master Plan outlines recommendations to improve recreational opportunities near the Boneyard Creek in the City of Urbana. The plan recommends several strategies for improving pedestrian and bicycle connectivity between downtown and the surrounding neighborhoods through the greening of the Creek.

#### Connection to the Active Choices Plan:

This plan cites the 2004 Champaign County Greenways & Trails Plan as a foundational element of the planning effort for this document. The plan cites greenways and trails development as a way to support wildlife habitat, control flooding, improve water quality, and preserve cultural sites in Urbana.



Interstate Overpass Enhancements Master Plan (Hitchcock Design Group, Clark Dietz, 2008):

The Interstate Overpass Enhancements Master Plan is a guide to beautifying corridors and entryways along the Interstate 57, 72, and 74 overpasses in Champaign. This plan establishes a style appropriate for each overpass in the community and develops strategy for implementing improvements. The two out of four most popular styles voted on in an online public survey were the University Style and Prairie Style, and this plan assigns one of these two styles as the preferred overpass style for each in bridge in Champaign.

Connection to the Active Choices Plan:

This plan includes designs for bicycle/pedestrian bridges, and maps where bicycle/pedestrian facilities are proposed on interstate overpasses in other City plans in an effort to provide and continue trail access into north and western parts of Champaign and beyond.



Champaign County Greenways and Trails Funding Sources List (CCRPC, 2008):

This document outlines potential funding sources to support implementation of Champaign County's regional system of greenways and trails. It includes federal, state, private, and non-profit development sources with agency names, websites, funding descriptions, deadlines, and maximum award amounts.

Connection to the Active Choices Plan:

This document is important for identifying funding sources for agency members to help facilitate the development of greenways and trails within their jurisdictions.



### St. Mary's Road Corridor Study (CCRPC, 2008):

The St. Mary's Road Corridor Study is a comprehensive study of current and future development, transportation service, safety conditions and facilities in the St. Mary's Road corridor on the southern portion of the University of Illinois campus.

#### Connection to the Active Choices Plan:

This document provides many recommendations supporting active transportation in the corridor. It highly recommends a road diet and bike lanes between Neil and Fourth Streets. It also recommends medium and low priority pedestrian and bicycle infrastructure.



VILLAGE OF SAVOY

2009 Comprehensive Plan Update

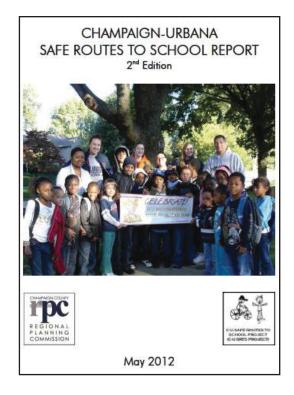
Winter 2009

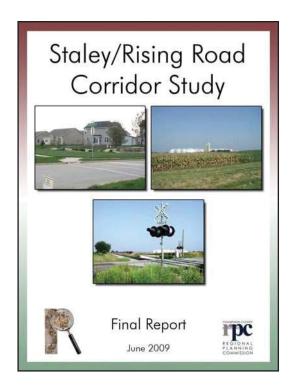
### Savoy Comprehensive Plan Update (Village of Savoy, 2009):

The Savoy Comprehensive Plan Update is the most recent update of the *Village* of *Savoy 2002* Comprehensive Plan. It addresses park supply and demand, "small town" atmosphere, development trends, and future land use in Savoy. The plan also contains explanations of economic development, strategic partnerships and greenspace planning stemming from each issue

#### Connection to the Active Choices Plan:

The Savoy Comprehensive Plan Update reveals the desire for more greenspaces connecting sidewalks and trails in Savoy. Although sidewalks and trails are required as part of Savoy's residential development, connections to regional greenways are sought for future development. A greenspace planning process is proposed to further define the exact nature of greenway development in Savoy.





### Champaign-Urbana Safe Routes to School Report (CCRPC, 2009; updated 2012):

The Champaign-Urbana Safe Routes to School Report focused on pedestrian and bicycle safety issues for the Champaign-Urbana community and has marketed walking and bicycling as viable transportation modes for school commuters. The study team undertook surveys to document trends in perceptions of walking and biking to school and travel tallies to document student travel patterns.

The Champaign-Urbana Safe Routes to School Project administered the surveys among Champaign-Urbana public elementary and middle schools and then contracted with the Champaign County Regional Planning Commission to create this report as well as a survey database.

#### Connection to the Active Choices Plan:

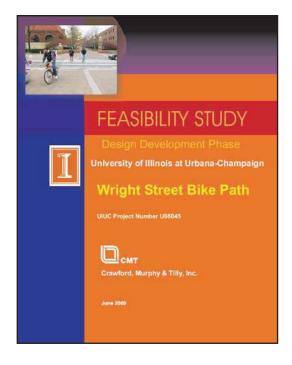
According to the surveys, fast driving and poor pedestrian and bicycle infrastructure were top factors affecting parents' decisions to allow their children to walk or bike to school. In the Urbana and Champaign surveys, walking scored third in both survey areas as the travel mode to/from schools, while bicycling scored fourth and fifth respectively.

### Staley/Rising Corridor Study (CCRPC, 2009):

The Staley/Rising Corridor Study analyzed land use, transportation and growth in the Staley and Rising corridors, west of Interstate 57. It outlined goals to improve mobility, safety and accessibility for all transportation modes, preserve environmentally sensitive lands, and enhance multi-modal connections in this corridor.

#### Connection to the Active Choices Plan:

The study found that sidewalk and bicycle facilities are not consistently constructed in this area, particularly on interstate under- and overpasses. Improvement of these facilities is recommended, as well as other recommendations for the City of Champaign to take advantage of greenway and trail development (such as the Kaskaskia River corridor) and/ or preservation opportunities since this area continues to develop.

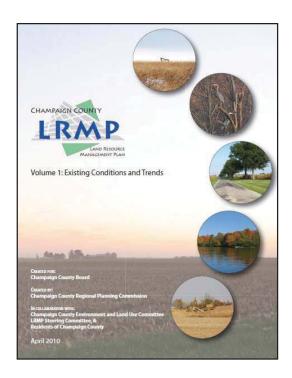


Wright Street Bike Path Feasibility Study (Crawford, Murphy & Tilly, 2009):

The Wright Street Bike Path Feasibility Study determined the design and cost feasibility of constructing on-street bike lanes for the University of Illinois campus along Armory Avenue and Wright Street from Sixth Street to Springfield Avenue. The study outlined goals to create a safe, walkable, and healthy campus environment, to reduce conflicts between transportation modes, to improve bicycle facilities and safety, and to enhance the the transportation system's efficiency and effectiveness.

Connection to the Active Choices Plan:

This study supports the improvement of bicycle facilities and the use of the Champaign County Greenways & Trails Design Guidelines for infrastructure improvements.

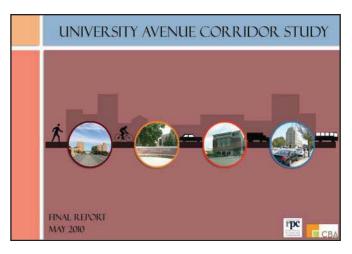


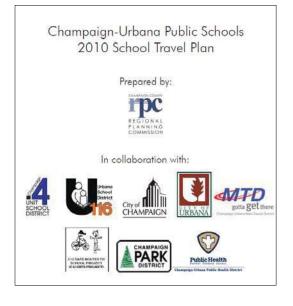
## Champaign County Land Resource Management Plan (LRMP) (CCRPC, 2010, updated 2011):

The Champaign County Land Resource Management Plan provides a baseline of information about existing conditions and land use trends in Champaign County. It contains updated goals, objectives, and policies intended to guide the Champaign County Board as it manages issues and resources related to land resource management in the County; a future land use map; and potential measurable means of implementing the recommended policy framework and future land use plan. The plan lays out several aspects related to the natural environment in Champaign County.

#### Connection to the Active Choices Plan:

The plan cites the work of many jurisdictions in Champaign County to construct greenways and trails (including areas with abandoned rail lines through the Rails-to-Trails program) in accordance with the Greenways & Trails Plan.





#### University Avenue Corridor Study (CCRPC, 2010):

The University Avenue Corridor Study examined current and future land use, zoning, redevelopment, and transportation conditions along the University Avenue corridor between Downtown Champaign and Downtown Urbana. This study established baseline goals for the corridor to promote orderly, attractive redevelopment; develop higher density multi-modal nodes; maximize the transportation system's safety and efficiency; and enhance bicycle and pedestrian facilities.

#### Connection to the Active Choices Plan:

The standards outlined in the Champaign County Greenways & Trails Plan and Design Guidelines are cited as potential templates for wayfinding signage in the corridor. General bicycle infrastructure recommendations include signed bike routes, shared-use paths, on-street bike lanes and a Rails-to-Trails pathway in areas parallel to and intersecting University Avenue.

#### Champaign-Urbana School Travel Plan (CCRPC, 2010):

The Champaign-Urbana School Travel Plan addressed the issues impeding active transportation and recommended ways to help resolve these challenges through the Safe Routes to School (SRTS) program. It has promoted pedestrian and bicycle transportation modes for students because these modes can improve environmental quality and students' health and safety.

The Illinois Department of Transportation required local agencies to complete a school travel plan before applying for federal Safe Routes to School funding. The Champaign County Regional Planning Commission, therefore, prepared this plan for Champaign-Urbana public schools, collaborating with the school districts, cities, mass transit district, Champaign-Urbana Safe Routes to School Project, park districts, and the public health district.

#### Connection to the Active Choices Plan:

This document outlines recommendations to make bicycling and walking easier and safer for students commuting to and from school in Champaign-Urbana. The improvement of school bicycle and pedestrian infrastructure, driver behavior at or near schools, and school and city policies regarding active transportation will create a safer and more suitable environment for children traveling to education centers across Champaign-Urbana.



Champaign County Forest Preserve District

#### Master Plan 2010

#### Mission Statement:

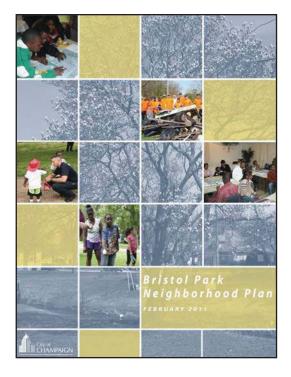
We are stewards of our county's natural and historic resources through **conservation**, **education** and the compatible **outdoor recreation** experiences we provide at Champaign County's Forest Preserves.

### Champaign County Forest Preserve District Master Plan (CCFPD, 2010):

The Champaign County Forest Preserve District Master Plan is used to guide long-range planning for natural areas, facilities, and programs fulfilling the Champaign County Forest Preserve District's mission. It provides a review of current practices, future needs, and potential solutions and recommendations.

#### Connection to the Active Choices Plan:

Among this plan's guiding principles are the goals to protect, preserve, and restore lands and waters in the Forest Preserve District and to provide recreational and educational opportunities for visitors. These goals are supported by the Greenways & Trails Plan's purpose of planning for and prioritizing pedestrian and bicycle infrastructure in natural areas across Champaign County.

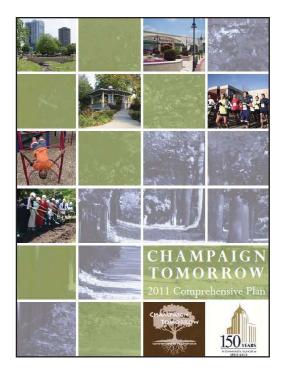


#### Bristol Park Neighborhood Plan (City of Champaign, 2011):

The Bristol Park Neighborhood Plan has provided the City of Champaign guidance on revitalizing the Bristol Park and Garwood Addition neighborhoods and Shadow Wood Mobile Home Park in northeast Champaign. It includes an assessment of challenges and opportunities regarding the areas' physical, social, and environmental characteristics.

#### Connection to the Active Choices Plan:

Enhancement of pedestrian and bicycle mobility were major objectives for the transportation portion of this document, given many busy streets and active railroad tracks in and around the neighborhood. The inclusion of these neighborhoods in the "ribbon of green" trail and park system (e.g. the Boneyard Greenway Trail Phase V and Scott Park projects) is a major objective for the parks and open space portion of the plan.

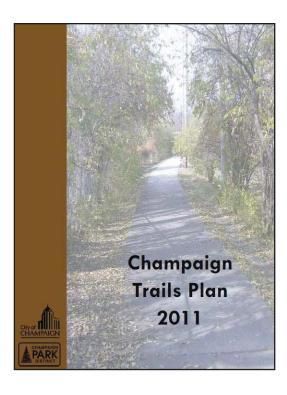


### Champaign Tomorrow—Comprehensive Plan (City of Champaign, 2011):

The Champaign Tomorrow Comprehensive Plan has established a twenty-year vision of growth and development for the City of Champaign. It encapsulates a community vision, predicts future demands and addresses strategies for growing responsibly and sustainably.

#### Connection to the Active Choices Plan:

The Champaign Tomorrow Comprehensive Plan outlines a strategy for increased sustainability through alternative transportation infrastructure investments to encourage transit and active transportation use. It also supports construction of more trails throughout the community to enhance alternative transportation opportunities.

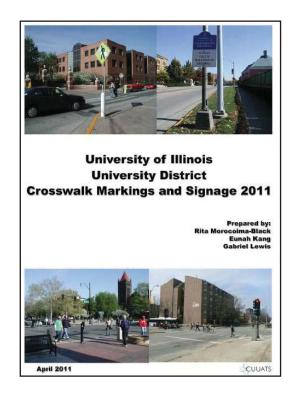


### Champaign Trails Plan (City of Champaign, Champaign Park District, 2011):

The Champaign Trails Plan has responded to residents' expressed desire for more trails throughout Champaign during recent surveys. The document provides a vision for a well-connected trail system in Champaign with recommendations for locations, design standards, and funding.

#### Connection to the Active Choices Plan:

The regional trail design guidelines provided in the Greenways & Trails Plan and Design Guidelines will be incorporated into Champaign's trail signage efforts. Planned greenway and trail improvements outlined in the plan include the Kaskaskia River, Boneyard, Copper Slough, and Phinney Branch Greenways; the City of New Orleans, Wabash, and West Springfield Avenue Rail Trails; and other multi-use trails. These recommendations include extending trails out of Champaign in all directions to other destinations.

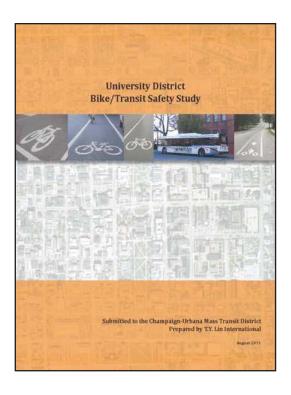


### University District Crosswalk Markings and Signage (CCRPC, 2011):

The University District Crosswalk Markings and Signage document provides information on universal crosswalk markings and signage recommendations for the University District that can make pedestrian and bicycle facilities safer and more effective. Comprehensive recommendations with accompanying design parameters are provided for numerous University of Illinois and City of Champaign intersections.

#### Connection to the Active Choices Plan:

The standards complement the work of the *Greenways* & *Trails Plan* with universal design codes for crosswalks, bicycle crossings, and multi-use paths in Champaign-Urbana's University District. Installation of these markings and signs in the campus area help make the Champaign County trails system safer and more user-friendly.

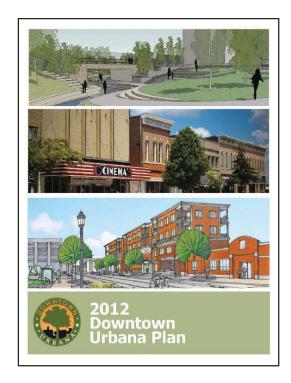


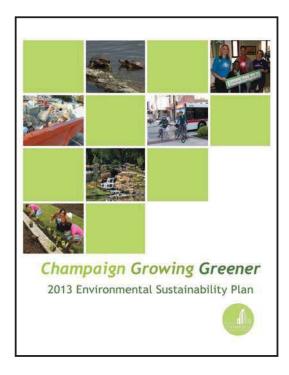
### University District Bike/Transit Safety Study (T.Y. Lin International, 2011):

The Champaign-Urbana Mass Transit District (CUMTD) financed this study to analyze safety issues between bicycles and buses on University District corridors and intersections. This study's results are meant to complement the University of Illinois Campus Bicycle Plan's efforts (in progress). It includes a design and policy review, facilities inventory, collision and safety analysis, and recommendations to improve safety between buses and bicycles.

#### Connection to the Active Choices Plan:

The regional trail design guidelines provided in the Greenways & Trails Plan and Design Guidelines documents are cited as facility planning resources in this document. The improved interaction of travel between cyclists and buses also supports making the trails system safer and more user-friendly on campus.





#### 2012 Downtown Urbana Plan (City of Urbana, 2012):

The 2012 Downtown Urbana Plan expands on downtown Urbana's strengths and guides future growth to match the community's needs. The plan outlines seven key goals for downtown: strengthen economic activity; promote urbanstyle infill development; increase vitality by attracting more residents and visitors; develop engaging public spaces and streetscapes; improve mobility; protect and enhance character; and reduce environmental impacts.

#### Connection to the Active Choices Plan:

The plan advocates developing public open spaces and streetscapes and improving mobility downtown. An online survey performed as part of this plan indicated that nearly 30 percent of respondents walked or biked to Downtown Urbana. The City lists many improvements to make streets safer for all transportation modes. The Boneyard Creek Improvement Project will create an attractive green space connected to pedestrian and bicycle infrastructure to enhance multimodal transportation capabilities. Wayfinding signage is also planned for downtown to direct pedestrians and bicyclists to various destinations.

## Champaign Growing Greener Sustainability Plan (City of Champaign, CCRPC, 2013):

The Champaign Growing Greener Sustainability Plan documents environmental, economic, and social sustainability initiatives for the City of Champaign. It includes land use and housing research, a greenhouse gas emissions inventory, an energy consumption analysis, a hydrological analysis, and a transportation systems study to guide current and future sustainability efforts.

#### Connection to the Active Choices Plan:

This plan cites data from the 2002 CUUATS Champaign-Urbana-Savoy Household Travel Survey that shows ten percent of weekday trips originating in Champaign are made via walking or biking. It was nearly double in Urbana. Also cited in the plan is the 2011 Campus Area Mode Choice Survey, which found that 66 percent of working UIUC faculty, staff, and students living on campus walk or bike to their first campus destination each day; while off-campus, 35 percent of those Urbana residents and 15 percent of those Champaign residents do so. This information could be useful in future evaluation of active transportation system users.

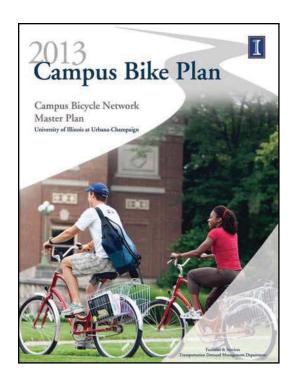


#### Draft Mobility Implementation Plan (CUMTD, In Progress):

The Mobility Implementation Plan (miPLAN) synthesizes primary research on existing transit trips and user preferences, mixed-use development potential along some corridors, and future mobility scenarios to help minimize sprawl, improve mobility, and encourage denser development across the Champaign-Urbana area.

#### Connection to the Active Choices Plan:

A survey undertaken during Phase I of the *Mobility Implementation Plan* found that area residents, students, and workers often walk and bike for travel and recreation purposes. Respondents expressed a greater willingness to walk or bike if a larger system of safer bicycle paths is constructed, more bike racks and shelters are available, sidewalk conditions are improved, a ride home program is instituted, or opportunities exist to live closer to commuting destinations.

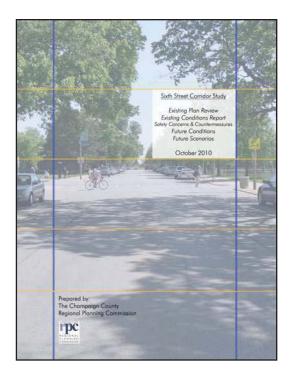


## Draft University of Illinois Campus Bicycle Plan (UIUC, In Progress):

The University of Illinois Campus Bicycle Plan originates from four recommendations in the 2007 UIUC Multi-Modal Transportation Study: create a comprehensive campus bicycle plan; implement a complete streets program; enhance bicycle education and promotion efforts; and provide greater amenities to bicyclists on campus. This document addresses existing conditions and proposed improvements for the campus bicycle system.

#### Connection to the Active Choices Plan:

This plan will help integrate bicyclists into the existing road infrastructure on campus and recommend for further integration of existing campus bicycle infrastructure into the regional system. The plan also cites the *Greenways & Trails Design Guidelines*, Logos and Signage document for design standards.



#### Draft Sixth Street Corridor Study (CCRPC, Dormant):

In 2010, the University of Illinois Facilities & Services Department contracted with the Champaign County Regional Planning Commission to analyze pedestrian safety along the Sixth Street corridor between Armory and Pennsylvania Avenues on campus. The draft plan includes an existing plan review, existing conditions report, safety concerns analysis, future conditions, three alternative scenarios, and other recommendations. The University has decided to wait to finalize the recommendations until recommendations from the University District Traffic Circulation Study are developed, which will evaluate Sixth Street in the context of the entire University District traffic circulation system.

#### Connection to the Active Choices Plan:

Recommendations to create safer and more efficient bicycle and pedestrian infrastructure include the use of the design standards established in the *Greenways & Trails Design Guidelines*.

### 10 EXISTING CONDITIONS

### 10.1 Existing Conditions: Greenways

A **greenway** is a corridor of open land managed for conservation and/or recreation. Greenways may follow natural land or water features such as rivers, shorelines or ridges, or human landscape features such as abandoned railroad corridors, trails, or canals. Greenways may form connections between communities, parks, historic and cultural sites, and nature preserves. Although they differ in their location and function, they provide recreational benefits, protect natural areas, enhance natural beauty and quality of life, and/or stimulate economic development opportunities in neighborhoods and communities.

Four types of greenways are described in this section, by jurisdiction:

- Public Park: publicly owned park available for public use.
- Public Golf Course: publicly or privately owned golf course available for public use.
- Public/Private Recreational: privately owned recreational land available for public use.
- Private Recreational: privately owned recreational land not available for public use.

Recreational and athletic facilities that Greenways & Trails member agencies own, manage, or use are also listed.

### 10.1.1 Champaign County

Champaign County is located in the heart of east-central Illinois. Champaign and Urbana, Champaign County's primary cities, are approximately 136 miles south of Chicago; 120 miles west of Indianapolis, Indiana; and 165 miles north-northeast of St. Louis, Missouri (see Maps 1-3). The county is the fifth largest in the State of Illinois, comprising 638,976 acres. Of these acres, approximately 6,097, or 1%, are designated as parks. Of the non-agricultural area in the county, approximately 6.9% are park acres.

In 2010, Champaign County's total population was 201,081. The largest urban areas in Champaign County are Champaign (Census 2010 population 81,055), Urbana (41,250), and Rantoul (12,941). Eighty-seven percent of the county's population lives in urban areas. Champaign County's urban areas include the Cities of Champaign and Urbana, and the Villages of Bondville, Mahomet, Rantoul, St. Joseph, Savoy, Thomasboro, and Tolono as well as areas adjacent to these communities.



HI Tower, Lake of the Woods Courtesy: CCFPD



Salt Fork River, Homer Lake Forest Preserve



Homer Lake Natural Playscape Courtesy: CCFPD

The **Champaign County Forest Preserve District (CCFPD)** manages the following five forest preserves: Lake of the Woods, Homer Lake, Middle Fork River, River Bend, and its latest acquisition, Sangamon River.

- Lake of the Woods Forest Preserve is north of Mahomet and shown in Map 4. It covers approximately 838 acres on the westernmost part of Champaign County. Paved roads within the park connect historical landmarks, the lake, the Museum of the Grand Prairie, Mabery Gelvin Botanical Gardens, and the Hartwell C. Howard Golf Course. A 3.4 mile off-street shared-use path runs through the Lake of the Woods Forest Preserve from Prairieview Road on the east to Crowley Road on the west. In addition to this paved multi-use path, Buffalo Trace contains an extensive network of mowed trails for the enjoyment of nature lovers.
- Homer Lake Forest Preserve is northwest of Homer and shown in Map 5. It is located on approximately 698 acres in southeastern Champaign County. It is home to Homer Lake, which emanates from the Salt Fork River; Homer Lake Interpretive Center; the Salt Fork Recreation Center; and 11 miles of hiking trails.

The Champaign County Forest Preserve District also owns the **Old Homer Park** site, covering approximately 14 acres. It is one mile southeast of the Homer Lake Forest Preserve.

The **Homer Lake Natural Playscape** is a playground designed to connect children to nature. The Natural Playscape includes a stream, plants, boulders, logs, earth mounds and more to provide a highly creative, interactive play experience.

These play experiences are akin to those that many kids had a generation ago, and which are becoming increasingly rare today. The Homer Lake Natural Playscape will help bring back the magic of those experiences for today's kids, and help them grow into future advocates for the environment while also building healthier bodies and minds.

• Middle Fork River Forest Preserve is north of Penfield and is shown in Map 6. It covers approximately 1,593 acres in the northeastern corner of the county. The preserve contains two

- restored wetland habitats, several ponds, and part of the Middle Fork River. Highlights of the preserve include the Harry L. Swartz Campground with an adjacent shower house, the Activity Center, an Amphitheater, and 6.4 miles of hiking trails. The Champaign County Forest Preserve District also manages the adjacent **Patton Woods**.
- River Bend Forest Preserve is located in southwest Mahomet and is shown on Map 7. It is located on approximately 285 acres about one mile southwest of Lake of the Woods. This property has 1.5 miles of hiking trails, a boat access area, and two lakes. The largest lake, Sunset Lake, is open for boating and fishing. The Sangamon River is the property's northern border.
- Sangamon River Forest Preserve is south of Fisher and shown in Map 8. It is located on approximately 160 acres and is approximately four miles north of Lake of the Woods. This property is largely undeveloped, and currently has 2.2 miles of trails, a picnic shelter, and restrooms.

The Champaign County Forest Preserve District also owns the following facilities:

- The Harry L. Swartz Campground at the Middle Fork River Forest Preserve contains 65 sites suitable for all types of camping, and can accommodate groups.
- The Hartwell C. Howard Golf Course is located at Lake of the Woods Forest Preserve. It includes an award-winning 18-hole regulation golf course, a 9-hole Par 3 course, and a practice range. A multi-year renovation was recently completed. It also remains one of only two downstate Illinois golf courses with Certified Audubon Sanctuary status.
- The Homer Lake Interpretive Center at the Homer Lake Forest Preserve offers a wide range of educational programs for all ages, year-round, throughout east-central Illinois. It is a satellite facility of the Museum of the Grand Prairie.



Homer Lake Interpretive Center Courtesy: CCFPD

- The Mabery Gelvin Botanical Garden at Lake of the Woods Forest Preserve boasts some of the most beautiful and diverse flora in east-central Illinois. The Garden is a popular site for weddings. Horticultural education programs are offered year-round.
- The Museum of the Grand Prairie at Lake of the Woods Forest Preserve has an extensive collection interpreting 19th and early 20th-century life in east-central Illinois. Educational programs are offered for all ages throughout the year.



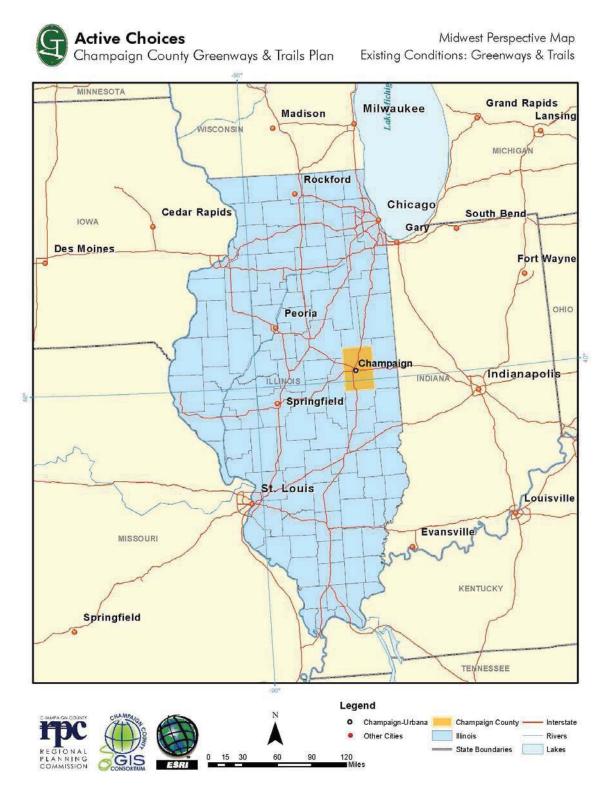
Museum of the Grand Prairie Courtesy: CCFPD

- The Riverview Retreat Center is a secluded cabin located on approximately 14 acres about two miles north of Lake of the Woods Forest Preserve. The facility is available to rent for weddings, meetings, and other events.
- The Waterfowl Management Area at the Middle Fork River Forest Preserve is a premier bird sanctuary in Champaign County. More than 130 acres of nesting habitat for migratory waterfowl are located here.

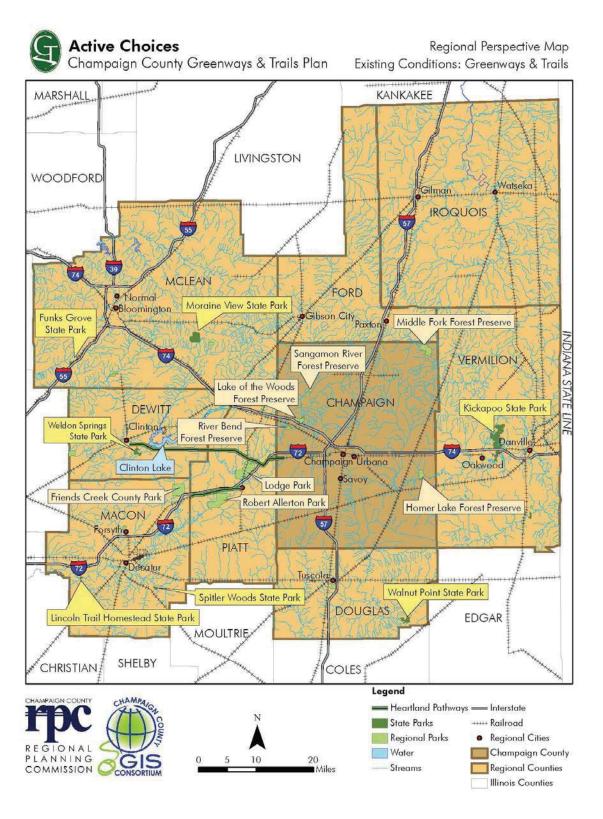
While Champaign County itself does not have any **state parks**, there are six state parks in the nine-county area around Champaign County. Also, Piatt County is home to Robert Allerton Park, which the **University of Illinois** owns. Map 2 shows the state and regional parks in the area Champaign County residents can enjoy.

Also, **Champaign County** owns the land that the Brookens Gym and Sports Complex sits on, while the Urbana Park District manages these facilities. See the *Urbana* section for more information.

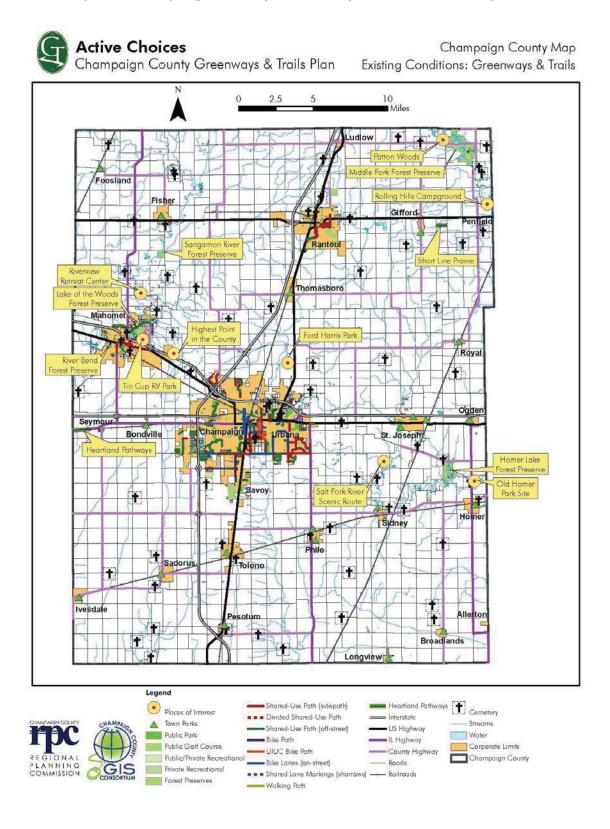
**Map 1: Midwest Perspective** 



**Map 2: Regional Perspective** 



Map 3: Champaign County Greenways, Trails & Bikeways 2012



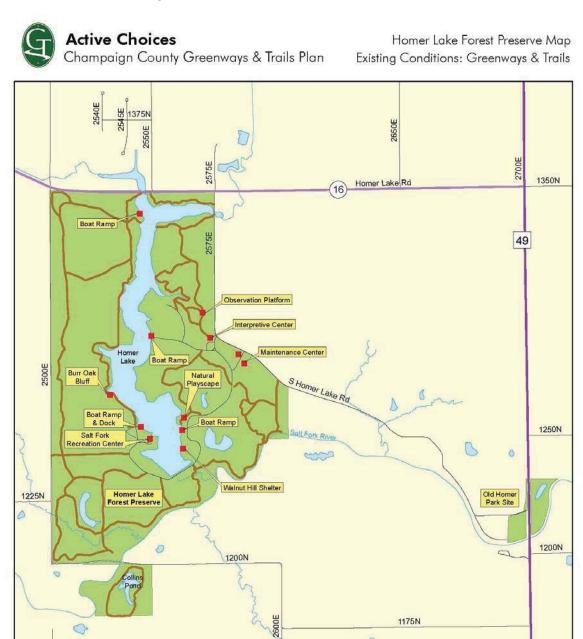
Map 4: Lake of the Woods Forest Preserve 2012

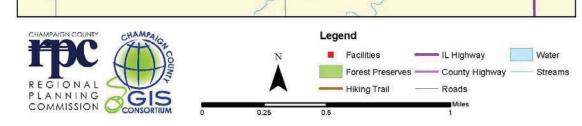


Lake of the Woods Forest Preserve Map Existing Conditions: Greenways & Trails



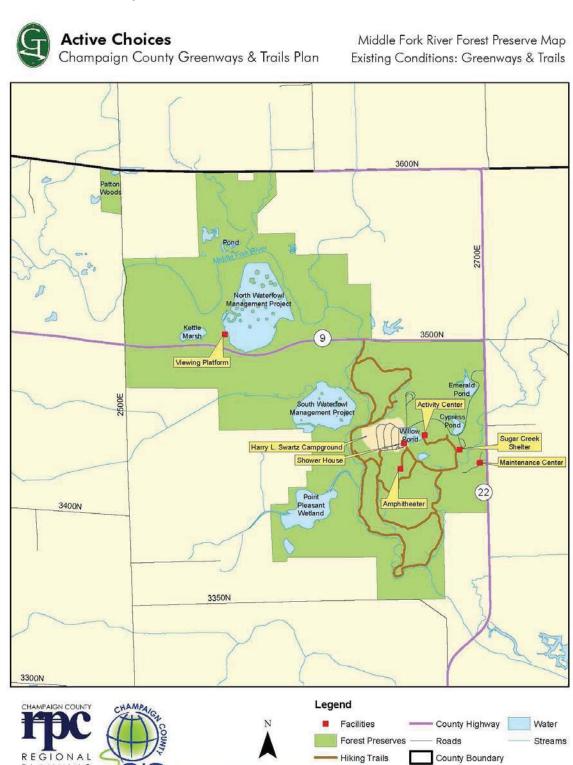
Map 5: Homer Lake Forest Preserve 2012



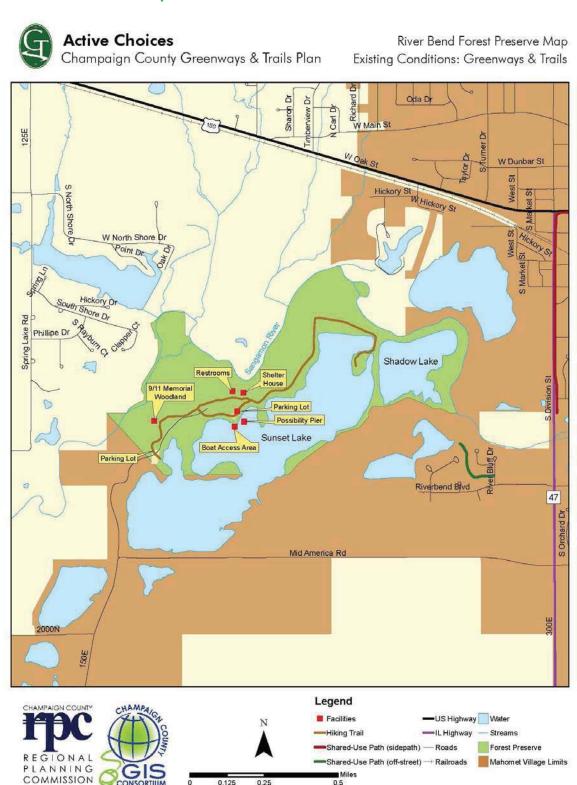


PLANNING COMMISSION

Map 6: Middle Fork River Forest Preserve 2012



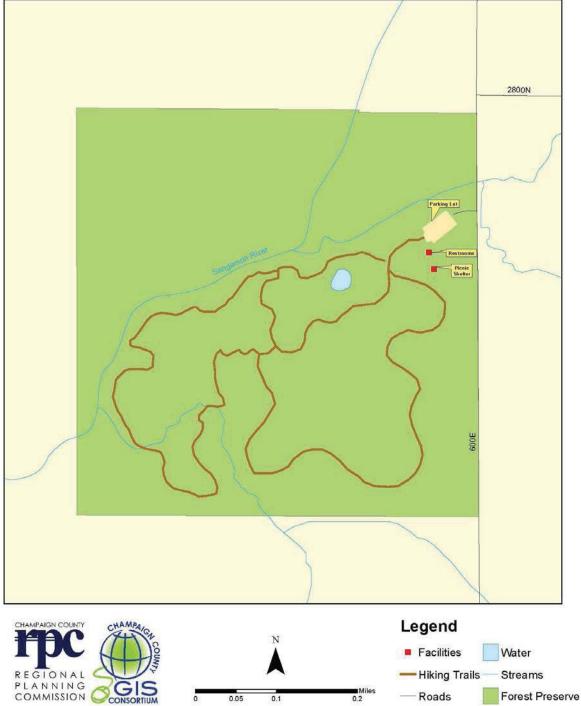
Map 7: River Bend Forest Preserve 2012



0.125

Map 8: Sangamon River Forest Preserve 2012





### 10.1.2 Champaign

Champaign contains approximately 983 acres of greenways in its incorporated and unincorporated areas (see Map 9). The City of Champaign encompasses an area of approximately 22.7 square miles. The Champaign Park District maintains approximately 601 acres of public parks, or about 4% of the city's land acreage.

The **City of Champaign** owns one public park:

 The Boneyard Greenway is located between University Avenue, Second Street, Springfield Avenue, and First Street. The City of Champaign developed its 7 acres in 2010. It has benches, a bridge on White Street, waterfalls, and the Lower Boneyard Trails.



Boneyard Greenway

The following parks are under the **Champaign Park District's** jurisdiction:

 Beardsley Park is bounded by Beardsley Avenue, Walnut Street, Eureka Street, and Champaign Street. Its 1.9 acres include a basketball court, picnic area, playground, and tennis court. • **Bristol Park** is located on the east side of Market Street between Garwood and Bellefontaine Streets. Playground facilities are included on its 1.1 acres. Boneyard Creek also runs through the park.



Bristol Park

- Centennial Park is bounded by John Street, Crescent Drive, Kirby Avenue, and Kenwood Road, surrounding Centennial High School and Jefferson Middle School. Its 65 acres include baseball fields; a basketball court; a pavilion; picnic facilities; a playground; Prairie Farm petting zoo; Sholem Aquatic Center, reconstructed in 2006; a sledding hill; soccer fields; and tennis courts. There is also an adjacent football field which the Champaign Unit #4 School District owns.
- The **Champaign Bark District** is located on the south side of Windsor Road east of Rising Road; it is a 7 acre dog park.
- Citizens Park is located at the southwest corner of Garden Hills Drive and Summerlin Lane; its 0.3 acres have a picnic area and playground.
- Clark Park is bounded by McKinley Avenue, Daniel Street, and Charles Street. Its 3.2 acres include a basketball court, playground, picnic area, volleyball court, and tennis courts.

- Davidson Park is bounded by Davidson Drive and Church Street. Its 1.3 acres have a picnic area and a playground.
- Dodds Park is bounded by Mattis Avenue to the east, Bradley Avenue to the south, and Parkland College to the west. Its 109 acres have soccer and softball fields; a seasonal concession stand; picnic area; restrooms; and part of the Greenbelt Bikeway that connects Parkland Way, the Olympic Tribute, Heritage Park, and Kaufman Park/Lake. Dodds Park is also home to the Laborers Memorial.



Olympic Tribute in Dodds Park

- Douglass Park is bounded by Fifth Street, Grove Street, Eureka Street, and the east city limits. It is adjacent to the Booker T. Washington Science, Technology, Engineering, and Math (STEM) Academy reconstructed in 2011. Its 14.1 acres have a baseball field, basketball courts, a community center, a library, picnic area, playground, senior center, sledding hill, and a soccer field.
- **Eisner Park** is bounded by Church Street, Russell Street, University Avenue, and Sabin Avenue. Its 4.3 acres include a baseball field, basketball courts, picnic area, playground, senior center (the Hays Center), shuffleboard court, and tennis courts.

- Garden Hills Park is located on the west side of Garden Hills Drive south of Bloomington Road.
   Its 8.5 acres include a baseball field, picnic area, playground, and soccer field. The adjacent Garden Hills Elementary School has basketball courts.
- The Garden Hills RR Right-of-Way is a 3.8 acre linear greenway that follows the railroad tracks south of Paula Drive from Mattis Avenue to Jeanne Street.
- **Glenn Park** is on Glenn Park Drive between Mattis and Miller Avenues. Its 2.1 acres have a basketball half-court, picnic area, and a playground.
- Greenbelt #1 is a linear greenway that follows the Phinney Branch from the Meadow Park subdivision to Robeson Park. Its 15.3 acres include the Roby and Ethel S. Robeson Trails.
- Hallbeck Park is located along the east side
   of Duncan Road between Crestwood and
   Wedgewood Drives. Its 5.2 acres are large enough
   for informal soccer or football games, and has a
   picnic area and shelter.
- Hazel Park is located at the northwest corner of Neil Street and Bradley Avenue. Its 4.9 acres have a baseball field, basketball courts, picnic area, playground, and soccer field.



Hazel Park

- Heritage Park is located west of Country Fair Drive between Bradley Avenue and Interstate 72. Its 41.4 acres include a lake; fishing; a picnic area; and part of the Greenbelt Bikeway that runs through Dodds Park to the north, Kaufman Park/ Lake to the south, and east to Country Fair Drive.
- **Hessel Park** is bounded by Grandview Drive and Kirby Avenue. Its 19.9 acres have a baseball field; pavilions; picnic facilities; a playground; restrooms (subject to availability); tennis courts; volleyball courts; a waterplay area; and the Hessel Park Path, installed in 2006.



Hessel Park

- Johnston Park is located between Goldenview
  Drive, William Street, Interstate 57, and Saratoga
  Drive. Its 14.8 acres have a baseball field, picnic
  area, playground, soccer field, and the Johnston
  Park Path.
- Kaufman Park is located on the north side of Springfield Avenue/IL 10 approximately ½ mile east of Duncan Road. Its 25.8 acres include Kaufman Lake, fishing, picnic facilities, restrooms, and part of the Greenbelt Bikeway that connects to Heritage and Dodds Parks.



Kaufman Park

- Mattis Park is located west of Fox Drive on the south side of Devonshire Drive. Its 21.8 acres include a lake, fishing, picnic facilities, and the Boulware Trail. A loop trail around the lake was installed in 2007.
- Mayfair Park is located in the Mayfair subdivision between Maywood and Parkwood Drives. Its 2 acres have a picnic area and playground.
- Meadows Square Park is bounded by Scottsdale Drive, Meadow Square Lane, Valley Brook Drive, and Branch Road. It is 0.8 acres in size.
- **Millage Park** is a neighborhood park in the Cherry Hills subdivision bounded by Cherry Creek and Willoughby Roads. Its 2 acres include a playground and a shelter.
- Moore Park surrounds Bel-Air Court on the north side of Windsor Road. Its 2.1 acres include a picnic area and part of the Boulware Trail.
- Morrissey Park is located between Windsor Road, O'Donnell Drive, Harrington Drive, and Plymouth Drive. Its 18.2 acres have a baseball field, picnic facilities, a playground, soccer field, tennis courts, and the Morrissey Park Paths installed in 2008.

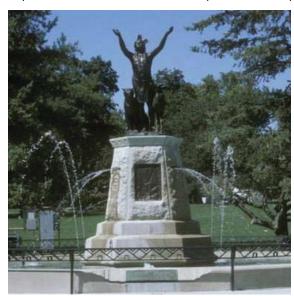
- Mullikin Park is a neighborhood park located at the northeast corner of Mullikin and Stonebridge Drives in the Ironwood subdivision. Its 3.1 acres have a basketball half-court, picnic facilities, and a playground.
- Noel Park is located in the Devonshire South subdivision between Galen and Sterling Drives.
   Its 10 acres have a baseball field, picnic area, playground, and soccer field.
- **Porter Family Park** is a 38 acre park located at the northeast corner of Windsor and Rising Roads. It is Champaign's first natural areas park, including native plantings, picnic facilities, a pond, fishing, a shelter, and the Porter Family Park Paths installed in 2012.
- Powell Park is located at the northeast corner of Clayton Road and Crestwood Drive. Its 7.7 acres have a basketball court, picnic facilities, and a playground.
- Robeson Meadows West Detention is on the west side of the Robeson Meadows West subdivision, bounded by Windsor Road on the north and Interstate 57 on the west. Its 19.2 acres surround part of the Robeson Meadows West Trail.
- Robeson Park is located on the east side of Duncan Road south of Southwood Drive. Its 20.9 acres include a picnic area, playground, soccer field, and the Roby and Robeson Meadows Trails. The Champaign Unit #4 School District owns an adjacent baseball field there.
- Scott Park is bounded by Springfield Avenue, Second Street, Healey Street, and Third Street in the University District. Its 3.4 acres include a basketball court, picnic facilities, and a playground. The park was renovated in conjunction with the City of Champaign's construction of the Boneyard Greenway in 2010. New trails through Scott Park connect the Boneyard Trail to the Boneyard Greenway.



Scott Park

- Spalding Park is located on the east side of Harris Avenue between the railroad tracks, across from Franklin Middle School. Its 15 acres have a baseball field, basketball court, picnic facilities, a playground, pavilion, recreation center, skate park (skateboards only), and four tennis courts. Spalding Pool closed in 2012 and is not expected to reopen.
- **Sunset Ridge Park** is located at the northeast corner of Boulder Ridge Drive and Staley Road. Its 18.2 acres include picnic facilities, a playground, soccer field, and tennis court.
- Toalson Park is a neighborhood park in the Ashland Park subdivision on the north side of Bardeen Lane between Leggett Lane and Sharp Drive. Its 7.1 acres include picnic facilities, a playground, volleyball court, and the Ashland Park Trail.
- Turnberry Ridge Park is a neighborhood park in the Turnberry Ridge subdivision on the south side of Balmoral Drive between Cobblefield Road and Birkdale Drive. Its 5.2 acres have a basketball half-court, playground, picnic facilities, and the Turnberry Ridge Trail.
- Washington Park is located between Daniel Street, Second Street, Armory Avenue, and Third Street in the University District. Its 2.5 acres include a basketball court, picnic facilities, and two volleyball courts.

- Wesley Park is bounded by Third Street, Eureka
   Street, the Canadian National Railroad tracks, and
   Burr Oak Court. Its 2.4 acres have two basketball
   courts, picnic facilities, and a playground. The
   Martin Luther King, Jr. Trail begins on the south
   side of the park.
- West Side Park is bounded by Church Street, State Street, University Avenue, and Elm Street adjacent to downtown Champaign. Its 12.6 acres include benches, a gazebo, playground, picnic tables, the Tootsie sculpture, and the Prayer for Rain sculpture/fountain as the centerpiece of the park.



Prayer for Rain Sculpture in West Side Park Courtesy: Champaign Park District

- Wisegarver Park is a neighborhood park in the Old Farm subdivision located north of Lakeside Drive east of Mattis Avenue. Its 4.6 acres have a baseball field and soccer field. The park is adjacent to the Robert P. Simon Trail and the former Carrie Busey Elementary School.
- Zahnd Park is located on the southeast corner of Staley and Windsor Roads. Its 19.9 acres include two baseball fields, concessions (subject to availability), a football field, pavilion, playground, and restrooms.

The **Champaign Park District** also maintains numerous mini-parks, generally defined as greenway space of one acre or less:

- Bannon Mini Park 0.4 acres, northeast corner of Neil and Tremont Streets
- **Bian Park** 3.8 acres, on the south side of Kirby Avenue west of Holmstrom Drive
- Bridgewater Park 0.1 acres, southwest corner of Bradley Avenue and Market Street
- Firefighter's Park 0.3 acres, southwest corner of White and Randolph Streets next to Champaign Fire Station #1
- Green Street Entryway 0.1 acres, on Green Street next to the Canadian National Railroad tracks, at the entrance to the University District
- Harris Park 0.4 acres, on Elm Boulevard south of John Street



Harris Park

 Helms Park – 0.05 acres, northeast corner of Springfield Avenue and Second Street, adjacent to the Boneyard Greenway



Stone Arch Bridge in Helms Park

- Hosier Mini Park 0.07 acres, southeast corner of Neil Street and Stadium Drive
- McCollum Park 1.4 acres, along Neil Street north of Stadium Drive
- Mini Park II 0.5 acres, southeast corner of Green and Neil Streets
- **Mini Park IV** 0.2 acres, northwest corner of Kirby and Mattis Avenues
- Mini Park V 0.01 acres, southwest corner of Church Street and Prospect Avenue
- Mini Park VIII 1.8 acres, southeast corner of Elm and Eureka Streets. This park has a basketball court.
- Robeson Meadows West Park 1.6 acres, bounded by Glenhill Drive, Springhill Lane, Summithill Place, and Summerhill Lane. This park has a playground and the Robeson Meadows West Trail.
- **Skelton Park** 1.3 acres, southeast corner of First and Washington Streets
- Stampofski Park 0.01 acres, bounded by University Avenue, Walnut Street, and Chester Street; adjacent to the Champaign City Building

- **Thompson Park** 0.3 acres, on Bradley Avenue just north of James Street
- Town Center Park 3 acres, on Neil Street at the Town Center Apartments
- **Trevett-Finch Park** 0.5 acres, southwest corner of University and Prospect Avenues
- Willis Park 0.4 acres, on Willis Avenue between Eureka and Maple Streets

The **Champaign Park District** owns the following recreational facilities:

- The Bresnan Meeting Center is located at 706
  Kenwood Road. It houses the Park District
  administrative offices and has a large meeting
  room.
- The Douglass Annex is located at 804 North Fifth Street. It is equipped with a large activity room, computer lab, kitchen, combined lounge and craft room, television, and piano.
- The **Douglass Community Center**, located at 512 East Grove Street, is equipped with a full-size gymnasium with six basketball goals, a stage, locker rooms, and a learning area.
- The Hays Recreation Center, located at 1311
  West Church Street, is equipped with outdoor
  shuffleboard courts, a card room, social meeting
  room, kitchen, and a piano.
- The Leonhard Recreation Center, located at 2112
   Sangamon Drive (in Centennial Park) houses a
   full-size gymnasium, air-conditioned activity space,
   locker rooms and offices, and offers recreational
   and educational programs for all ages.
- The Lindsay Tennis Center, located adjacent to the Leonhard Center in Centennial Park, is an outdoor complex of eight lighted full-size tennis courts.

• **Prairie Farm**, located at 2202 West Kirby Avenue (on the south side of Centennial Park) is a replica of a turn-of-the century farm, with barns, animals, a farmhouse, pond, pasture, and flower garden.



Prairie Farm
Courtesy: Champaign Park District

- The **Sholem Aquatic Center**, located at 2205
  Sangamon Drive (across the street from Leonhard Recreation Center and Lindsay Tennis Center)
  was reconstructed in 2006. Features of the new aquatic center include: The Beach (a zero depth entry pool, play and spray features, and dump buckets), Blue Rush (a blue enclosed waterslide), The Falls (a tube slide), The Plunge (an enclosed waterslide), The Oasis (a concession stand), The Puddle (a zero depth entry pool, small waterslide, and seating), The Rapids (a winding tube ride), and The Sea (a lap pool). Parts of the aquatic center are available for rent for parties.
- The Champaign **Skatepark**, located at 900 Harris Avenue in Spalding Park, is an 18,000 square foot facility for skateboarders and in-line skaters.



Skatepark in Spalding Park Courtesy: Champaign Park District

- The Spalding Recreation Center, located at 910
  Harris Avenue, offers a variety of recreational
  programs supporting summer camps and the
  Champaign-Urbana Special Recreation District.
- The **Springer Cultural Center**, located at 301 North Randolph Street, offers cultural, recreational, and educational programs for all ages as well as workshops, lectures, exhibits, and performances.
- The Tennis Center, located at 2802 Farber Drive, features six indoor courts, bathrooms, and locker facilities with showers.
- The Virginia Theatre, located at 203 West Park Avenue (1/2 block east of West Side Park), offers a variety of theatrical performances, movie screenings (including Ebertfest), and concerts. It is available for rent for events, meetings, and receptions. The theatre was closed for renovation in May 2012, and reopened in the spring of 2013.



The Virginia Theatre
Courtesy: Champaign Park District

There is one public park in unincorporated Champaign:

 The Mable Thomas Memorial Playground is located at the southwest corner of Campbell Drive and Kings Way. Its 0.2 acres consist of a playground built in 2010 by KaBOOM!, Blue Cross and Blue Shield of Illinois, and the Dobbins Downs Community Improvement Association to serve the Dobbins Downs neighborhood.



Mable Thomas Memorial Playground

There are two **private recreational** open spaces in unincorporated Champaign:

- The Champaign Country Club sits on 98 acres in central Champaign, located between Prospect Avenue, Armory Avenue, Country Lane, Waverly Drive, and Greencroft Drive. The club has an 18hole golf course, tennis courts, a pool, and fitness center.
- The Lincolnshire Fields Country Club occupies 152 acres in southwest Champaign, located between Kirby Avenue, Duncan Road, Windsor Road, and Staley Road. The club has an 18-hole golf course, tennis courts, and a pool.

There is one public golf course in Champaign:

 Legends Golf Course sits on 51 acres west of Palmer Drive between Nicklaus Drive and Curtis Road. This 9-hole golf course opened in 2008, and has a driving range and indoor golf simulator that are open year-round. There is one public/private recreational greenway in Champaign:

 The Soccer Practice Field by Human Kinetics sits on 8.8 acres on the west side of Market Street north of Bellefontaine Street. Human Kinetics is leasing this south part of its property to the Champaign Park District, who has developed a soccer field.

There is one **public/private recreational** greenway in unincorporated Champaign:

• Curtis Orchard sits on 79 acres on the east side of Duncan Road south of Curtis Road. The orchard is open from July to December; sells apples, pumpkins, and other produce; has a bakery, country store, and the Flying Monkey Cafe; and offers activities, parties, and tours.



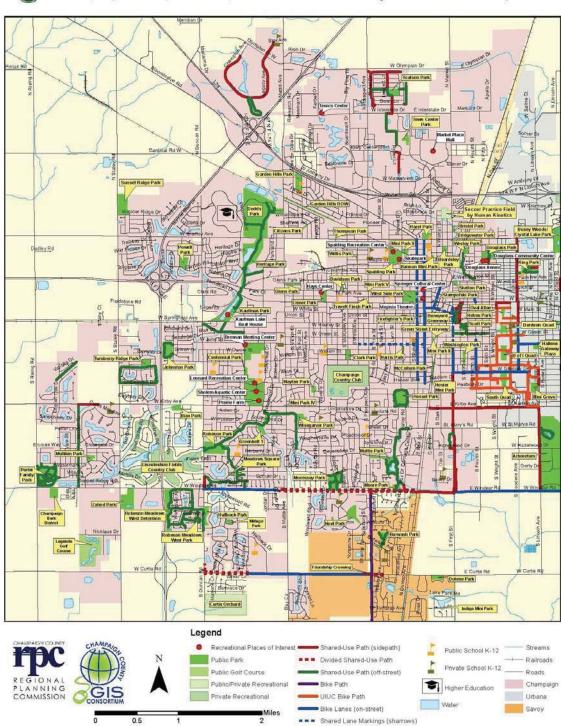
Curtis Orchard entrance



Yellow Brick Road at Curtis Orchard

Map 9: Champaign Greenways, Trails & Bikeways 2012





#### 10.1.3 Urbana

Urbana contains approximately 1,064 acres of greenways in incorporated and unincorporated areas of the city (see Map 10). The City of Urbana encompasses an area of approximately 11.9 square miles. The Urbana Park District maintains approximately 542 acres of public parks, or about 7% of the city's land acreage. The University of Illinois' greenway acreage in Urbana is detailed in the *University of Illinois* section.

The City of Urbana owns two public parks:

- The Downtown Mini Park is located at the northeast corner of Race and Elm Streets in downtown Urbana. Its 0.1 acres include benches and a large clock.
- **Urbana's Art in the Park** is on the north side of the City Building, on the east side of Vine Street in downtown Urbana. Its 0.3 acres feature the Spirit Tree and Falling Leaf sculptures.



Urbana's Art in the Park

The following parks are under the **Urbana Park District's** jurisdiction:

 AMBUCS Park is located in the 1100 block of East University Avenue. Its 23 acres include the Jean Driscoll Pavilion, an accessible playground, baseball fields, picnic facilities, and restrooms.

- Blair Park is bounded by Vine Street, Florida Avenue, Broadway Avenue, and Pennsylvania Avenue. Its 10.1 acres have baseball fields, horseshoes, a pavilion, picnic tables, a playground, restrooms, soccer field, shuffleboard, and tennis courts.
- Busey Woods is located north of Crystal Lake Park, adjacent to the Anita Purves Nature Center. Its 59 acres include 2 miles of unimproved trails.



Busey Woods

- Canaday Park is located on Lierman Avenue south of Main Street. Its 2.2 acres have a baseball field, seasonal restrooms, and the Lierman Avenue Sidepath.
- Carle Park is located between lowa Street, Douglas Avenue, Indiana Avenue, and Race Street, across from Urbana High School. Its 9.8 acres include a gazebo, nature trails, picnic tables, a playground, sculptures, soccer field, and a volleyball court.
- Chief Shemauger Park is located on the south side of Kerr Avenue, east of Cunningham Avenue. Its 12.9 acres have a baseball field, basketball court and the new Urbana Park District Planning and Operations Facility.

 Crestview Park is located on the east side of Cottage Grove Avenue between Florida and Colorado Avenues. Its 5.5 acres include a gazebo, the Koishikawa garden, picnic tables, a playground reconstructed in 2009, a water feature, and the Crestview Park Path.



Crestview Park

- Crystal Lake Park is Urbana's oldest park, created in 1907. It is bounded by Broadway Avenue on the east; Park and Church Streets on the south; Orchard Street, the Champaign County Fairgrounds, and Coler Avenue on the west; and Country Club Road on the north. Its 141 acres include the 59 acre Busey Woods, seasonal boating, fishing, horseshoes, seasonal ice skating, a labyrinth, pavilion, picnic facilities, a playground, restrooms, a sledding hill, a volleyball court, and 1.1 miles of shared-use trails.
- Judge Webber Park is located on the south side of Perkins Road near its intersection with Brownfield Road. Its 24 acres have archery facilities, which are only open to members and visitors of the East Central Illinois Archery Club.
- King Park is located west of Lincoln Avenue adjacent to Martin Luther King, Jr. Elementary School. Its 7.1 acres include a gazebo, horseshoes, picnic tables, a pavilion, a playground

constructed in 2006, restrooms, tennis courts, and the King Park Paths.



King Park

Leal Park is located on the south side of University
 Avenue west of Race Street. Its 2.5 acres include a
 gazebo, picnic tables, and the Urbana Park District
 Administrative Offices.



Leal Park

 Lohmann Park is located on Colorado Avenue, south of Thomas Paine Elementary School. Its 13.6 acres include a cricket field, disc golf course, and a soccer field.

• Meadowbrook Park is a regional park located on the south side of Windsor Road near the Vine Street intersection, extending west to Race Street. Its 130 acres have approximately 3 miles of shared-use trails (including the Race Street and Windsor Road Sidepaths) that extend through park and prairie settings, benches, organic garden plots, pavilions, picnic tables, the Prairie Play playground, restrooms, and the Wandell sculpture garden.



Meadowbrook Park



Prairie Play at Meadowbrook Park

- Patterson Parklet is located on 0.1 acres in the 400 block of West Main Street. Boneyard Creek also runs through the park.
- The Perkins Road Park Site is located on the south side of Perkins Road, east of Eastern Avenue. Its 61 acres consist of a dog park and a wet prairie. The Urbana Dog Park sits on 10 acres on the north side of the park site, and is fenced so that dogs can exercise and socialize off leash. Membership through the Urbana Park District is required. The wet prairie and remainder of the park site is currently being developed, and is the future home of native plants, waterfowl habitat, and Urbana Park District environmental education programs.
- Prairie Park is located west of Prairie Elementary School on the north side of Washington Street. Its 19.2 acres include baseball, soccer, and softball fields; picnic tables; and a sledding hill.
- South Ridge Park is a neighborhood park in the Myra Ridge subdivision, located east of Myra Ridge Drive between Susan Stone Drive and Ridge Park Drive. Its 11.2 acres include picnic tables, a playground constructed in 2010, and the South Ridge Park Trail.



South Ridge Park

The **Sunnycrest Tot Lot** is between Sunnycrest and Burkwood Courts East. Its 0.9 acres have picnic tables and a playground.

 Victory Park is a neighborhood park located between Main Street, Lynn Street, Green Street, and Cottage Grove Avenue. Its 3.7 acres include a basketball court, garden plots, a pavilion, a playground constructed in 2006, picnic tables, a tennis court, and the Victory Park Paths.



Victory Park

- Weaver Park is located between Main Street and Prairie School. Currently being developed, this 59 acre site will be an extension of the athletic complex at the Brookens Center and Prairie Park, with baseball, soccer, and softball fields. It is already home to a wetland and Commissioners Grove.
- Wheatfield Park is a neighborhood park in southeast Urbana, located between McHenry Street, Pond Street, Scovill Street, and Cottage Grove Avenue. Its 5.2 acres include picnic tables, a playground, and tennis courts.

The **Urbana Park District** also owns or manages the following recreational facilities:

• The Anita Purves Nature Center is located at 1505
North Broadway Avenue on the north end of
Crystal Lake Park. It is an environmental education
facility open to the public. The Center offers a
field station, multipurpose rooms, the Audubon
Nature Shop, an Educator Resource Room, and a
Wildlife Observation Room. The Center also offers
a special program for children's birthday parties.



Anita Purves Nature Center field station

- The Brookens Gym and Sports Complex are located at the Champaign County Brookens Administrative Center at the northeast corner of Washington Street and Lierman Avenue. Champaign County owns the land, while the Urbana Park District manages the facilities. The gymnasium is used for basketball, fitness classes, and volleyball; and also has rentable rooms, restrooms, locker rooms, and showers. The sports complex occupies 11.4 acres surrounding the Brookens Center, and has several soccer fields and the Lierman Avenue Sidepath.
- The Crystal Lake Park Family Aquatic Center is located between the Anita Purves Nature Center and Crystal Lake Park. It was reconstructed in 2013. Features include a climbing wall, a circular current pool, a diving board, flume slides, a lap and competitive swimming pool, a sand play area, shaded lounge areas, an adjacent sprayground that can also be used on warm non-summer days, vending machines, a water playground, wet deck, and a zero depth entry pool.
- The Crystal Lake Park Lake House is located at 206
  West Park Street in Crystal Lake Park. It features
  boat rentals and concessions. The Lake House
  and/or terraces are also available for rent for

birthdays, weddings, reunions, meetings, and other parties.



Crystal Lake Park Lake House

• The **Phillips Recreation Center** sits on 1.8 acres of open space at 505 West Stoughton Street, and houses a variety of classes, programs, and activities. It features a dance/fitness room, three multi-purpose rooms that are available for rent, and a senior lounge. Outside, there is a basketball court and playground, and the Boneyard Creek runs underneath the site.



Phillips Recreation Center

 The Urbana Indoor Aquatic Center is located between Urbana Middle and High Schools at 102 East Michigan Avenue. It features a recreational pool, competition pool, slides, a community room, lockers, and restrooms. It is shared with the Urbana School District and other community organizations.

There is one **private recreational open space** in unincorporated Urbana:

 The Urbana Country Club sits on 129 acres north of Busey Woods and Crystal Lake Park, located between Golfview Drive, GH Baker Drive, Interstate 74, and Woodlawn Cemetery. The club has two 18-hole golf courses, tennis courts, a pool, and banquet facilities.

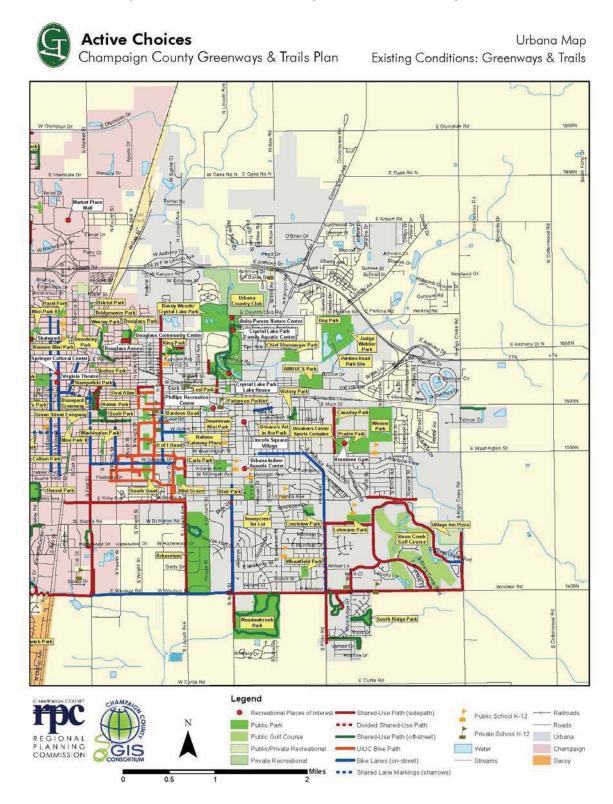
There is **one public golf course** in Urbana:

• Stone Creek Golf Club sits on 191 acres surrounding Stone Creek Boulevard north of Windsor Road. The club has an 18-hole golf course and banquet facilities, and is open to the public all year. It is also the home of the University of Illinois Men's and Women's Golf teams.

There is **one public/private recreational open space** in Urbana:

• Village Inn Pizza sits on 21 acres at 1901 South High Cross Road. The property includes a restaurant with banquet/meeting/party facilities for rent. Outside, the Sports and Entertainment Complex has three softball fields, bean bag toss games, badminton, concerts, volleyball, and wiffleball.

Map 10: Urbana Greenways, Trails & Bikeways 2012



#### 10.1.4 Savoy

Savoy contains approximately 382 acres of greenways in incorporated and unincorporated areas of the village (see Map 11). The Village of Savoy encompasses an area of approximately 3.2 square miles. The Village of Savoy maintains approximately 79 acres of public parks, or about 4% of the village's land acreage. The University of Illinois' greenway acreage in Savoy is detailed in the University of Illinois section.

Champaign County Greenways & Trails Plan

The following parks are under the Village of Savoy's jurisdiction:

**Burwash Park** is located on the north side of Burwash Avenue east of Prospect Avenue. Its 7.2 acres include a pavilion, picnic tables, a playground, softball field, tennis courts, a volleyball court, and the Burwash Park Paths.



Burwash Park

Dana Colbert Sr. Park is located on the south side of Church Street east of US 45. Its 51 acres are currently being developed, and already has an 8 acre lake. Planned features include an amphitheater, baseball fields, basketball courts, a pavilion, playground, soccer fields, and trails.



Colbert Park

- **Dohme Park** is located on the south side of Curtis Road west of First Street, adjacent to the Parkview Senior Apartment Homes. Its 3.7 acres were developed in 2006, and include a pavilion, lit walking paths, and a patriotic memorial circle.
- The **East Tomaras Mini Park** is located on 0.2 acres on the north side of Tomaras Avenue west of Prairie Rose Lane.
- Friendship Crossing is located on 0.4 acres at the northwest corner of Curtis Road and Prospect Avenue. The park was developed in 2012 with assistance from the Rotary Club of Savoy, and has benches, bike racks, picnic tables, a water fountain, and the Curtis Road Divided Sidepath.



Friendship Crossing

- Indigo Mini Park is located on 0.1 acres on the east side of Indigo Avenue north of Tomaras Avenue.
- Jones Park is located on the north side of Church Street east of Prospect Avenue, on the north side of the Savoy Head Start building. Its 6.7 acres include picnic facilities, a playground, soccer field, softball field, and tennis courts.



Jones Park

• Prairie Fields Park is located on the east side of Prairie Rose Lane north of Church Street. It is adjacent to the new Carrie Busey Elementary School. Its 9.8 acres began to be developed in 2005, and include a baseball field, playground, and soccer field. Potential additions include basketball courts, a ball diamond or skate park, a pavilion, and walking paths.



Prairie Fields Park

The Village of Savoy also owns one recreational facility:

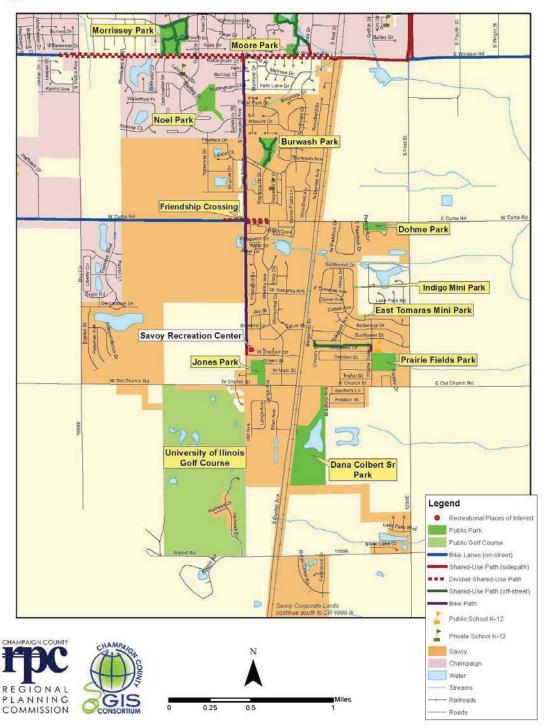
• The **Savoy Recreation Center** is located at 402 West Graham Drive. It features a full court gymnasium, indoor walking/jogging track, an aerobics room, activity room, cardio and weight rooms, and a game room. Numerous fitness classes are offered, and several rooms are available for rent. The Center is also at the south terminus of the Harold E. Ruppel Bike Path.



Savoy Recreation Center

Map 11: Savoy Greenways, Trails & Bikeways 2012





#### Champaign County Greenways & Trails Plan

#### 10.1.5 University of Illinois

The University of Illinois at Urbana-Champaign (UIUC) campus encompasses an area of 4,552 acres. Its boundaries going clockwise from the north are University Avenue, Harvey Street, Springfield Avenue, Gregory Street, Green Street, Lincoln Avenue, Florida Avenue, Race Street, Curtis Road, Philo Road, Airport Road, First Street, Curtis Road, the Canadian National Railroad tracks, John Street, Oak Street, Armory Avenue, First Street, Gregory Drive, Fourth Street, Green Street, Sixth Street, Springfield Avenue, and Wright Street; excluding Mount Hope, Roselawn, and St. Mary's Cemeteries.

The main part of the UIUC campus sits in Champaign-Urbana's University District (see Map 12), which is 1,887 acres bounded by University Avenue, Lincoln Avenue, Windsor Road, the Canadian National Railroad tracks, Springfield Avenue, and First Street.

The University owns approximately 493 acres of greenways in Champaign County. Approximately 168 of those acres are in the University District, and consist of green spaces including grass quadrangles, open spaces with wooded areas, flower gardens, and sports facilities. While most facilities cater primarily to students, faculty, and staff, the following open spaces and facilities also cater to the public.

The **University of Illinois** owns seven public open spaces in **Urbana**:

• The Arboretum is located on 137 acres (not yet fully developed) on the east side of Lincoln Avenue between Florida Avenue and Windsor Road. It is a living laboratory that includes the Hartley Selections Garden, Hosta Garden, Idea Garden, Japan House, and Noel Welcome Garden. Student organizations, including the UI Men's and Women's Cross Country teams, use it for formal and informal activities; others use it for weddings. There is also a sledding hill at the adjacent Orchard Downs.



University of Illinois Arboretum

- The **Bardeen Quadrangle** occupies 5.2 acres between Springfield Avenue, Mathews Avenue, Green Street, and Wright Street. This quad is anchored by Grainger Engineering Library on the north and Engineering Hall on the South. Boneyard Creek also runs through this quad.
- The Hallene Gateway Plaza occupies 2 acres on the southwest corner of Lincoln Avenue and Illinois Street. It prominently features the stone portal from the entrance to the first University-built classroom building, University Hall.

- Illini Grove is located on the northwest corner of Lincoln and Pennsylvania Avenues. Its 6.5 acres include a large wooded area, a basketball half-court, picnic facilities, adjacent tennis courts, a volleyball court, and the Lincoln Avenue Sidepath.
- The Oval Allee occupies 2.4 acres between
  University Avenue, Mathews Avenue, Springfield
  Avenue, and Wright Street. It is on the north
  end of the University campus, anchored by the
  Beckman Institute on the north and the Grainger
  Engineering Library on the south.
- The **South Quadrangle** occupies 7.5 acres between Gregory Drive, Goodwin Avenue, Peabody Drive, and Sixth Street. This quad is on the south end of the University campus, anchored by the Undergraduate Library on the north and the Stock Pavilion on the south.
- The University of Illinois Main Quadrangle occupies 6.7 acres between Green Street, Mathews Avenue, Gregory Drive, and Wright Street. This quad is in the center of the University campus, anchored by the Illini Union on the north and Foellinger Auditorium on the south.



University of Illinois Main Quad

The **University of Illinois** also owns one public open space in **Rantoul**:

 The University of Illinois Advanced Transportation Research and Engineering Laboratory (ATREL) Open Space occupies 22 acres at the southeast corner of Perimeter Road and Titan Street.

The University of Illinois owns one **public golf course** in **Savoy**:

 The University of Illinois Golf Course sits on 303 acres west of US 45 between Church Street and Airport Road. The facility has two 18-hole golf courses, which the UI Men's and Women's Golf teams use.

**University of Illinois Campus Recreation** manages three recreational facilities in **Champaign**:

• The Activities and Recreation Center (ARC), located at 201 East Peabody Drive, offers 340,000 square feet of space, including a climbing wall, indoor track, swimming pools, sauna, racquetball courts, free weights and machines, gymnasiums, multi-purpose areas, an instructional kitchen, auditorium, meeting rooms, the UI Wellness Center, and the Courtside Cafe. The UI Swimming & Diving team uses this facility.



ARC
Courtesy: UI Campus Recreation

 The Ice Arena, located at 406 East Armory Avenue, offers public skating, hockey, broomball, lessons, private facility rental, and the Center Ice Cafe and Pro Shop.



Ice Arena Courtesy: UI Campus Recreation

• The Outdoor Center Fields, surrounding Stadium Drive between First and Oak Streets, offers the following lighted facilities open from March to November: sand volleyball courts, basketball courts, tennis courts, synthetic turf play fields, football fields, and soccer fields. The Outdoor Center facility has exterior drinking fountains, restrooms, and a meeting room.

**University of Illinois Campus Recreation** manages three recreational facilities in **Urbana**:

 Campus Recreation Center East (CRCE), located at 1102 West Gregory Drive, offers 110,000 square feet of space with an aquatic center, indoor track, free weights and machines, racquetball courts, a three-court gymnasium, a MAC gym, and multipurpose rooms.



CRCE
Courtesy: UI Campus Recreation

- The Complex Fields, bounded by Florida Avenue, Lincoln Avenue, St. Mary's Road, and Goodwin Avenue, features lighted softball diamonds, lighted football fields, soccer fields, lacrosse fields, rugby pitches, an ultimate disc option, and a service building with two drinking fountains and port-apotties. The Complex is home to Intramural Sports and Club Sport activities, and is open March to November.
- Freer Hall, located at 906 South Goodwin Avenue, is home to a six-lane swimming pool, and locker and shower facilities.

The University of Illinois Division of Intercollegiate Athletics (DIA) maintains eight athletic facilities in Champaign:

- The Armory, located at 505 East Armory Avenue, features an indoor track and floor, classrooms, and office space. Track & Floor memberships are open to anyone. The UI Men's and Women's Track & Field teams use this facility.
- The Bielfeldt Athletic Administration Building, located at 1700 South Fourth Street, houses DIA administrative offices, locker rooms, a training room, and an exercise room for use by DIA personnel.
- Huff Hall, located at 1206 South Fourth Street, features a 4,500 seat capacity gymnasium, a wrestling room, training room, weight room, equipment rooms, locker rooms, squash court, academic offices, and classrooms. The UI Men's and Women's Gymnastics teams, Volleyball team, and Wrestling team use this facility.
- Illinois Field, located at 1605 South Wright Street, includes permanent seating for 1,500, lawn seating for 1,500, a clubhouse, lounge, locker room, batting cages, dugouts, bullpens, scoreboard, lighting, and a press box. This facility houses the UI Baseball team.

- The Illinois Soccer and Track Stadium, located at 1801 South Wright Street, includes a sand-based grass soccer field with irrigation, an outdoor track, a separate throwing area for field events, and lighting. The UI Men's and Women's Soccer and Track & Field teams use this facility.
- The Irwin Indoor Practice Facility, located at 301
  East Peabody Drive, houses an 80-yard field
  available for practice and camps for the UI
  Football, Baseball, Softball, and Soccer teams.
- Memorial Stadium, located at 1402 South First
   Street, is a 60,700 seat football stadium. It houses
   Zuppke Field, the outdoor Colonnades Club,
   indoor 77 Club, a press box, scoreboard, lighting,
   weight room, locker rooms, training facilities, and
   meeting space. It is home to the UI Football team.
- The **Ubben Basketball Complex**, located at 1750 South Fourth Street, features locker rooms, a lounge, study areas, conference rooms, a training room, practice courts, and a weight room. The UI Men's and Women's Basketball teams use this facility.

The University of Illinois Division of Intercollegiate Athletics (DIA) maintains three athletic facilities in Urbana:

- The Atkins Tennis Center and Khan Outdoor Tennis Complex, located at 1800 South Wright Street, features indoor and lighted outdoor tennis courts, locker rooms, a pro shop, offices, and sports medicine and training areas. This facility is the home of the UI Men's and Women's Tennis teams, and is open to the public.
- The Demirjian Golf Practice Facility, located on the southeast corner of St. Mary's Road and Wright Street, is an indoor golf practice facility with heated hitting bays that open onto an outdoor driving range. It has locker rooms and other team facilities. The UI Men's and Women's Golf teams use this facility year-round.

• Eichelberger Field at the Martin Softball Complex, located at 1201 West Florida Avenue, includes a sand-based field, irrigation, lighting, batting cages/bullpens, a scoreboard, in-ground dugouts, a press box, restrooms, a ticket booth, concessions, clubhouse, locker rooms, lounge, equipment room, weight room, and a sports medicine and training room. This facility is the home of the UI Softball team.

In addition to the Activities and Recreation Center (ARC), the **University of Illinois Division of Intercollegiate Athletics (DIA)** uses one athletic facility in **Champaign**:

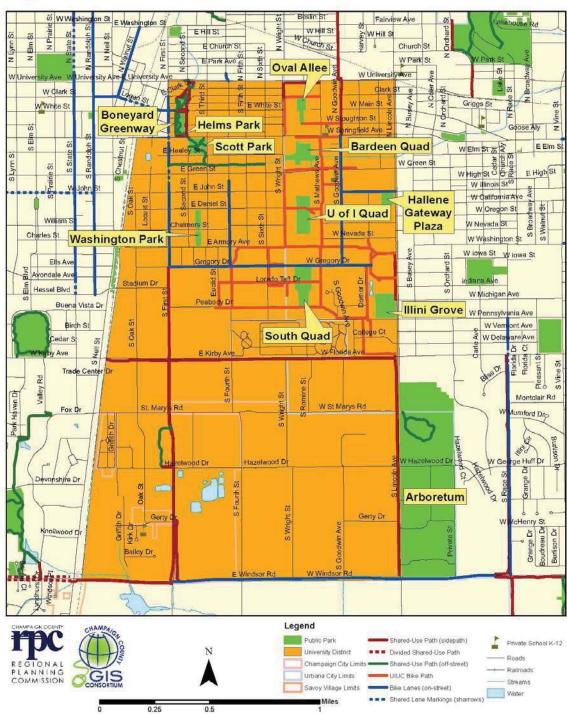
• Assembly Hall, located at 1800 South First Street, is a 16,618 seat arena that hosts sporting events, concerts, musicals, and other shows. It is the home of UI Men's and Women's Basketball games, and features a video board, locker rooms, a training room, and concessions.

In addition to the Arboretum and Stone Creek Golf Club, the **University of Illinois Division of Intercollegiate Athletics (DIA)** uses one athletic facility in **Urbana**:

• **Kenney Gym,** located at 1402 West Springfield Avenue, features gymnastics equipment and facilities, weight rooms, a running track, swimming pool, locker and shower facilities, and basketball and volleyball courts. The UI Men's and Women's Gymnastics teams use this facility.

Map 12: University District Greenways, Trails & Bikeways 2012





#### 10.1.6 Mahomet

Mahomet contains approximately 218 acres of greenways in incorporated and unincorporated areas of the village, excluding forest preserves (see Map 13). The Village of Mahomet encompasses an area of approximately 9.1 square miles. The Village of Mahomet Parks & Recreation Department maintains approximately 144 acres of public parks, or about 2% of the village's land acreage.

The **Village of Mahomet** owns or manages the following parks:

- 13 Acres Park is located on the east side of Turner Drive between Main and Dunbar Streets. Its 13.5 acres include a baseball field, concessions, a playground, and softball fields. The Mahomet-Seymour School District owns this park.
- **Barber Park** is located along the Sangamon River south of US 150. Its 60 acres have soccer fields; seasonal restrooms; and the Lions Club shelter, which is available for rent.



Barber Park

• **Brent Johnson Park** is located on the north side of Oak Valley Road, east of IL 47. Its 10.5 acres have a 9-hole disc golf course and a playground.



Brent Johnson Park

 Bridle Leash Park is located north of Dianne Lane between Timberview and Raymond Drives. Its 12.6 acres have a basketball court, concessions, horseshoe pits, a playground, seasonal restrooms, softball fields, volleyball court, and a loop walking path.



Bridle Leash Park

- **Brooks-Warfel Park** is located at the southeast corner of Dunbar and Elm Streets. Its 0.4 acres include a pavilion and a playground.
- **Dowell Park** is located on Andover Drive just north of State Street. Its 3.3 acres include a softball field and concessions.
- Police Department Park is located on Center Street north of Sangamon Street. Its 0.2 acres include a basketball court.
- Russell Park is located at 413 East Main Street. Its
   0.08 acres are situated in an alley, and is currently

being redeveloped. A serpentine brick paved pathway was installed during Phase 1 completion in 2012 and plantings were installed in Spring 2013.

 The Sangamon River Greenway is located along the Sangamon River between Barber Park and IL 47. Its 35 acres are a preserved, undeveloped floodplain greenway.



Sangamon River Greenway

- Taylor Field is located on Hickory Street. Its 5
  acres include two lit ball fields and concessions,
  and is adjacent to Taylor Lake. The Taylor family
  owns the land and the Village of Mahomet
  manages it.
- Water Tower Park is located on the south side of Interstate 74, and is off of Heather and Jeffrey Drives. Its 3.4 acres are currently undeveloped.



Water Tower Park

The **Village of Mahomet** also owns one recreational facility:

The Mahomet Community Center is located at 510
East Main Street. The Center holds community
events and meetings, and is available for rent.



Mahomet Community Center

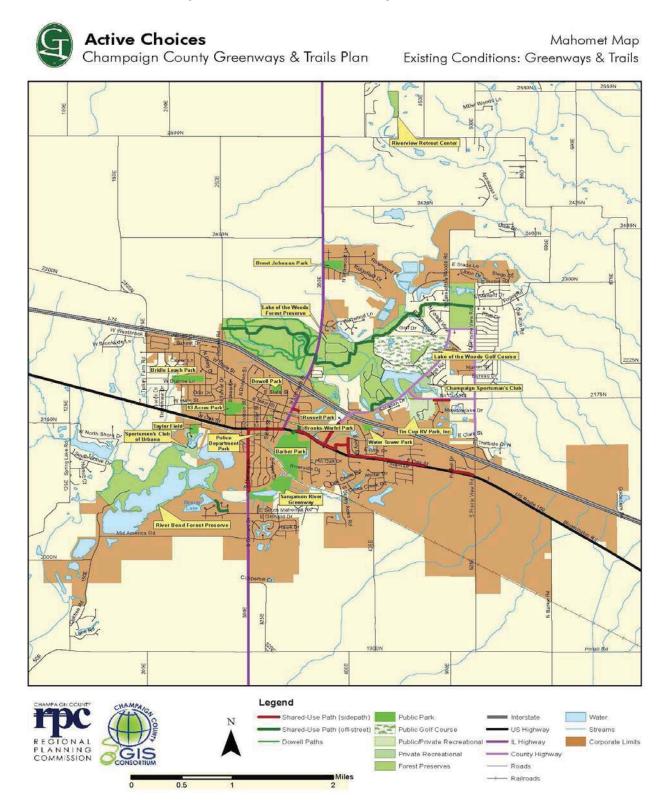
There are two **private recreational** open spaces in unincorporated Mahomet:

- The **Champaign Sportsman's Club** sits on 16.2 acres on the east side of Lake of the Woods Road north of Tin Cup Road. This private club has a campground open to the public year round, and has games, a playground, and a recreation room.
- The Sportsmen's Club of Urbana sits on 24 acres between Taylor Field and the River Bend Forest Preserve. The club offers archery, boating, camping, and fishing to its members and guests. It also has a clubhouse and pavilion for rent to members and non-members.

There is one **public/private recreational** open space in Mahomet:

 Tin Cup RV Park sits on 34 acres on the south side of Tin Cup Road east of Lake of the Woods Road. The facility has camping, a golf driving range, and a playground.

Map 13: Mahomet Greenways & Trails 2012



#### 10.1.7 Rantoul

Rantoul contains approximately 611 acres of greenways in the village's incorporated and unincorporated areas (see Map 14). The Village of Rantoul encompasses an area of approximately 8.3 square miles. The Village of Rantoul Recreation Department maintains approximately 208 acres of public parks, or about 4% of the village's land acreage. The University of Illinois' greenway acreage in Rantoul is detailed in the *University* of Illinois section.

The Village of Rantoul is no longer participating in the Greenways & Trails process, but its information continues to be listed since it was listed in the 2004 Greenways & Trails Plan.

The following parks and greenways fall under the **Village of Rantoul's** jurisdiction:

- American Lutheran Park is located behind the American Lutheran Church, bounded by High and Garden Streets. Its 0.6 acres have a playground.
- The Chandler Road Greenbelt is a 5.8 acre linear greenway that runs along the north side of Chandler Road from the South Pointe Commons Open Space to Century Boulevard, and along the west side of Century Boulevard from Chandler Road to Tuskegee Avenue.
- Constitution Grove is bounded by Grove Avenue, the Canadian National Railroad tracks, Sangamon Avenue, and Ohio Avenue. Its 0.9 acres include a gazebo and a marker in honor of the U.S. Constitution's bicentennial.



Constitution Grove

- The **East Keal Street Baseball Field** is located on 3.7 acres at the southeast corner of Keal Street and Dobbins Avenue.
- **Garrard Mini Park** is located on 0.2 acres on the west side of Garrard Street, between US 136 and Wabash Avenue.
- The Glenwood Lake Parcel is located on 3.5 acres in the Glenwood Addition on the east side of East Avenue, between Glenwood Drive and US 136.
- Glenwood Park is located east and west of Baerman Drive between Grove Avenue and Glenwood Drive. Its 7.5 acres include a small fishing lake, multi-purpose open space, a pavilion, picnic facilities, playground, and restrooms.
- Heritage Lake is located at the southwest corner
  of Heritage Drive and Titan Street. Its 33.5 acres
  include non-motorized boating, fishing, horseshoe
  pits, a pavilion that can be rented, picnic tables, a
  playground, restrooms, and a volleyball court.
- Huling Home Park is located on the south side of Grove Avenue near its intersection with US 136. Its 5.1 acres include ball fields and a playground.
- The John E. Baermann Memorial Parade Ground is bounded by Century Boulevard, Borman Drive, Eagle Drive, and the John Baermann Parade Ground Path. Its 7.6 acres have a large, grassy field suitable for a variety of sports and recreation activities.
- The Maplewood Detention open space is located between Maplewood Drive, Fairlawn Drive, Chanute Street, and Magnolia Lane. Its 27 acres have over a mile of shared-use paths around the Maplewood Detention Pond.
- Mary Alice Park is located on Mary Alice Road to the west of the Canadian National Railroad tracks.
   Its 0.8 acres have a gazebo and a playground.



Maplewood Detention



Mary Alice Park

• **North Drive Park** surrounds North Drive west of Park Drive. Its 5.3 acres include a basketball court, garden plots, pavilions that can be rented, playgrounds, restrooms, and a volleyball court.



North Drive Park Courtesy: Village of Rantoul

- The Northwest Corner of Maplewood and Veterans Parkway open space is located on 2 acres at the northwest corner of Maplewood Drive and Veterans Parkway.
- **Panax Park** is located on 1.1 acres on the south side of Harmon Drive west of Harper Drive.
- **Ryan Park** is located on the south side of Clark Street at Illinois Drive. Its 0.5 acres have a playground.
- The South Murray Road Open Space is located on 16.7 acres between Murray Road, Chandler Road, and the Canadian National Railroad tracks.
- Wabash Park is bounded by Wabash Avenue, Lincoln Street, Urbana Avenue, and J.W. Eater Junior High School. Its 20 acres include a bandstand, baseball field, pavilion, playgrounds, restrooms, a skatepark, softball fields, lit tennis courts, volleyball courts, walking paths, and a shared-use path.
- West of Soccer Fields is located on 4.1 acres west of the Bill Seeber Memorial Soccer Complex and the South Sports Complex. This open space is bordered by US 45, Doolittle Boulevard, and Wheat Avenue. The South Recreational Facilities Path is located on this site's east side.
- Winston Park is located on the south side of Gates Drive, east of Marcia Drive. Its 0.8 acres have a playground.

The **Village of Rantoul** also has the following recreational facilities for public use:

- The Bill Seeber Memorial Soccer Complex is bounded by Gray Avenue, Enterprise Drive, Wheat Avenue, and Doolittle Boulevard. It is adjacent to the South Sports Complex. Its 18.1 acres consist of five soccer fields used by many athletic teams for practices and games, including the Rantoul Township High School soccer team and the University of Illinois football team.
- The Forum Fitness Center is located at 200 West Flessner Avenue, adjacent to the Recreation

- Building. The facility has aerobics programs, a cardio room, children's room with an outdoor playground, a golf training room, gymnasium, racquetball courts, and a weight room.
- The Hap Parker Family Aquatic Center is located at the intersection of Doolittle Boulevard and Flessner Avenue. It includes a bathhouse, concessions, diving boards, shaded and open lounge areas, a pavilion, picnic tables, restrooms, a swimming pool, volleyball court, two waterslides, children water toys, and a zero-depth entry pool. People can rent the pool and pavilion. The aquatic center is also on the South Recreational Facilities Path.



Hap Parker Family Aquatic Center

- The Maplewood Sports Complex is located on the east side of Maplewood Drive between Molloy and Hobson Drives. Its 14.8 acres include baseball/ softball fields, a basketball court, pavilion, a playground, and restrooms.
- Prairie Pines Campground is located on Chandler Road east of Leonard Avenue. Its 19.6 acres include shower and laundry facilities, restrooms, and 95 camping lots with electric, water, and sewage connections.
- The Recreation Building is located at 100 East
  Flessner Avenue, adjacent to the Forum Fitness
  Center. It houses the administrative offices for
  the Rantoul Recreation Department, a registration
  desk, community meeting rooms available for rent,
  and a woodshop.

 The Rantoul Skate Park is situated on the old tennis courts in the northwest corner of Wabash Park for skateboarders to use.



Skate Park in Wabash Park

- The South Sports Complex is bounded by Keal Street, Enterprise Drive, Gray Avenue, and Doolittle Boulevard. It is adjacent to the Bill Seeber Memorial Soccer Complex. Its 8.2 acres include lit baseball/softball fields.
- The Youth Center is located at 1306 Country
  Club Lane. It houses youth programs, activities,
  games, and events. The facility also has outdoor
  basketball courts; an indoor gymnasium for
  volleyball, basketball and roller skating; pool
  tables; ping-pong; video games; televisions;
  foosball; a music room; a snack area; and a party
  room. People can rent the youth center for parties.



Rantoul Youth Center

There are nine **private recreational** open spaces in Rantoul:

- The Commanders Subdivision Open Space Commons consists of three parcels occupying 1.9 total acres between Eagle, Galaxy, and Pacesetter Drives.
- The **Indian Hills Lake Commons** consists of an east and west parcel occupying 6.5 total acres surrounding Moraine Drive and two lakes.
- The Knights of Columbus Baseball Field sits on 2.4 acres in north Rantoul between Ohio Avenue and the Canadian National Railroad tracks.
- The Officers Row House Open Space Commons sits on 2.6 acres between Eagle Drive and Arends Boulevard.
- Roessler Meadows Lake Commons sits on 1.9 acres between Quinlan Place, Malsbury Drive, and Garver Place; surrounding a lake.
- The South Pointe Commons Open Space sits on 14.7 acres between US 45 and the Chandler Road Greenbelt
- The Twin Lakes Commons consists of an east and west parcel occupying 3.8 total acres surrounding Twin Lakes Drive and two lakes.
- The **VFW Open Space** sits on 4.3 acres in north Rantoul near the intersection of Ohio Avenue and County Road 3050N.
- The **Willow Pond Open Space Commons** consists of six parcels occupying 4.5 total acres between Willow Pond Golf Course, Veterans Parkway, and Perimeter Road.

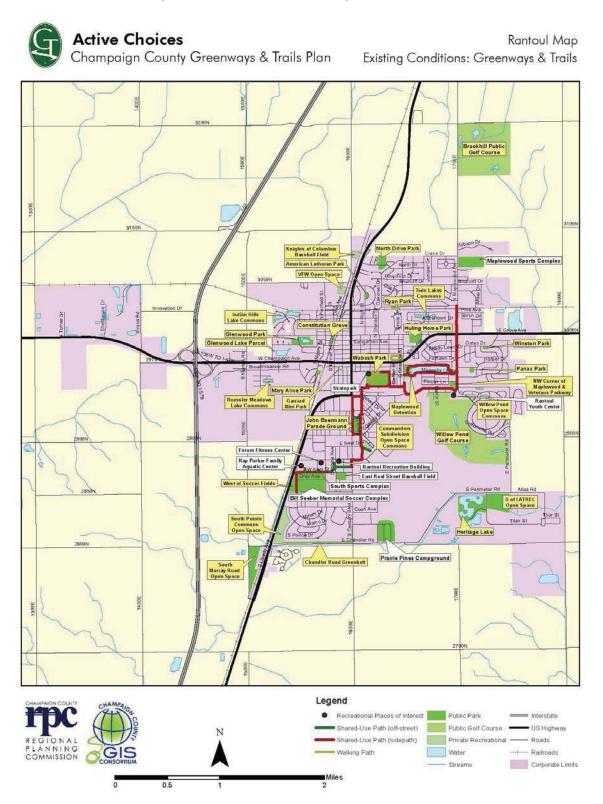
There is one **public golf course** in Rantoul:

• Willow Pond Golf Course sits on 182 acres in southeast Rantoul between Veterans Parkway, Perimeter Road, and the Rantoul Airport.

There is one **public golf course** in unincorporated Rantoul:

 Brookhill Public Golf Course sits on 161 acres at the southeast corner of County Road 1700E (Maplewood Drive) and County Road 3200N. This 18-hole golf course is open to the public from March to December.

Map 14: Rantoul Greenways & Trails 2012



#### 10.1.8 St. Joseph

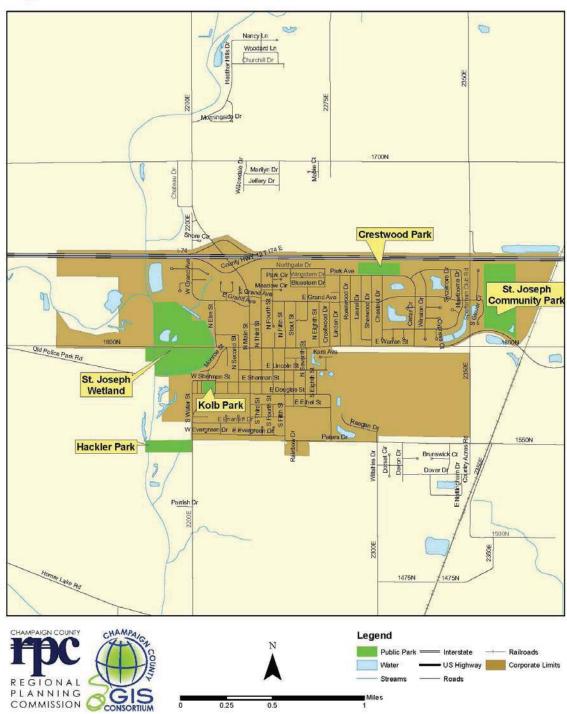
St. Joseph contains approximately 130 acres of greenways in the village's incorporated areas (see Map 15). The Village of St. Joseph encompasses an area of approximately 2 square miles. The Village of St. Joseph Parks & Recreation Department maintains approximately 63 acres of public parks, or about 5% of the village's land acreage.

The **Village of St. Joseph** owns or manages the following greenways:

- Crestwood Park is located between Park Avenue and Interstate 74, west of Cedar Drive. Its 9.2 acres include a pavilion, picnic tables, playground, restrooms, soccer field, and water fountain.
- Hackler Park is located on the west side of Water Street south of Evergreen Drive. Its 10 acres include a baseball field.
- **Kolb Park** is bounded by Sherman, Elm, James, and Green Streets. Its 2.4 acres include a basketball court, electrical hookups, a small outdoor grill, pavilion, picnic tables, playground, restrooms, a tennis court, and water fountain.
- The **St. Joseph Community Park** is located between US 150 and Interstate 74 on the east end of St. Joseph. Its 41 acres include a baseball field, football field, pavilion, picnic tables, playground, restrooms, snack bars, and softball fields.
- The St. Joseph Wetland surrounds US 150 along the Salt Fork River on the west end of St. Joseph. This 67 acre nature preserve has a bird watching area and bird houses. The Village of St. Joseph and the Champaign County Soil and Water Conservation District jointly manage this wetland.

Map 15: St. Joseph Greenways 2012





#### 10.2 Existing Conditions: Trails & Bikeways

A **trail** or path is a type of greenway which can accommodate one or many types of non-automobile users, including pedestrians, bicyclists, roller skaters, and wheelchair users. Trails can be used for recreation and/or transportation purposes, and can connect different land uses and facilities. Trails can be found in parks, natural environments, and other designated corridors.

A **bikeway** is a generic term for any road, street, path, or way that in some manner is specifically designated for bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes (AASHTO 2012).

#### 10.2.1 Champaign County

Independent organizations in Champaign County have the following Rails-to-Trails initiatives underway:

- Heartland Pathways is a 33-mile abandoned rail corridor that will ultimately provide wildlife habitat, prairie conservation, educational opportunities, and recreational trails. It parallels the south side of IL 10 from Camp Creek west of Seymour into Piatt County (see Maps 2 and 3).
- The second project, the Kickapoo Rail-Trail, is the conversion of 24.5 miles of abandoned CSX Railroad line generally parallel to US 150 between Urbana and Kickapoo State Park near Danville into a multiuse trail and nature area. The Champaign County Design & Conservation (CCDC) Foundation, the Champaign County Forest Preserve District (CCFPD), the Vermilion County Conservation District (VCCD), and the Illinois Department of Natural Resources (IDNR) are leading this effort. Local acquisition was fully achieved in 2013-14.

The Champaign County Forest Preserve District owns two shared-use paths in unincorporated Mahomet:

- The Lake of the Woods Path is a 3.4 mile off-street shared-use path that winds through Lake of the Woods Forest Preserve between Prairieview and Crowley Roads.
- The Lake of the Woods Road Path is a 0.3 mile offstreet shared-use path that winds through Lake of the Woods Forest Preserve from the abandoned Elks Lake entrance to the main entrance, with a spur towards the Park Headquarters.



Heartland Pathways truss bridge across Salt Creek near Weldon Springs in Piatt County Courtesy: Heartland Pathways



Abandoned CSX Railroad line, Urbana



Lake of the Woods Path

#### 10.2.2 Champaign

The **Champaign Park District** maintains approximately 18.7 miles of shared-use paths. University-owned trails in Champaign are detailed in the **University of Illinois** section. There are approximately 19.8 miles of trails and bikeways in the rest of the **City of Champaign**, including 11.1 miles of shared-use paths, a 0.3 mile bike path, 6.9 miles of on-street bike lanes, and 1.4 miles of on-street shared lane markings (sharrows; see Map 9). Some of these facilities connect to the Park District and University's trails and greenways. See page 166 regarding trails and bikeways installed in 2013.

- The Ashland Park Trail consists of 1.9 miles of shared-use paths in the Ashland Park subdivision. This includes sidepaths on Doisy Drive, Leggett Lane, Olympian Drive, Prospect Avenue, and Toalson Lane; and off-street paths in the subdivision and Toalson Park.
- The Boneyard Creek Trail is a 0.5 mile, off-street shared-use path that runs above Boneyard Creek through Campustown north of Green Street, between First and Sixth Streets. A spur on Third Street connects this trail to Scott Park.



Boneyard Creek Trail

 The Boulware Trail consists of 1.6 miles of offstreet shared-use paths west of Fox Drive, from Valley to Windsor Roads, and looping around Mattis Lake. This includes a sidepath on Fox Drive, and spurs to Colony Square, Moore Park, and Richards Lane.



Boulware Trail

 The Clark Street Bike Lanes stretch 0.1 miles between Neil and Randolph Streets, connecting the bike lanes on Logan and Randolph Streets.



Clark Street Bike Lanes

- The Clearview Detention Pond Path is a 0.6 mile off-street, shared-use path around the Clearview subdivision Detention Pond.
- The **Clearview Path** is a 1.4 mile sidepath in the Clearview subdivision on Champion and Legacy Avenues. It connects the Clearview Detention Pond Path to the Star Avenue Sidepath.
- The **Curtis Road Bike Lanes** stretch 0.7 miles from Wynstone Drive to the east city limits. The bike lanes continue east in Savoy.

 The Curtis Road Divided Shared-Use Paths total 1.1 miles on both sides of the road from Duncan Road to Wynstone Drive.



Curtis Road Divided Shared-Use Path

- The **Dodds Park Path** is a 0.2 mile off-street shareduse path that connects the Greenbelt Bikeway to the soccer fields and Parkland Point Apartments.
- The Douglass Park Paths consist of 0.2 miles of off-street shared-use paths through Douglass Park from Grove to Eureka Streets. This includes spurs to Booker T. Washington School, the Douglass Center, and the park playground.



Douglass Park Paths

- The Duncan Road Divided Shared-Use Paths total 0.2 miles on both sides of the road just north of Curtis Road.
- The Duncan Road Trail is a 0.2 mile sidepath on the east side of the road connecting the Robeson Meadows Trail and the Windsor Road Bike Lanes.
- The **Ethel S. Robeson Trail** is 0.1 mile off-street shared-use path that runs from the Roby Trail in Greenbelt #1 to Parkdale Drive.
- The First Street Bike Lanes & Sharrows stretch 0.8 miles from Clark Street to Gregory Drive. The 0.6 miles of bike lanes are connected by the 0.2 miles of sharrows at the Springfield Avenue and Green Street intersections. Sharrows are shared lane markings placed in the middle of the lane to show that a bicyclist may use the full lane.



First Street Bike Lanes

- The First Street Trail is a 1.7 mile sidepath on the west side of the road from Gregory Drive to Windsor Road. This includes the trail on the east side of the road from Gerty Drive to Windsor Road.
- The Fourth Street Bike Lanes consist of two segments totaling 0.4 miles: the half block north of University Avenue, and south of Green Street to Gregory Drive in the University District.

- The Greenbelt Bikeway consists of 1.6 miles of off-street shared-use paths connecting Dodds, Heritage, and Kaufman Parks. This includes spurs to Country Fair Drive, Kaufman Lake, and the Olympic Tribute.
- The Harold E. Ruppel Memorial Bike Trail is a 0.4 mile bike path and sidepath on the east side of Prospect Avenue, from Windsor Road to the south city limits. The bike path continues south in Savoy.
- The Hessel Park Path is a 0.7 mile off-street loop shared-use path around Hessel Park, with spurs to Birch Street, Cedar Street, Grandview Drive, Hamilton Drive, Kirby Avenue, and Valley Road.

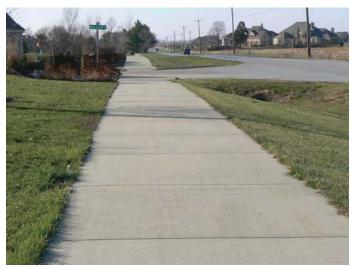


Hessel Park Path

- The High School of St. Thomas More Path is a 0.03 mile shared-use sidepath that connects the school with the Star Avenue Sidepath.
- The **John Street Sharrows** stretch 0.8 miles from Randolph Street to Willis Avenue.
- The **Johnston Park Path** is a 0.4 mile off-street loop shared-use path around Johnston Park.
- The Kirby Avenue Sidepath is a 0.2 mile shareduse path on the south side of the road that runs from the Marathon Pipeline Trail to east of Mullikin Drive.
- The Logan Street Bike Lanes & Sharrows stretch
   0.2 miles from First to Neil Streets. The bike lanes on either side are connected by the



John Street Sharrows



Kirby Avenue Sidepath



Logan Street Sharrows

- sharrows from Water to Market Streets under the Canadian National Railroad tracks. This facility also connects the bike lanes on Clark and White Streets
- The Lower Boneyard Trails consist of a mile of shared-use paths through and around the Boneyard Greenway. This includes sidepaths on Clark Street, Second Street, Springfield Avenue, University Avenue, and White Street.
- The Martin Luther King Jr. Trail is a 0.4-mile offstreet shared-use path that connects Wesley Park to Fourth Street.
- The Morrissey Park Paths consist of 0.8 miles of off-street shared-use paths through and around Morrissey Park.
- The **North Champaign Trail** is a 0.8 mile shareduse path north of Interstate 74 between Neil Street and Prospect Avenue. The north end of the trail connects to the Ashland Park Trail with a sidepath on Interstate Drive and an off-street path around Wal-Mart and Menards. The south segment of the trail consists of sidepaths on Town Center and Moreland Boulevards.
- The O'Malley's Alley Trail is an off-street shared-use path, consisting of two segments totaling 0.6 miles: the mainline south of Springfield Avenue/IL 10 between Kenwood and Duncan Roads (0.5 miles), and a spur along the east side of the Copper Slough connecting to El Toro Bravo restaurant and Springfield Avenue/IL 10 (0.1 mile).
- The Pipeline Trail is an off-street shared-use path, consisting of two segments totaling 1.3 miles: the mainline between Kirby Avenue and Windsor Road (1 mile), and a diagonal spur between Vahalla and English Oak Drives (0.3 miles).
- The Porter Family Park Paths consist of 2 miles of off-street shared-use paths through Porter Family Park. This includes spurs to Allison, Max Run, and Stonebridge Drives.

• The Randolph Street Bike Lane & Sharrows stretch 1.7 miles from Bradley Avenue to Hessel Boulevard, with one block of sharrows between Bradley and Beardsley Avenues. This covers the entire length of the street. Randolph Street is oneway north. The State Street Bike Lanes & Sharrows one block west accomodate southbound bicyclists.



Randolph Street Bike Lane

 The Robert P. Simon Trail is a 0.5 mile off-street shared-use path that connects Devonshire Drive to the Roby Trail.



Robert P. Simon Trail

The **Robeson Crossing Trail** is a 0.1 mile offstreet shared-use path in the Robeson Crossing subdivision, connecting the Robeson Meadows Trail and Windsor Road.

 The Robeson Meadows Trail consists of 1.4 miles of off-street shared-use paths in the Robeson Meadows subdivision. This includes spurs to Rebecca Drive and Windsor Road. The trail connects the Roby Trail in Robeson Park to the Duncan Road Trail.



Robeson Meadows Trail

- The Robeson Meadows West Trail consists of 2.6
  miles of off-street shared-use paths in the Robeson
  Meadows West subdivision. The trail connects
  Duncan Road, the Robeson Meadows West
  Detention open space, Robeson Meadows West
  Park, and Windsor Road.
- The Roby Trail is a 1.3 mile off-street shared-use path that runs from Mattis Avenue to Duncan Road through Greenbelt #1 and Robeson Park. This includes spurs to Duncan Road and Stoneybrook Drive.
- The Scott Park Paths consist of 0.3 miles of offstreet shared-use paths through Scott Park. The main path connects the Boneyard Creek Trail to the Lower Boneyard Trails.
- The South Research Park Trail is a 0.3 mile loop shared-use path west of the First Street Trail, and includes a sidepath on Hazelwood Drive.



South Research Park Trail

- The Star Avenue Sidepath is a 0.2 mile shared-use path on the south side of the road that connects the High School of St. Thomas More Path to the Clearview Path.
- The State Street Bike Lane & Sharrows stretch 1.7 miles from Bradley Avenue to Hessel Boulevard.
   The 1.4 miles of bike lanes are connected by 0.3 miles of sharrows between Washington Street and University Avenue, and Avondale Avenue and Hessel Boulevard. State Street is one-way south. The Randolph Street Bike Lane & Sharrows one block east accomodate northbound bicyclists.
- The Turnberry Ridge Trail is a 1.3 mile off-street loop shared-use path in the Turnberry Ridge subdivision between Staley Road and Interstate 57. It also runs along the south side of Turnberry Ridge Park.

 The Walnut Street Bike Lane stretches 0.3 miles between Logan and Washington Streets in Downtown Champaign. Walnut Street is one-way north.



Walnut Street Bike Lane

 The White Street Bike Lanes stretch 0.1 mile between First and Second Streets on a bridge over the Boneyard Greenway. The bike lanes continue west on Logan Street.



White Street Bike Lanes

 The Windsor Road Bike Lanes consist of two segments totaling 1.4 miles: Duncan Road to west of Mattis Avenue (0.9 miles), and First Street to Wright Street (0.5 miles). The bike lanes continue east in Urbana. This is part of the 7 mile Windsor Road Trail across Champaign-Urbana.



Windsor Road Bike Lanes

 The Windsor Road Divided Shared-Use Paths total 3.3 miles on both sides of the road from west of Mattis Avenue to Neil Street. This is part of the 7 mile Windsor Road Trail across Champaign-Urbana.



Windsor Road Divided Shared-Use Path

• The Windsor Road Sidepath is a 0.5 mile shareduse path on the south side of the road between Neil and First Streets. This is part of the 7 mile Windsor Road Path Trail across Champaign-Urbana.

#### 10.2.3 Urbana

The **Urbana Park District** maintains approximately 4.6 miles of shared-use paths in six parks. University-owned trails in Urbana are detailed in the **University of Illinois** section. There are approximately 19.8 miles of trails and bikeways in the rest of the **City of Urbana**, including 14.4 miles of shared-use paths, 4.5 miles of on-street bike lanes, and 0.9 miles of on-street shared lane markings (sharrows; see Map 10). Some of these facilities connect to the Park District and University's trails and greenways. See page 167 regarding trails and bikeways installed in 2013.

- The Amber Lane Sidepath is a 0.4 mile shared-use path on the south side of the road between the Myra Ridge Drive Sidepath and the Stone Creek Boulevard Path.
- The **Boulder Drive Sidepath** is a 0.4 mile shareduse path on the east side of the road between the Windsor Road Sidepath and The Pines Pond Path.
- The Church Street Sidepath is a 0.1 mile shareduse path in Crystal Lake Park that connects the Orchard and McCullough Street Sidepaths.
- The Colorado Avenue Sidepath is a 0.5 mile shared-use path that connects the Philo Road Sidepath to the Stone Creek Boulevard Path.
- The Crestview Park Path is a 0.1 mile off-street shared-use path that runs through Crestview Park from Cottage Grove Avenue to the Philo Road Business District.
- The Crystal Lake Park Paths consist of 1.1 miles of off-street shared-use paths through Crystal Lake Park, passing the Lake House and Aquatic Center.
- The Florida Avenue Sidepath is a 0.5 mile shareduse path on the south side of the road that runs east of Abercorn Street to west of Kinch Street.
- The Goodwin Avenue Bike Lanes stretch 0.6 miles from Springfield Avenue to Gregory Drive on the University of Illinois campus. This was part of an award-winning Complete Street project completed in 2009.



Goodwin Avenue Bike Lanes

- The **Goodwin Avenue Path** is a 1 mile sidepath between Bradley and Springfield Avenues.
- The **High Cross Road Sidepath** is a 0.6 mile sidepath on the west side of the road between Windsor Road and Village Inn Pizza.
- The Illinois Street Bike Lanes stretch 0.3 miles between Lincoln and Goodwin Avenues on the University of Illinois campus.
- The King Park Paths consist of 0.4 miles of shareduse paths that wind around King Park, and connect to Lincoln and Goodwin Avenues.
- The Lierman Avenue Sidepath is a 0.5 mile shareduse path on the east side of the road between Main and Washington Streets.
- The Main Street Bike Lanes stretch 0.2 miles between Grove and Vine Streets.



Illinois Street Bike Lanes



King Park Path Courtesy: Urbana Park District



Lierman Avenue Sidepath

- Marc Trail is a 0.9 mile off-street shared-use path in the South Ridge subdivision that connects to the Philo Road Sidepath.
- The McCullough Street Sidepath is a 0.1 mile shared-use path on the east side of the road between the Penn Central Railroad tracks and Park Street. It continues north as the Church Street Sidepath.
- The **Meadowbrook Park Paths** consist of 2.1 miles of off-street and sidepath shared-use paths that wind through Meadowbrook Park and connect to the Race Street and Windsor Road Sidepaths. This includes the Hickman Wildflower Walk, Prairie Path, and Sculpture Garden Path.



Prairie Path at Meadowbrook Park

- The Myra Ridge Drive Sidepath is a 0.2 mile shared-use path on the east side of the road that connects the Amber Lane and Windsor Road Sidepaths.
- The Orchard Street Sidepath is a 0.1 mile shareduse path on the east side of the road between Church Street and Fairview Avenue.
- The Philo Road Bike Lanes stretch 0.9 miles from Washington Street to Harding Drive.
- The **Philo Road Sharrows** stretch 0.7 miles from Harding Drive to Windsor Road.



Orchard Street Sidepath



Philo Road Bike Lanes



Philo Road Sharrows

 The Philo Road Sidepath is a 1.3 mile shared-use path on the east side of the road from Colorado Avenue to Marc Trail.



Philo Road Sidepath

- The Race Street Sidepath consists of two segments totaling 1.2 miles: on the west side of the road from Florida Avenue to Windsor Road (1 mile), and on the east side of the road from Windsor Road to the Meadowbrook Park Prairie Path (0.2 miles).



Race Street Sidepath

- The Smith Road Sidepath is a 0.04 mile shared-use path on the west side of the road that connects the Florida Avenue Sidepath to the Stone Creek Boulevard Path.
- The **South Ridge Park Trail** is a 0.7 mile off-street loop shared-use path around South Ridge Park.
- The Stone Creek Boulevard Bike Lanes stretch 0.1 miles from Stricker Lane to High Cross Road/IL 130. The bike lanes connect to the Stone Creek Boulevard Path on the west.
- The Stone Creek Boulevard Path is a 2.6 mile shared-use path in the median of the road between Windsor Road and Stricker Lane.



Stone Creek Boulevard Path

- The Pines Path is a 0.2 mile off-street shareduse path in The Pines at Stone Creek Commons subdivision that runs from the Windsor Road Sidepath to Milo's Restaurant.
- The Pines Pond Path is a 0.4 mile off-street shareduse path around The Pines subdivision lake, and connects to the Boulder Drive Sidepath.
- The University Avenue Sidepath is a 0.2 mile shared-use path on the south side of the road between Mathews Avenue and Wright Street.



The Pines Path

- The Victory Park Paths consist of 0.2 miles of offstreet shared-use paths that wind through Victory Park.
- The Wal-Mart Path is a 0.3 mile off-street shareduse path on the north side of the Wal-Mart property, east of High Cross Road/IL 130 and south of the CSX Railroad right-of-way.



Wal-Mart Path

• The Washington Street Bike Lanes & Sharrows stretch 0.5 miles from Philo Road to Vine Street. The 0.4 miles of bike lanes are complemented by 0.1 miles of sharrows at the Philo Road and Vine Street intersections.



Washington Street Bike Lanes

 The Windsor Road Bike Lanes stretch 0.9 miles from west of Race Street to Wright Street. The bike lanes continue west in Champaign. This is part of the 7 mile Windsor Road Trail across Champaign-Urbana. • The Windsor Road Sidepaths total 2.9 miles from High Cross Road/IL 130 to west of Race Street. The sidepaths are on the north side of the road from High Cross Road/IL 130 to Myra Ridge Drive; both sides of the road from Myra Ridge Drive to Philo Road; the south side of the road from Philo Road to Race Street; and both sides of the road from Race Street to west of Race Street. This is part of the 7 mile Windsor Road Trail across Champaign-Urbana.



Windsor Road Sidepath

#### 10.2.4 Savoy

The **Village of Savoy** maintains 3.4 miles of trails and bikeways, including 1.2 miles of shared-use paths, a 1.4 mile bike path, and 0.8 miles of on-street bike lanes (see Map 11). Some of these facilities connect to facilities in Champaign.

- The Burwash Park Paths consist of 0.3 miles of offstreet shared-use paths through Burwash Park that connect to the Arbours subdivision.
- The **Curtis Road Bike Lanes** stretch 0.8 miles from Prospect Avenue to the west village limits. The bike lanes continue west in Champaign.
- The Curtis Road Divided Shared-Use Paths total 0.4
  miles on both sides of the road between Wesley
  and Prospect Avenues, as well as the north side of
  the road from Propsect Avenue to west of Prospect
  Avenue.



Curtis Road Divided Shared-Use Path

• The Harold E. Ruppel Memorial Bike Trail consists of two bike path segments totaling 1.4 miles: on the east side of Prospect Avenue from the north village limits to Curtis Road, and on the Prospect Avenue corridor from Curtis Road to the Savoy Recreation Center. The bike path continues north in Champaign.



Harold E. Ruppel Memorial Bike Trail

- The Prairie Fields Trail consists of 0.4 miles of shared-use paths in the Prairie Fields subdivision. This includes a sidepath on the west side of Prairie Rose Lane connecting to the new Carrie Busey Elementary School, and an off-street path extending west to Blazing Star Drive.
- The Prospect Avenue Sidepath is a 0.1 mile shareduse path on the east side of the road from the Savoy Recreation Center to Graham Drive. It is an extension of the Harold E. Ruppel Memorial Bike Trail.



Prospect Avenue Sidepath

#### 10.2.5 University of Illinois

The **University of Illinois** maintains 3.1 miles of trails and bikeways in **Champaign**, including 0.8 miles of shared-use paths, 1.8 miles of bike paths and 0.5 miles of on-street bike lanes (see Map 12).

• The **Armory Bike Path** is a 0.3 mile University bike path that runs on the west side of the Armory and the south side of Armory Avenue to Wright Street. The path continues east in Urbana.



Armory Bike Path in Champaign

- The **Euclid Street Bike Path** is a 0.1 mile University bike path, stretching from the Lorado Taft Bike Path to Peabody Drive.
- The **Fourth Street Bike Path** is a 0.2 mile long University bike path on the east side of the road, connecting the Armory and Peabody Bike Paths.
- The Gregory Drive Bike Lanes stretch 0.5 miles from First Street to the east city limits. The bike lanes continue east in Urbana.
- The Gregory Drive Bike Path is a 0.1 mile long University bike path on the north side of the road, connecting the Sixth Street Bike Path to the Main Library.
- The Kirby Avenue Sidepath is a 0.8 mile shareduse path on the south side of the road from Neil Street to the east city limits. The sidepath

- continues east in Urbana as the Florida Avenue Sidepath.
- The **Lorado Taft Bike Path** is a 0.4 mile University bike path on the Lorado Taft Drive corridor, with a spur to bike parking east of Sixth Street. The path continues east in Urbana.



Lorado Taft Bike Path in Champaign

The **Peabody Bike Path** is a 0.4 mile University bike path on the south side of Peabody Drive from the Activities and Recreation Center (ARC) to the east city limits. The path continues east in Urbana.



Peabody Bike Path in Champaign

• The **Sixth Street Bike Path** is a 0.2 mile University bike path on the east side of the road, connecting the Armory and Lorado Taft Bike Paths.

The **University of Illinois** maintains 7 miles of trails and bikeways in **Urbana**, including 2.2 miles of shared-use paths, 4.4 miles of bike paths, and 0.4 miles of onstreet bike lanes (see Map 12).

• The Armory Bike Path is a 0.4 mile east-west University bike path south of the Nevada Street corridor. It runs from the Gregory Bike Path to Wright Street. It passes Busey-Evans Residence Halls, Foellinger Auditorium, and Gregory Hall. The path continues west in Champaign along Armory Avenue to the Armory.



Armory Bike Path in Urbana

- The Buell Bike Path is a 0.1 mile north-south University bike path that connects the Lorado Taft Bike Path to bike parking at Temple Buell Hall.
- The **Dorner Bike Path** consists of two University bike path segments totaling 0.3 miles: the east side of Dorner Drive from Gregory Drive to Pennsylvania Avenue, and the Dorner Drive corridor from Pennsylvania Avenue to College Court. It connects Campus Recreation Center East (CRCE) and the Pennsylvania Avenue Residence Halls (PAR).
- The Florida Avenue Bike Path is a 0.1 mile
   University bike path on the north side of the road
   from Lincoln Avenue to Virginia Drive. It passes
   the Florida Avenue Residence Halls (FAR).

- The Florida Avenue Sidepath is a 0.5 mile shareduse path on the south side of the road from Lincoln Avenue to the west city limits. The sidepath continues west in Champaign as the Kirby Avenue Sidepath.
- The Green Street Bike Path is a 0.3 mile University bike path on the north side of the road from Loomis Laboratory to Wright Street.



Green Street Bike Path

- The **Gregory Drive Bike Lanes** stretch 0.4 miles from the Gregory Bike Path to the west city limits. The bike lanes continue west in Champaign.
- The **Gregory Bike Path** is a 0.1 mile University bike path on the Gregory Place/Street corridor. It runs north-south from Nevada Street to Gregory Drive. It passes the Child Development Laboratory, Campus Recreation Center East (CRCE), and Allen Hall.



Gregory Bike Path

- The Illinois Bike Path is a 0.1 mile University bike
  path north of the Illinois Street corridor between
  Goodwin and Mathews Avenues, north of Burrill
  Hall. The path connects to the Illinois Street Bike
  Lanes via the Goodwin Avenue Bike Lanes.
- The lowa Bike Path consists of 0.2 miles of University bike paths. The mainline is north of the lowa Street corridor between Lincoln Avenue and the Gregory Bike Path, north of Allen Hall and the Lincoln Avenue Residence Halls (LAR). There are two spurs to the Gregory Bike Path.



Iowa Bike Path

- The Japan House Path is a 0.4 mile off-street loop shared-use path near Japan House in the Arboretum.
- The Lincoln Avenue Sidepath consists of two segments totaling 1.2 miles, both on the west side of the road: from the lowa Bike Path to Michigan Avenue (0.2 miles), and from Florida Avenue to Windsor Road (1 mile).



Lincoln Avenue Sidepath

- The **Lorado Taft Bike Path** is a 0.2 mile University bike path on the Lorado Taft Drive corridor that runs across the South Quadrangle to the Mathews Bike Path. The path continues west in Champaign.
- The **Mathews Bike Path** is a 0.8 mile University bike path on the Mathews Avenue corridor from Springfield Avenue to the Peabody Bike Path.



Mathews Bike Path

 The Ohio Bike Path consists of 0.2 miles of University bike paths. The mainline is on the Ohio Street corridor between Lincoln Avenue and Gregory Drive, south of Allen Hall and Lincoln Avenue Residence Halls (LAR). There is a spur to the McKinley Health Center.



Ohio Bike Path

- The Oval Allee Bike
  Path is a 0.2 mile
  University bike path
  on the Clark Street
  corridor that runs
  across the north
  side of the Oval
  Allee from Mathews
  Avenue to Wright
  Street.
- The **Peabody Bike Path** is a 0.2
  mile University bike



Oval Allee Bike Path

- path on the Peabody Drive corridor that runs across the south side of the South Quadrangle to the Pennsylvania Avenue Bike Path. The path continues west in Champaign.
- The **Pennsylvania Avenue Bike Path** is a 0.1 mile University bike path on the north side of the road between Dorner Drive and Goodwin Avenue. This connects to the Dorner and Peabody Bike Paths.
- The Quad Path is a 0.2 mile University bike path that runs east-west across the Main Quadrangle from Mathews Avenue to Wright Street, and includes the Davenport Bike Path spurs to bike parking at Davenport Hall.
- The Springfield Avenue Bike Path is a 0.2 mile University bike path on the south side of the road from the Bardeen Quadrangle entrance to Goodwin Avenue.
- The **Stoughton Bike Path** consists of two University bike path segments totaling 0.2 miles: an instreet contraflow bike path on the north side of Stoughton Street from Goodwin Avenue to its west terminus, and an off-street bike path on the Stoughton Street corridor from the street terminus to the Oval Allee.
- The Virginia Drive Bike Path consists of two
  University bike path segments totaling 0.2 miles,
  both on the east side of the road: an in-street
  contraflow bike path from Pennsylvania Avenue to

College Court, and an off-street bike path from College Court to Florida Avenue. It passes the Florida Avenue Residence Halls (FAR).



Virginia Drive Bike Path

- The Wright Street Sidepath is a 0.1 mile shareduse path on the east side of the road between University Avenue and Clark Street.
- The Wright Street Bike Path consists of two University bike path segments totaling 0.5 miles, both on the east side of the road: an off-street bike path from Clark Street to Springfield Avenue (0.2 miles); and an in-street contraflow bike path, separated from vehicular traffic by a median, from Green Street to Armory Avenue (0.3 miles).



Wright Street Bike Path

#### 10.2.6 Mahomet

The Champaign County Forest Preserve District maintains 3.7 miles of shared-use paths in Lake of the Woods Forest Preserve in unincorporated Mahomet. There are approximately 3.6 miles of shared-use paths in the Village of Mahomet (see Map 13).

- The Barber Park Path is a 0.1 mile shared-use path connecting the US 150 Path and Barber Park via an underpass.
- The Franklin Street Sidepath is a 0.1 mile shareduse path on the south side of the road between Lombard Street/IL 47 and East Street.
- The IL 47 Path consists of two segments totaling a mile: on the south side of Oak Street between Lombard and Division Streets, and on the east side of Division Street from Oak Street to the Sangamon River Greenway.



IL 47 Path

- The Lake of the Woods Road Path is a 0.3 mile sidepath on the west side of the road from US 150 to Pearl Drive.
- The Riverbluff Path is a 0.2 mile off-street shareduse path in the Lakes at Riverbend subdivision that runs from River Bluff Drive to Beaver Lake.

- The Tin Cup Road Sidepath is a 0.1 mile shared-use path on the south side of the road from Tin Cup RV Park to the east edge of the Fox Run subdivision.
- The US 150 Path consists of two segments of sidepath and off-street shared-use paths totaling 1.8 miles, both on the north side of Oak Street: from East Street, across the Sangamon River to the east edge of the Hunters Ridge subdivision (1.6 miles); and from the west edge of the Marathon gas station to Prairieview Road (0.2 miles). This includes a spur north into the Sandy Ridge subdivision.



US 150 Path



Bridge over the Sangamon River connecting
East Street to the US 150 Path

### 10.2.7 Rantoul

There are approximately 5.7 miles of shared-use paths in the **Village of Rantoul** (see Map 14). See page 169 regarding trails and bikeways installed in 2013.

- The Century Boulevard Sidepath is a 0.2 mile shared-use path on the east side of the road between Veterans Parkway and the John Baermann Parade Ground.
- The Chanute Air Museum Path is a 0.1 mile offstreet shared-use path that connects the South Recreational Facilities Path to the Chanute Air Museum.
- The Chanute Street Sidepath is a 0.03 mile shareduse path on the east side of the road that leads north from the Wabash Park-Youth Center Path at Urbana Avenue.
- The John Baermann Parade Ground Path consists of 0.3 miles of shared-use paths around the John Baermann Parade Ground. This includes sidepaths on Borman Drive and Century Boulevard, and an off-street path on the north side of the parade ground. The South Recreational Facilities Path runs on the east side of the parade ground.



John Baermann Parade Ground Path

- The Maplewood Detention Pond Paths consist of 1.1 miles of off-street shared-use paths around the Maplewood Detention Pond. This includes spurs to Chanute Street, Magnolia Lane, Maplewood Drive and Prairie View Drive.
- The Maplewood Path consists of two segments totaling 0.9 miles: a sidepath on the west side of the road from Clark Street to Veterans Parkway (0.8 miles), and an off-street shared-use path from Veterans Parkway to the Youth Center (0.1 mile).



North end of Maplewood Path



South end of Maplewood Path

• The South Recreational Facilities Path consists of 1.8 miles of shared-use paths connecting Wabash Park to the recreational facilities in south Rantoul. This includes sidepaths on Urbana Avenue, Eagle Drive, Flessner Avenue, Century Boulevard, Keal Street, and Doolittle Boulevard; and spurs to the Forum Fitness Center, the Hap Parker Family Aquatic Center, and the Rantoul Public Library.



South Recreational Facilities Path



South Recreational Facilities Path

 The Veterans Parkway Sidepath is a 0.1 mile shared-use path on the south side of the road between Century Boulevard and the South Recreational Facilities Path on Eagle Drive.  The Wabash Park Shared-Use Path is a 0.4 mile shared-use path around the north, east, and south sides of Wabash Park. This path connects to the South Recreational Facilities Path and the Wabash Park-Youth Center Path.



Wabash Park Shared-Use Path

• The Wabash Park-Youth Center Path is a 0.7 mile shared-use path connecting Wabash Park and the Youth Center. It consists of sidepaths on Urbana Avenue, Chanute Street, and Veterans Parkway.

The **Village of Rantoul** also lists the following walking paths on the Greenways & Trails folding map. These are not considered trails:

- The Rantoul Township High School Track is a 0.3 mile track at Rantoul Township High School that is made available for walking and running.
- The Wabash Park Walking Paths consist of 0.4 miles of walking paths in Wabash Park.

# **10.3 Existing Conditions: Environment**

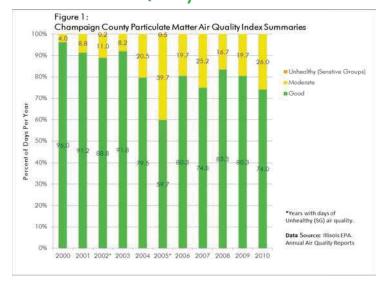
The following section details the existing environmental conditions for Champaign County, Illinois. The environmental elements are divided into the abiotic features of air, water, wetlands, floodplains, soils, and topography; and biotic features of wildlife and areas of cultural, natural and archaeological significance. **Biotic** elements are associated with or derived from living organisms, whereas **abiotic** elements are not. Each feature is described according to its current conditions and regulations with suggestions for monitoring and improving its quality by implementing regional greenways and trails across Champaign County.

### 10.3.1 Abiotic Elements

## **Air Quality**

The most recent data from the Illinois Environmental Protection Agency's (IEPA) Air Quality Report shows that the Champaign-Urbana Metropolitan Area has been an air quality attainment area with acceptable air quality levels in 2008, 2009, and 2010 (IEPA 2011). Further data from this report reveals that the area exhibited

Figure 1: Champaign County Particulate Matter Air Quality Index Summaries



Good air quality 74 percent of the year and Moderate air quality 26 percent of the year for particulate matter pollution. Between 2000 and 2010, the percentage of days with Good air quality has generally decreased, while the percentage of days with Moderate air quality has mostly increased. There have also been two years with days of air quality that were "Unhealthy for Sensitive Groups." In fact, when comparing data between 2000 and 2010, the percentage of days with Good air quality has decreased more than 20 percent (see Figure 1) (IEPA 2000-2010).

## Air Quality Regulation and Evaluation

Weather conditions and topography generally affect air quality as well as the nature and intensity of pollutants. Land development, employment opportunities, and population growth can lead to increased automobile use (CCRPC 2009), which significantly contributes to particulate matter and other air pollutants (US EPA 2012).

The total Vehicle Miles Traveled (VMT) in the Champaign-Urbana urbanized area was 1,993,121 in 2005, and is predicted to be 3,291,578 in 2035 without any changes in driving behavior (CCRPC LRTP Motorized transportation creates signficiant amounts of greenhouse gases, and the urbanized area's transportation impacts all of Champaign County's greenhouse gas emissions. Having more days each year with Good air quality is preferable because these days pose little or no risk to residents, while Moderate air quality is acceptable, but may pose moderate health concerns for a small number of people sensitive to certain pollutants. Air quality that is "Unhealthy for Sensitive Groups" is unsatisfactory because it increases the likelihood of respiratory symptoms and breathing discomfort in active children, older adults and people with heart or lung disease (AIRNow).

The Illinois Environmental Protection Agency regulates over 200 hazardous air pollutants, including greenhouse gases like carbon dioxide, nitrous oxide, and methane, to improve air quality (IEPA). It has established primary and secondary standards to protect public health and

welfare factors such as visibility, comfort, animals and property (CCRPC 2009). The IEPA determines air quality through data collected annually at 80 locations across the state, summarized in annual Air Quality Reports. The reports specifically address six criteria pollutants with established air quality standards: particulate matter, ozone, sulfur dioxide, nitrogen dioxide, carbon monoxide, and lead.

### The Greenway to Better Air Quality

Continued planning and implementation of the greenways and trails system in Champaign County can encourage people to engage in active forms of transportation, such as walking or biking, that can positively affect their health. If people performed these activities as their primary means of travel, they would reduce or eliminate their vehicle miles traveled and decrease or eliminate their tailpipe emissions (US EPA 2012).

Enabling many people to shift from driving to active transportation requires a system of developed greenways and trails providing access to major destinations such as workplaces, schools, and shopping. The Champaign County Regional Planning Commission can evaluate the greenways and trails system's effectiveness for air quality through the maintenance of the County's air attainment status, continued acceptable ozone levels according to State standards, and increases in good air quality each year.

All residents and visitors in our region are the greenways and trails system's potential users. This system should integrate specific programs targeting multimodal and active transportation programs like Park and Ride or the Safe Routes to Schools Program whenever possible to help establish it as an effective, regional transportation system. Continued planning and implementation of bicycle, pedestrian, and multimodal programs using the greenways and trails system in Champaign County can help support public health and good air quality now and in the future.

#### **Water Resources**

The water resources of Champaign County include precipitation, flowing surface streams and subsurface aquifers within the following watersheds: the Upper Sangamon, the Upper Kaskaskia River, the Embarras River, the Vermilion River, and the Middle Wabash/Little Vermilion. The major water resources within these five watersheds are the Sangamon River, the Kaskaskia River, and many other streams, drainage systems, lakes and ponds (see Map 16) (CCRPC 2010).

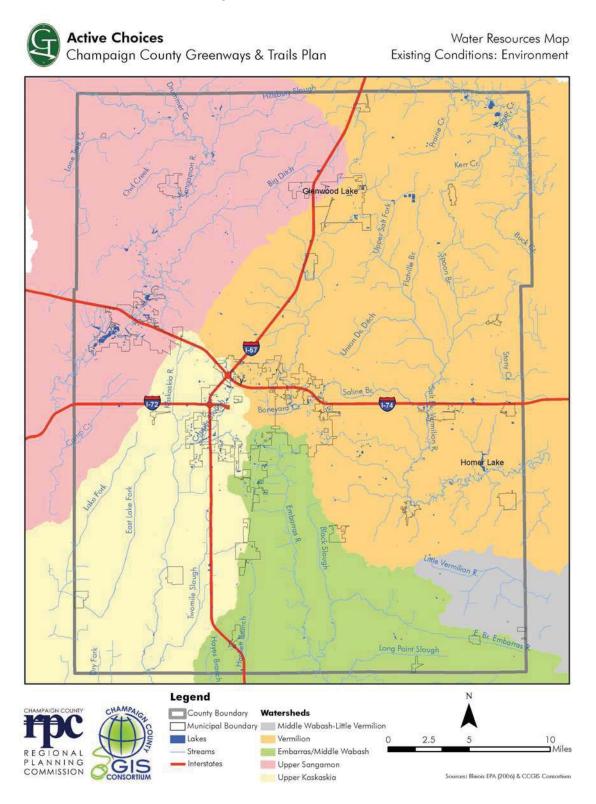
The Mahomet Aquifer (see Map 17) is one of the largest sand and gravel aquifers in the state and it supplies much of Champaign County with water. Groundwater availability here is generally available in the County except in the southeastern portions during dry or drought conditions. Long-term observations of the Mahomet Aquifer reveal a decline in water elevations in the aquifer of approximately 50 feet since 1950, which may be attributed to an increase in water demand given development in Champaign-Urbana. Future development may have similar or greater effects on the aquifer (CCRPC 2010).

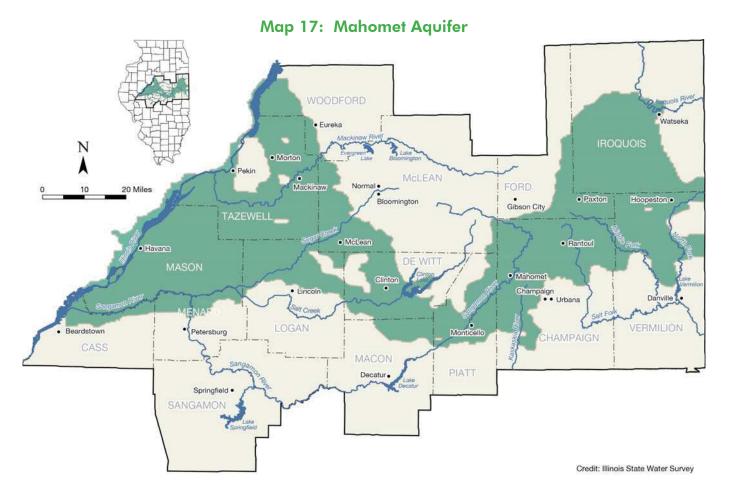
### Water Quality Regulations and Evaluation

Water quality near transportation infrastructure can be compromised as water from storms carries oil, grease and toxic chemicals from roadways into water bodies. Oil and grease are often leaked onto road surfaces from car and truck engines, spilled at fueling stations, and discarded onto pavement or into storm sewers. Heavy metals can originate from car and truck exhaust, worn tires, engine parts, brake linings, weathered paint, and rust (US EPA 1995). Poor surface water quality can affect a water body's potential use and impact groundwater quality, which is a major source of Champaign County's drinking water (CCRPC 2010).

Recent assessments found that nine streams including the Vermilion River, Salt Fork and Kaskaskia River are impaired for at least one of the following uses: primary contact, fish consumption, and aquatic life. Three lakes were also assessed as impaired: Lake of the Woods for aesthetic quality and Crystal and Homer Lakes for

Map 16: Water Resources





fish consumption (IEPA 2010). The potential sources of impairment are the deposit of pollutants from the air, agriculture, municipal point sources, and urban stormwater runoff (IEPA 2012).

The Illinois Environmental Protection Agency assesses and monitors water quality in Champaign County through 40 stations located in the area. The Illinois Pollution Control Board assigns surface waters a designated use for one or more of the following attributes: aquatic life, primary contact (e.g. swimming), secondary contact (e.g. boating, fishing), public and food processing water supply, fish consumption and aesthetic quality (IEPA 2007). If a water source exhibits poor quality for at least one of these designated uses, the Illinois Pollution Control Board categorizes it as impaired until the water quality is restored. Total Maximum Daily Loads (TMDL) are set for each pollutant of impaired surface waters and for surface waters that

not meeting applicable water quality standards. Total Maximum Daily Loads determine the greatest amount of a given pollutant a water body can absorb without violating water quality standards, and provides limits for point-source pollutants (from a specific source) and best management practices for non-point source pollutants (from numerous or unidentifiable sources) to improve water quality over time. The Illinois Environmental Protection Agency releases two-year water quality reports to track water quality and Total Maximum Daily Load performance from the stations located in Champaign County. Point source pollution emitters, such as concentrated animal feeding operations, are regulated and monitored through the National Pollutant Discharge Elimination Systems permit program (CCRPC 2010). These standards set pollution reduction goals to help improve the quality of impaired waters over time (IEPA TMDLs).

### The Greenway to Healthier Water

A 2008 survey in the most recent Illinois Statewide Comprehensive Outdoor Recreation Plan found that more than 75 percent of respondents across Illinois want more public access to lakes, rivers, and streams. They also want better maintained parks (WSRC 2009).

The Illinois Natural History Survey and the Department of Natural Resources conducted another public perception survey. Fifty-nine percent of those respondents gave water quality the highest rating for importance in a list of ten community issues. These respondents lived in communities across Central Illinois, including Champaign County (Miller 2003).

Bicycling and walking can encourage better water quality across Champaign County, particularly where non-point source pollution contributes to poor water quality. People become more aware of the County's water resources.

Champaign County residents will be more likely to use greenways and trails if the system is well planned, longer, better connected, and aesthetically pleasing.

**Conservation buffers** are vegetation strips placed in the landscape to influence ecological processes and provide a variety of services, such as screening undesirable views and increasing habitat connectivity (Bentrup 2008).

**Conservation easements** are voluntary, legally binding agreements. They prevent development or limit certain types of present and future uses on specific properties to protect their ecological and/or open-space values (Nature Conservancy 2012).

**Riparian corridors** are transitional areas between terrestrial and aquatic ecosystems (Bentrup 2008). In other words, these are the areas between land and a river or stream.

Establishing buffers, conservation easements or riparian corridors along water resources can protect against pollutant runoff and increase the trail system's vitality. Owners of greenways and trails should therefore design

pathways with plantings and landscape areas whenever possible to help green the trail system in urban and rural areas. They should also locate active transportation infrastructure through new developments near on-site water retention or detention areas to encourage local trail usage as well.

#### Wetlands

Wetlands are areas flooded by or saturated with surface water or groundwater to the extent they generally support an ecosystem prevailing with plant life suited for saturated soil conditions (CWA 1972). Wetlands provide habitat for many species of plants and animals, help control stormwater runoff into streams (IDNR 1997); filter out nutrients, chemicals and particulate matter from water; can regulate water levels in aquifers; and offer many recreational activities to residents (IDNR Wetlands).

Champaign County has three types of wetlands: shallow water wetlands, emergent wetlands, and forested wetlands. Although approximately 40-60 percent of Champaign County's wetlands have been drained for agricultural or urban development (McCauley 2005), the Champaign-Urbana Metro Planning Area contained 542 acres of wetlands or deep-water habitats (CCRPC 2009) with 345 shallow water sites and 833 emergent sites in 2009. More than half of these sites are less than an acre in size (see Map 18) (CCRPC 2010). Between 2009 and 2011, no existing wetland acreage was lost and three acres of wetlands were created in Champaign County (CUUATS 2011).

### Wetland Regulation and Evaluation

Damage to wetlands can occur during the development process when land on or near these sensitive environmental areas is converted to alternative uses. Any wetland area where vegetation is removed or filled for development may experience a decrease or loss of ability to control flooding and erosion, to enhance water quality, and to provide a habitat for wildlife. To prevent this scenario, wetlands must be identified and protected during the due diligence process of any development project to help mitigate negative impacts to these sensitive environments.

The following five agencies regulate wetlands in Illinois: the U.S. Army Corps of Engineers, the U.S. Environmental Protection Agency, the U.S. Department of Agriculture, the Illinois Department of Natural Resources, and the Illinois Environmental Protection Agency (IDNR Wetlands

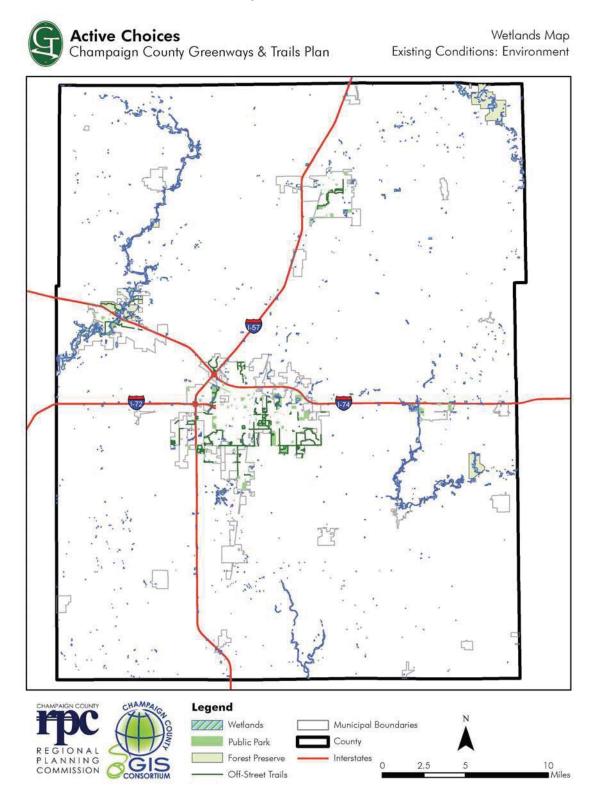
2012). The Illinois Natural Resource Geospatial Data Clearinghouse uses information from the U.S. Fish and Wildlife Service National Wetland Inventory to help monitor the location, size, and type of wetlands in the County (CCRPC 2009). Champaign County tracks wetlands every five years during the development of the Champaign-Urbana Long Range Transportation Plan (CUUATS 2011).

### The Greenway to Healthier Wetlands

Wetlands are a small but important part of Champaign County's greenways and trails system. These environs can provide natural areas for cyclists and pedestrians to enjoy as they pass nearby. These nearby areas offer hiking, wildlife viewing, and other recreational opportunities for those who choose to explore them. Future expansion of the greenways and trails system in Champaign County may consider the preservation of wetlands as greenways and the connection to these natural areas through an environmentally sensitive manner. Wetlands can be improved if natural vegetation around them such as open spaces and river way corridors are preserved or restored to help support their natural ecosystems.

Wetland owners should assess wetland impacts in the planning, design, construction, and maintenance processes of any transportation improvement projects to maintain a healthy ecosystem. They should avoid building new roadways that cross wetlands since these areas are sensitive to disturbances. If construction or development must take place near wetlands, then it should be low impact development that does not obstruct stormwater management by wetland environments. The greenways and trails system in Champaign County can be evaluated for its effect on wetland quality through documentation of wetlands preserved now and in the future.

Map 18: Wetlands



### **Floodplains**

Floodplains are flat lands near a river or stream channel that water inundates when the channel overflows due to geologic or hydrologic events, or anthropogenic activities. Floodplains relieve pressure for inundated waterways by flooding, and can help settle out suspended silts from fast-moving water leaving behind fertile soils. These conditions often encourage the growth of vegetated riparian corridors, which are riverine environments that provide habitat for many species. These conditions also collect sediment and filter out pollutants that may enter the waterway. In Champaign County, the 100-year floodplain has significant areas of bottomland soils, forest soils, woodland areas, and grasslands (CCRPC 2010). The most flood-prone areas in the Champaign-Urbana Metro Planning Area are along the Kaskaskia River, where development pressures continue to increase, and in northeast Urbana, along the Saline Branch (see Map 19) (CCRPC 2009).

# Floodplain Regulation and Evaluation

The most common delineation of a floodplain is the 100-year floodplain. It is an area that floods an average of once every 100 years or has a one percent chance of occurring in any given year (FEMA Flood Zone). Development in floodplains can result in costly damages after a flood. Therefore, most development should be planned outside floodplains to protect homeowners and natural habitats. Automobiles in floodplain areas may become inundated, damaged, or destroyed during storm events, which can disrupt traffic flow, create congestion, increase travel time, and decrease travel speed.

New Flood Insurance Rate Maps (FIRM) became effective on October 2, 2013 for Champaign County. A Flood Insurance Rate Map (FIRM) is a map created by the National Flood Insurance Program (NFIP) for floodplain management and insurance purposes. Digital versions of these maps are called DFIRMs.

A FIRM will generally show a community's base flood elevations, flood zones, and floodplain boundaries.

Property owners and renters can use this map to get a reliable indication of what flood zone their property is in. However, maps are constantly being updated due to changes in geography, construction and mitigation activities, and meterological events. Therefore, people should contact their insurance agent, insurance company, or community floodplain manager to obtain a truly accurate determination (NFIP 2014).

Champaign County currently regulates floodplain development in the Subdivision Ordinance through a permitting process the Zoning Administrator supervises (CC Gov. 2005), but should consider explicitly setting greenways and trails as a highest and best use for land in the floodplain.

### The Greenway to Healthier Floodplains

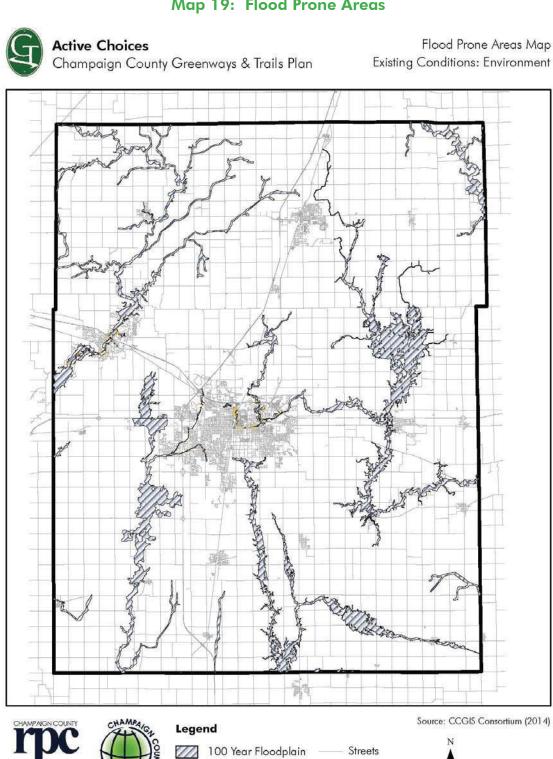
A trail for bicycle and pedestrian transportation set in a greenway harmonizes with and enhances natural areas. The preservation of greenways encourages the revitalization of natural habitats and allows for natural flooding to take place without significant damage to people, property, or transportation routes. Greenway trails in a floodplain take up relatively little space, which allows for the revitalization of green, natural spaces around the route. These trails will supplement the transportation network during normal conditions, offer enhanced recreational opportunities for people as areas are allowed to naturalize, and will not impede normal floodplain functions during flood conditions.

COMMISSION

10 ■ Miles

2.5

Map 19: Flood Prone Areas



500 Year Floodplain

County

### **Topography & Soils**

Champaign County is located in one Illinois' flattest areas, characterized by a glacial topography with 200-300 feet of moraines (accumulations of earth and stones carried and deposited by glacial movement), which are covered by as much as five feet of windblown soil known as loess. The surface of the County generally slopes gently from north to south with a total elevation change of 230 feet (USDA 2001) over its 36 mile length.

Champaign County's soils are its most fundamental and prevalent natural resource and rank highly for agricultural production because of the rich mixture of physical, chemical and biological processes that have enhanced its productivity over time. A large portion of these are known as hydric soils, which exhibit conditions of saturation, flooding or ponding intermittently throughout the year, develop anaerobic conditions within the top 20 inches of soil depth, and support vegetation adapted to these conditions. Much of the soils have been drained or altered for agricultural activity and urban development over the past 150 years (CCEAP 2004). Approximately 94.6 percent of the farmland within the County is classified as Prime Farmland (USDA) and the County designated 70 percent of these lands as Best Prime Farmland (CCRPC 2010).

Map 20 shows the four main types of soil in Champaign County.

- The Drummer Series of soils consists of very deep, poorly drained soils formed on nearly level or depressional parts of plains and stream terraces.
   Most areas are cultivated with corn and soybeans and some areas are used for growing small grain or meadow. Native vegetation in this soil type is hydrophytic grasses, reeds, and sedges.
- The Varna Series of soils consists of very deep, moderately well drained soils on plains. Most areas are cultivated with corn, soybeans, small grain, and meadow. Native vegetation in this soil type is prairie grass.

- The Flanagan Series of soils consists of very deep, somewhat poorly drained soils on plains. Most areas of Flanagan soils are used to grow corn and soybeans. Native vegetation in this soil type is prairie grasses.
- The Elliott Series of soils consists of very deep, somewhat poorly drained soils on plains. Most areas are cultivated with corn, soybeans, small grain, and meadow. Native vegetation in this soil type is prairie grasses.
- Other soil types include: Alvin, Ambraw, Ashkum, Birkbeck, Blackberry, Blount, Brenton, Bryce, Camden, Campton, Catlin, Chatsworth, Clare, Dana, Elburn, Harpster, Kendall, Kishqaukee, La Hogue, Martinsville, Millbrook, Mona, Muskego, Ockley, Odell, Onarga, Ozaukee, Pella, Penfield, Peotone, Proctor, Raub, Rossburg, Russell, Sabina, Sawmill, Selma, Senachwine, Sunbury, Swygert, Thorp, Wyanet, and Xenia.

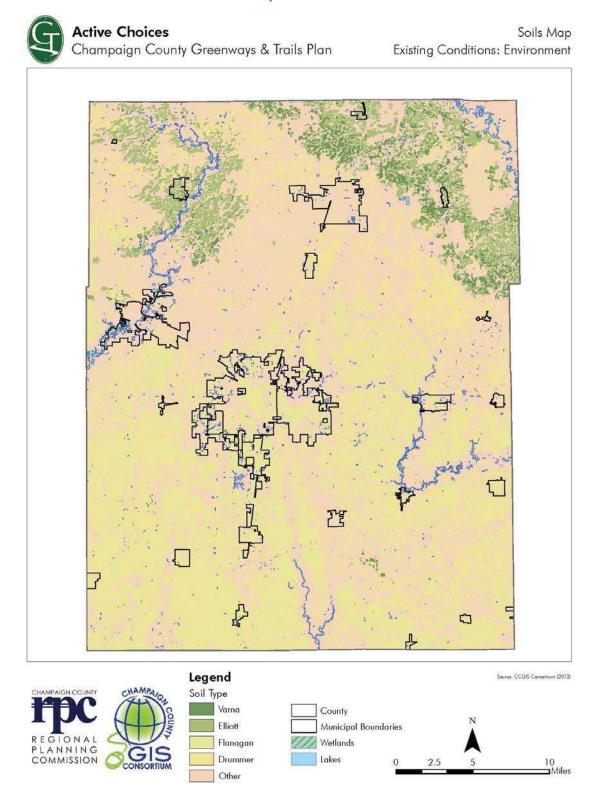
### Soil Regulation and Evaluation

Champaign County uses the Land Evaluation and Site Assessment (LESA) system to measure and classify land use, identify important farmland, and measure soil productivity. It assigns the most fertile soil a value of 100 and ranks Best Prime Farmland 85 or above, relative to the most fertile soil. Champaign County's Soil Survey of Champaign County also includes soil suitability ratings based on soil characteristics for certain land uses such as agriculture, buildings, sanitary facilities and transportation infrastructure.

## The Greenway to Healthier Soils

Champaign County's gentle slope and flat landscape of Champaign County lends itself to recreational and commuter cycling and walking. Further growth of the greenways and trails system in Champaign County will help achieve compact and contiguous growth by developing amenity rich areas people will want to live close to. Continued planning and implementation of the greenways and trails system may help support active transportation and preservation of green space in the

Map 20: Soils



region. This may prevent the need for automobile infrastructure like expansive roadways and parking lots that can cause high velocity runoff scouring the soil from the surface (CWC 1999). Many of the soils in the county are suited for trail development and require little or no maintenance. Trail developers should take preliminary precautions to ensure that trail soils are suitable for pedestrian and bike infrastructure. Moderate sloping for drainage and regular removal of obstructions will also keep users of the greenways and trails system content (USDA 2001).

#### 10.3.2 Biotic Elements

#### Wildlife & Habitat

Champaign County is in Illinois' Grand Prairie Region (CCRPC 2010), a prairie grass area with a flat landscape, loess soil (also known as windblown silt) and poor natural drainage resulting in wet conditions during part of the year. Big Bluestem and Indian grasses are the dominant species amongst approximately 1,190 plant species and over 100 bird species in the County (IPIN 2007). Wildlife habitat in Champaign County include many forest, open space, wetland, and grassland areas. In Champaign County, some of the most viable wildlife habitats are in the floodplain forests and upland forests near the Saline Branch, Brownfield Woods, and Trelease Woods. These habitats are breeding grounds, migration corridors, seasonal territories, and refueling areas for migratory birds and many other species (CCRPC 2010). Unfortunately, fragmentation due to development has compromised the natural functioning of these ecosystems.

## Wildlife Habitat Regulation and Evaluation

At the State level, the Illinois Endangered Species Protection Board (IESPB) determines which plant and animal species are threatened or endangered in Illinois and offers guidance to the Illinois Department of Natural Resources (IDNR) for conservation efforts. As of 2011, 9 species were threatened and 11 species were endangered in Champaign County according to the Illinois Endangered Species Protection Board. The

Illinois Endangered Species Protection Act requires state government agencies to consult IDNR's Ecological Compliance Assessment Tool on any environmental changes that impact state-listed threatened or endangered species during development (IDNR 2012).

At the federal level, the U.S. Endangered Species Act of 1972 regulates endangered and threatened species. As of June 2012, the U.S. Fish and Wildlife Service (USFWS) lists two species as threatened and one species as endangered. Any agency developing near or on the habitat of a federally listed species must seek consultation and development permits with the U.S. Fish and Wildlife Service.

### The Greenway to Healthier Wildlife

The protection of natural areas and open space around greenways and trails will encourage the regrowth of native wildlife habitats. Species diversification within these habitats provides opportunities for enjoyment of wildlife near trails and greenways, while strengthening the ecosystems of natural areas for many species. Growth in greenway and trail acreage can indicate available wildlife habitat, since these areas also provide homes for flora and fauna, especially when used for less-intensive land uses. People should build development and transportation infrastructure with sensitivity to existing environmental conditions and wildlife habitats to minimize habitat fragmentation, loss and degradation, and subsequent animal mortality. The quality of wildlife habitat can be evaulated by the amount of contiguous, natural land along Champaign County's Greenways & Trails system.

**Active Choices** Natural Areas Map Champaign County Greenways & Trails Plan Existing Conditions: Environment Patton Woods Middle Fork River Forest Preserv Tomlinson Pioneer Cemetery Prairie Nature Preserve Sangamon River Forest Preserve Alexander's Lake of the Woods Park and Golf Course Dell Natural Heritage Landmark Brownfield Woods Trelease Woods Old Homer Park Smith House Natural Heritage Landmark Edgewood Farm Land and Water Reserve Kaskaskia River - Chicken Bristle Legend INPC Land Protection Area Illinois Natural Areas Inventory Other Forest Preserve District Properties Alexander's Dell Natural Heritage Landmark Barnhart Prairie Patton Woods Edgewood Farm Land and Water Reserve Brownfield Woods Old Homer Park PLANNING COMMISSION Noel Woods Natural Heritage Landmark Kaskaskia River - Chicken Bristle Other Riverbend Land and Water Reserve Mahomet Botanical Area County Smith House Natural Heritage Landmark Sangamon River 2.5 Municipal Boundary Tomlinson Pioneer Cemetery Prairie Nature Pres Interstates Homer Lake Forest Preserve Sources: Illinois Natural Areas Inventory by Illinois Natural Heritage Database Illinois Nature Preserves Commission (INPC) Land Protection Area Champaign County Greenways and Trails, 2003 — Streets Lake of the Woods Forest Preserve Middle Fork River Forest Preserve River Bend Forest Preserve Sangamon River Forest Preserve

Map 21: Natural Areas

# Champaign County Greenways & Trails Plan

# Areas of Cultural, Natural, and Archeological Significance

Areas of cultural, natural, and archeological significance are buildings, sites, districts, structures, and objects important to national, regional, or local history, architecture, archeology, culture, or science. Historic sites of local significance in Champaign County include the Sadorus Pioneer Marker, where a tablet set in a boulder commemorates the oldest permanent settler; the Lincoln Farewell Message Marker in the Railway Station in Tolono; the Eighth Judicial Circuit Boundary Marker, where Lincoln traveled as an attorney; and Old Homer Park, which was formerly the park of the Illinois Traction System of passenger train cars (CCRPC LRMP 2010). A comprehensive list of these sites is provided in the Natural Areas Inventory map (Map 21) and in Appendix 2.

# Regulation and Evaluation of Areas of Cultural, Natural, and Archeological Significance

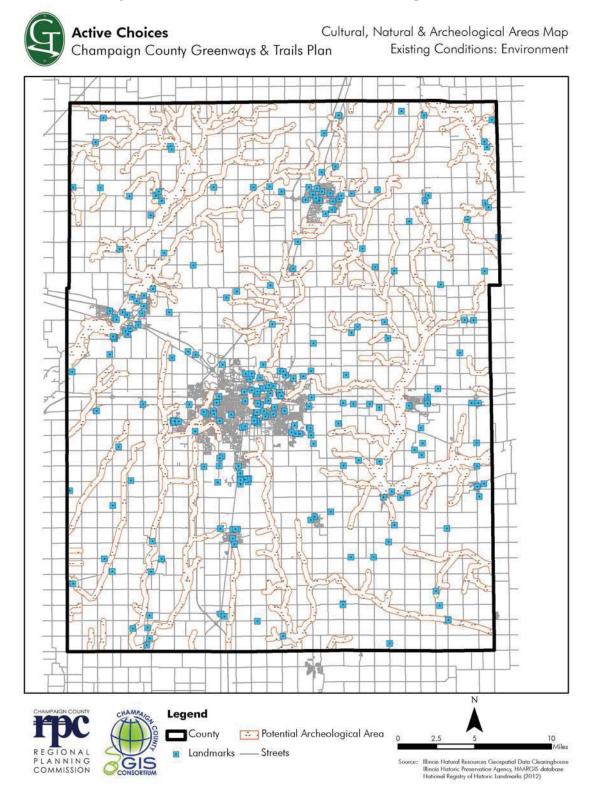
The Illinois Historic Preservation Agency (IHPA) regulates areas with high probability of archaeological resources. In Champaign County, these areas are found up to 500 yards within the adjoining bluff line crest of the Kaskaskia River and 300 yards within the same bluff crest line of all other rivers within Champaign County. The Champaign County Forest Preserve District manages the forest preserves in the County; the respective municipal Park Districts manage urban parks; and all of these entities manage other areas of historic, cultural, or natural significance with other local governments.

# The Greenway to Healthier Areas of Cultural, Natural, and Archeological Significance

Impacts from development and transportation can damage, destroy, or remove areas of historical and natural significance and the environments that surround them. Greenways and trails can encourage people to use transportation modes not emitting pollutants that can degrade the quality of significant areas. The preservation of natural areas around significant sites and structures can also help maintain their inherent significance over time. The effectiveness of Champaign

County's Greenways and Trails system can be evaluated for significant area quality by the number of important sites connected to the Greenways and Trails system and the system's planned extension to include more of these sites. The acreage of natural areas preserved around these sites can also be an indicator of their quality.

Map 22: Cultural, Natural, and Archeological Areas



# 11 ISSUES AND FORCES

# 11.1 Definitions

**Issues** are challenges for using current or future bicycle and pedestrian infrastructure.

**Forces** are the existing conditions shaping decisions about bicycle and pedestrian infrastructure, such as funding, connectivity, or public opinion.

# 11.2 Background

The Active Choices Plan Steering Committee and the general public have identified numerous issues and forces for the existing greenways system. Issues and forces help planners identify goals and objectives by showing them what problems need to be solved and what resources are available to help solve them.

# 11.3 Current Issues

# 11.3.1 Accessibility

- **1. Persons with Disabilities:** While all users may access many recreational facilities and trails, people with disabilities may find some aspects of them difficult.
- Potential improvement areas include shared-use paths, ramps, signage, and accessibility from parking lots.
- **2. Facilities:** Many of the current facilities have nearby parking, sidewalks, bus stops, or bicycle racks that allow a person to arrive at the destination and use the facility. In some cases, however, trails or open spaces might be perceived as too distant or inaccessible.
- Potential ways to overcome this include installing signage before and at trails, bikeways, and greenways; and encouragement campaigns.

# 11.3.2 Connectivity

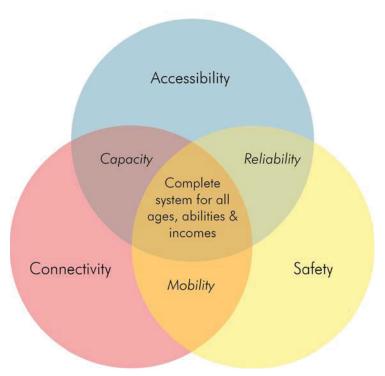
The greenways and trails system should be better connected unto itself, to the full transportation system, and to activity centers.

- **1. Between travel modes:** Parks and trails should provide facilities for multiple travel modes, including bicycles, cars, pedestrians, and public transit.
- **2. To major activity centers:** Many activity centers in Champaign County do not have non-motorized vehicular access (i.e. bicycle and pedestrian paths). This increases vehicular traffic to those areas and creates unsafe options for bicyclists and pedestrians.
- **3. Between urban and rural areas:** Many of the County's natural resources and trails exist outside the Champaign-Urbana-Savoy area. A lack of non-motorized vehicle connections decreases visits to these more rural settings.
- **4. Geographic efficiency:** Many trails and bikeways in the area are not used for reaching specific destinations because they might cut off midway through a trip or might not be the shortest path to the destination.
  - Loop connectivity and activity centers are two ways of finding the most necessary connections for the trail and bikeway system.
- **5. Obstacles to movement:** Railroad tracks, bridges and overpasses, narrow roadways, and incomplete trails and bikeways are all obstacles to **bicycle movement** that create dependence on motorized travel. Similarly, lack of sidewalks, lack of marked crosswalks, and busy streets are all barriers to **pedestrian movement.**

# 11.3.3 Safety

- **1. Pedestrians:** This is a multi-faceted issue that can include having difficulty crossing busy streets, poor lighting, and conflicts with other trail users.
- **2. Facility maintenance:** Lack of maintenance can often lead to the deterioration of existing facilities.
- **3. Understanding the greenways system:** Many system users are not aware of the Rules of the Road that apply to bicycle riding and pedestrian rights on roadways. In addition, intended use of the trail and bikeway system is often misinterpreted due to lack of signage and perception of who can use specific trail types.
  - Educational components in plans and/or implementation can be ways to address this.
- **4. Bicycle Routes:** Until 2013, there was no maintained bicycle route system in the Champaign-Urbana area for decades. High costs and liability issues forced local governments to remove the routes that once existed, forcing bicyclists to travel on roadways where no signage alerts motorists that they need to share the road.
  - Publications and best practices (e.g. AASHTO Bike Guide, MUTCD) with Greenways & Trails member agency coordination can rebuild the bicycle route system in Champaign-Urbana and become unified, consistent, and usable.
  - The City of Urbana installed bike route signs on numerous streets in Fall 2013 as part of its Safe Routes to School grant. These are the first signed bike routes in Champaign-Urbana in decades.
- **5. User-friendliness:** The current system largely does not have directional signage and other resources to help users make the most of the area's greenways and trails.
  - Local and federal guidelines and publications (e.g. GT Design Guidelines, Logos, and Signage; AASHTO Bike Guide) with Greenways & Trails member agency coordination can create a usable, unified system.

## Greenways & Trails Issues Diagram



**6. Obstacles to movement:** Railroad tracks, bridges and overpasses, narrow roadways, and incomplete trails and bikeways are all obstacles to **bicycle movement**, creating dependence on motorized travel. Similarly, lack of sidewalks, lack of marked crosswalks, and busy streets are all barriers to **pedestrian movement**.

# 11.4 Current Forces

- 1. Existing trails and bikeways: Champaign County trails and bikeways often link important activity centers, including parks, schools, and shopping centers. Existing trails and bikeways have gaps in the system where stakeholders may determine how and when to fill those gaps.
- **2. System diversity:** The Champaign County system offers facilities for bicyclists and pedestrians of all ages, skill levels, and intents, from people who bike and walk for **transportation** (e.g. commuting, shopping) to those who bike and walk for **recreation** (e.g. park trail users).

- **3. New subdivisions:** Newly constructed subdivisions often have some sort of pedestrian and/or bicycle path system as well as a neighborhood park. Developers and/or local governments can plan these paths and parks to link to existing paths and parks.
  - An example is the development ordinance the City of Champaign has requiring construction of the Pipeline Trail when adjacent land is developed.
- **4. The community:** According to the 2003 Greenways and Trails Resident Survey, 72% of respondents agree greenways and trails connecting urban centers to rural communities and forest preserves enhance residents' quality of life. Such community support helps ensure developers and/or communities will create more trails and open spaces in Champaign County.
- **5. Interagency coordination:** The Greenways and Trails Technical and Policy Committees have members from local governments, park districts, and other agencies to coordinate and plan for the Champaign County system's future.
- **6. The region:** Developing trails and greenways that connect Champaign County with the rest of the state, especially metropolitan areas in Central Illinois (e.g. Danville), contributes to the statewide greenways and trails system. At the state level, the Illinois Department of Natural Resources (IDNR) continues to provide support for the development of the Kickapoo Rail-Trail, while the Illinois Department of Transportation (IDOT) has developed the first ever State Bikeway Plan in 2014.

# 11.5 Needs Assessment

Considering many current issues involving greenways and trails fall into the categories of accessibility and connectivity, the Champaign County Regional Planning Commission conducted a needs assessment for this plan. This was an effort to gauge the provision of public greenways and trails for people in Champaign County. The connectivity and accessibility of Champaign County's greenways and trails system was examined to help evaluate:

- 1. How pedestrians and cyclists experience the current system,
- 2. What type of infrastructure is available to these users, and
- 3. Where there are missing links in the system.

The full Needs Assessment Report can be found in Appendix 3.

# 12 GOALS AND OBJECTIVES

# 12.1 Definitions

The formulation of goals and objectives determines what direction planning efforts should take, independent of timeframe and individual projects.

A **goal** is defined as an end state that implementing the Active Choices Plan will bring about.

**Objectives** are sub-goals that help organize the Plan's implementation into measurable and manageable parts.

**Performance measures** help agencies track each objective's progress over time.

# 12.2 Status Report

Champaign County Regional Planning Commission staff and the Greenways & Trails Technical Committee analyzed the 2004 Greenways & Trails Plan goals and objectives to determine the progress made since finalizing that plan. Of the 28 objectives, **20 were either met or in progress, leaving only 8 as unmet.** Appendix 4 contains the full status report.

# 12.3 Updated Goals and Objectives

The Greenways & Trails Technical Committee has updated and developed seven prinicipal goals for the Active Choices Plan. Each table shows the themes, goal, objectives, performance measures, strategies, and parties responsible for implementation.

# Themes: Accessibility, Connectivity

Goal 1: All Champaign County residents will be provided with a system of bikeways, bicycle routes, pedestrian paths, trails, and other greenways that provides connections between residences, schools, workplaces, other travel modes, major activity centers, and recreational sites.

Objectives	Performance Measures	Strategies	Responsible Parties
Increase the mileage     of bicycle and pedestrian     facilities in Champaign		A. Identify "missing links" in the overall system.	GT member agencies, private parties, developers
County by 70 miles by 2020, as calculated by the number of proposed	Miles of trails and bikeways installed	B. As a committee, identify funding sources for priority projects.	GT member agencies, private parties, developers
trail and bikeway miles submitted by local agencies for this plan.		C. Prioritize those projects that are likely to be funded.	GT member agencies, private parties, developers
2. Complete an Open Space Level of Service analysis for five member agencies by 2020 in order to increase the acreage of parks and greenways in Champaign County.	Number of Open Space Level of Service analyses completed per year	A. Perform a level of service analysis on parks and open spaces by agency as per NRPA guidelines to determine the local supply and demand of such spaces.	GT member agencies, private parties, developers
	Acreage of parks and greenways added to the Champaign County GT system	B. As a committee, identify funding sources for priority projects.	GT member agencies, private parties, developers
3. Based on public input received, increase the number and types of recreational facilities in Champaign County that	Number of public inquiries received regarding new and new types of recreational facilities	A. Based on public perception and need, identify types of recreational facilities that are currently not available and for which there is a market in our communities.	GT member agencies
meet public desires by 2020.	Number of new recreational facilities	B. Actively support community efforts to bring recreational trails and facilities to our area.	GT member agencies
4. Add at least 10 multi- modal connection points in the trail and bikeway system by 2020.	Number of bike racks at transit shelters	A. Install bike racks at all transit shelters identified as appropriate locations for bike parking.	GT member agencies, developers
	Number of new multi- modal connection points	B. Develop an implementation schedule for creating multi-modal connections.	GT member agencies, developers

# Champaign County Greenways & Trails Plan Goals and Objectives

Objectives	Performance Measures	Strategies	Responsible Parties
5. Complete at least 10	Number of trail and	A. Identify gaps between trails that can be connected with the implementation of trails, bike lanes or bike routes.	GT member agencies, developers
missing links in the trail and bikeway system by 2020.	bikeway system links connected	B. Study the feasibility of implementing bicycle routes in Champaign-Urbana.	GT member agencies, developers
		C. Identify "dead end" shared-use paths, bikeways and bike lanes.	GT member agencies, developers
6. Enhance the Greenways and Trails system by linking popular activity centers via	Number of new non- vehicular pathways to major activity centers	A. Retrofit transportation corridors with bikeways and multi-use paths, especially in heavy traffic areas.	GT member agencies, private parties, developers, businesses
non-vehicle infrastructure for all Champaign County.	Number of grant applications submitted	B. Seek grant funding sources for those linkages identified and prioritized in this plan.	GT member agencies, private parties, developers, businesses
7. Increase the number of	Number of new miles of trails in rural (i.e. unincorporated) areas	A. Identify connections that are underserved by pedestrian and bicycle paths.	GT member agencies, private parties, developers
non-vehicular connections between rural recreational areas and major population		B. Prioritize those connections lacking in pedestrian and bicycle facilities.	GT member agencies, private parties, developers
centers by at least 15 miles by 2020, as calculated by the number of proposed		C. Seek funding for constructing those linkages.	GT member agencies, private parties, developers
trail miles submitted by local agencies for this plan.		D. Form partnerships between roadway jurisdiction agency and agencies responsible for building and maintaining greenway space.	GT member agencies, private parties
8. Increase the mileage of bicycle and pedestrian facilities in five low-income areas by 2020.	Miles of new trails and bikeways in Census-defined low-income areas	A. Identify neighborhoods that are underserved by pedestrian and bicycle paths.	GT member agencies
		B. Prioritize those areas lacking in pedestrian and bicycle facilities.	GT member agencies, private parties, developers
		C. Seek funding for constructing those linkages.	GT member agencies, private parties, developers

# Goals and Objectives Champaign County Greenways & Trails Plan

<b>Goal 2:</b> All Champaign County residents will be provided with a greenways and trails system that emphasizes safety and user-friendliness.				
Objectives	Performance Measures	Strategies	Responsible Parties	
Reduce the total number     of modal conflicts in the	Number of locations identified with modal conflicts	A. Identify locations with modal conflicts between bicyclists, pedestrians, and other users of the transportation system.	GT member agencies	
trail and bikeway network by 5 by 2020.	Number of modal conflicts reduced	B. Prioritize locations with modal conflicts for improvement.	GT member agencies	
, ,	Number of grant applications submitted	C. Seek funding to improve locations with modal conflicts.	GT member agencies	
2. Increase pedestrian safety by maintaining and augmenting street light systems in 5 areas with trails or bikeways by 2020 per municipal code.	Number of areas near trails or bikeways identified without street lights	A. Identify areas near bicycle and pedestrian facilities without street lights.	Municipalities	
	Number of areas with new street lights installed near trails or bikeways	B. Prioritize areas near bicycle and pedestrian facilities to receive street light improvements.	Municipalities	
	Number of grant applications submitted	C. Seek funding to install street lights near bicycle and pedestrian facilities.	Municipalities	
3. Increase user-friendliness of the trails system by installing signs as shown in the Design Guidelines on 10 trails or bikeways by 2020.	Number of Greenways & Trails signs installed	A. Implement design guidelines in all new trail development.	GT member agencies, developers	

# Champaign County Greenways & Trails Plan Goals and Objectives

Objectives	Performance Measures	Strategies	Responsible Parties
4. Identify urban areas that could be designed for walkability and other nonvehicular travel by following local and state Complete Street policies.	Number of urban areas that are developed or retrofitted to be more walkable	A. Support the study and implementation of Traditional Neighborhood Development practices, which foster walking and alternative transportation modes over the personal vehicle.	GT member agencies, developers
		B. For all new commercial establishments, require pedestrian and bicycle connections to adjacent establishments, public streets and planned bicycle and pedestrian facilities.	GT member agencies, developers
		C. Retrofit existing infrastructure for bicycles and pedestrians.	GT member agencies, developers
		A. Support the study and implementation of traffic calming improvements where warranted.	Municipalities, neighborhood/ homeowner organizations, developers
5. Increase pedestrian safety by minimizing cutthrough motorized vehicular traffic on 5 residential streets by 2020.	Number of streets where cut-through motorized traffic has been minimized	B. In new residential developments, require street layouts and traffic controls that discourage speeding and high through-traffic volumes (i.e. design streets to calm traffic).	Municipalities, neighborhood/ homeowner organizations, developers
		C. Encourage adoption of Pedestrian Safety Action Plans by the University of Illinois, City of Urbana, and City of Champaign.	GT member agencies

# Goals and Objectives Champaign County Greenways & Trails Plan

Objectives	Performance Measures	Strategies	Responsible Parties
	Number of intersections with improved pedestrian markings	A. Create a standardized crosswalk marking system throughout Champaign-Urbana, using the University District as a model.	Municipalities
6. Increase pedestrian safety by improving		B. Identify intersections with pedestrian safety issues.	Municipalities
markings and signage at at least 5 intersections by 2020.	Number of intersections with improved pedestrian signage	C. Standardize installation locations of accessible pedestrian signage, pedestrian push buttons, and related signage.	Municipalities
		D. Adopt policies that require "no right turn on red" for high pedestrian and bicycle traffic areas.	Municipalities
7. Improve pedestrian and bicycle related signage in 10 locations adjacent to bikeways, paths and trails by 2020.	Number of locations where signage has been installed or improved	A. Provide trail and path information such as display maps, trail distance, park amenities, etc.	GT member agencies
		A. Support bicycle commuters by monitoring new road planning and construction and ensuring adequate space and signage for bicyclists.	GT member agencies, developers
8. Design and build bicycle facilities for all types of bicyclist travelers.	Mileage of new bikeway installation by bikeway type	B. Support the creation of bikeways and designated bike lanes in high bicycle traffic areas.	GT member agencies
		C. Ensure that pedestrians are considered during the planning process for road construction and repair.	GT member agencies

# Champaign County Greenways & Trails Plan Goals and Objectives

Themes: Efficiency, Mobility, Convenience				
<b>Goal 3:</b> All Champaign County residents will be provided with a greenways and trails system that emphasizes efficiency, mobility, and convenience.				
Objectives	Performance Measures	Strategies	Responsible Parties	
1. Create 5 new trail and bikeway termini in major activity centers (including residential areas) by 2020.	Number of new trail and bikeway termini in major activity centers	A. Identify major activity centers and residential areas that are lacking in trail facilities, with special attention to areas with a significant number of low-income and zero-vehicle households.	GT member agencies	
		B. Seek funding for trails in those residential areas.	GT member agencies	
		C. Support local efforts to implement more non-vehicular paths.	GT member agencies	
2. Identify the number of users of the greenways and trails system in order to increase the number of users by 10% by 2040.	Number of system users	A. Regularly evaluate the number of system users.	GT member agencies	

Themes: Environment (natural)					
Goal 4: The development of	Goal 4: The development and operation of greenways and trails will preserve and enhance the natural environment.				
Objectives	Performance Measures	Strategies	Responsible Parties		
1. Require an "environmental friendliness"	Number of projects	A. Create a set of criteria that can be applied to all projects in the Greenways & Trails Plan based on best planning practices.	GT member agencies		
evaluation of all greenways and trails projects included in this plan by 2020.	evaluated for environmental friendliness	B. Improve upon any negative impacts found during evaluation through design changes, geographic location, or other options.	GT member agencies		
GT member agencies will support other agencies'	Number of projects shown to maintain or improve good environmental conditions	A. Support tree planting, prairie preservation and wildlife habitat conservation programs that follow acceptable management practices.	GT member agencies, environmental groups, private parties		
efforts toward maintaining and improving the environment in Champaign		B. Consider habitat-fostering measures in the construction of open space facilities.	GT member agencies, environmental groups, private parties		
County through 5 demonstrated projects by 2020.		C. Encourage green infrastructure installation, especially in cases where green stormwater management systems can be built as part of a trail or pathway system.	GT member agencies, environmental groups, private parties		
3. Add 5 connections between natural features such as bodies of water, wooded areas, and open spaces by 2020.	Number of new connections between natural areas	A. Based on inventory and analysis done for this Plan, seek financial and local support for pedestrian and bicycle access to appropriate public, nonagricultural natural areas.	GT member agences, developers, private parties		
		B. Determine what linkages can be made to those areas from the existing greenways and trails system and identify priority connections to them.	GT member agences, developers, private parties		

# Champaign County Greenways & Trails Plan Goals and Objectives

Objectives	Performance Measures	Strategies	Responsible Parties
4. Organize 5 educational events about the natural areas within the system by		A. Support the provision of public environmental classes that target all residents, but especially children.	GT member agencies
2020 with the intention of encouraging a respect for the natural environment in users of the system.	Number of environmental education events organized	B. Provide facilities that promote cleanliness in greenways and trails areas such as trash bins, restrooms, hand-washing stations, etc.	GT member agencies

# Goals and Objectives Champaign County Greenways & Trails Plan

# Themes: Coordination, Implementation

Goal 5: Planning and implementation of all greenways and trails system projects will be done in a coordinated manner emphasizing rational and cost-effective measures that promote economic vitality of Champaign County and its

residents.			
Objectives	Performance Measures	Strategies	Responsible Parties
1. Implement 5 projects using the Greenways & Trails Plan project prioritization process by 2020 in order to improve	Number of projects implemented listed as High Priority in this plan	A. Utilize the Project Prioritization Checklist established during the greenways and trails planning process to prioritize implementation and fundraising efforts by member agencies.	GT member agencies
the system in a logical, cost-effective manner.		B. Combine projects that can be geographically linked for implementation.	GT member agencies
2. Develop a coordinated	Number of major new development projects receiving greenway evaluations	A. Create a set of environmental criteria that can be applied to all major new developments based on best planning practices.	GT member agencies
greenways review process for all major new developments by 2030.		B. Improve upon any negative impacts found during evaluation though design changes, geographic location, or other options.	GT member agencies
3. Schedule quarterly meetings of the Greenways & Trails Technical Committee to discuss possible member agency projects that could benefit from having bicycle, pedestrian, and/or greenway features.	Number of Greenways & Trails Technical Committee meetings held	A. Organize regular meetings of the Greenways & Trails Technical and Policy Committees.	GT member agencies

# Champaign County Greenways & Trails Plan Goals and Objectives

Objectives	Performance Measures	Strategies	Responsible Parties
4. Establish and promote at least 1 greenway or trail connection from Champaign County to the central Illinois region by 2040, thus contributing to a future statewide system of greenways and trails.	Number of greenway and trail connections leading outside Champaign County	A. Pursue connections along abandoned railroad rights of way which offer significant rail-to-trail possibilities.	GT member agencies
		B. Coordinate with neighboring jurisdictions to acquire and develop abandoned railroad rights of way.	GT member agencies
		C. Support efforts to evaluate the economic impact of greenway and trail development on Champaign County.	GT member agencies
5. By 2020, 5 different grant applications will be		A. Keep abreast of upcoming transportation projects and how they could contribute to the greenways and trails system.	GT member agencies
submitted for greenways and trails projects funding as part of road, infrastructure, and new development projects as appropriate.	Number of grant applications submitted	B. Advocate for the inclusion of greenways and trails in new road projects and roadway repairs.	GT member agencies
		C. Apply for funding to enhance road repair and construction aside from allocations from local agencies.	GT member agencies

## Themes: Education, Promotion

Goal 6: Greenways and Trails member agencies will provide educational materials and information about the

Objectives	Performance Measures	Strategies	Responsible Parties
1. Increase awareness of greenways and trails in Champaign County by marketing the system to at least 2 groups by 2020.	Number of guides and marketing materials that mention the Greenways & Trails system	A. Promote the implementation of a marketable bike path system for the twin cities, Savoy, and the University District.	GT member agencies, Chamber of Commerce, Convention and Visitors Bureau
		B. Market the system with standardized signage, inclusion in visitor guides, web presence, and other educational materials.	GT member agencies, Chamber of Commerce, Convention and Visitors Bureau
2. The Greenways & Trails Technical & Policy Committees will develop 2 different marketing materials for the Greenways & Trails system by 2020.	Number of new marketing materials published	A. Update the Champaign County Greenways & Trails Map.	GT member agencies
		B. Create a visitor's guide promoting the County's Greenways & Trails.	GT member agencies
	Number of apps created	C. Develop a smartphone/computer application(s) with existing greenway, trail, and bikeway information.	GT member agencies, software developer(s)

# Champaign County Greenways & Trails Plan Goals and Objectives

Themes: Quality of Life, Health					
Goal 7: The development of	Goal 7: The development and utilization of greenways and trails will improve quality of life in Champaign County.				
Objectives	Performance Measures	Strategies	Responsible Parties		
1. Support 5 different active living initiatives by 2020 that expand and encourage	Number of active living initiatives	A. Support regular events promoting active living (e.g. Bike to Work Day, Walk 'n' Roll to School Day).	GT member agencies		
active recreation, active transportation, and community strength to improve health.		B. Support ongoing initiatives promoting active living (e.g. Healthy Champaign County, C-U Safe Routes to School Project).	GT member agencies		

# 13 DESIGN GUIDELINES

# 13.1 Introduction

Champaign County Trails Design Guidelines were created to facilitate development of all non-motorized paths throughout Champaign County, including sidewalks, bike lanes, shared use trails, and nature trails. Existing trails in the area are of varying widths and materials. No standard facilities or design features moreover, show users they are using a trail that is part of an overall countywide system. Once implemented, these design guidelines will help create a recognizable and consistent system of greenways and trails of which Champaign County can be proud.

These guidelines were developed using a collection of resources to ensure that the end product meets the needs of municipalities, special use districts, grant-funding agencies, and trail users, while maintaining accessibility requirements. In compiling these guidelines, best practices already in use in counties across the nation were combined with guidelines tailored to Champaign County's specific needs.

# 13.1.1 Goals and Objectives

The creation of countywide greenway, trail, and bikeway design guidelines is a first step in implementing the Champaign County Greenways & Trails Plan adopted in February 2004. This relates directly to this Plan's Goal #2, that "all Champaign County residents will be provided with a greenways and trails system that emphasizes safety and user-friendliness."

These guidelines seek to create a system of greenways and trails capturing Champaign County's community character and history, and serving as an educational and recreational resource for trail and bikeway users. It also seeks to maintain the greenways and trails' environmental integrity.

## 13.1.2 General Standards

- All facilities shall meet or exceed Americans with Disabilities Act (ADA) standards.
- All paved surfaces shall meet or exceed all applicable Illinois Department of Transportation (IDOT) standards for the installation of surface type.
- All paved surfaces shall meet or exceed all applicable local codes.
- All paved surfaces shall meet or exceed current American Association of State Highway and Transportation Officials (AASHTO) standards for trail and bikeway type.
- All guidelines shall comply with the most recent versions of the Americans with Disabilities Act (ADA), IDOT, and AASHTO standards as applicable.

# 13.1.3 Methodology

Staff from the Champaign County Regional Planning interviewed participating Commission agencies, including representatives from Champaign County, cities and villages, park districts, the University of Illinois, the Champaign-Urbana Mass Transit District, IDNR and IDOT, and several local developers. Questions included what they wanted addressed in the design guidelines, what format they preferred, what practices the agencies currently followed, and the process their agency would go through to adopt the design guidelines into practice if they chose to do so. Many of the representatives were on the Greenways & Trails Plan Steering Committee, so they were familiar with the Greenways & Trails Plan and were interested in its implementation.

### **Interviewees**

The Champaign County Regional Planning Commission conducted interviews with the following organizations and individuals:

# City of Champaign

- Public Works: Steve Wegman
- Planning: Rob Kowalski, Danielle Rideout

# **Active Choices**

# Champaign County Greenways & Trails Plan

# Design Guidelines

### City of Urbana

• Public Works: Bill Gray, Doug Miller

• Planning: Libby Tyler, Paul Lindahl, Matt Wempe

## Village of Savoy

• Public Works: Frank Rentschler

• Parks & Grounds: Joshua Mikeworth

## Village of Rantoul

• Public Works: Pete Passarelli

### Village of Mahomet

• Village Administrator: Teri Legner

## Champaign County Highway Department

• Jeff Blue

### Champaign Park District

• Bobbie Herakovich, Terri Gibble

### Urbana Park District

Facilities Planning: Tim Bartlett

### Champaign County Forest Preserve District

Facilities Planning: Sally Prunty

### Champaign-Urbana Mass Transit District

• Planning: Cynthia Hoyle, Bill Volk

#### University of Illinois

Facilities Planning: Kevin Duff

Facilities Engineering: Gary Biehl

### Champaign County

• Planning & Zoning: Frank DiNovo

• CUUATS: Rita Black, Susan Chavarria

### Champaign County Board

• Chair: Barb Wysocki

### Illinois Department of Natural Resources

Marla Gursh (Springfield)

### Illinois Department of Transportation

Bureau of Design & Environment: Todd Hill

Several Local Developers

Support for countywide trails design guidelines was generally high, although many agencies stressed the importance of keeping the guidelines flexible for different settings and circumstances. They wanted a short document that would be user-friendly and easy to understand, and they wanted more pictures and diagrams and less text. Safety and practicality were top priorities for each agency, with separation of pedestrians and bicyclists from vehicular traffic and low-cost construction frequently mentioned.

After compiling the information from the interviews, the Champaign County Regional Planning Commission determined the design guidelines' format. Keeping in mind suggestions the different agencies made and the formats other regions used, the Champaign County Regional Planning Commission organized the document by facility type: off-street trails (shared-use trails, nature trails, and sidewalks) and on-street bikeways (bike lanes, bike routes, shared bike/parking lanes, sharrows, and Share the Road). They also included sections on connections and crossings, facilities at trailheads and rest areas.

Each section begins with a description of the feature's use, followed by a cross-section with dimensions and engineering specifications. All design guidelines for Champaign County follow the Illinois Department of Transportation and the Illinois Department of Natural Resources' recommended guidelines for grant funding and accessibility.

# Champaign County Greenways & Trails Plan

# 13.2 Off-Street Facilities

### 13.2.1 Shared-Use Trails

A shared-use trail is a recreational pathway that pedestrians, bicyclists, rollerbladers, strollers, and skateboarders may use. They may connect parks, employment centers, shopping centers, and public places. Shared-use trails should not be located immediately adjacent to interstate highways.

### **Dimensions**

#### Width

- The desired surface width of a shared-use trail is 10 feet. The minimum width should not be less than 8 feet.
- Transitions between existing narrower trails and the 10 foot wide shared-use trail should be created using tapers.

#### Clear Zone

- A 3-foot wide clear zone should be maintained adjacent to both sides of all shared-use trails for the use of joggers and for keeping vegetation from erupting through the trail surface.
- Where a roadway runs adjacent to or near a shared-use trail, the roadway should be separated from the shared-use trail with a 5 foot wide clear zone.
- When separation of five feet cannot be achieved, a physical barrier of at least 4.5 feet high between the trail and the roadway is recommended.
  - o Smooth rub rails should be attached to the barriers at handlebar height of 3.5 feet.
- The vegetative distance between the trail edge and any water body (stream, wetland, or lake) is recommended to be at least 10 feet. This will reduce water pollution potential from runoff and chemicals associated with paved surfaces.

### Vertical Clearance

 The vertical clearance should be at least 8 feet high (or higher to accommodate maintenance vehicles).

# Subgrade, Subbase, and Trail Surface

### Subgrade

 The trail and shoulders should be cleared of organic materials. Soil sterilants should be used where necessary to prevent vegetation from erupting through the pavement.

### Subbase

 The sub-base should be a 6-inch compacted crushed rock.

#### Trail Surface

- The following are acceptable surface types for shared-use trails:
  - o Asphalt,
  - o Concrete, and
  - o Compacted crushed rock.
- The paved surface should be a minimum of 4 inches thick or follow the applicable agency's specifications, whichever is greater.
- Shared-use trails should be designed to sustain without damage wheel loads of occasional emergency, patrol, maintenance, and other motor vehicles that are expected to use or cross the path.
- Edge support to accommodate vehicles can be in the form of stabilized shoulders or in additional payement width.
- Shared-use trails should be machine laid, using the appropriate machines and tools to smooth and compact the trail surface.



#### **Engineering**

 Refer to the most recent adopted edition of the AASHTO "Guide for the Development of Bicycle Facilities" and the Illinois Department of Transportation (IDOT)'s "Bureau of Local Roads & Streets Manual" Chapter 42 - Bicycle Facilities for engineering specifications, including design speed, sight distances, horizontal alignment, and superelevation.

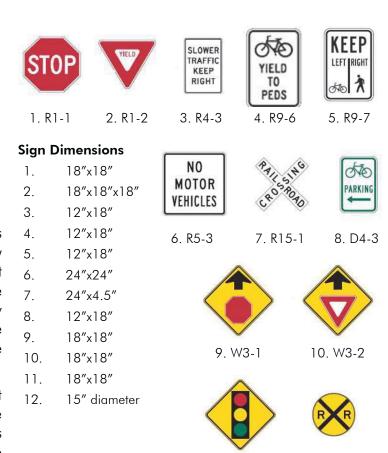
#### Shared-Use Trail Signage

Shared-use trail signage (see right), especially Signs 1 and 2, should be shielded from road user visibility to decrease confusion. Sign 6 should be installed at the entrance to a shared-use trail. The trail should be signed at cross streets and vice versa so trail users know where they are and motorists recognize that they are crossing a trail. Stop signs should not be used where Yield signs would be acceptable.

Lateral sign clearance should be a minimum of 2 feet from the near edge of the sign to the near edge of the path. The mounting height for ground-mounted signs should be a minimum of 4 feet, measured from the bottom edge of the sign to the near edge of the path surface. Overhead signs should have a clearance of 8 feet from the bottom edge of the sign to the path surface directly under the sign (or higher to accommodate maintenance vehicles).

# Shared-Use Trail Markings

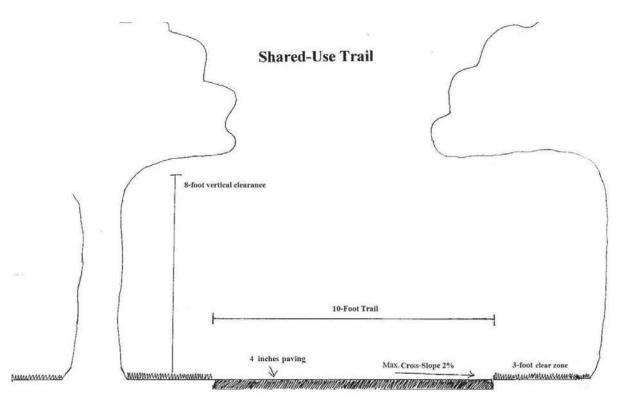
All surface markings on shared-use trails should be retroreflectorized and made of skid-resistant material for safety. Obstructions in the traveled way of a shared-use trail should be marked with retroreflectorized material. Striping should not be used on shared-use trails to separate directions; yield signage should be used instead. Where there are curves with restricted sight distance, a 4 inch wide yellow centerline stripe may be used to separate opposite directions of travel.



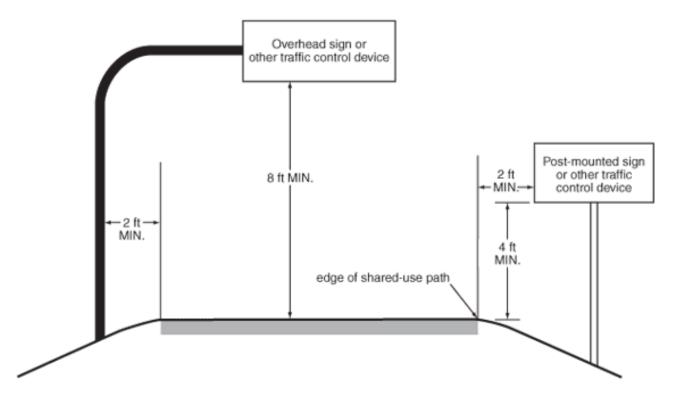
Regulatory and Warning Signs and Plaques for Bicycle Facilities Source: Manual on Uniform Traffic Control Devices (MUTCD) 2009, Figures 9B-2 and 9B-3

11. W3-3

12. W10-1



Shared-Use Trail Dimensions Diagram



Sign Placement Diagram on Shared-Use Paths Source: MUTCD 2009, Figure 9B-1

# **Active Choices**

Champaign County Greenways & Trails Plan

# Design Guidelines



#### 13.2.2 Nature Trails

Nature trails are a form of shared-use path, although they typically run through environmentally sensitive areas. The surfacing and width specifications are more flexible than for shared-use paths; for example, nature trails may have a soft, permeable surface, such as bark, wood chips, or crushed aggregate in lieu of asphalt. Therefore, nature trails are not designed to be ADA accessible. The width of the nature trail may be as narrow as 18 inches to allow for passage through densely vegetated areas and hilly terrain.

#### **Dimensions**

#### Width

 Nature trails should maintain a width of no less than 18 inches.

#### Clear Zone

- Where a roadway runs adjacent to or near a nature trail, the roadway should be separated from the nature trail with a 5 foot wide mowed shoulder or vegetation.
  - o When separation of five feet cannot be achieved, an approved, crash-tested physical barrier of at least 4.5 feet high between the trail and the roadway is recommended.
  - o Smooth rub rails should be attached to the barriers at handlebar height of 3.5 feet.
- The vegetative distance between the trail edge and any water body (stream, wetland, or lake) should be maintained at a minimum distance of 10 feet to reduce water pollution potential from runoff and chemicals associated with paved surfaces.

#### Vertical Clearance

- The vertical clearance should be a minimum of 8 feet high (or higher to accommodate maintenance vehicles).
- Tunnels and other undercrossings should have a vertical clearance of at least 10 feet.

#### Subgrade, Subbase, and Trail Surface

In general, earthen trails do not require a subbase. If soils are particularly wet, a layer of geotextile fabric covered with a layer of aggregate may be placed between the ground and trail surface to provide a moisture barrier.

#### Trail Surface

Nature trails may use a variety of alternative surfacing, some of which are listed below:

- Bark or wood chips
  - o A 4-inch layer of bark or wood chips is recommended.
  - o Bark or wood chips should be replaced every year due to compaction and dislocation.
  - o Bark or wood chips should not be used near streams or wetlands or on portions of the trail with cross-drainage.
- Crushed Aggregate
  - o Open-graded, crushed rock of 1 inch or smaller diameter is recommended.
  - o A 4-inch thick layer of crushed rock compacted to 95 percent is recommended.
  - o The sub-grade should be prepared and compacted to prevent vegetation encroachment.
- Plastic lumber
  - o Plastic lumber is suitable for boardwalks in wet areas.
  - o Plastic lumber may be colored or painted to blend in with the surroundings.

## **Engineering**

- Due to their often-varied topographic setting, nature trails are not designed to be universally accessible.
- Design Speed should be 15 mph for unpaved trails.
- The trail should be sloped to drain at 3 to 5 percent.

# **Nature Trail**





#### 13.2.3 Sidewalks

Pedestrians primarily use sidewalks. Sidewalks in Champaign County should be accessible to all users. It is important that sidewalks be provided extensively throughout the transportation network to provide pedestrians with a safe place to travel. It should be noted that all bicyclists who choose to travel on sidewalks have the same rights as pedestrians, except where prohibited, and must yield to pedestrians. Accessible sidewalk facilities should be provided on all new right-of-way projects in Champaign County.

#### **Dimensions**

#### Width

- The recommended minimum width of all sidewalks is 5 feet. Sidewalks in high traffic areas, including the commercial, downtown, and campus districts, may require a width of 6 feet or greater as determined by the appropriately designated person.
- Transitions from existing narrower sidewalks may be made using tapers.

#### Buffer

 Sidewalks should have at minimum a 2 foot wide moved shoulder on both sides of the paved surface.

#### Vertical Clearance

• Sidewalks should have a vertical clearance of at least 8 feet.

#### Miscellaneous

- The vegetative distance between the concrete surface and any water bodies (stream, wetland, lake) is recommended to be a minimum of 10 feet to reduce water pollution potential from runoff and chemicals associated with paved surfaces.
- Maximum distances for expansion joints should not exceed 75 feet.

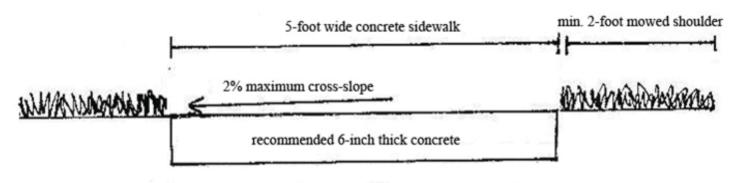
#### **Engineering**

#### General

- All engineering of sidewalks shall meet the applicable agency's accepted engineering design standards.
- All newly constructed sidewalks shall comply with ADA accessibility guidelines.

#### Slope

- The longitudinal slope of all sidewalks shall be a maximum of 5% to maintain accessibility.
- The cross-slope of all sidewalks shall be a maximum of 2.0% to maintain accessibility and should slope in one direction or be crowned.



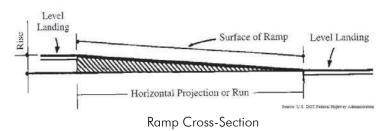
Sidewalk Dimensions Diagram

#### Ramps

- Ramp specifications shall follow the Illinois Accessibility Code:
  - The least possible slope should be used for any ramp.
  - o The maximum slope of a ramp in new construction shall be 8.3%.
  - o The maximum rise for any run shall be 30 inches.
- The minimum clear width of a ramp shall be 48 inches.
- The recommended clear width of a ramp is 60 inches.
- If a ramp has a rise greater than 6 inches, or a horizontal projection greater than 72 inches, it shall have handrails on both sides.

#### Curb Ramps

- Curb ramps shall be installed in all new sidewalk construction projects wherever an accessible route crosses a curb, as well as where existing sidewalks cross a curb or other barrier.
- The maximum running slope of a curb ramp in new construction shall be 8.3%.
- The minimum width of a curb ramp shall be 48 inches, exclusive of flared sides.
- A 4 foot by 4 foot minimum landing shall be provided at the top of a perpendicular curb ramp.
- A 5 foot by 5 foot landing is recommended to be provided at the top of a perpendicular curb ramp.
- The maximum slope of flared sides of a perpendicular ramp shall be 10.0%.
- A 4 foot by 4 foot minimum landing shall be provided at the bottom of a parallel curb ramp.
- A 5 foot by 5 foot landing is recommended to be provided at the bottom of a parallel curb ramp.
- Running slopes and cross slopes at landings shall



- be 2.0% maximum. No portion of the curb ramp shall exceed this maximum.
- Diagonal curb ramps should not be used because they do not allow pedestrians to properly align with crosswalks.
- Handrails are not required on curb ramps.

#### Detectable Warning Surface

- A detectable warning surface shall be provided where curb ramps, blended transitions or landings provide a flush pedestrian connection to the street.
- A detectable warning surface shall be provided at commercial driveways provided with traffic control devices.
- Detectable warnings shall consist of a surface of truncated domes.
- Truncated domes shall provide color contrast with adjacent surfaces.
- Detectable warning surfaces shall extend a minimum of 2 feet in the direction of travel and the full width of the curb, exclusive of flares.

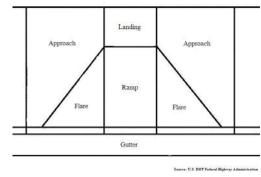
#### Subgrade and Sidewalk Surface

#### Subgrade

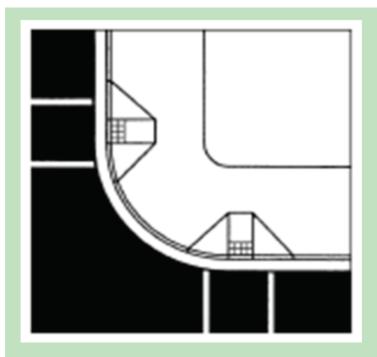
• Vegetation should be cleared from the 5-foot wide sidewalk path.

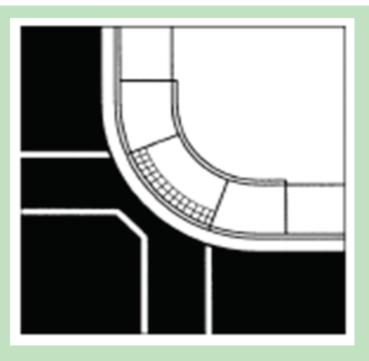
#### Sidewalk Surface

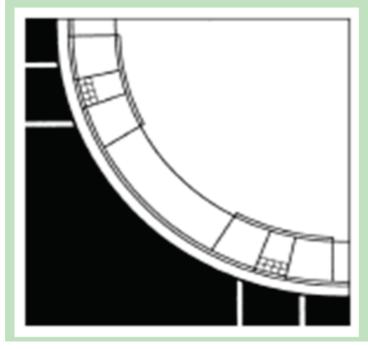
- The sidewalk surface should be concrete.
- The concrete surface should be 6 inches thick.
- The sidewalk surface should be jointed to control cracking.
- A rough brushed surface is recommended to increase traction.



Components of a Curb Ramp







Above left: Perpendicular Curb Ramp

Above right: Diagonal Curb Ramp (this type of curb ramp is not recommended, but may be used if situation provides no alternative)

Left: Parallel Curb Ramp

Source: Designing Sidewalks and Trails for Access

Part II of II: Best Practices Design Guide,

Chapter 7: Curb Ramps



## 13.3 On-Street Facilities

#### **13.3.1** Bike Lanes

An on-road bike lane is a one-way path that carries bicyclists in the same direction as the adjacent motorized travel lane. Bike lanes should be located on the right side of the roadway, between the parking lane (if one exists) and the travel lane. Bicycles traveling in bike lanes have the same rights and responsibilities as motorized vehicles.

#### **Dimensions**

#### Width

Varies based on roadway cross-section:

- For roadways with no curb and gutter, the minimum width should be 4 feet.
- For roadways with curb and gutter and where parking is permitted, the minimum width should be 5 feet.

• For roadways with curb and gutter and where parking is prohibited, the minimum width should be 5 feet from the face of the curb.

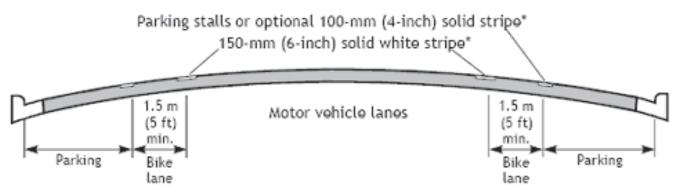
#### Slope/Drainage

- To follow the road engineering standards adopted by each agency.
- Drainage grates and utility covers should be adjusted flush with the road surface and be bikeproof.
- Curb inlets should be used to eliminate exposure of bicyclists to grates.

#### Subgrade, Subbase, and Bikeway Surface

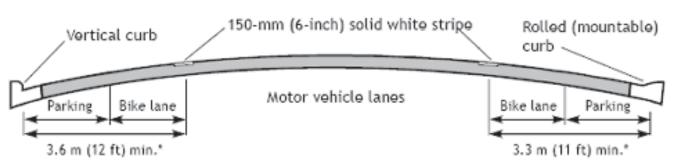
- To follow the road engineering standards adopted by each agency.
- Paved shoulders marked as bike lanes should be smooth and maintained to provide a desirable riding surface.

## (1) On-Street Parking



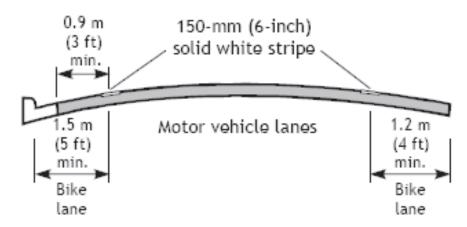
<sup>\*</sup> The optional solid stripe may be advisable where stalls are unnecessary (because parking is light) but there is concern that motorist may misconstrue the bike lane to be a traffic lane.

# (2) Parking Permitted without Parking Stripe or Stall



<sup>\* 3.9</sup> m (13 ft) is recommended where there is a substantial parking or turnover of parked cars is high (e.g., Commercial areas).

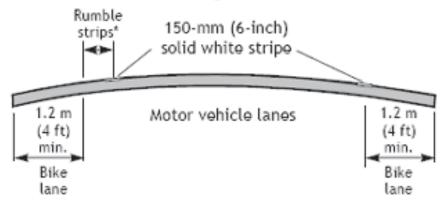
# (3) Parking Prohibited



Source: American Association of State Highway and Transportation Officials (AASHTO)

# <u>Design Guidelines</u>

# (4) Typical Roadway in Outlying Areas Parking Protected



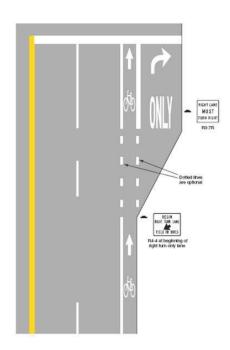
<sup>\*</sup> If rumble strips exist there should be 1.2 m (4 ft) minimum from the rumble strips to the outside edge of the shoulder.

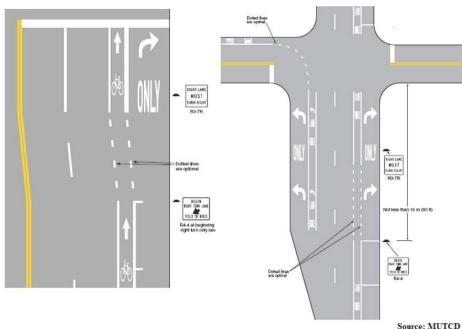
Source: AASHTO

#### **Markings**

- A bike lane should be delineated from the motor vehicle lanes with a 6 inch minimum solid white line.
- A bike lane may be delineated from the parking lanes with a 4 inch minimum solid white line.
- At intersections with a bus stop or right-turning motor vehicles, the solid white bicycle lane shall be replaced with a broken line for a distance of 100-200 feet.
- At other designated bus stops (including far-side intersection stops) the solid white line shall be replaced with a broken line for a distance of at least 80 feet.
- A broken line shall consist of 2 foot dashes with 6 foot spaces.
- A bike lane should be painted with standard pavement symbols to inform bicyclists and motorists of the presence of the bike lane.
- Bike lane symbols shall be white.
- Bike lane symbols shall be placed immediately after an intersection and at other locations as needed.
- When bike lane symbols are used, bike lane signs (R3-17, R3-17aP, R3-17bP) shall also be used.

- In areas where a sidewalk runs adjacent to or near a bike lane, such as on the University of Illinois campus, the bike lane should have a "Bike Only" sign painted on the surface to discourage pedestrians from using the bike lane as a walkway. Surface markings should be consistent throughout the community.
- Intersections approaches with bicycle lanes:
  - o A through bicycle lane shall not be positioned to the right of a right turn only lane.
  - o When the right through lane is dropped to become a right turn only lane, the bicycle lane markings should stop at least 100 feet before the beginning of the right turn lane. Through bicycle lanes should resume to the left of the right turn only lane.
  - o No markings should be painted across pedestrian crosswalks or in the intersections.
  - o If used, the bicycle lane symbol marking should be placed immediately after intersections and as appropriate.





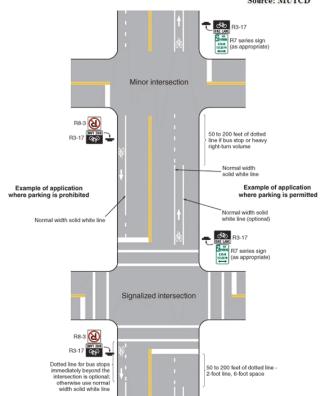
**Above left:** Example of bicycle lane treatment at a right-turn only lane

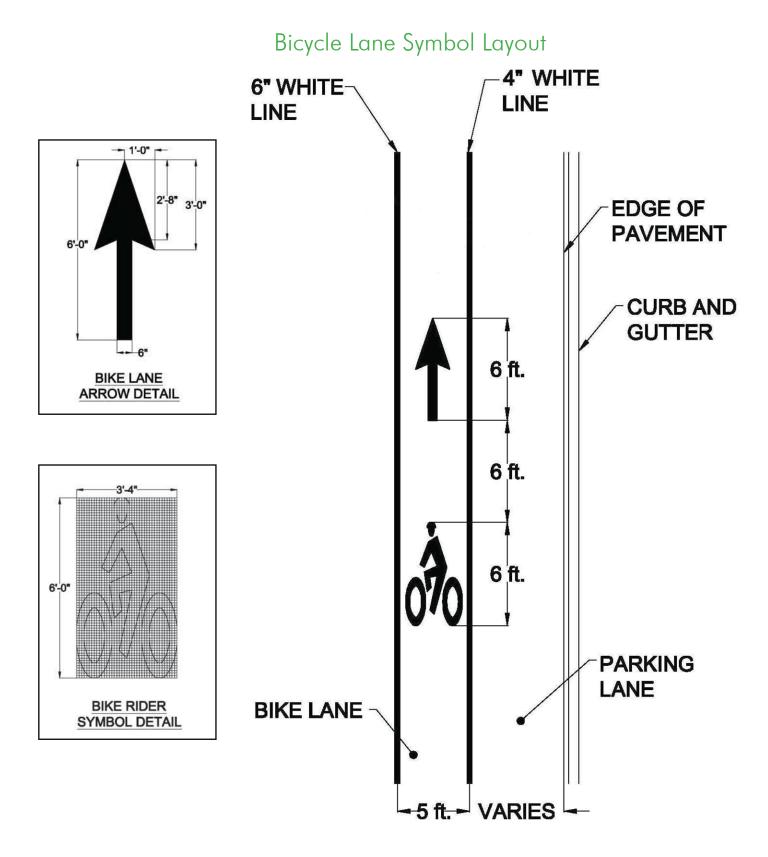
**Above center:** Example of bicycle lane treatment at parking lane into a right turn only lane

**Above right:** Example of intersection pavement markings—designated bicycle lane with left-turn area, heavy turn volumes, parking, one-way traffic, or divided highway

**Right:** Typical pavement markings for bike lane on twoway street

Source: MUTCD 2009; Figures 9C-4, 9C-5, 9C-1, and 9C-6



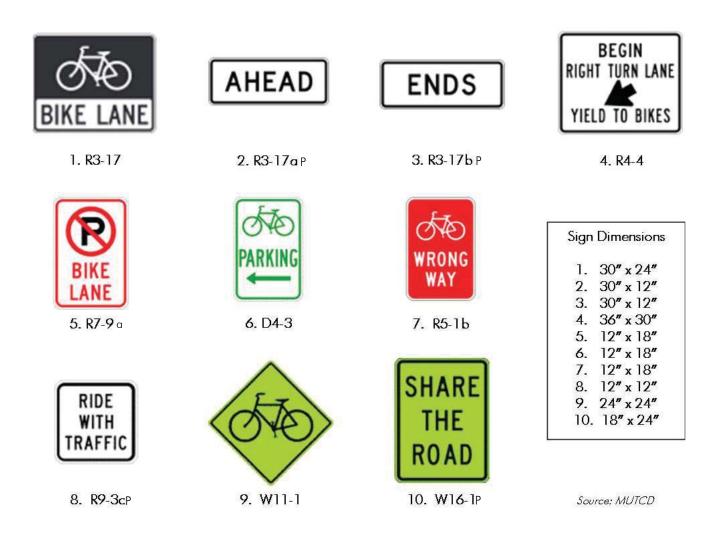


# <u>Design Guidelines</u>

#### Signage

Signs along bike lanes are intended to inform both bicyclists and motorists of the rules associated with roads with bike lanes. All signage should follow the U.S. Department of Transportation (US DOT) Federal Highway Administration (FHWA) Manual on Uniform Traffic Control Devices (MUTCD).

- Sign 1 shall be used in conjunction with marked bicycle lanes and be placed at periodic intervals along the marked bike lane.
- Sign 2 should be mounted directly below Sign 1 in advance of the beginning of a marked bike lane.
- Sign 3 should be mounted directly below Sign 1 at the end of a marked bike lane.
- Sign 4 may be used when motor vehicles must cross a bike lane to enter an exclusive right-turn lane.
- Sign 5 should be installed if it is necessary to restrict parking, standing or stopping in a bicycle lane.
- Sign 6 may be installed when it is desirable to show the direction to a designated bicycle parking area.
- Sign 8 should be used only in conjunction with Sign 7, and shall be mounted directly below Sign 7.
- Signs 9 and 10 may be installed where there is insufficient width for a designated bike lane.



# <u>Design Guidelines</u>

## 13.3.2 Shared Lane Markings (sharrows)

Bicycle positioning on the roadway is key to avoiding crashes with cars turning at intersections. Shared lane markings, also known as "sharrows," are included in the 2009 version of the Federal Highway Administration's Manual on Uniform Traffic Control Devices (MUTCD).

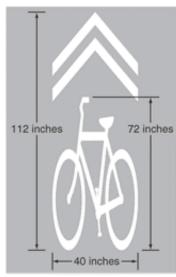
Shared lane markings are used to indicate correct straight-ahead bicycle position at intersections with turn lanes, and at intersections where bike lanes are temporarily discontinued due to turn lanes or other factors. Shared lane markings will be installed where deemed appropriate. The following is information regarding shared lane markings from the 2009 version of the Manual on Uniform Traffic Control Devices.

The Shared Lane Marking may be used to:

- Help bicyclists with lateral positioning in a shared lane with on-street parallel parking. This will reduce the chance of a bicyclist's impacting the open door of a parked vehicle.
- Help bicyclists with lateral positioning in lanes that are too narrow for a motor vehicle and a bicycle to travel side by side within the same traffic lane.
- Alert road users of the lateral location bicyclists are likely to occupy within the traveled way.
- Encourage motorists' safe passing of bicyclists.
- Reduce the incidence of wrong-way bicycling.

#### **Dimensions**

The shared lane marking consists of two chevron markings above a bicycle symbol. The entire marking is 40 inches wide and 112 inches tall. The bicycle symbol is 72 inches high, from the top of the handlebars to the bottom of the tires.



Source: MUTCD 2009

#### **Markings**

- Shared lane markings should not be placed on roadways that have a speed limit above 35 mph.
- Shared lane markings shall not be used on shoulders or in designated bicycle lanes.
- On shared lanes with on-street parallel parking, shared lane markings should be placed so that the centers of the markings are at least 11 feet from the face of the curb, or from the edge of the pavement where there is no curb.
- On a street without on-street parking with an outside travel lane less than 14 feet wide, the centers of the shared lane markings should be at least 4 feet from the face of the curb, or from the edge of the pavement where there is no curb.
- Shared lane markings should be placed immediately after an intersection and spaced at intervals not greater than 250 feet thereafter.

#### Signage

A Bicycles May Use Full Lane sign may be used in addition to or instead of the shared lane marking to inform road users that bicyclists may occupy the travel lane. This sign may be used on roadways where no bicycle lanes or adjacent shoulders usable by bicyclists are present, and where travel lanes are too narrow for bicyclists and motor vehicles to operate side by side.

Some agencies may choose to use the *Bicycles May Use Full Lane* sign on urban streets, and *Share The Road* signs on rural roads (see page 150). Other agencies may choose to only use *Bicycles May Use Full Lane* signs or *Share The Road* signs for its roads.



Sign Dimensions: 30" x 30"

Source: MUTCD 2009

#### 13.3.3 Bike Route

Bike routes are specially designated shared roadways that are preferred for bicycle travel for certain recreation or transportation purposes. These "signed shared roadways" may be appropriate where there is not enough room or less of a need for dedicated bike lanes.

The 2012 AASHTO Guide for the Development of Bicycle Facilities lists the following uses for bicycle route and guide signs:

- Designate a system of routes in a city, county, region, or state that is likely to generate bicycle trips, because it connects important origins and destinations.
- Designate a continuous route that may be composed of a variety of facility types and settings, or located wholly on local neighborhood streets.

**BIKE ROUTE** 

DOWNTOWN

- Provide wayfinding guidance and connectivity between two or more major bicycle facilities, such as a street with bike lanes and a shared use path.
- Provide guidance and continuity in a gap between existing sections of a bikeway, such as a bike lane or shared use path.
- Provide location-specific guidance for bicyclists such as:
  - o How to access and cross a bridge.
  - o How to navigate through an area with a complex street layout.
  - o Where the route diverges from a way motorists use.
  - How bicyclists can navigate through a neighborhood to an internal destination, or to a through route that would otherwise be difficult to find.
- Provide bicyclists wayfinding guidance along a shared use path or other bicycle facility.

The 1999 AASHTO Guide for the Development of Bicycle Facilities also lists the following reasons for designated shared bike routes:

- The road is a common route for bicyclists through a high-demand corridor.
- The route extends along local neighborhood streets and collectors that lead to internal neighborhood destinations, such as a park, school, or commercial district.

A road does not require a specific geometry to be signed as a Bike Route. Generally, a road's Bicycle Level of Service (BLOS) grade should be High C or better in order to be designated a Bike Route. Bike routes can be signed using the D11, D1, M1-8, or M1-9 signs from the Manual on Uniform Traffic Control Devices, depending on the route distance and information the agency wants to express to cyclists.

Bike route signs should be provided at decision points along the bike route. Bike route signs should be installed at periodic intervals so that bicyclists entering from side streets know they are on a bike route.

Generally, bike route signs should be placed every 1/4 mile, at turns in the route, and at signalized intersections. Adherence to a spacing standard helps create a legible network and a degree of predictability for bicyclists.

Regardless of the type of facility or roadway on which they are used, the Champaign County Regional Planning Commission recommends that Bike Route signs always include destination, direction, and distance information. For Bike Route signs to provide wayfinding assistance at turns, supplemental destination plates (MUTCD D1-1) and arrows (MUTCD M5 and M6 series) should be placed beneath them. Key destinations or the cross street at the end of the bike route designation are suggested for wayfinding signage.

#### **Pedestrian Facilities**

All on-street bike routes should have an adjacent pedestrian path (e.g. sidewalk) constructed or already existing.

## 13.3.4 Shared Bike/Parking Lanes

Bike/parking lanes are recommended on streets with low parking occupancy. They are designated with Bike Route signage and a continuous white line to separate the parking lane from travel lanes. Shared bike/parking lanes should be used for each travel direction, with each lane typically 7'-8' wide (including gutter pans).

Roads are signed with Bike Route signs, but do not include any bike lane signage or pavement markings. Cyclists in this space would pass parked cars just as they do on road shoulders and unstriped roads. The benefits include:

- The cyclist's increased perception of comfort,
- Lower likelihood of a car hitting an occasional parked car, and
- Traffic-calming from narrower lanes.



#### 13.3.5 Share the Road

Share the Road signage is used to alert motorists of the presence of cyclists in a normal, shared lane. Wayfinding signage is not to be included on these roads. These roadways are not considered part of the bicycle network.

Share the Road signage is recommended for the following conditions:

- Where traffic volumes and speeds are low.
- At intersections where bike lanes do not continue on the other side of the intersection.
- on roads popular with more advanced cyclists, but not meeting criteria for inclusion in the designated bicycle network. These roads have Bicycle Level of Service (BLOS) grades of Low C or High D.



The Manual on Uniform Traffic Control Devices signs in the figures below on urban streets should be installed no less than every 1/2 mile. On rural roads, signs should be installed every 1/4 to 1/2 mile.



MUTCD Sign W11-1 Sign Dimensions: 24" x 24"



MUTCD Sign W16-1P Sign Dimensions: 18" x 24"

# 13.4 Connections & Crossings

#### **Tunnels**

- An engineer should inspect existing tunnels.
- Tunnels should have a 10 foot vertical clearance.
- Tunnels should be 14 feet wide to accommodate maintenance and emergency vehicles.
- Long tunnels should have postings to use flashlights and dismount bikes.
- Please see the tunnel cross section diagram on the next page.

#### **Bridges**

#### General

- Newly constructed bridges on trails should be engineered based on use and span.
- If the trail corridor contains an existing bridge, the bridge may have architectural or historic features that an engineer, architect, or historian should evaluate.
- Please see the bridge crossing's cross section diagram on the next page.

## Decking

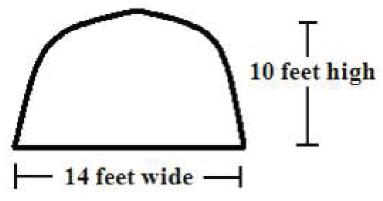
- The decking should be made of 4-inch thick pressure-treated planks (2 inches thick for pedestrian-only bridges).
- Planks should be laid perpendicular to the substructure's beams.
- Planked should be laid with gaps of 1/8 to 1/4 inch between planks for drainage and to maintain accessibility.

#### Railings

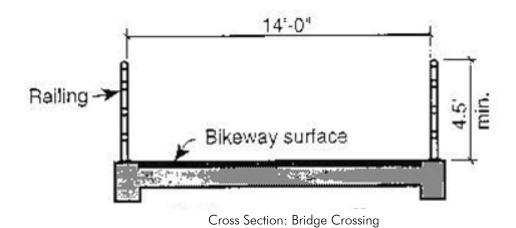
- Vertical posts should be evenly spaced, no more than 6 feet apart.
- Railings should support a vertical load of 50 pounds per linear foot of rail height.
- Top rail height should be at least 54 inches above the deck surface for bicyclists (at least 42 inches for pedestrian-only bridges).
- Middle rail height should be 33 to 36 inches from the deck surface and no wider than 1 ½ inches.
- Bottom rail height should be no higher than 15 inches from the deck surface.
- There should be no more than 15 inches of vertical opening between railings.

#### **Approaches**

 Approach railings should be constructed the same as the bridge railings.

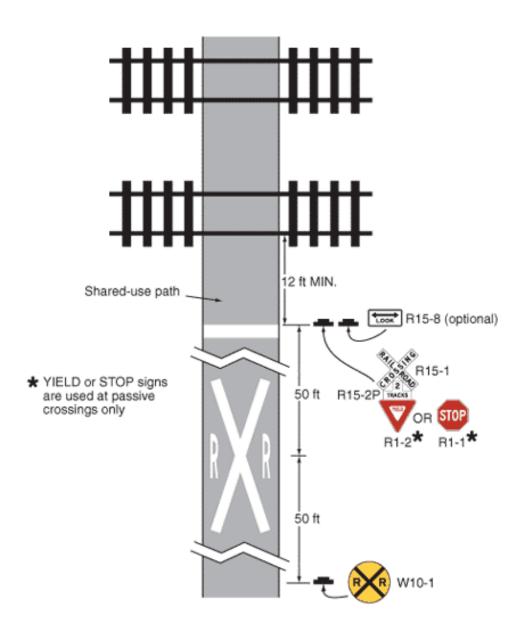


Cross Section: Tunnel Crossing



#### **Railroad Crossings**

- Trail should cross railroad at no less than a 75-degree angle.
- Gates should be installed at all trail crossings where feasible to increase train crossing safety and awareness.
- At railroad crossings, path users should yield and watch for trains. A Yield or Stop sign may be used to facilitate this behavior.



Example of signing and markings for a shared-use trail railroad grade crossing Source: MUTCD 2009, Figure 8D-1

## Champaign County Greenways & Trails Plan

# 13.5 Facilities at Trailheads and Rest Areas

A trailhead is a public access point at the beginning of a trail or at designated access points along a trail. Trailheads will usually have varying service levels for trail users, depending on anticipated trail use, proximity to other developments, and site inventories. Rest stops are areas adjacent to the trail corridor that typically have a seating area, whether a bench or a gathering of boulders. Rest areas are also appropriate locations for trail art.

The following are a list of trail support facilities that may be included at trailheads and rest stops in Champaign County.

#### **Information Kiosks**

All trailheads should have an information kiosk with the following:

- Trail system maps and brochures,
- Trail Rules and Regulations,
- Distances between rest areas along the trail, and
- Interpretive information.

#### **Trail Art**

- To highlight an important trailhead in the Champaign County trail system, trail art may be displayed.
- Preferably, the trail art will depict something of local significance or be designed by a local artist.
- Care should be taken to ensure that vandalism is minimized, including securing the art to a heavy base.

## **Bicycle Parking**

Bike parking should be located at trailheads and destinations along trails, employment centers, schools, and public buildings (e.g. libraries, post offices, and shops). Bicycle storage facilities may be used in high traffic areas where users will be away from their bicycles for long time periods (e.g. employment centers, shopping malls, and schools) to protect bicycles from weather.

#### Recommended Bike Rack Placement

- Located no more than 50 feet from the building entrance or trail entrance.
- A minimum of 24 inches from a parallel wall and 30 inches from a perpendicular wall.
- A minimum of 4 feet from curb ramps, fire hydrants, building entrances, etc.
- Facilities should not interfere with pedestrian flow.
  If located on sidewalks, racks and the bicycles
  linked to them should provide sufficient clearance
  around them for all types of pedestrians, including
  wheelchair users.
- Bicycle racks should be mounted on a 6-inch thick concrete slab.
- Bike racks should support both wheels to prevent bent rims.
- Bike racks should be fabricated of pipe or other durable material.

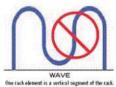






Recommended Bicycle Parking Facilities
Source: Federal Highway Administration (FHWA)







NOT Recommended Bicycle Parking Facilities Source: FHWA

#### **Motorized Vehicle Parking**

- At major trail access points, motorized vehicle parking may be provided.
- Parking lot specifications should follow the agency's adopted parking specifications.

#### Landscaping

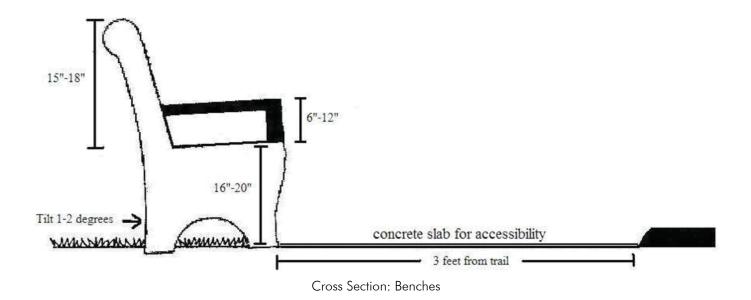
- Landscaping at trailheads and along trail corridors should be in reference to the agency's landscaping ordinance.
- Wherever feasible, use noninvasive native plant species without invasive roots.
- Vegetation may be planted beyond the grading area to discourage users from wandering beyond the trail boundary.
- Trees and shrubs should be set back at least 5 feet from the trail's edge.
- Where trail users would be exposed to increased wind, sun exposure, or snow, it is recommended to plant evergreens on the north side of the trail and deciduous trees on the south side of the trail (Evergreens will serve as a windbreak year-round, and deciduous trees will provide shade).
- Trees and shrubs may be planted in clusters and groves rather than in straight lines to break up the viewshed and add visual interest.

#### **Benches**

- Benches may be placed at rest areas along the trail and at trailheads.
- All benches should meet or exceed Americans with Disabilities Act (ADA) accessibility requirements.
- Benches should be set back three feet from the trail edge.
- Bench back should be tilted at a slope of 1 to 2 degrees to prevent standing water
- Bench Dimensions:
  - o Length should be 72 to 90 inches.
  - o Seat should be 16-20 inches above the ground.
  - o Back supports should be 15 to 18 inches high and extend the bench's full length.
  - o Armrests should be provided on both ends of the bench, 6 to 12 inches above the seat.

## Lighting

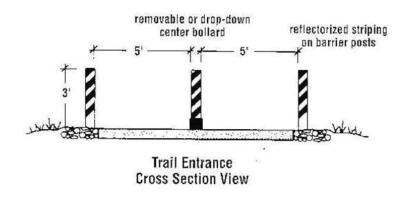
- Pedestrian level lighting may be used on Champaign County trails where nighttime accessibility is desired.
- The average maintained horizontal illumination level should be 0.5 foot-candle to 2 foot-candles.
- Lighting should be at pedestrian scale.
- Lighting is recommended for long overpasses and tunnels.

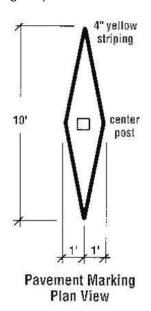


#### **Bollards**

Bollards are posts or other forms of barricades that prevent unauthorized vehicles from entering a trail.

- Bollards should be placed 10 feet from the road.
- The bollard post should be permanently reflectorized for nighttime visibility and painted a bright color for improved daytime visibility.
- A clearance of at least 32 inches wide should be provided for wheelchair access.
- When more than one post is used, 5-foot spacing is recommended.
- The recommended height for bollards is 3 feet.
- Bollards should be designed to be removable for maintenance and emergency vehicle access.





Source: APA PAS

Cross Section: Bollards and Pavement Markings

#### **Drinking Fountains**

- Adults: spigot height should be 42 inches above the ground.
- Children: steps should be provided for children to access adult spigot. Considerations should be made for children with disabilities.
- Accessible: spigot should be no higher than 36 inches, with at least 27 inches below the basin.

#### **Trash Receptacles**

- Trash receptacles may be located at trail entrances and bench seating areas.
- Trash receptacles should be set back at least 3 feet from the trail edge.
- The container should be secured to a buried concrete slab.
- Dog cleanup facilities should be located at trailheads.

#### **Accessible Bathroom**

- Accessible bathrooms may be located at major trailheads for trail users' convenience.
- Bathrooms should meet or exceed Americans with Disabilities Act (ADA) accessibility requirements.

# 13.6 Logos and Signage

Creating a countywide logos and signage system is another step toward implementing the 2004 Champaign County Greenways & Trails (G&T) Plan. Once implemented, the logos and sign types will help create a recognizable and consistent greenways and trails system of which Champaign County can be proud.

#### Methodology

The Champaign County Regional Planning Commission worked with all Greenways & Trails agencies through the Greenways & Trails Technical and Policy Committees to update the Champaign County Greenways & Trails Logos and to determine uses for those logos. The Champaign County Regional Planning Commission also researched sign types from other greenways and trails plans and systems throughout the country, and worked with the Committees to create cost-efficient and long-lasting signage types for different uses.

#### Approval and Amendment to Design Guidelines

The Greenways & Trails Technical Committee in January 2009 and the Greenways & Trails Policy Committee in April 2009 approved the Greenways & Trails Logos and Signage Guidelines. Both committees also amended the Greenways & Trails Design Guidelines document in April 2009 to include the final Logos and Signage as part of the document.

#### Logos

The Greenways & Trails logo should be used as so for the following purposes:

- Logo should include borderlines for letterhead usage.
- Logo should have no borderlines for signage usage.
- Logo should have white border when placed on green signage.

## Signage

#### **Dimensions**

Dimensions for each Greenways & Trails sign type is listed in height by width format in each image caption.

## 13.6.1 Logo Images



Greenways and Trails Letterhead Logo



Greenways and Trails Signage Logo

Note: Logo should have white border when placed on green signage.

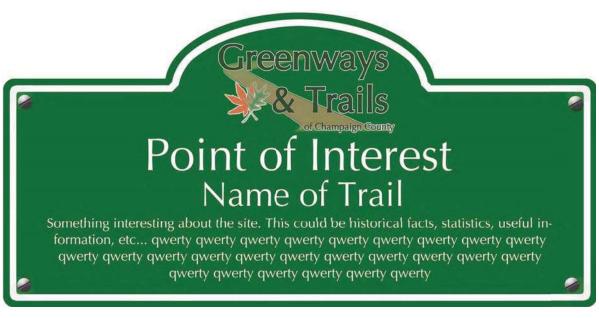
# 13.6.2 Stamp Logo on Oval Sign



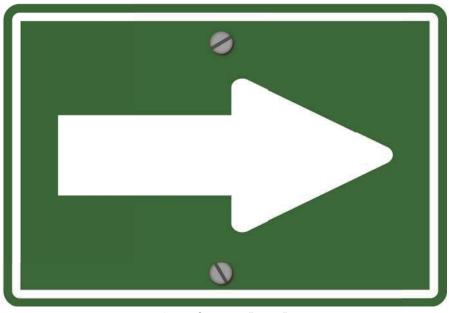
# 13.6.3 All Other Sign Images



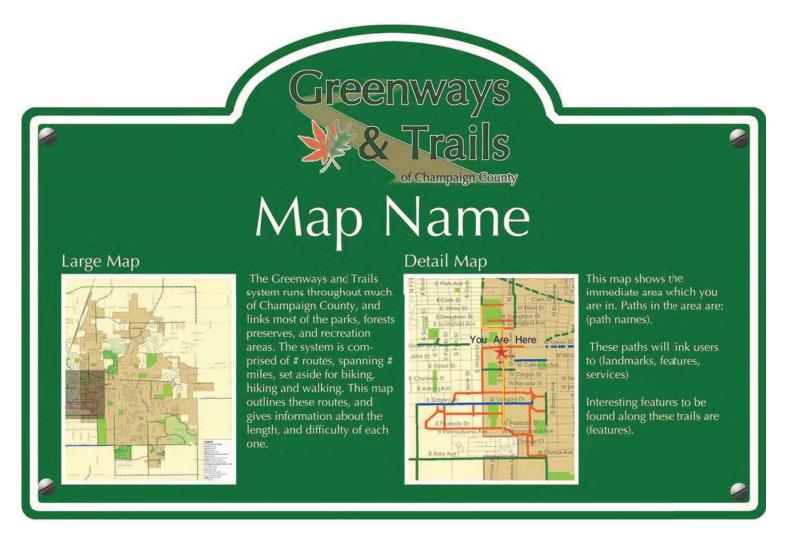
Mile Marker Sign: 18" x 9" Logo: Stamp



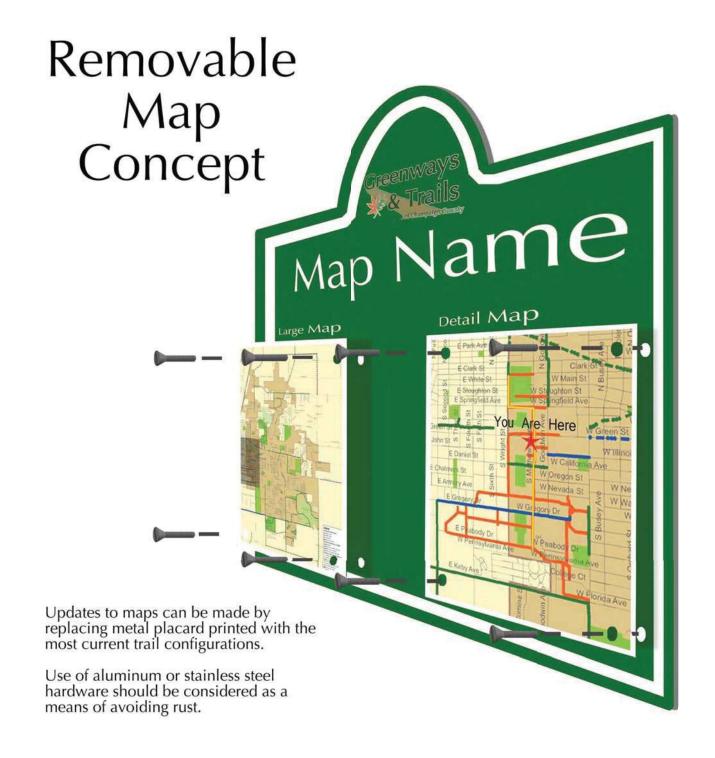
Point of Interest Sign: 18" x 36" Logo: Signage



Arrow Sign: 7.5" x 11"



Map Sign: 24" x 36" Logo: Signage



# 14 FUTURE CONDITIONS

# **14.1 Transportation**

Determining exactly how our Greenways and Trails system will look in 20 years is an impossible task. We can create goals and objectives to help lead us in the direction the public and best planning practices suggest to us, we can look at the system and identify missing links and problem areas, and we can make lists of projects that guide what links will be completed next. The difficulty arises in finding funding, overcoming physical and environmental obstacles, and merging public sentiment with individual agency priorities. Many projects never come to fruition because of these factors, despite being listed as a priority for a local agency.

Each of the agencies involved in this plan has identified projects through its own planning processes. Many of the agencies have already planned ten years or more in advance, precluding efforts to include some projects the public identified through this regional planning process within the short-term horizon. Despite this limitation, the public opinions and suggestions gathered during this regional planning process specify the ideals for the general system and identify projects for the long-term horizon. In addition, projects local agencies already planned can benefit from public comment because potential funding sources can see there is community support for the project.

## 14.1.1 2013 Projects

The following projects were implemented in 2013 during the Greenways & Trails Plan process, after the Existing Conditions Report was completed:

#### Champaign

The **City of Champaign** added 4.7 miles of trails and bikeways in 2013, including 1.4 miles of shared-use paths, 2.4 miles of on-street bike lanes, and 1.4 miles of on-street shared lane markings (sharrows).

- The First Street Trail extends north 0.5 miles on the road's east side from Gerty Drive to St. Mary's Road.
- The **Fourth Street Sharrows** stretch 0.8 miles between St. Mary's and Windsor Roads.
- The Fourth Street Sidepath is a 0.8 mile shared-use path on the road's west side between St. Mary's and Windsor Roads.
- The **John Street Sharrows** extend 0.4 miles from Willis Avenue to Russell Street.
- The John Street Bike Lanes & Sharrows stretch one mile from Russell Street to Kenwood Road. The 0.9 miles of bike lanes are connected by the 0.1 miles of sharrows at the Mattis Avenue intersection.
- The **Market Street Bike Lanes** stretch 1.1 miles from south of Kenyon Road to Mercury Drive.
- The **North Champaign Trail** was extended south 0.1 mile on Moreland Boulevard's west side to Marketview Drive.
- The State Street Bike Lanes & Sharrows extends south 0.5 miles from Hessel Boulevard to Fox Drive. The 0.4 miles of bike lanes are connected by the 0.1 miles of sharrows at the Kirby Avenue intersection.

#### Urbana

The **City of Urbana** added 11.8 miles of trails and bikeways in 2013, including 0.3 miles of shared-use paths, 4.8 miles of on-street bike lanes, 0.9 miles of on-street shared lane markings (sharrows), 0.9 miles of shared bike/parking lanes, and 4.9 miles of bike routes.

- The Anderson Street Bike Route stretches 0.6 miles from Oregon Street to Florida Avenue, and 0.5 miles from Mumford Drive to its south terminus.
- The Anderson Street Shared Bike/Parking Lanes stretch 0.6 miles from Florida Avenue to Mumford Drive.
- The Beslin Street Bike Route stretches 0.3 miles from Goodwin Avenue to Wright Street.
- The Broad Alley Bike Route stretches 0.2 miles from McCullough Street to Coler Avenue on the Carle medical campus' south side.
- The **Broadway Avenue Bike Lanes** stretch 0.3 miles from Elm Street to University Avenue.
- The Broadway Avenue Bike Route stretches 0.5 miles between Michigan and Florida Avenues.
- The **Coler Avenue Bike Route** stretches 0.7 miles between Clark and Washington Streets.
- The **Eads Street Bike Route** stretches 0.3 miles from Goodwin Avenue to Wright Street.
- The Fairview Avenue Bike Lanes & Sharrows stretch

   0.3 miles between Lincoln and Goodwin Avenues.
   The 0.2 miles of bike lanes are complemented by 0.1 miles of sharrows at the Lincoln Avenue intersection.
- The Fairview Avenue Bike Route stretches 0.3 miles from Orchard Street to Lincoln Avenue.
- The Florida Avenue Bike Lanes & Sharrows stretch
   1.5 miles between Kinch and Race Streets. The
   1.3 miles of bike lanes are complemented by 0.2 miles of sharrows at the intersections with Kinch,
   Vine, and Race Streets.
- The Florida Avenue Sidepath was extended 0.03 miles from west of Kinch Street to Rutledge Drive.
- The **Grove Street Bike Route** stretches 0.4 miles between Main and Oregon Streets.

- The **Illinois Street Bike Route** stretches 0.2 miles between Lincoln and Coler Avenues.
- The **Kinch Street Bike Lanes** stretch 0.5 miles from Washington Street to Florida Avenue. This covers the street's entire length.
- The Lanore-Adams-Fairlawn Path is a 0.04 mile off-street shared-use path connecting Lanore Drive and Adams Street at Fairlawn Drive in east Urbana.
- The Main Street Bike Lanes & Sharrows extend east 1.5 miles between Grove and Dewey Streets, and west 0.2 miles from Vine Street to Springfield Avenue. The 1.3 miles of bike lanes east of Grove Street are complemented by 0.1 mile of sharrows at the Lierman Avenue intersection, and 0.1 mile of sharrows east of Scottswood Drive.
- The **Main Street Sidepath** is a 0.2 mile shared-use path on the south side of the street along Weaver Park's north side.
- The Oregon Street Bike Route stretches 0.1 mile between Grove and Anderson Streets.
- The **Pennsylvania Avenue Bike Route** stretches 0.3 miles between Vine and Race Streets.
- The Pennsylvania Avenue Shared Bike/Parking Lanes stretch 0.3 miles between Anderson and Vine Streets.
- The **Race Street Bike Lanes** stretch 0.1 mile between Main and Elm Streets.
- The Race Street Sharrows stretch 0.3 miles from Washington Street to Michigan Avenue on reconstructed pavement in front of Urbana High School.
- The **Scovill Street Bike Route** stretches 0.5 miles between Anderson Street and Philo Road.
- The Washington Street Bike Lanes & Sharrows
   extend 1 mile from Philo Road to east of
   Dodson Drive. The 0.9 miles of bike lanes are
   complemented by 0.1 miles of sharrows at the
   Dodson Drive intersection.

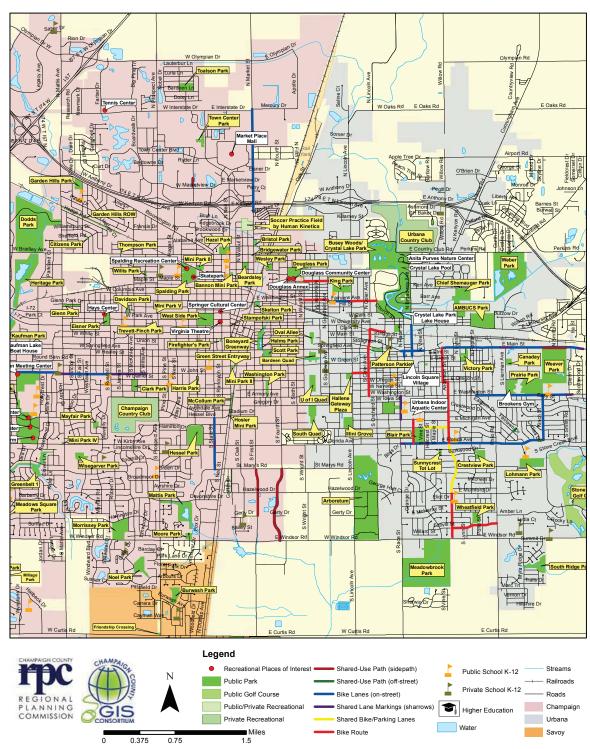
Map 23: 2013 Champaign-Urbana Trail & Bikeway Projects



## **Active Choices**

Champaign County Greenways & Trails Plan

2013 Trail & Bikeway Projects Map Existing Conditions: Greenways & Trails



#### Rantoul

The **Village of Rantoul** added 1.8 miles of shared-use paths in 2013.

The Old Fisher Farmer's Shared-Use Path is a 1.8 mile off-street shared-use path that runs north on the Lon Drive corridor from US 136, west along the former Illinois Central Gulf Railroad corridor, and south along the Canadian National Railroad to Campbell Avenue. This includes spurs to Kenneth Drive and Bel Place. This is a Rails-to-Trails conversion.

These projects are a testament to the commitment of Champaign County communities to building active transportation infrastructure.

## 14.1.2 Project Prioritization

#### **Checklist Factors:**

- Improves travel safety for pedestrians and/or bicyclists
- 2. Is designed for community-wide use (not just neighborhood use)
- Is included in a local Park District, University, City, Village, Mass Transit District, or other adopted Master Plan
- 4. Is a high priority for a Greenways and Trails member agency (documentation must be provided)
- 5. Is located within 1/4 mile of a residential area
- 6. Has received public comment
- 7. Connects two separate trails or links to an existing trail (other than a sidewalk)
- 8. Provides a direct link for non-motorized traffic to a major activity center
- 9. Provides access for bicyclists and pedestrians
- 10. Has enough land acquired to start facility construction
- 11. Already has funding spent on it for design and/or construction
- 12. Has public restrooms adjacent to or on property
- 13. Has water fountains and/or waste receptacles
- 14. Has bicycle racks
- 15. Provides educational opportunities for residents through informative displays, signage, etc.
- 16.Includes landscaping and/or other aesthetic improvements in its design (other than grass)

This plan lists each participating agency's projects identified from their own plans. These projects were then prioritized according to how well they comply with this plan's goals and objectives. While this prioritization will not likely affect what individual agencies already planned, it can serve as a guide to development once those projects have been implemented or deemed infeasible. Maps 24 through 39 illustrate the proposed greenways and trails system.

## 14.1.3 List of Prioritized Projects

The following list categorizes projects into High, Medium, and Low Priority based on the project prioritization checklist. These projects will be reviewed periodically, which could affect the number of projects listed and/or the category in which a project is listed. The corresponding lead agency for each project has supplied an estimated implementation time period when available based on plan or agency information.

#### **Organization of Tables**

The Champaign County Regional Planning Commission has created separate tables for each geographic area. This includes unincorporated areas near a municipality, with all other unincorporated areas being listed in the Champaign County table.

Each table is sorted in the following order:

- 1. Priority,
- 2. Timeframe (provided when available),
- 3. Municipality (including adjacent unincorporated areas),
- 4. Type [of trail or bikeway], and
- 5. Name.

### **Project IDs**

Based on this organization, an ID was assigned to each project for easier reference. The ID format is as follows:

## GA-PP-##

#### 1. GA = Geographic Area Abbreviation

- a. CC = Champaign County
- b. CH = City of Champaign
- c. UR = City of Urbana
- d. MA = Village of Mahomet
- e. RT = Village of Rantoul
- f. SA = Village of Savoy
- g. SJ = Village of St. Joseph
- h. BO = Village of Bondville
- i. FI = Village of Fisher
- j. GI = Village of Gifford
- k. HO = Village of Homer
- I. LU = Village of Ludlow
- m. SI = Village of Sidney
- n. TB = Village of Thomasboro
- o. TO = Village of Tolono

## 2. PP = Priority Level

- a. HP = High Priority
- b. MP = Medium Priority
- c. LP = Low Priority
- **3.** ## = Project ID number. Projects are numbered in alphabetical order for each sorted section.

## Trail/Bikeway Type

The following abbreviations are translated as follows:

- 1. SUP(OS) = Shared-Use Path (off-street)
- 2. SUP (SP) = Shared-Use Path (sidepath)

See Chapter 13 for explanation of recommended trail and bikeway types.

#### **Plan Sources**

Most of this plan's trail and bikeway recommendations are listed in member agency plans developed since the 2004 Champaign County Greenways & Trails Plan. Following are translations for acronyms and abbreviations listed in the "Plan" column of the Project Prioritization tables.

- CBP = Draft University of Illinois Campus Bike Plan (2013)
- 2. CBIP = Draft Champaign Bike Implementation Plan (2012)
- 3. CCFPD = Champaign County Forest Preserve District plans (2013)
- 4. Champaign Tomorrow = Champaign Tomorrow Comprehensive Plan (2011)
- 5. CIOEP = Champiagn Interstate Overpass Enhancement Plan (2008)
- 6. CMI = City of Champaign comments (2013)
- 7. CPD = Champaign Park District plans (2013)
- 8. CUUATS = CUUATS/CCRPC recommendations (2013)
- 9. CTMP = Champaign Transportation Master Plan (2008)
- 10.CTMP 2010 = Champaign Transportation Master Plan Draft Bike Vision Map 2010
- 11.CTP = Champaign Trails Plan (2011)
- 12.GT = Champaign County Greenways & Trails Plan (2004)
- 13.GT CP 2010 = Champaign County Greenways & Trails Plan Community Path 2010 work by CUUATS staff presented to the GT Technical Committee
- 14.GT PW1 = Active Chocies (GT Plan) Public Workshop Series #1 (2012)
- 15.GT PW2 = Active Choices (GT Plan) Public Workshop #2 (2013)
- 16.IL 130 = IL 130/High Cross Road Corridor Study (2006)
- 17. Mahomet IDNR = Village of Mahomet Illinois Department of Natural Resources Bike Path grant application (2013)
- 18.MPRMP = Village of Mahomet Parks and Recreation Master Plan (2004)

- 19. Reseeding Tomorrow = Reseeding Tomorrow: Champaign Landfill Reuse Park Plan (2008)
- 20.Sangamon Rivertrail Subcommittee = Plans from representatives of the Village of Mahomet Sangamon Rivertrail Subcommittee (2013)
- 21. Savoy ITEP = Village of Savoy Illinois Transportation Enhancement Program grant application (2013)
- 22.SJCP = Village of St. Joseph Comprehensive Plan (2013)
- 23.SR = Staley/Rising Corridor Study (2009)
- 24.SRTS = City of Urbana Safe Routes to School grant application (2010)
- 25.St. Mary's Road = St. Mary's Road Corridor Study (2008)
- 26.Thomasboro SRTS = Thomasboro Safe Routes to School Plan (2013)
- 27.UBMP = Urbana Bicycle Master Plan (2008)
- 28.UDTCS = University District Traffic Circulation Study (2013)
- 29. University Ave = University Avenue Corridor Study (2010)
- 30. Urbana Comp Plan = City of Urbana Comprehensive Plan (2005)
- 31.US 45 = US 45 Corridor Study (2006)

#### **Termini**

Project termini were listed for non-loop path projects. "NE" refers to the north or east terminus, and "SW" refers to the south or west terminus.

#### **Distance**

Distance is provided in miles.

#### **Jurisdiction and Municipalities**

It is important to distinguish each proposed project's jurisidiction and municipal location. Municipal governments are not responsible for installing and maintaining every trail and bikeway in their municipality. Please refer to the "Jurisdiction" column when seeking information on a proposed project.

Following are translations for acronyms and abbreviations listed in the "Jurisidiction" and "Municipality" columns:

- 1. Carle = Carle Physicians Group
- 2. CCFPD = Champaign County Forest Preserve District
- 3. Champaign = City of Champaign
- 4. CN RR = Canadian National Railroad
- 5. County = Champaign County
- 6. CPD = Champaign Park District
- 7. CUMTD = Champaign-Urbana Mass Transit District
- 8. IAWC = Illinois American Water Company
- 9. ICG RR = Illinois Central Gulf Railroad
- 10.IDOT = Illinois Department of Transportation
- 11.Lincoln Square = Lincoln Square Village
- 12. Mahomet = Village of Mahomet
- 13. Norfolk Southern RR = Norfolk Southern Railroad
- 14. Penn Central RR = Penn Central Railroad
- 15. Private = Private landowner
- 16. Rantoul = Village of Rantoul
- 17.Savoy = Village of Savoy
- 18.St Joseph = Village of St. Joseph
- 19. Thomasboro = Village of Thomasboro
- 20. Tolono = Village of Tolono
- 21. UIUC = University of Illinois at Urbana-Champaign
- 22. Unit 7 = Unit #7 School District
- 23.UPD = Urbana Park District
- 24. Urbana = City of Urbana
- 25.USD = Urbana School District #116

#### **Description**

A project description is listed only when information from member agencies was provided.

#### **Timeframe**

The project implementation timeframe is only listed when information from member agencies was provided. Projects listed in a 0-5 year timeframe were classified as High Priority; 6-10 year timeframe as Medium Priority; and 10+ year timeframe as Low Priority. This is based on agency information, *not* Greenways & Trails Project Prioritization information.

# Champaign (including unincorporated areas)

Champaign (including unincorporated areas)											
Project ID	Name	Туре	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time- frame
CH- HP-01	Armory Avenue	Bike Lanes	CBP, CBIP	Sixth St	Fourth St	0.17	UIUC	Champaign		High	High
CH- HP-02	Armory Avenue Bike Lanes	Bike Lanes	CBP, UBMP	Wright St	Sixth St	0.08	UIUC	Champaign		High	High
CH- HP-03	Wright Street Bike Lanes	Bike Lanes	UBMP, CBP, CBIP, CTMP	Springfield Ave	Armory Ave	0.50	Champaign	Champaign		High	High
CH- HP-04	Wright Street	Bike Lanes	CBP, CBIP	White St	Spring- field Ave	0.13	IDOT	Champaign		High	
CH- HP-05	Wright Street	Bike Lanes	CTMP, CBIP, CBP	University Ave	White St	0.13	IDOT	Champaign		High	
CH- HP-06	Greenbelt Connector	SUP (OS)	GT, CTP, CPD	Greenbelt Bikeway	Spring- field Ave (IL 10)	0.20	CPD	Champaign		High	
CH- MP-01	Bradley Avenue	Bike Lanes	CBIP, CTMP, UBMP	Carver Dr	Market St	0.54	Champaign	Champaign		Med	High
CH- MP-02	First Street	Bike Lanes	СВР	Gregory Dr	Kirby Ave	0.43	UIUC	Champaign		Med	High
CH- MP-03	Fourth Street	Bike Lanes	CBP, CBIP	Gregory Dr	Kirby Ave	0.43	UIUC	Champaign		Med	High
CH- MP-04	Fourth Street	Bike Lanes	CBP, St. Mary's Road	Kirby Ave	St. Mary's Rd	0.24	UIUC	Champaign		Med	High
CH- MP-05	St. Mary's Road	Bike Lanes	CBP, St. Mary's Road, CBIP, CPD	Oak St	Neil St	0.20	UIUC	Champaign		Med	High
CH- MP-06	White Street	Bike Lanes	CBIP, CBP, CTMP, University Ave	Wright St	Second St	0.43	Champaign	Champaign		Med	High
CH- MP-07	North Champaign Multi-Use Trail East Spur	SUP (OS)	CTP, CPD	Neil St	North Cham- paign Multi-Use Trail	0.15	Champaign	Champaign		Med	High
CH- MP-08	North Champaign Multi-Use Trail Over I-74	SUP (OS)	CTP, CI- OEP, CPD	Anthony Dr	Boneyard Creek	0.18	IDOT	Champaign		Med	High
CH- MP-09	North Champaign Multi-Use Trail West Spur	SUP (OS)	CTP, CPD	North Champaign Multi-Use Trail	Prospect Ave	0.25	Champaign	Champaign		Med	High

Project ID	Name	Туре	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time- frame
CH- MP-10	North Champaign Trail Deten- tion Lake Spur	SUP (OS)	СТР	Town Cen- ter Blvd	Market- view Dr	0.71	Champaign	Champaign		Med	High
CH- MP-11	Pipeline Trail	SUP (OS)	CTP, GT	Windsor Rd	Curtis Rd	1.02	Champaign	Champaign		Med	High
CH- MP-12	Pipeline Trail	SUP (OS)	СТР	Springfield Ave (IL 10)	Kirby Ave	1.01	Champaign	Champaign	Along Marathon Pipeline easement	Med	High
CH- MP-13	Pipeline Trail Spur	SUP (OS)	CTP, CPD	W of Glen Abbey Dr	Rising Rd	0.33	Champaign	Champaign		Med	High
CH- MP-14	Upper Boneyard Greenway	SUP (OS)	GT, CTP, University Ave, CPD	Washington St	University Ave	0.30	Champaign	Champaign		Med	High
CH- MP-15	Upper Boneyard Greenway	SUP (OS)	CTP, GT, CPD	Walnut St	Bradley Ave	0.32	Champaign	Champaign		Med	High
CH- MP-16	Upper Boneyard Greenway	SUP (OS)	CTP, CPD	Walnut St	S of Ken- yon Rd	0.53	Champaign	Champaign		Med	High
CH- MP-17	Upper Boneyard Greenway	SUP (OS)	CTP, CPD	Bradley Ave	MLK Trail	0.29	Champaign	Champaign		Med	High
CH- MP-18	Upper Boneyard Greenway	SUP (OS)	GT, CTP, University Ave, CPD	MLK Trail	Washing- ton St	0.18	Champaign	Champaign		Med	High
CH- MP-19	Wabash Rail-Trail	SUP (OS)	GT, CTP, CTMP, University Ave, CPD (part)	Wright St	Market St	0.61	Penn Cen- tral RR	Champaign		Med	High
CH- MP-20	Wabash Rail-Trail	SUP (OS)	CTP, GT, CTMP, CPD	Market St	Prairie St	0.53	Norfolk Southern RR	Champaign		Med	High
CH- MP-21	Wabash Rail-Trail	SUP (OS)	GT, CTP, CTMP, CPD (part)	Prairie St	Mattis Ave	1.65	Norfolk Southern RR	Champaign		Med	High
CH- MP-22	Boneyard Creek Trail Extension	SUP (SP)	СТР	Wright St	Boneyard Creek Trail	0.11	Champaign	Champaign	Along Sixth & Healey Streets	Med	High
CH- MP-23	Curtis Road Multi-Use Trail	SUP (SP)	CTP, US 45, CPD	Champaign Limit	Pipeline Trail	0.25	Champaign	Champaign		Med	High
CH- MP-24	Moreland Boulevard	SUP (SP)	CTP, GT, CPD	Marketview Dr	Anthony Dr	0.17	Champaign	Champaign		Med	High

Project ID	Name	Туре	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time- frame
CH- MP-25	North Champaign Multi-Use Trail	SUP (SP)	CTP, GT, CPD	Moreland Blvd	Town Center Blvd	0.09	CPD	Champaign		Med	High
CH- MP-26	North Champaign Trail Deten- tion Lake Spur	SUP (SP)	СТР	Town Cen- ter Blvd	Market- view Dr	0.71	Champaign	Champaign	Town Center Blvd.	Med	High
CH- MP-27	Windsor Road	SUP (SP)	СВР	First St	Neil St	0.42	UIUC	Champaign	North side	Med	High
CH- MP-28	Windsor Road Multi- Use Trail	SUP (SP)	CTP, GT	I-57	E of Staley Rd	0.31	Champaign	Champaign		Med	High
CH- MP-29	Windsor Road Multi- Use Trail	SUP (SP)	CTP, GT	Duncan Rd	I-57	0.40	Champaign	Champaign		Med	High
CH- MP-30	Windsor Road Multi- Use Trail	SUP (SP)	CTP, GT	I-57	I-57	0.20	IDOT	Champaign		Med	High
CH- MP-31	Curtis Road Multi-Use Trail	SUP (OS)	CTP, GT, CIOEP, US 45, CPD	Duncan Rd	Staley Rd	1.46	County	Champaign (unincorpo- rated)		Med	High
CH- MP-32	Pipeline Trail	SUP (OS)	СТР	US 150	IL 10	3.59	County	Champaign (unincorpo- rated)	Along Marathon Pipeline easement	Med	High
CH- MP-33	Pipeline Trail Spur	SUP (OS)	СТР	W of Glen Abbey Dr	Curtis Rd	2.23	County	Champaign (unincorpo- rated)		Med	High
CH- MP-34	Pipeline Trail Spur	SUP (OS)	CTP, CPD	Rising Rd	Kaskaskia River	0.58	County	Champaign (unincorpo- rated)		Med	High
CH- MP-35	Wabash Rail-Trail	SUP (OS)	GT, CTP, CTMP, CPD (part)	Mattis Ave	Barker Rd	4.42	Norfolk Southern RR	Champaign (unincorpo- rated)		Med	High
CH- MP-36	Curtis Road Multi-Use Trail	SUP (SP)	CTP, US 45, CPD	Pipeline Trail	Kaskaskia River	1.15	County	Champaign (unincorpo- rated)		Med	High
CH- MP-37	Curtis Road Multi-Use Trail	SUP (SP)	CTP, US 45, CPD	Staley Rd	Cham- paign Limit	0.25	County	Champaign (unincorpo- rated)		Med	High
CH- MP-38	Windsor Road Multi- Use Trail	SUP (SP)	CTP, GT	E of Staley Rd	Staley Rd	0.09	County	Champaign (unincorpo- rated)		Med	High
CH- MP-39	Gregory Drive	Bike Route	CBP, CBIP	First St	Oak St	0.15	UIUC	Champaign		Med	Med
CH- MP-40	Peabody Drive	Bike Route	СВР	Fourth St	First St	0.28	UIUC	Champaign		Med	Med

Project ID	Name	Туре	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time- frame
CH- MP-41	Centennial Park North Path	SUP (OS)	CPD			0.58	CPD	Champaign		Med	Med
CH- MP-42	Centennial Park South Path	SUP (OS)	CPD			0.90	CPD	Champaign		Med	Med
CH- MP-43	Lorado Taft Path	SUP (OS)	СВР	Sixth St	Euclid St	0.22	UIUC	Champaign		Med	Med
CH- MP-44	Lorado Taft Path	SUP (OS)	СВР	Euclid St	First St	0.25	UIUC	Champaign		Med	Med
CH- MP-45	Lorado Taft Path	SUP (OS)	СВР	Champaign limits	Sixth St	0.08	UIUC	Champaign		Med	Med
CH- MP-46	Lower Cop- per Slough Greenway	SUP (OS)	GT, CTP, CPD	Staley Rd	Porter Family Park	0.80	Champaign	Champaign		Med	Med
CH- MP-47	Duncan Road Multi- Use Trail A	SUP (SP)	CTP, GT, CPD	Springfield Ave (IL 10)	Copper Slough	0.58	Champaign	Champaign	West side	Med	Med
CH- MP-48	Duncan Road Multi- Use Trail B	SUP (SP)	CTP, CPD	Roby Trail	Windsor Rd	0.45	Champaign	Champaign	East side	Med	Med
CH- MP-49	Kirby Avenue Multi-Use Trail	SUP (SP)	СТР	I-57	Glenshire Dr	0.34	Champaign	Champaign		Med	Med
CH- MP-50	Kirby Avenue Multi-Use Trail	SUP (SP)	СТР	Pipeline Trail	Rising Rd	0.52	Champaign	Champaign		Med	Med
CH- MP-51	Kirby Avenue Multi-Use Trail	SUP (SP)	СТР	Staley Rd	E of Mul- likin Dr	0.26	Champaign	Champaign		Med	Med
CH- MP-52	Kirby Avenue Multi-Use Trail	SUP (SP)	СТР	I-57	I-57	0.06	IDOT	Champaign		Med	Med
CH- MP-53	Olympian Drive Multi- Use Trail	SUP (SP)	CTMP, CTP, CI- OEP, CPD	Prospect Ave	Cham- paign limits	1.56	Champaign	Champaign		Med	Med
CH- MP-54	Olympian Drive Multi- Use Trail	SUP (SP)	CTMP, CTP, CI- OEP, CPD	Market St	Prospect Ave	1.00	Champaign	Champaign		Med	Med
CH- MP-55	Peabody Path	UIUC Bike Path	СВР	Sixth St	ARC	0.24	UIUC	Champaign		Med	Med
CH- MP-56	Peabody Path	UIUC Bike Path	СВР	Champaign limit	Sixth St	0.09	UIUC	Champaign		Med	Med

Project ID	Name	Туре	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time- frame
CH- MP-57	Lower Cop- per Slough Greenway	SUP (OS)	CTP, CPD	Porter Fam- ily Park	Kaskaskia River	1.07	County	Champaign (unincorpo- rated)		Med	Med
CH- MP-58	West Springfield Avenue Rail-Trail	SUP (OS)	CTP, GT, CPD	Duncan Rd	Staley Rd	0.99	County	Champaign (unincorpo- rated)	South side	Med	Med
CH- MP-59	West Springfield Avenue Rail-Trail	SUP (OS)	CTP, GT, CPD	Staley Rd	Kaskaskia River	1.74	County	Champaign (unincorpo- rated)		Med	Med
CH- MP-60	Duncan Road Multi- Use Trail C	SUP (SP)	СТР	Robeson Meadows West Trail	Duncan Road W DSUP	0.46	County	Champaign (unincorpo- rated)	West side	Med	Med
CH- MP-61	Duncan Road Multi- Use Trail C	SUP (SP)	СТР	Hallbeck Park	Duncan Rd E DSUP	0.69	County	Champaign (unincorpo- rated)	East side	Med	Med
CH- MP-62	Kirby Avenue Multi-Use Trail	SUP (SP)	СТР	Duncan Rd	I-57	0.47	County	Champaign (unincorpo- rated)		Med	Med
CH- MP-63	Kirby Avenue Multi-Use Trail	SUP (SP)	СТР	Glenshire Dr	Staley Rd	0.13	County	Champaign (unincorpo- rated)		Med	Med
CH- MP-64	Olympian Drive Multi- Use Trail	SUP (SP)	CTMP, CTP, CI- OEP, CPD	Champaign limits	W termi- nus	0.30	County	Champaign (unincorpo- rated)		Med	Med
CH- MP-65	Pennsylva- nia Avenue	Bike Lanes	СВР	Champaign limits	Fourth St	0.25	UIUC	Champaign		Med	Low
CH- MP-66	City of New Orleans Rail-Trail	SUP (OS)	CTP, University Ave,	Wabash Railtrail	Windsor Rd	2.68	CN RR	Champaign		Med	Low
CH- MP-67	City of New Orleans Rail-Trail	SUP (OS)	CTP, University Ave,	Windsor Rd	Curtis Rd	1.00	CN RR	Champaign		Med	Low
CH- MP-68	Phinney Branch Greenway	SUP (OS)	CTP, CPD	Roby Trail	Mattis Ave	0.71	Champaign	Champaign		Med	Low
CH- MP-69	Olympian Drive Multi- Use Trail	SUP (SP)	CTP, CTMP, UBMP, CPD	Apollo Dr	Market St	0.46	Champaign	Champaign		Med	Low
CH- MP-70	U.S. Route 150 Multi- Use Trail	SUP (SP)	CTP, GT, CIOEP, CPD	Mattis Ave	Staley Rd	2.54	IDOT	Champaign		Med	Low
CH- MP-71	Phinney Branch Greenway	SUP (OS)	CTP, CPD	Mattis Ave	Curtis Rd	1.30	County	Champaign (unincorpo- rated)		Med	Low

Project ID	Name	Туре	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time- frame
CH- MP-72	Bradley Av- enue Trail	SUP (SP)	SR	Rising Rd	Kaskaskia River	0.69	County	Champaign (unincorpo- rated)	North side	Med	Low
CH- MP-73	Bradley Av- enue Trail	SUP (SP)	SR	Rising Rd	Kaskaskia River	0.69	County	Champaign (unincorpo- rated)	South side	Med	Low
CH- MP-74	Curtis Road Multi-Use Trail	SUP (SP)	SR, US 45, CPD	Rising Rd	Kaskaskia River	0.64	County	Champaign (unincorpo- rated)		Med	Low
CH- MP-75	U.S. Route 150 Multi- Use Trail	SUP (SP)	CTP, GT, CPD	Staley Rd	Kaskaskia River	1.42	IDOT	Champaign (unincorpo- rated)		Med	Low
CH- MP-76	Windsor Road	Bike Lanes	CBIP, SR, CIOEP	Briar Hill Dr	Eagle Ridge Rd	0.29	IDOT, Champaign	Champaign	Complete Street Im- provement	Med	2013- 14
CH- MP-77	Blooming- ton Road	Bike Lanes	CTMP	State St	Prospect Ave	0.67	Champaign	Champaign		Med	
CH- MP-78	Blooming- ton Road	Bike Lanes	CTMP, CBIP	Prospect Ave	Mattis Ave	1.14	IDOT	Champaign		Med	
CH- MP-79	Boardwalk Drive	Bike Lanes	CBIP, CTMP	Olympian Dr	Town Center Blvd	1.00	Champaign	Champaign		Med	
CH- MP-80	Boardwalk Drive	Bike Lanes	CTMP, CBIP	Town Cen- ter Blvd	Baytowne Dr	0.13	Champaign	Champaign		Med	
CH- MP-81	Bradley Avenue	Bike Lanes	CTMP, CBIP, GT, SR	I-57	Staley Rd	0.54	Champaign	Champaign		Med	
CH- MP-82	Bradley Avenue	Bike Lanes	CTMP, CBIP	Market St	Mattis Ave	2.02	Champaign	Champaign		Med	
CH- MP-83	Bradley Avenue	Bike Lanes	CTMP, CBIP	Mattis Ave	Clayton Blvd	0.52	Champaign	Champaign		Med	
CH- MP-84	Bradley Avenue	Bike Lanes	CTMP, CBIP	Clayton Blvd	Duncan Rd	0.47	Champaign	Champaign		Med	
CH- MP-85	Bradley Avenue	Bike Lanes	CTMP, CBIP, GT, SR	1-57	I-57	0.04	IDOT	Champaign		Med	
CH- MP-86	Bradley Avenue	Bike Lanes	CTMP, CBIP, GT, SR	Duncan Rd	1-57	0.42	Champaign	Champaign		Med	
CH- MP-87	Church Street	Bike Lanes	CTMP, CBIP	Elm St	Mattis Ave	1.42	Champaign	Champaign		Med	
CH- MP-88	Clark Street	Bike Lanes	CTMP, CBIP, University Ave	Randolph St	State St	0.09	Champaign	Champaign		Med	
CH- MP-89	Crescent Drive	Bike Lanes	CBIP	Sangamon Dr	Kirby Ave	0.28	Champaign	Champaign		Med	
CH- MP-90	Crescent Drive	Bike Lanes	CBIP	John St	Sangam- on Dr	0.47	Champaign	Champaign		Med	

Project ID	Name	Туре	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time- frame
CH- MP-91	Curtis Road	Bike Lanes	CBIP, CIOEP	E of I-57	W of I-57	0.63	IDOT	Champaign		Med	
CH- MP-92	Daniel Street	Bike Lanes	CBP, CTMP, UDTCS	Wright St	Sixth St	0.08	Champaign	Champaign		Med	
CH- MP-93	Duncan Road	Bike Lanes	CTMP, CBIP	William St	S of Maple- wood Dr	0.31	Champaign	Champaign		Med	
CH- MP-94	Duncan Road	Bike Lanes	CBIP	Windsor Rd	Wedge- wood Dr	0.47	Champaign	Champaign		Med	
CH- MP-95	Duncan Road	Bike Lanes	CTMP, CBIP	John St	William St	0.23	Champaign	Champaign		Med	
CH- MP-96	Duncan Road	Bike Lanes	CTMP, CBIP	Kirby Ave	Stoney- brook Dr	0.50	Champaign	Champaign		Med	
CH- MP-97	Duncan Road	Bike Lanes	CTMP, CBIP	N of Lawn- dale Dr	Kirby Ave	0.20	Champaign	Champaign		Med	
CH- MP-98	First Street	Bike Lanes	CBIP, CTMP	Church St	University Ave	0.14	Champaign	Champaign		Med	
CH- MP-99	First Street	Bike Lanes	CTMP, CBP	University Ave	Clark St	0.07	Champaign	Champaign		Med	
CH- MP-100	First Street	Bike Lanes	CBIP, CTMP	Washington St	Church St	0.11	Champaign	Champaign		Med	
CH- MP-101	Fourth Street	Bike Lanes	CTMP, University Ave, CBIP	Bradley Ave	N of University Ave	0.72	Champaign	Champaign		Med	
CH- MP-102	Fourth Street	Bike Lanes	CTMP, CBP, University Ave	University Ave	Green St	0.45	Champaign	Champaign		Med	
CH- MP-103	Green Street	Bike Lanes	CTMP, CBIP, CBP	First St	Neil St	0.25	Champaign	Champaign		Med	
CH- MP-104	Green Street	Bike Lanes	CBIP, CTMP, CBP	Fourth St	First St	0.27	Champaign	Champaign		Med	
CH- MP-105	Green Street	Bike Lanes	CTMP, CBIP	Neil St	State St	0.18	Champaign	Champaign		Med	
CH- MP-106	Kirby Av- enue	Bike Lanes	CBIP, SR, CIOEP	I-57	Cobble- field Dr	0.13	Champaign	Champaign		Med	
CH- MP-107	Kirby Av- enue	Bike Lanes	CBIP, SR, CIOEP	I-57	I-57	0.06	IDOT	Champaign		Med	
CH- MP-108	Market Street	Bike Lanes	CTMP, CBIP, GT	Olympian Dr	Market Place Mall	0.78	Champaign	Champaign		Med	
CH- MP-109	Market Street	Bike Lanes	CTMP, CBIP, GT	Bradley Ave	Penn Central RR	0.34	Champaign	Champaign		Med	
CH- MP-110	Market Street	Bike Lanes	CTMP, CBIP, GT	S of Kenyon Rd	Bradley Ave	0.43	Champaign	Champaign		Med	

Project ID	Name	Туре	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time- frame
CH- MP-111	Market Street	Bike Lanes	CTMP, CBIP	Penn Cen- tral RR	Washing- ton St	0.18	Champaign	Champaign		Med	
CH- MP-112	Market Street	Bike Lanes	CBIP, CTMP, GT	Champaign limits	Olympian Dr	0.23	Champaign	Champaign		Med	
CH- MP-113	Prospect Avenue	Bike Lanes	CBIP, CIOEP	Marketview Dr	Bloom- ington Rd	0.40	IDOT	Champaign		Med	
CH- MP-114	Prospect Avenue	Bike Lanes	СВІР	Windsor Rd	Cham- paign City Limit	0.40	Champaign	Champaign		Med	
CH- MP-115	Prospect Avenue	Bike Lanes	CBIP	Devonshire Dr	Windsor Rd	0.42	Champaign	Champaign		Med	
CH- MP-116	Prospect Avenue	Bike Lanes	CBIP, CTMP 2010	Broadmoor Dr	Devon- shire Dr	0.21	Champaign	Champaign		Med	
CH- MP-117	Prospect Avenue	Bike Lanes	CBIP	Balboa Rd	Broad- moor Dr	0.15	Champaign	Champaign		Med	
CH- MP-118	Prospect Avenue	Bike Lanes	CBIP, CTMP	Springfield Ave (IL 10)	Kirby Ave	1.00	Champaign	Champaign		Med	
CH- MP-119	Prospect Avenue	Bike Lanes	CBIP, GT, CTMP	Bradley Ave	University Ave	0.75	IDOT	Champaign		Med	
CH- MP-120	Prospect Avenue	Bike Lanes	CBIP	Kirby Ave	Balboa Rd	0.22	Champaign	Champaign		Med	
CH- MP-121	Prospect Avenue	Bike Lanes	CBIP, CTMP	University Ave	Spring- field Ave (IL 10)	0.25	IDOT	Champaign		Med	
CH- MP-122	Sixth Street	Bike Lanes	СВР	Armory Ave	Pennsyl- vania Ave	0.34	UIUC	Champaign		Med	
CH- MP-123	St. Mary's Road	Bike Lanes	CBP, St. Mary's Road, CBIP, CPD (part)	First St	Oak St	0.15	UIUC	Champaign		Med	
CH- MP-124	Stadium Drive	Bike Lanes	CBP, CBIP, CTMP	First St	Neil St	0.28	UIUC	Champaign		Med	
CH- MP-125	University Avenue	Bike Lanes	CTMP, CBIP	State St	Mattis Ave	1.59	Champaign	Champaign		Med	
CH- MP-126	University Avenue	Bike Lanes	СТМР	Randolph St	State St	0.09	Champaign	Champaign		Med	
CH- MP-127	Walnut Street	Bike Lanes	CBIP, CTMP	Columbia Ave	Washing- ton St	0.08	Champaign	Champaign		Med	
CH- MP-128	Windsor Road	Bike Lanes	CBIP	First St	Neil St	0.45	Champaign	Champaign		Med	
CH- MP-129	Windsor Road	Bike Lanes, Com- plete Street	CTMP (2008 & 2010), GT, US 45	Pipeline Trail	Rising Rd	0.50	Champaign	Champaign		Med	

Project ID	Name	Туре	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time- frame
CH- MP-130	Windsor Road	Bike Lanes, Com- plete Street	CTMP (2008 & 2010), GT, US 45	Staley Rd	Pipeline Trail	0.50	Champaign	Champaign		Med	
CH- MP-131	Armory Avenue	Bike Route	CTMP, CBIP	Prospect Ave	Russell St	0.50	Champaign	Champaign		Med	
CH- MP-132	Armory Avenue	Bike Route	CBP, CBIP	Fourth St	Oak St	0.43	Champaign	Champaign		Med	
CH- MP-133	Barberry Drive	Bike Route	CBIP	Crescent Dr	Win- chester Dr	0.06	Champaign	Champaign		Med	
CH- MP-134	Broadmoor Drive	Bike Route	CBIP, CTMP	Lynwood Dr	Simon Trail	0.83	Champaign	Champaign		Med	
CH- MP-135	Broadmoor Drive	Bike Route	CTMP 2010, CUUATS	Prospect Ave	Lynwood Dr	0.12	Champaign	Champaign		Med	
CH- MP-136	Cherry Hills Drive	Bike Route	CBIP	Champaign limits	Curtis Rd	0.97	Champaign	Champaign		Med	
CH- MP-137	Chester Street	Bike Route	CBIP, CTMP	First St	University Ave	0.14	Champaign	Champaign		Med	
CH- MP-138	Chestnut Street	Bike Route	CBIP, CTMP	Main St	University Ave	0.08	Champaign	Champaign		Med	
CH- MP-139	Church Street	Bike Route	CBIP, CTMP, University Ave	Wright St	Second St	0.44	Champaign	Champaign		Med	
CH- MP-140	Church Street	Bike Route	CBIP, CTMP	Neil St	Randolph St	0.09	Champaign	Champaign		Med	
CH- MP-141	Church Street	Bike Route	CBIP, CTMP, University Ave	Second St	First St	0.09	Champaign	Champaign		Med	
CH- MP-142	Clark Street	Bike Route	CBIP, CTMP	Prairie St	Flora Dr	0.98	Champaign	Champaign		Med	
CH- MP-143	Clayton Boulevard	Bike Route	CBIP, CTMP	Bradley Ave	Duncan Rd	0.77	Champaign	Champaign		Med	
CH- MP-144	Clayton Boulevard	Bike Route	CBIP	Duncan Rd	Crest- wood Dr	0.30	Champaign	Champaign		Med	
CH- MP-145	Clearwater Drive	Bike Route	CBIP, CTMP	Clayton Blvd	Greenbelt Bikeway	0.08	Champaign	Champaign		Med	
CH- MP-146	Columbia Avenue	Bike Route	CBIP	Prospect Ave	Carson Ave	0.73	Champaign	Champaign		Med	
CH- MP-147	Columbia Avenue	Bike Route	CBIP, CTMP	Neil St	Prospect Ave	0.76	Champaign	Champaign		Med	
CH- MP-148	Columbia Avenue	Bike Route	СТМР	Market St	Walnut St	0.07	Champaign	Champaign		Med	

Project ID	Name	Туре	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time- frame
CH- MP-149	Columbia Avenue	Bike Route	CBIP, CTMP	Walnut St	Neil St	0.12	Champaign	Champaign		Med	
CH- MP-150	Champaign Police Department North Bike Route	Bike Route	СТМР	First St	Main St Under- pass	0.10	Champaign	Champaign		Med	
CH- MP-151	Champaign Police Department South Bike Route	Bike Route	CTMP, University Ave	First St	Main St Under- pass	0.05	Champaign	Champaign		Med	
CH- MP-152	Crescent Drive	Bike Route	CBIP, CTMP, CPD	Kirby Ave	Barberry Dr	0.67	Champaign	Champaign		Med	
CH- MP-153	Daniel Street	Bike Route	CBP, CTMP, CBIP	Sixth St	First St	0.44	Champaign	Champaign		Med	
CH- MP-154	Elm Boule- vard	Bike Route	CTMP, CBIP	Haines Blvd	Hessel Blvd	0.07	Champaign	Champaign		Med	
CH- MP-155	Elm Boule- vard	Bike Route	CUUATS	Hessel Blvd	Grand- view Dr	0.07	Champaign	Champaign		Med	
CH- MP-156	English Oak Drive	Bike Route	CBIP	Staley Rd	Kirby Ave	0.54	Champaign	Champaign		Med	
CH- MP-157	Fifth Street	Bike Route	CBIP, CTMP	Bradley Ave	Church St	0.62	Champaign	Champaign		Med	
CH- MP-158	Fifth Street	Bike Route	СТМР	Church St	University Ave	0.14	Champaign	Champaign		Med	
CH- MP-159	Fox Drive	Bike Route	CBIP, CTMP, CPD (part)	Neil St	Windsor Rd	0.99	Champaign	Champaign		Med	
CH- MP-160	Gerty Drive	Bike Route	СВР	Fourth St	First St	0.18	UIUC	Champaign		Med	
CH- MP-161	Goldenview Drive	Bike Route	CBIP	John St	William St	0.20	Champaign	Champaign		Med	
CH- MP-162	Grandview Drive	Bike Route	CBIP, CTMP	Cedar St	Hamilton Dr	0.35	Champaign	Champaign		Med	
CH- MP-163	Green Street	Bike Route	CBIP, CBP	Wright St	Fourth St	0.25	Champaign	Champaign		Med	
CH- MP-164	Grove Street	Bike Route	CBIP, CTMP	Wright St	Fifth St	0.17	Champaign	Champaign		Med	
CH- MP-165	Haines Boulevard	Bike Route	CTMP, CBIP	Elm Blvd	Prospect Ave	0.41	Champaign	Champaign		Med	
CH- MP-166	Harrington Drive	Bike Route	CBIP	Prospect Ave	Galen Dr	0.29	Champaign	Champaign		Med	
CH- MP-167	Harrington Drive	Bike Route	CBIP	Sunview Dr	Harbor Point Dr	0.02	Private	Champaign		Med	

Project ID	Name	Туре	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time- frame
CH- MP-168	Harrington Drive	Bike Route	CBIP	Devonshire Dr	S of Devonshire	0.05	Champaign	Champaign		Med	
CH- MP-169	Harrington Drive	Bike Route	CBIP, CTMP	Galen Dr	W of O' Donnell Dr	0.30	Champaign	Champaign		Med	
CH- MP-170	Harris Avenue	Bike Route	CTMP, CBIP	Bradley Ave	Washing- ton St	0.41	Champaign	Champaign		Med	
CH- MP-171	Hazelwood Drive	Bike Route	СВР	First St	Oak St	0.13	UIUC	Champaign		Med	
CH- MP-172	Hazelwood Drive	Bike Route	СВР	Fourth St	First St	0.22	UIUC	Champaign		Med	
CH- MP-173	Lincolnshire Drive	Bike Route	CBIP, CTMP	Ridge Rd	Lynwood Dr	0.17	Champaign	Champaign		Med	
CH- MP-174	Lynwood Drive	Bike Route	CTMP, CBIP	Lincolnshire Dr	Devon- shire Dr	0.42	Champaign	Champaign		Med	
CH- MP-175	Main Street	Bike Route	CBIP, CTMP, University Ave	Chestnut St	Neil St	0.16	Champaign	Champaign		Med	
CH- MP-176	Main Street Underpass	Bike Route	CTMP, University Ave	Champaign Police De- partment	Chestnut St	0.06	Champaign	Champaign		Med	
CH- MP-177	Mercury Drive	Bike Route	CBIP	Apollo Dr	Market St	0.48	Champaign	Champaign		Med	
CH- MP-178	Miller Avenue	Bike Route	CTMP, CBIP	Washington St	Glenn Park Dr	0.06	Champaign	Champaign		Med	
CH- MP-179	Mullikin Drive	Bike Route	CBIP	Kirby Ave	Windsor Rd	1.15	Champaign	Champaign		Med	
CH- MP-180	Mullikin Drive	Bike Route	CBIP	Future Mul- likin Dr	Nicklaus Dr	0.06	Champaign	Champaign		Med	
CH- MP-181	New Street	Bike Route	CTMP, CBIP	Clark St	John St	0.44	Champaign	Champaign		Med	
CH- MP-182	New Street	Bike Route	CUUATS	Church St	University Ave	0.14	Champaign	Champaign		Med	
CH- MP-183	New Street	Bike Route	СТМР	University Ave	Clark St	0.07	Champaign	Champaign		Med	
CH- MP-184	Ridge Road	Bike Route	CTMP, CBIP	Kirby Ave	Lincoln- shire Dr	0.06	Champaign	Champaign		Med	
CH- MP-185	Robert Drive	Bike Route	CTMP, CBIP	Broadmoor Dr	Har- rington Dr	0.52	Champaign	Champaign		Med	
CH- MP-186	Sangamon Drive	Bike Route	CBIP, CTMP	Mayfair Rd	Duncan Rd	1.29	Champaign	Champaign		Med	
CH- MP-187	Second Street	Bike Route	CBIP, CTMP, University Ave	Washington St	Daniel St	0.85	Champaign	Champaign		Med	

Project ID	Name	Туре	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time- frame
CH- MP-188	Stonebridge Drive	Bike Route	CBIP	Mullikin Dr	Leahs Ln	0.46	Champaign	Champaign		Med	
CH- MP-189	Third Street	Bike Route	CBIP, CTMP, University Ave	Washington St	Daniel St	0.83	Champaign	Champaign		Med	
CH- MP-190	Turnberry Drive	Bike Route	CBIP	Crail Rd	Staley Rd	0.03	Champaign	Champaign		Med	
CH- MP-191	Walnut Street	Bike Route	CBIP, CTMP	Bradley Ave	Columbia Ave	0.42	Champaign	Champaign		Med	
CH- MP-192	Washington Street	Bike Route	CBIP, CTMP	Wright St	First St	0.53	Champaign	Champaign		Med	
CH- MP-193	Washington Street	Bike Route	CTMP, CBIP	Carson Ave (N)	Miller Ave	0.08	Champaign	Champaign		Med	
CH- MP-194	Wedge- wood Drive	Bike Route	CUUATS	Cherry Hills Dr	Duncan Rd	0.10	Champaign	Champaign		Med	
CH- MP-195	William Street	Bike Route	CBIP	Kenwood Rd	Golden- view Dr	0.86	Champaign	Champaign		Med	
CH- MP-196	Winchester Drive	Bike Route	CBIP, CTMP	Barberry Dr	Windsor Rd	0.43	Champaign	Champaign		Med	
CH- MP-197	Wright Street	Bike Route	СТМР	Grove St	University Ave	0.47	Champaign	Champaign		Med	
CH- MP-198	Wright Street	Bike Route	СТМР	Dunbar Ct	Grove St	0.09	Champaign	Champaign		Med	
CH- MP-199	Duncan Road	Com- plete Street	СТМР	Springfield Ave (IL 10)	John St	0.22	Champaign	Champaign		Med	
CH- MP-200	Duncan Road Com- plete Street	Com- plete Street	СТМР	I-57	N of Spring- field Ave	1.39	Champaign	Champaign		Med	
CH- MP-201	Duncan Road Com- plete Street	Com- plete Street	CTMP, CIOEP	1-74	Duncan Rd	0.51	Champaign	Champaign		Med	
CH- MP-202	Duncan Road Com- plete Street	Com- plete Street	CTMP, CIOEP	1-74	1-74	0.10	IDOT	Champaign		Med	
CH- MP-203	Kirby Avenue Complete Street	Com- plete Street	СТМР	Staley Rd	Rising Rd	1.00	Champaign	Champaign		Med	
CH- MP-204	Kirby Avenue Complete Street	Com- plete Street	СТМР	Cobblefield Rd	Glenshire Dr	0.22	Champaign	Champaign		Med	
CH- MP-205	Windsor Road Com- plete Street	Com- plete Street	СТМР	Duncan Rd	Briar Hill Dr	0.34	Champaign	Champaign		Med	

Project ID	Name	Туре	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time- frame
CH- MP-206	Windsor Road Com- plete Street	Com- plete Street	СТМР	Eagle Ridge Rd	E of Staley Rd	0.29	Champaign	Champaign		Med	
CH- MP-207	Church Street	Shar- rows	CBIP, CTMP	State St	Elm St	0.18	Champaign	Champaign		Med	
CH- MP-208	Church Street	Shar- rows	CBIP, CTMP	Randolph St	State St	0.09	Champaign	Champaign		Med	
CH- MP-209	Clark Street	Shar- rows	CBIP, CTMP	State St	Prairie St	0.09	Champaign	Champaign		Med	
CH- MP-210	Washington Street	Shar- rows	CBIP, CTMP	First St	Walnut St	0.13	Champaign	Champaign		Med	
CH- MP-211	CN Champaign Rail-Trail	SUP (OS)	СТМР	Wabash Rail-Trail	Greenbelt Bikeway	2.20	CN RR	Champaign	Rails-with- Trails	Med	
CH- MP-212	Dodds Park Perimeter Path	SUP (OS)	CPD			1.19	CPD	Champaign		Med	
CH- MP-213	Douglass Park Path	SUP (OS)	CPD			0.64	CPD	Champaign		Med	
CH- MP-214	Hazel Park Path	SUP (OS)	CPD			0.32	CPD	Champaign		Med	
CH- MP-215	Heritage Park Trail	SUP (OS)	CPD	Greenbelt Bikeway	Greenbelt Bikeway	0.38	CPD	Champaign		Med	
CH- MP-216	Kenwood Road Con- nector	SUP (OS)	CTMP, GT	Kirby Ave	Roby Trail	0.22	Champaign	Champaign		Med	
CH- MP-217	Spalding Park Path	SUP (OS)	CPD			0.23	CPD	Champaign		Med	
CH- MP-218	Spalding Park Path	SUP (OS)	CPD			0.12	CPD	Champaign		Med	
CH- MP-219	Zahnd Park Path	SUP (OS)	CPD			0.71	CPD	Champaign		Med	
CH- MP-220	Curtis Road Multi-Use Trail	SUP (SP)	CTP, SR, US 45, CPD	I-57/Two Mile Slough Trail	Rising Rd	0.75	Champaign	Champaign		Med	
CH- MP-221	First Street	SUP (SP)	CBP, St. Mary's Road	Kirby Ave	St Mary's Rd	0.24	Champaign	Champaign		Med	
CH- MP-222	Kenwood Road	SUP (SP)	CTMP, GT, CPD	John St	Kirby Ave	0.78	CPD	Champaign		Med	
CH- MP-223	Kenwood Road	SUP (SP)	CTMP, GT, CPD	O'Malley's Alley Trail	John St	0.14	Champaign	Champaign		Med	
CH- MP-224	Hazelwood Drive	Un- deter- mined	СВР	Champaign limits	Fourth St	0.09	UIUC	Champaign		Med	
CH- MP-225	Prospect Avenue	Un- deter- mined	GT PM2, CMI	Blooming- ton Rd (US 150)	Bradley Ave	0.34	IDOT	Champaign		Med	

Project ID	Name	Туре	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time- frame
CH- MP-226	Bradley Avenue	Bike Lanes	CTMP, CBIP, GT	Duncan Rd	Staley Rd	0.50	County	Champaign (unincorpo- rated)		Med	
CH- MP-227	Duncan Road	Bike Lanes	CBIP, US 45	Rolling Acres Dr	Cham- paign- Savoy Boundary Agree- ment	0.38	County	Champaign (unincorpo- rated)		Med	
CH- MP-228	Duncan Road	Bike Lanes	CBIP, US 45	Curtis Rd	Rolling Acres Dr	0.11	County	Champaign (unincorpo- rated)		Med	
CH- MP-229	Duncan Road	Bike Lanes	CTMP, CBIP	S of Maple- wood Dr	N of Lawndale Dr	0.01	County	Champaign (unincorpo- rated)		Med	
CH- MP-230	Kirby Av- enue	Bike Lanes	CBIP, SR, CIOEP	Holmstrom Dr	I-57	0.23	County	Champaign (unincorpo- rated)		Med	
CH- MP-231	Market Street	Bike Lanes	CBIP, CTMP, GT	Ford Harris Rd	Cham- paign limits	0.75	Champaign	Champaign (unincorpo- rated)		Med	
CH- MP-232	Prospect Avenue	Bike Lanes	CBIP	Waxwing Rd	Olympian Dr	0.61	County	Champaign (unincorpo- rated)		Med	
CH- MP-233	St. Mary's Road	Bike Lanes	CBP, St. Mary's Road, CBIP, CPD (part)	Fourth St	First St	0.28	UIUC	Champaign (unincorpo- rated)		Med	
CH- MP-234	St. Mary's Road	Bike Lanes	St. Mary's Road, CBP, CBIP	Wright St	Fourth St	0.25	UIUC	Champaign (unincorpo- rated)		Med	
CH- MP-235	Cherry Hills Drive	Bike Route	СВІР	Windsor Rd	Cham- paign limits	0.35	County	Champaign (unincorpo- rated)		Med	
CH- MP-236	Harrington Drive	Bike Route	CBIP, CTMP	W of O'Donnell Dr	S of Harbor Point Dr	0.39	County	Champaign (unincorpo- rated)		Med	
CH- MP-237	Duncan Road Com- plete Street	Com- plete Street	CTMP, CIOEP	Ford Harris Rd	I-74	0.89	County	Champaign (unincorpo- rated)		Med	
CH- MP-238	Duncan Road Com- plete Street	Com- plete Street	CTMP, CIOEP	Blooming- ton Rd (US 150)	I-57	1.01	County	Champaign (unincorpo- rated)		Med	
CH- MP-239	Duncan Road Com- plete Street	Com- plete Street	СТМР	N of Spring- field Ave	Spring- field Ave	0.11	County	Champaign (unincorpo- rated)		Med	
CH- MP-240	Kirby Avenue Complete Street	Com- plete Street	СТМР	Duncan Rd	Holm- strom Dr	0.25	County	Champaign (unincorpo- rated)		Med	

Project ID	Name	Туре	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time- frame
CH- MP-241	Kirby Avenue Complete Street	Com- plete Street	СТМР	Rising Rd	Barker Rd	0.92	County	Champaign (unincorpo- rated)		Med	
CH- MP-242	Kirby Avenue Complete Street	Com- plete Street	СТМР	Glenshire Dr	Staley Rd	0.13	County	Champaign (unincorpo- rated)		Med	
CH- MP-243	Prospect Avenue Complete Street	Com- plete Street	CTMP, CIOEP	I-57	Waxwing Rd	0.23	County	Champaign (unincorpo- rated)		Med	
CH- MP-244	Prospect Avenue Complete Street	Com- plete Street	CTMP, CIOEP	I-57	I-57	0.04	IDOT	Champaign (unincorpo- rated)		Med	
CH- MP-245	Prospect Avenue Complete Street	Com- plete Street	CTMP, CIOEP	Ford Harris Rd	1-57	0.12	County	Champaign (unincorpo- rated)		Med	
CH- MP-246	Windsor Road Com- plete Street	Com- plete Street	СТМР	Rising Rd	Barker Rd	0.92	County	Champaign (unincorpo- rated)	Complete Street	Med	
CH- MP-247	Windsor Road Com- plete Street	Com- plete Street	CTMP	E of Staley Rd	Staley Rd	0.09	County	Champaign (unincorpo- rated)		Med	
CH- MP-248	Bradley Avenue	Shar- rows	GT, CTMP 2010	Pipeline Trail	Rising Rd	0.50	County	Champaign (unincorpo- rated)		Med	
CH- MP-249	Duncan- I-57 Trail	SUP (OS)	Cham- paign Tomorrow	Duncan Rd	1-57	0.47	County	Champaign (unincorpo- rated)		Med	
CH- MP-250	Robeson Meadows West Trail to Curtis Road	SUP (OS)	Cham- paign Tomorrow	Robeson Meadows West Trail	I-57 at Curtis	0.21	County	Champaign (unincorpo- rated)		Med	
CH- MP-251	Zahnd- Curtis Path	SUP (OS)	Cham- paign Tomorrow	Zahnd Park	Curtis at I-57	0.58	County	Champaign (unincorpo- rated)		Med	
CH- MP-252	Curtis Road Multi-Use Trail	SUP (SP)	CTP, SR, US 45, CPD	I-57/Two Mile Slough Trail	Rising Rd	0.25	County	Champaign (unincorpo- rated)		Med	
CH- MP-253	Curtis Road Multi-Use Trail	SUP (SP)	CTP, SR, US 45, CPD	I-57/Two Mile Slough Trail	Rising Rd	0.39	County	Champaign (unincorpo- rated)		Med	
CH- MP-254	St. Mary's Road Side- path	SUP (SP)	St. Mary's Road	Wright St	Fourth St	0.25	UIUC	Champaign (unincorpo- rated)		Med	

Project ID	Name	Туре	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time- frame
CH- MP-255	Hazelwood Drive	Un- deter- mined	СВР	Wright St	Cham- paign limits	0.22	UIUC	Champaign (unincorpo- rated)		Med	
CH- LP-01	Mattis Avenue Multi-Use Trail	SUP (SP)	CTP, GT	US 150	Parkland Way	0.49	Champaign	Champaign	West side	Low	Med
CH- LP-02	Upper Cop- per Slough Greenway	SUP (OS)	СТР	S of William St	Kirby Ave	0.57	County	Champaign (unincorpo- rated)		Low	Med
CH- LP-03	Future Olympian Drive Exten- sion	SUP (SP)	CTP, CI- OEP, CPD	Street terminus	US 150	0.84	County	Champaign (unincorpo- rated)		Low	Med
CH- LP-04	Oak Street	Bike Lanes	CTMP, CBIP, CBP, St. Mary's Road	Kirby Ave	St Mary's Rd	0.24	UIUC	Champaign		Low	Low
CH- LP-05	Oak Street	Bike Lanes	CBP, CBIP, St. Mary's Road	St Mary's Rd	Gerty Dr	0.51	UIUC	Champaign		Low	Low
CH- LP-06	Oak Street	Bike Route	CBP, CBIP	Gregory Dr	Stadium Dr	0.10	UIUC	Champaign		Low	Low
CH- LP-07	Oak Street	Bike Route	СВР	Stadium Dr	Kirby Ave	0.33	UIUC	Champaign		Low	Low
CH- LP-08	Oak Street	Bike Route	CBP, CBIP	Armory Ave	Gregory Dr	0.09	UIUC	Champaign		Low	Low
CH- LP-09	Future Olympian Drive Multi- Use Trail	SUP (SP)	CTP, CTMP, UBMP, CPD	CNRR	Apollo Dr	0.49	Champaign	Champaign		Low	Low
CH- LP-10	Rising Road Multi-Use Trail	SUP (SP)	CTP, SR, CPD	S of IL 10	S of Sand- cherry Dr	0.75	Champaign	Champaign	West side	Low	Low
CH- LP-11	Rising Road Multi-Use Trail	SUP (SP)	CTP, SR, CPD	N of Jacks Blvd	S of Windsor Rd	0.75	Champaign	Champaign	West side	Low	Low
CH- LP-12	Kaskaskia River Gre- enway	SUP (OS)	CTP, GT, SR, CPD	Bradley Ave	Curtis Rd	4.33	County	Champaign (unincorpo- rated)		Low	Low
CH- LP-13	Kaskaskia River Gre- enway	SUP (OS)	CTP, GT, CPD	US 150	Bradley Ave	3.11	County	Champaign (unincorpo- rated)		Low	Low
CH- LP-14	Rising Road Multi-Use Trail	SUP (SP)	CTP, SR, CPD	S of Wind- sor Rd	Curtis Rd	0.75	County	Champaign (unincorpo- rated)	West side	Low	Low
CH- LP-15	Rising Road Multi-Use Trail	SUP (SP)	CTP, CPD	US 150	IL 10	3.91	County	Champaign (unincorpo- rated)	West side	Low	Low

Project ID	Name	Туре	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time- frame
CH- LP-16	Rising Road Multi-Use Trail	SUP (SP)	CTP, SR, CPD	IL 10	S of IL 10	0.49	County	Champaign (unincorpo- rated)	West side	Low	Low
CH- LP-17	Rising Road Multi-Use Trail	SUP (SP)	CTP, SR, CPD	S of Sand- cherry Dr	N of Jacks Blvd	0.25	County	Champaign (unincorpo- rated)	West side	Low	Low
CH- LP-18	Anthony Drive	Bike Lanes	CTMP, CBIP	Marketview Dr	Campbell Dr	0.70	Champaign	Champaign		Low	
CH- LP-19	Anthony Drive	Bike Lanes	CTMP, CBIP	Campbell Dr	Mattis Ave	0.59	Champaign	Champaign		Low	
CH- LP-20	Church Street	Bike Lanes	СТМР	Mattis Ave	Country Fair Dr	0.26	IDOT	Champaign		Low	
CH- LP-21	Country Fair Drive	Bike Lanes	CTMP, CBIP	Church St	John St	0.66	Champaign	Champaign		Low	
CH- LP-22	Country Fair Drive	Bike Lanes	CTMP, CBIP	Bradley Ave	Church St	0.64	Champaign	Champaign		Low	
CH- LP-23	Devonshire Drive	Bike Lanes	CBIP, CTMP	Fox Dr	Prospect Ave	0.38	Champaign	Champaign		Low	
CH- LP-24	Devonshire Drive	Bike Lanes	CTMP 2010	Neil St	Fox Dr	0.23	Champaign	Champaign		Low	
CH- LP-25	Future Neil Street	Bike Lanes	CBIP, CTMP	Olympian Dr	Interstate Dr	0.53	Champaign	Champaign		Low	
CH- LP-26	Interstate Drive	Bike Lanes	CTMP, CBIP	Neil St	Mattis Ave	1.50	Champaign	Champaign		Low	
CH- LP-27	Interstate Drive	Bike Lanes	CBIP	Market St	Neil St	0.50	Champaign	Champaign		Low	
CH- LP-28	John Street	Bike Lanes	CTMP, CBIP	Kenwood Rd	Duncan Rd	0.50	Champaign	Champaign		Low	
CH- LP-29	Marketview Drive	Bike Lanes	CTMP, CBIP	Anthony Dr (W)	Baytowne Dr	0.23	Champaign	Champaign		Low	
CH- LP-30	Marketview Drive	Bike Lanes	CTMP, CBIP	Neil St	Anthony Dr (W)	0.84	Champaign	Champaign		Low	
CH- LP-31	Marketview Drive	Bike Lanes	CBIP, CTMP	Market St	Neil St	0.25	Champaign	Champaign		Low	
CH- LP-32	Mattis Avenue	Bike Lanes	CTMP, CBIP, GT, CIOEP	1-57	Anthony Dr	0.58	Champaign	Champaign		Low	
CH- LP-33	Mattis Avenue	Bike Lanes	CBIP	Champaign limits	Olympian Dr	0.40	Champaign	Champaign		Low	
CH- LP-34	Mattis Avenue	Bike Lanes	CTMP, CBIP, GT, CIOEP	Anthony Dr	Bloom- ington Rd	0.29	IDOT	Champaign		Low	
CH- LP-35	Mattis Avenue	Bike Lanes	CTMP, GT	Blooming- ton Rd	Williams- burg Dr	0.57	IDOT	Champaign		Low	
CH- LP-36	Mattis Avenue	Bike Lanes	CTMP, CBIP, GT, CIOEP	Olympian Dr	1-57	0.36	Champaign	Champaign		Low	

Project ID	Name	Туре	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time- frame
CH- LP-37	Mattis Avenue	Bike Lanes	CTMP, CBIP, GT, CIOEP	I-57	I-57	0.06	IDOT	Champaign		Low	
CH- LP-38	Neil Street	Bike Lanes	СТМР	Interstate Dr	Market- view Dr	0.90	Champaign	Champaign		Low	
CH- LP-39	Neil Street	Bike Lanes	CTMP, CBIP	Marketview Dr	Anthony Dr	0.07	Champaign	Champaign		Low	
CH- LP-40	Neil Street	Bike Lanes	CBIP, CIOEP	Anthony Dr	Kenyon Rd	0.30	IDOT	Champaign		Low	
CH- LP-41	Staley Road	Bike Lanes	GT, CBIP, SR, CIOEP	Windsor Rd	S of Nick- laus Dr	0.63	Champaign	Champaign		Low	
CH- LP-42	Staley Road	Bike Lanes	GT, CBIP	US 150	Boulder Ridge Dr	1.99	Champaign	Champaign		Low	
CH- LP-43	Staley Road	Bike Lanes	GT, CBIP, SR, CIOEP	Boulder Ridge Dr	I-72	0.75	Champaign	Champaign		Low	
CH- LP-44	Staley Road	Bike Lanes	GT, CBIP, SR, CIOEP	1-72	I-72	0.08	IDOT	Champaign		Low	
CH- LP-45	Staley Road	Bike Lanes	GT, CBIP, SR, CIOEP	Springfield Ave (IL 10)	Turnberry Ridge Trail	0.73	Champaign	Champaign		Low	
CH- LP-46	Staley Road	Bike Lanes	GT, CBIP, SR, CIOEP	Kirby Ave	S of Brit- tany Trail Dr	0.51	Champaign	Champaign		Low	
CH- LP-47	Staley Road	Bike Lanes	GT, CBIP, SR, CIOEP	N of Iron- wood Ln	Copper Slough	0.31	Champaign	Champaign		Low	
CH- LP-48	University Avenue	Bike Lanes	СТМР	Mattis Ave	Country Fair Dr	0.26	IDOT	Champaign		Low	
CH- LP-49	Anthony Drive	Bike Route	CTMP, CBIP	Market St	Market- view Dr	1.18	Champaign	Champaign		Low	
CH- LP-50	Apollo Drive	Bike Route	CBIP	Olympian Dr	Mercury Dr	0.64	Champaign	Champaign		Low	
CH- LP-51	Bluegrass Lane	Bike Route	CBIP	Boulder Ridge Dr	Bradley Ave	0.26	Champaign	Champaign		Low	
CH- LP-52	Bluegrass Lane	Bike Route	CBIP	Bradley Ave	Tallgrass Dr	0.26	Champaign	Champaign		Low	
CH- LP-53	Boulder Ridge Drive	Bike Route	CBIP	Terminus	Staley Rd	0.78	Champaign	Champaign		Low	
CH- LP-54	Brittany Trail Drive	Bike Route	CBIP	Staley Rd	Mullikin Dr	0.47	Champaign	Champaign		Low	
CH- LP-55	Broadmoor Drive	Bike Route	CUUATS	Mattis Ave	Clover Ln	0.18	Champaign	Champaign		Low	
CH- LP-56	Broadmoor Drive	Bike Route	CBIP	Simon Trail	Mattis Ave	0.12	Champaign	Champaign		Low	
CH- LP-57	Carson Avenue	Bike Route	CBIP	Columbia Ave	Washing- ton St	0.06	Champaign	Champaign		Low	
CH- LP-58	Cedar Street	Bike Route	CTMP, CBIP	State St	Grand- view Dr	0.11	Champaign	Champaign		Low	

Project ID	Name	Туре	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time- frame
CH- LP-59	Clover Lane	Bike Route	CUUATS	Southwood Dr	Broad- moor Dr	0.05	Champaign	Champaign		Low	
CH- LP-60	Cobblefield Road	Bike Route	CBIP	Crail Rd	Kirby Ave	0.44	Champaign	Champaign		Low	
CH- LP-61	Country Lane	Bike Route	CTMP, CBIP	Russell St	Waverly Dr	0.21	Champaign	Champaign		Low	
CH- LP-62	Crail Road	Bike Route	CBIP	Cobblefield Rd	Turnberry Dr	0.29	Champaign	Champaign		Low	
CH- LP-63	Crestwood Drive	Bike Route	CBIP	Bradley Ave	Clayton Blvd	0.36	Champaign	Champaign		Low	
CH- LP-64	Devonshire Drive	Bike Route	CTMP, CBIP	Prospect Ave	Lynwood Dr	0.11	Champaign	Champaign		Low	
CH- LP-65	Devonshire Drive	Bike Route	CBIP	Lynwood Dr	Sunview Dr	0.87	Champaign	Champaign		Low	
CH- LP-66	Farber Drive	Bike Route	CBIP, CTMP	Olympian Dr	Interstate Dr	0.58	Champaign	Champaign		Low	
CH- LP-67	Future Mul- likin Drive	Bike Route	CBIP	Windsor Rd	Mullikin Dr	0.50	Champaign	Champaign		Low	
CH- LP-68	Galen Drive	Bike Route	CTMP, CBIP	Devonshire Dr	Windsor Rd	0.25	Champaign	Champaign		Low	
CH- LP-69	Galen Drive	Bike Route	CBIP	Broadmoor Dr	Har- rington Dr	0.39	Champaign	Champaign		Low	
CH- LP-70	Galen Drive	Bike Route	CBIP	Windsor Rd	Prospect Ave	0.85	Champaign	Champaign		Low	
CH- LP-71	Garden Hills Drive	Bike Route	CTMP, CBIP	Blooming- ton Rd	Paula Dr	0.24	Champaign	Champaign		Low	
CH- LP-72	Gerty Drive	Bike Route	СВР	First St	Oak St	0.13	UIUC	Champaign		Low	
CH- LP-73	Glenn Park Drive	Bike Route	CUUATS	Mattis Ave	End City jurisdic- tion	0.09	Champaign	Champaign		Low	
CH- LP-74	Glenn Park Drive	Bike Route	CUUATS	End City jursidiction	Country Fair Dr	0.16	Private	Champaign		Low	
CH- LP-75	Glenn Park Drive	Bike Route	CTMP, CBIP	Victor St	Mattis Ave	0.21	Champaign	Champaign		Low	
CH- LP-76	Glenn Park Drive	Bike Route	CTMP, CBIP	Miller Ave	Victor St	0.18	Champaign	Champaign		Low	
CH- LP-77	Greencroft Drive	Bike Route	CTMP, CBIP	Prospect Ave	Kirby Ave	0.41	Champaign	Champaign		Low	
CH- LP-78	Hagan Street	Bike Route	CTMP, CBIP	Kenyon Rd	Bradley Ave	0.50	Champaign	Champaign		Low	
CH- LP-79	Hamilton Drive	Bike Route	CTMP, CBIP	Grandview Dr	Dawson Dr	0.07	Champaign	Champaign		Low	
CH- LP-80	Hessel Boulevard	Bike Route	CTMP, CBIP	Neil St	New St	0.61	Champaign	Champaign		Low	

Project ID	Name	Туре	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time- frame
CH- LP-81	Hessel Boulevard	Bike Route	CBIP	New St	Prospect Ave	0.14	Champaign	Champaign		Low	
CH- LP-82	Jacks Bou- levard	Bike Route	CBIP	Leahs Ln	Rising Rd	0.16	Champaign	Champaign		Low	
CH- LP-83	John Street	Bike Route	CBIP	Duncan Rd	Golden- view Dr	0.36	Champaign	Champaign		Low	
CH- LP-84	Kenyon Road	Bike Route	CTMP, CBIP	Market St	Hagan St	0.93	Champaign	Champaign		Low	
CH- LP-85	LaSell Drive	Bike Route	CTMP, CBIP	Dawson Dr	Prospect Ave	0.28	Champaign	Champaign		Low	
CH- LP-86	Leahs Lane	Bike Route	CBIP	Jacks Blvd	Stone- bridge Dr	0.13	Champaign	Champaign		Low	
CH- LP-87	Mayfair Road	Bike Route	CBIP, CTMP	Waverly Dr	Sangam- on Dr	0.15	Champaign	Champaign		Low	
CH- LP-88	Mayfair Road	Bike Route	CBIP, CTMP	Waverly Dr	Broad- moor Dr	0.39	Champaign	Champaign		Low	
CH- LP-89	Mayfair Road	Bike Route	CBIP	Broadmoor Dr	Devon- shire Dr	0.29	Champaign	Champaign		Low	
CH- LP-90	McKinley Avenue	Bike Route	CTMP, CBIP	Blooming- ton Rd	Armory Ave	2.03	Champaign	Champaign		Low	
CH- LP-91	Nicklaus Drive	Bike Route	CBIP	Staley Rd	Mullikin Dr	0.42	Champaign	Champaign		Low	
CH- LP-92	Parkdale Drive	Bike Route	СТМР	Ethel S. Robeson Trail	Crescent Dr	0.03	Champaign	Champaign		Low	
CH- LP-93	Parkland Way	Bike Route	СТМР	Mattis Ave	Greenbelt Bikeway	0.26	CPD	Champaign		Low	
CH- LP-94	Paula Drive	Bike Route	СТМР	McKinley Ave	Garden Hills Dr	0.59	Champaign	Champaign		Low	
CH- LP-95	Russell Street	Bike Route	CTMP, CBIP	University Ave	Armory Ave	0.75	Champaign	Champaign		Low	
CH- LP-96	Russell Street	Bike Route	CBIP, CTMP	Columbia Ave	Church St	0.21	Champaign	Champaign		Low	
CH- LP-97	Russell Street	Bike Route	CTMP, CBIP	Church St	University Ave	0.14	Champaign	Champaign		Low	
CH- LP-98	Southwood Drive	Bike Route	CBIP	Clover Ln	Duncan Rd	0.89	Champaign	Champaign		Low	
CH- LP-99	Sunview Drive	Bike Route	CBIP	Devonshire Dr	Har- rington Dr	0.22	Private	Champaign		Low	
CH- LP-100	Victor Street	Bike Route	CUUATS	Glenn Park Dr	White St	0.35	Champaign	Champaign		Low	
CH- LP-101	Waverly Drive	Bike Route	CBIP, CTMP	Mayfair Rd (N)	Mayfair Rd (S)	0.44	Champaign	Champaign		Low	
CH- LP-102	Westlawn Avenue	Bike Route	CBIP, CTMP	John St	Mayfair Rd	0.38	Champaign	Champaign		Low	

Project ID	Name	Туре	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time- frame
CH- LP-103	White Street	Bike Route	CTMP, CBIP	Russell St	Victor St	0.40	Champaign	Champaign		Low	
CH- LP-104	White Street	Bike Route	CBIP, CTMP	Flora Dr	Russell St (S)	0.04	Champaign	Champaign		Low	
CH- LP-105	White Street	Bike Route	CTMP, CBIP	Victor St	Mattis Ave	0.10	Champaign	Champaign		Low	
CH- LP-106	Williams- burg Drive	Bike Route	CTMP, CBIP	Bradley Ave	Mattis Ave	0.53	Champaign	Champaign		Low	
CH- LP-107	Mattis Avenue Complete Street	Com- plete Street	CTMP, GT	N of Kenny Ave	S of Kenny Ave	0.46	Champaign	Champaign		Low	
CH- LP-108	Mattis Avenue Complete Street	Com- plete Street	CTMP, GT	Windsor Rd	S of Windsor Rd	0.10	Champaign	Champaign		Low	
CH- LP-109	Mattis Avenue Complete Street	Com- plete Street	CTMP, GT	N of Curtis Rd	Curtis Rd	0.26	Champaign	Champaign		Low	
CH- LP-110	Staley Road Complete Street	Com- plete Street	СТМР	Curtis Rd	Cham- paign limits	0.38	Champaign	Champaign		Low	
CH- LP-111	Rising Road	Share the Road	SR	S of IL 10	S of Sand- cherry Dr	0.75	Champaign	Champaign		Low	
CH- LP-112	Rising Road	Share the Road	SR	N of Jacks Blvd	S of Windsor Rd	0.75	Champaign	Champaign		Low	
CH- LP-113	Cham- paign-Sa- voy Border Trail	SUP (OS)	US 45	Savoy limits	Mattis Ave	0.25	Champaign	Champaign		Low	
CH- LP-114	Eisner Park Path	SUP (OS)	CPD			0.36	CPD	Champaign		Low	
CH- LP-115	Garden Hills Park Path	SUP (OS)	CPD	US 150	Garden Hills School	0.31	CPD	Champaign		Low	
CH- LP-116	Hallbeck Park Path	SUP (OS)	CPD	Duncan Rd	Duncan Rd	0.30	CPD	Champaign		Low	
CH- LP-117	Noel Park Path	SUP (OS)	CPD			0.46	CPD	Champaign		Low	
CH- LP-118	Clark Park Path	SUP (SP)	CPD			0.32	CPD	Champaign		Low	
CH- LP-119	Staley Road	Bike Lanes	GT, CBIP, SR, CIOEP	I-72	Spring- field Ave (IL 10)	0.46	County	Champaign (unincorpo- rated)		Low	

Project ID	Name	Туре	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time- frame
CH- LP-120	Staley Road	Bike Lanes	GT, CBIP, SR, CIOEP	Turnberry Ridge Trail	Kirby Ave	0.24	County	Champaign (unincorpo- rated)		Low	
CH- LP-121	Staley Road	Bike Lanes	GT, CBIP, SR, CIOEP	S of Brittany Trail Dr	N of Iron- wood Ln	0.05	County	Champaign (unincorpo- rated)		Low	
CH- LP-122	Staley Road	Bike Lanes	GT, CBIP, SR, CIOEP	Copper Slough	Windsor Rd	0.14	County	Champaign (unincorpo- rated)		Low	
CH- LP-123	Staley Road	Bike Lanes	GT, CBIP, SR, CIOEP	S of Nick- laus Dr	Curtis Rd	0.38	County	Champaign (unincorpo- rated)		Low	
CH- LP-124	Future Eng- lish Oak Drive	Bike Route	CBIP	Staley Rd	English Oak Dr	0.51	County	Champaign (unincorpo- rated)		Low	
CH- LP-125	Cardinal Road Com- plete Street	Com- plete Street	СТМР	Blooming- ton Rd (US 150)	Staley Rd	1.42	County	Champaign (unincorpo- rated)		Low	
CH- LP-126	Mattis Avenue Complete Street	Com- plete Street	СТМР	Ford Harris Rd	Cham- paign City Limit	0.52	County	Champaign (unincorpo- rated)		Low	
CH- LP-127	Mattis Avenue Complete Street	Com- plete Street	CTMP, GT	S of Wind- sor Rd	N of Kenny Ave	0.07	County	Champaign (unincorpo- rated)		Low	
CH- LP-128	Mattis Avenue Complete Street	Com- plete Street	CTMP, GT	S of Kenny Ave	N of Curtis Rd	0.12	County	Champaign (unincorpo- rated)		Low	
CH- LP-129	Staley Road Complete Street	Com- plete Street	СТМР	Champaign limits	N of Old Church Rd	0.12	County	Champaign (unincorpo- rated)		Low	
CH- LP-130	Rising Road	Share the Road	SR	S of Wind- sor Rd	Curtis Rd	0.75	County	Champaign (unincorpo- rated)		Low	
CH- LP-131	Rising Road	Share the Road	SR	Bradley Ave	S of IL 10	1.51	County	Champaign (unincorpo- rated)		Low	
CH- LP-132	Rising Road	Share the Road	SR	S of Sand- cherry Dr	N of Jacks Blvd	0.25	County	Champaign (unincorpo- rated)		Low	
CH- LP-133	Cham- paign-Sa- voy Border Trail	SUP (OS)	US 45	Mattis Ave	Duncan Rd	1.00	County	Champaign (unincorpo- rated)		Low	
CH- LP-134	Harrington- Phinney Connector Trail	SUP (OS)	CUUATS	Harrington Dr	Phinney Branch Green- way	0.02	County	Champaign (unincorpo- rated)		Low	

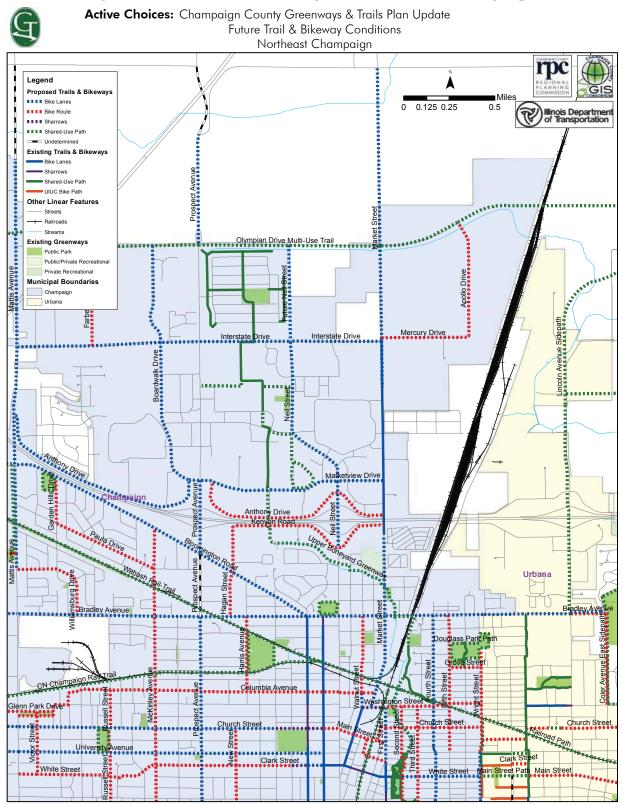
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Project ID	Name	Туре	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time- frame
CH- LP-135	Landfill Park Path	SUP (OS)	CPD, Reseeding Tomorrow	1-74	US 150	1.57	Champaign	Champaign (unincorpo- rated)		Low	
CH- LP-136	Future Olympian Drive Multi- Use Trail Spur	SUP (SP)	СТМР	Future Olympian Dr	Duncan Rd	0.53	County	Champaign (unincorpo- rated)		Low	

Map 24: Future Trail & Bikeway Conditions: NW Champaign Active Choices: Champaign County Greenways & Trails Plan Update g Future Trail & Bikeway Conditions Northwest Champaign Street 0.125 0.25 Future Olympian Dive Williams Leaf Sour 0.5 Landfill Park Path Proposed Trails & Bikeways Topon and the second se Bike Lanes Bike Route The state of the s Undetermined Existing Trails & Bikeways Shared-Use Path Other Linear Features Streets Railroads Streams Existing Greenways Public Park Municipal Boundaries Wabash Rail-Trail Cardinal Road Complete Stre Boulder Ridge Drive Champaign Clayton Boulevard

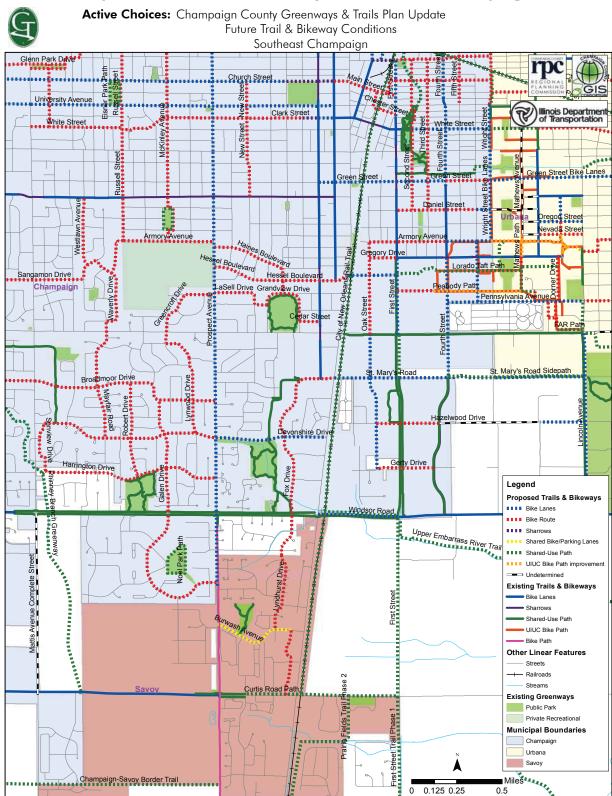
West Springfield Avenue Rail-Tra

Map 25: Future Trail & Bikeway Conditions: NE Champaign



Map 26: Future Trail & Bikeway Conditions: SW Champaign Active Choices: Champaign County Greenways & Trails Plan Update g Future Trail & Bikeway Conditions Southwest Champaign John Street E Future English Oak Drive William Street Sangamon Drive Kirby Avenue Complete Street Kirby Avenue Multi-Use Trail Kirby Avenue Broadmoor Drive rittany Trail Driv Copper Slough Greenway Windsor Road Multi-Use Trail Nicklaus Drive Legend Proposed Trails & Bikeway ■■■ Bike Lanes ■■■ Bike Route ■■■ Share the Road signs ■■■ Shared-Use Path Undetermined **Existing Trails & Bikeways** Bike Lanes Duncan-I-57 Trail Shared-Use Path Other Linear Featu Streets Gurtis Road Multi-Use Trail Curtis Road Multi-Use Trail Curtis Road Railroads Existing Greenways Public Park Public Golf Course Duncan Road Public/Private Recr Private Recreational **Municipal Boundaries** Savoy Champaign-Savoy Border Trail Miles 0 0.125 0.25 0.5

Map 27: Future Trail & Bikeway Conditions: SE Champaign



#### **Urbana** (including unincorporated areas)

Project ID	Name	Туре	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time- frame
UR- HP-01	Amber Lane Bike Lanes	Bike Lanes	UBMP	Myra Ridge Dr	Philo Rd	0.27	Urbana	Urbana		High	High
UR- HP-02	Broadway Avenue	Bike Lanes	UBMP, University Ave	Park St	University Ave	0.07	Urbana	Urbana		High	High
UR- HP-03	Broadway Avenue	Bike Lanes	UBMP	High St	Illinois St	0.05	Urbana	Urbana		High	High
UR- HP-04	Broadway Avenue	Bike Lanes	UBMP	Illinois St	Washing- ton St	0.25	Urbana	Urbana		High	High
UR- HP-05	Green Street Bike Lanes	Bike Lanes	UBMP, CBP	Lincoln Ave	Wright St	0.51	Urbana	Urbana		High	High
UR- HP-06	Illinois Street	Bike Lanes	UBMP	Vine St	Race St	0.21	Urbana	Urbana		High	High
UR- HP-07	Oregon Street	Bike Lanes	UBMP, CBP	Lincoln Ave	Goodwin Ave	0.25	Urbana	Urbana		High	High
UR- HP-08	Race Street	Bike Lanes	UBMP	Elm St	S of II- linois St	0.19	Urbana	Urbana		High	High
UR- HP-09	Clark Street	Bike Route	UBMP, GT, University Ave	Goodwin Ave	Mathews Ave	0.09	UIUC	Urbana		High	High
UR- HP-10	Elm Street	Bike Route	UBMP	Walnut St	Broadway Ave	0.06	Urbana	Urbana		High	High
UR- HP-11	Gregory Street	Bike Route	UBMP	Oregon St	Nevada St	0.07	UIUC	Urbana		High	High
UR- HP-12	High Street	Bike Route	UBMP	Walnut St	Broadway Ave	0.06	Urbana	Urbana		High	High
UR- HP-13	Illinois Street	Bike Route	UBMP	Race St	Coler Ave	0.55	Urbana	Urbana		High	High
UR- HP-14	Illinois Street HEUNA Bike Route	Bike Route	UBMP	Urbana Ave	Vine St	0.07	Urbana	Urbana	Thru His- toric East Urbana	High	High
UR- HP-15	Lanore Drive	Bike Route	UBMP	Washington St	S terminus	0.36	Urbana	Urbana		High	High
UR- HP-16	Main Street	Bike Route	UBMP, CBP	Coler Ave	Goodwin Ave	0.43	Urbana	Urbana		High	High
UR- HP-17	Main Street	Bike Route	UBMP	Springfield Ave	Coler Ave	0.35	Urbana	Urbana		High	High
UR- HP-18	Mumford Drive	Bike Route	UBMP	Philo Rd	Race St	1.09	Urbana	Urbana		High	High
UR- HP-19	Park Street Bike Route	Bike Route	UBMP, University Ave	Broadway Ave	Mc- Cullough St	0.28	Urbana	Urbana		High	High

Project ID	Name	Туре	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time- frame
UR- HP-20	Penn- sylvania Avenue	Bike Route	SRTS	Race St	Lincoln Ave	0.50	Urbana	Urbana		High	High
UR- HP-21	Walnut Street	Bike Route	UBMP	Green St	High St	0.05	Urbana	Urbana		High	High
UR- HP-22	Washing- ton Street	Bike Route	UBMP	Vine St	Busey Ave	0.68	Urbana	Urbana		High	High
UR- HP-23	Vine Street	Share the Road	UBMP	Main St	Windsor Rd	2.04	Urbana	Urbana		High	High
UR- HP-24	Anderson Street Shared- Use Path to Windsor Road	SUP (OS)	UВМР	Anderson St	Windsor Rd	0.01	Urbana	Urbana		High	High
UR- HP-25	Boneyard Creek Path	SUP (OS)	UBMP, University Ave	University Ave	Broadway Ave	0.22	Urbana	Urbana		High	High
UR- HP-26	Boneyard Creek Path	SUP (OS)	UBMP, University Ave	Griggs St	Main St	0.14	Urbana	Urbana		High	High
UR- HP-27	Boneyard Creek Path	SUP (OS)	UBMP, University Ave	Broadway Ave	Griggs St	0.16	Urbana	Urbana		High	High
UR- HP-28	Crestview Park Loop Path	SUP (OS)	UBMP	Crestview Park Path	Crestview Park Path	0.16	UPD	Urbana		High	High
UR- HP-29	Lincoln Square East Shared- Use Path	SUP (OS)	UBMP	Elm St	Green St	0.06	Lincoln Square	Urbana		High	High
UR- HP-30	Broadway Avenue West Side- path	SUP (SP)	UBMP, GT, University Ave	Country Club Rd	Park St	0.70	UPD	Urbana		High	High
UR- HP-31	Florida Avenue North Sidepath	SUP (SP)	UBMP	Vine St	Broadway Ave	0.11	UPD	Urbana		High	High
UR- HP-32	Future Florida Avenue Sidepath	SUP (SP)	UBMP, GT, IL 130	E of Aber- corn St	High Cross Rd (IL 130)	0.49	Urbana	Urbana		High	High
UR- HP-33	Lincoln Avenue	SUP (SP)	CBP, UBMP	Pennsylva- nia Ave	Florida Ave	0.16	Urbana	Urbana		High	High
UR- HP-34	Park Street North Sidepath	SUP (SP)	UBMP, University Ave	Broadway Ave	Mc- Cullough St	0.27	UPD	Urbana		High	High

Project ID	Name	Туре	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time- frame
UR- HP-35	AMBUCS Park Loop Path	SUP (OS)	UBMP, GT	AMBUCS- Webber Park Path	AM- BUCS- Webber Park Path	0.61	UPD	Urbana		High	Med
UR- HP-36	AMBUCS- Webber Park Path	SUP (OS)	UBMP, GT	Perkins Rd	Saline Branch	0.50	UPD	Urbana		High	Med
UR- HP-37	AMBUCS- Webber Park Path	SUP (OS)	UBMP, GT	Saline Branch	AMBUCS Park	0.08	Urbana	Urbana		High	Med
UR- HP-38	AMBUCS- Webber Park Path	SUP (OS)	UBMP, GT	AMBUCS Park	University Ave	0.22	UPD	Urbana		High	Med
UR- HP-39	Chief Sh- emauger Park east path	SUP (OS)	UBMP, GT	Kerr Ave	Saline Branch Path	0.12	UPD	Urbana		High	Med
UR- HP-40	Chief Sh- emauger Park west path	SUP (OS)	UBMP, GT	Kerr Ave	Saline Branch Path	0.12	UPD	Urbana		High	Med
UR- HP-41	Kinch Street Cor- ridor Path	SUP (OS)	UBMP, GT	Main St	Washing- ton St	0.15	UPD	Urbana		High	Med
UR- HP-42	Lohmann Park Path	SUP (OS)	UBMP, GT	Colorado Ave	Colorado Ave	0.42	UPD	Urbana		High	Med
UR- HP-43	Lohmann Park- Thomas Paine path	SUP (OS)	UBMP	Thomas Paine School	Lohmann Park Path	0.03	USD	Urbana		High	Med
UR- HP-44	Prairie Park Loop Path	SUP (OS)	UBMP, GT	Kinch St	Washing- ton St	0.34	UPD	Urbana		High	Med
UR- HP-45	Saline Branch path	SUP (OS)	UBMP, GT	Chief Shem- auger Park	Broadway Ave	0.46	Urbana	Urbana		High	Med
UR- HP-46	Saline Branch Path	SUP (OS)	UBMP, GT	Perkins Road Park Site	Chief Sh- emauger Park	0.25	Urbana	Urbana		High	Med
UR- HP-47	Saline Branch path	SUP (OS)	UBMP, GT	Chief Shem- auger Park	Chief Sh- emauger Park	0.19	UPD	Urbana		High	Med
UR- HP-48	Weaver Park East Path	SUP (OS)	UBMP, GT	Bakers Ln	Bakers Ln	0.34	UPD	Urbana		High	Med
UR- HP-49	Weaver Park South Path	SUP (OS)	UBMP, GT	Bakers Ln	Kinch St	0.27	UPD	Urbana		High	Med

Project ID	Name	Туре	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time- frame
UR- HP-50	Weaver Park West Path	SUP (OS)	UBMP, GT	Main St	Prairie Park	0.36	UPD	Urbana		High	Med
UR- HP-51	Main Street South Sidepath	SUP (SP)	UBMP, GT	Weaver Park	Lierman Ave	0.38	Urbana	Urbana		High	Med
UR- HP-52	Saline Branch path	SUP (SP)	UBMP	Crystal Lake Pool Path	Broadway Ave	0.58	UPD	Urbana		High	Med
UR- HP-53	Green Street Bike Lanes	Bike Lanes	UBMP	Race St	Lincoln Ave	0.55	Urbana	Urbana		High	Low
UR- HP-54	Boneyard Creek Path	SUP (OS)	UBMP	Main St	Lincoln Ave	0.45	Urbana	Urbana		High	Low
UR- HP-55	Race Street Sidepath Extension	SUP (SP)	UBMP	Meadow- brook Park Prairie Path	Mead- owbrook Park S limit	0.06	UPD	Urbana		High	Low
UR- HP-56	Pomology Path	SUP (OS)	UBMP, GT	Philo Rd	Mead- owbrook Park	0.56	County	Urbana (unin- corporated)		High	Low
UR- HP-57	Race Street Sidepath Extension	SUP (SP)	UBMP	Meadow- brook Park	Curtis Rd	0.50	County	Urbana (unin- corporated)		High	Low
UR- HP-58	Perkins Road Park Site Trail	SUP (OS)	GT	AMBUCS- Webber Park Path	AM- BUCS- Webber Park Path	0.64	UPD	Urbana		High	
UR- HP-59	Gregory Path	UIUC Bike Path	СВР	Nevada St	Armory Path	0.05	UIUC	Urbana		High	
UR- HP-60	Gregory Path	UIUC Bike Path	СВР	Armory Path	Gregory Dr	0.07	UIUC	Urbana		High	
UR- HP-61	Gregory Path Spur	UIUC Bike Path	СВР	Armory Path	Gregory Path	0.03	UIUC	Urbana		High	
UR- MP-01	Bradley Avenue	Bike Lanes	UBMP	Lincoln Ave	Goodwin Ave	0.25	Urbana	Urbana		Med	High
UR- MP-02	Bradley Avenue	Bike Lanes	ИВМР, СТМР	Goodwin Ave	Carver Dr	0.23	Urbana	Urbana		Med	High
UR- MP-03	Gregory Street	Bike Lanes	UBMP, CBP	Illinois St	Oregon St	0.14	Urbana	Urbana		Med	High
UR- MP-04	Washing- ton Street	Bike Lanes	UBMP, IL 130	High Cross Rd (IL 130)	Pfeffer Rd	0.25	Urbana	Urbana		Med	High
UR- MP-05	Adams Street	Bike Route	UBMP	Fairlawn Dr	Florida Ave	0.16	Urbana	Urbana		Med	High

Project ID	Name	Туре	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time- frame
UR- MP-06	Beringer Circle Bike Route	Bike Route	UBMP	Slayback Rd	University Ave	0.28	Urbana	Urbana		Med	High
UR- MP-07	Bradley Avenue	Bike Route	UBMP	Coler Ave	Lincoln Ave	0.16	Urbana	Urbana		Med	High
UR- MP-08	Busey Avenue Bike Route	Bike Route	UBMP	Washington St	Iowa St	0.06	Urbana	Urbana		Med	High
UR- MP-09	California Avenue HEUNA Bike Route	Bike Route	UBMP	Grove St	Urbana Ave	0.12	Urbana	Urbana	Thru His- toric East Urbana	Med	High
UR- MP-10	Church Street Bike Route	Bike Route	UBMP, University Ave	McCullough St	Orchard St	0.12	Urbana	Urbana		Med	High
UR- MP-11	Coler Av- enue Bike Route	Bike Route	UBMP	N of Sunset Dr	Fairview Ave	0.28	Urbana	Urbana		Med	High
UR- MP-12	Coler Av- enue Bike Route	Bike Route	UBMP	Bradley Ave	S of Brad- ley Ave	0.17	Urbana	Urbana		Med	High
UR- MP-13	George Huff Drive Bike Route	Bike Route	UBMP	Mumford Dr	Race St	0.36	Urbana	Urbana		Med	High
UR- MP-14	Iowa Street Bike Route	Bike Route	UBMP	Busey Ave	Lincoln Ave	0.08	Urbana	Urbana		Med	High
UR- MP-15	Kerr Av- enue	Bike Route	UBMP, GT	Urbana limits	Broadway Ave	0.63	Urbana	Urbana		Med	High
UR- MP-16	Kerr Av- enue	Bike Route	UBMP	Eastern Ave	Urbana limits	0.19	County	Urbana		Med	High
UR- MP-17	Main Street	Bike Route	UBMP	Urbana limits	Scott- swood Dr	0.18	Urbana	Urbana		Med	High
UR- MP-18	Main Street	Bike Route	UBMP	Pfeffer Rd	Urbana limits	0.03	Urbana	Urbana		Med	High
UR- MP-19	Nevada Street	Bike Route	UBMP, CBP	Lincoln Ave	Goodwin Ave	0.25	Urbana	Urbana		Med	High
UR- MP-20	Orchard Street Bike Route	Bike Route	UBMP	Fairview Ave	Church St	0.12	Urbana	Urbana		Med	High
UR- MP-21	Orchard Street Bike Route	Bike Route	UBMP	Pennsylva- nia Ave	Florida Ave	0.17	Urbana	Urbana		Med	High
UR- MP-22	Park Street Bike Route	Bike Route	UBMP, University Ave	Goodwin Ave	Wright St	0.25	Urbana	Urbana		Med	High
UR- MP-23	Pfeffer Road	Bike Route	UBMP	Main St	Washing- ton St	0.42	Urbana	Urbana		Med	High

Project ID	Name	Туре	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time- frame
UR- MP-24	Slayback Road Bike Route	Bike Route	UBMP	Beringer Cir	Urbana limits	0.16	Urbana	Urbana		Med	High
UR- MP-25	Smith Road	Bike Route	UBMP	Washington St	Florida Ave	0.51	Urbana	Urbana		Med	High
UR- MP-26	Smith Road	Bike Route	UBMP	University Ave	Main St	0.06	Urbana	Urbana		Med	High
UR- MP-27	Urbana Avenue HEUNA Bike Route	Bike Route	UBMP	Illinois St	California Ave	0.05	Urbana	Urbana	Thru His- toric East Urbana	Med	High
UR- MP-28	Airport Road	Share the Road	UBMP	E of Somer- set Dr	W of Landis Farm Rd	0.67	Urbana	Urbana		Med	High
UR- MP-29	Airport Road	Share the Road	UBMP	Cunning- ham Ave (US 45)	Willow Rd	0.53	Urbana	Urbana		Med	High
UR- MP-30	Coler Avenue	Share the Road	UBMP	N of Bradley Ave	Bradley Ave	0.06	Urbana	Urbana		Med	High
UR- MP-31	Colorado Avenue	Share the Road	UВMР	Philo Rd	Vine St	0.75	Urbana	Urbana		Med	High
UR- MP-32	Country Club Road	Share the Road	UBMP	Cunning- ham Ave (US 45)	Urbana limits	0.25	Urbana	Urbana		Med	High
UR- MP-33	High Cross Road	Share the Road	UВMР	1-74	1-74	0.05	IDOT	Urbana		Med	High
UR- MP-34	High Cross Road	Share the Road	UBMP	1-74	University Ave (US 150)	0.46	Urbana	Urbana		Med	High
UR- MP-35	Perkins Road	Share the Road	UBMP	Cunning- ham Ave (US 45)	Urbana limits	0.18	Urbana	Urbana		Med	High
UR- MP-36	Perkins Road	Share the Road	UВMР	Perkins Road Park Site	Brown- field Rd	0.17	Urbana	Urbana		Med	High
UR- MP-37	Race Street	Share the Road	UВMР	S of Illinois St	Washing- ton St	0.22	Urbana	Urbana		Med	High
UR- MP-38	Washing- ton Street	Share the Road	UBMP	Pfeffer Rd	Smith Rd	0.47	Urbana	Urbana		Med	High
UR- MP-39	Race Street	Shar- rows	UBMP	Michigan Ave	Pennsyl- vania Ave	0.09	Urbana	Urbana		Med	High
UR- MP-40	Railroad Path	SUP (OS)	UBMP, GT	Broadway Ave	Mc- Cullough St	0.27	Penn Cen- tral RR	Urbana		Med	High

Project ID	Name	Туре	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time- frame
UR- MP-41	High Cross Road/ IL 130 Sidepath	SUP (SP)	UBMP, IL 130	Washington St	Village Inn Pizza	0.90	IDOT	Urbana		Med	High
UR- MP-42	High Cross Road/ IL 130 Sidepath	SUP (SP)	UBMP, IL 130	US 150	Urbana limits S of Tatman Ct	0.25	IDOT	Urbana		Med	High
UR- MP-43	US 45 East Sidepath	SUP (SP)	UBMP, GT	O'Brien Dr	Perkins Rd	0.87	IDOT	Urbana		Med	High
UR- MP-44	US 45 East Sidepath	SUP (SP)	UBMP, GT	Urbana limits	O'Brien Dr	0.64	IDOT	Urbana		Med	High
UR- MP-45	Wind- sor Road North Sidepath	SUP (SP)	UBMP	Anderson St	Vine St	0.10	Urbana	Urbana		Med	High
UR- MP-46	Wright Street East Sidepath	SUP (SP)	UBMP, University Ave	Park St	University Ave	0.06	Urbana	Urbana		Med	High
UR- MP-47	Washing- ton Street	Bike Lanes	UBMP, IL 130	E of High Cross Rd (IL 130)	High Cross Rd (IL 130)	0.10	County	Urbana (unin- corporated)		Med	High
UR- MP-48	Bradley Avenue	Bike Route	UBMP	Coler Ave	Lincoln Ave	0.03	County	Urbana (unin- corporated)		Med	High
UR- MP-49	Coler Av- enue Bike Route	Bike Route	UBMP	S of Bradley Ave	N of Sun- set Dr	0.05	County	Urbana (unin- corporated)		Med	High
UR- MP-50	Eastern Avenue	Bike Route	UBMP	Perkins Rd	Kerr Ave	0.37	County	Urbana (unin- corporated)		Med	High
UR- MP-51	Main Street	Bike Route	UBMP	University Ave	Urbana limits	0.22	County	Urbana (unin- corporated)		Med	High
UR- MP-52	Main Street	Bike Route	UBMP	Urbana limits	Main St	0.11	County	Urbana (unin- corporated)		Med	High
UR- MP-53	Slayback Street Bike Route	Bike Route	UBMP	Urbana limits	Smith Rd	0.34	County	Urbana (unin- corporated)		Med	High
UR- MP-54	Smith Road Bike Route	Bike Route	UBMP	Slayback St	University Ave	0.23	County	Urbana (unin- corporated)		Med	High
UR- MP-55	Airport Road	Share the Road	UBMP	Captiva St	Cunning- ham Ave (US 45)	0.22	County	Urbana (unin- corporated)		Med	High
UR- MP-56	Airport Road	Share the Road	UBMP	High Cross Rd	E of Som- erset Dr	0.58	County	Urbana (unin- corporated)		Med	High
UR- MP-57	Airport Road	Share the Road	UBMP	Willow Rd	Apple Tree St	0.28	County	Urbana (unin- corporated)		Med	High

Project ID	Name	Туре	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time- frame
UR- MP-58	Brownfield Road	Share the Road	UBMP	Airport Rd	Perkins Rd	1.43	County	Urbana (unin- corporated)		Med	High
UR- MP-59	Coler Avenue	Share the Road	UBMP	Country Club Rd	N of Bradley Ave	0.01	County	Urbana (unin- corporated)		Med	High
UR- MP-60	Country Club Road	Share the Road	UBMP	Broadway Ave	Coler Ave	0.60	County	Urbana (unin- corporated)		Med	High
UR- MP-61	Country Club Road	Share the Road	UBMP	Urbana limits	Broadway Ave	0.19	County	Urbana (unin- corporated)		Med	High
UR- MP-62	High Cross Road	Share the Road	UBMP	Airport Rd	I-74	1.49	County	Urbana (unin- corporated)		Med	High
UR- MP-63	Perkins Road	Share the Road	UBMP	Perkins Road Park Site	Urbana limits E of Spring Cir	0.25	County	Urbana (unin- corporated)		Med	High
UR- MP-64	Perkins Road	Share the Road	UBMP	High Cross Rd	Brown- field Rd	1.20	County	Urbana (unin- corporated)		Med	High
UR- MP-65	High Cross Road/ IL 130 Sidepath	SUP (SP)	UBMP, IL 130	Urbana limits S of Tatman Ct	Washing- ton St	0.24	IDOT	Urbana (unin- corporated)		Med	High
UR- MP-66	Kickapoo Rail Trail	SUP (SP)	UBMP, GT, IL 130	IL 130 (High Cross Rd)	Smith Rd	0.83	County	Urbana (unin- corporated)		Med	High
UR- MP-67	Bradley Avenue Bike Lanes	Bike Lanes	UBMP	Coler Ave	Lincoln Ave	0.17	Urbana	Urbana		Med	Med
UR- MP-68	Lincoln Avenue	Bike Lanes	СВР	Hazelwood Dr	Windsor Rd	0.50	UIUC	Urbana		Med	Med
UR- MP-69	Lincoln Avenue	Bike Lanes	СВР	St. Mary's Rd	Hazel- wood Dr	0.25	UIUC	Urbana		Med	Med
UR- MP-70	Lincoln Avenue	Bike Lanes	СВР	Florida Ave	St. Mary's Rd	0.25	UIUC	Urbana		Med	Med
UR- MP-71	Lincoln Avenue	Nature Trail	СВР	Michigan Ave	Pennsyl- vania Ave	0.09	UIUC	Urbana		Med	Med
UR- MP-72	Bakers Lane	SUP (OS)	UBMP	Main St	Washing- ton St	0.49	Urbana	Urbana		Med	Med
UR- MP-73	Florida Ave path around UI President's House	SUP (OS)	UBMP, GT	Orchard St	Lincoln Ave	0.41	UIUC	Urbana		Med	Med
UR- MP-74	Hickory Street Park path	SUP (OS)	UBMP	Saline Branch Path	AMBUCS Park Loop Path	0.29	UPD	Urbana		Med	Med

Project ID	Name	Туре	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time- frame
UR- MP-75	Lorado Taft Path	SUP (OS)	СВР	Mathews Path	Urbana limits	0.18	UIUC	Urbana		Med	Med
UR- MP-76	Lorado Taft Path	SUP (OS)	СВР	Dorner Dr	Mathews Ave	0.20	UIUC	Urbana		Med	Med
UR- MP-77	Main Street Path	SUP (OS)	CBP, University Ave	Goodwin Ave	Wright St	0.26	UIUC	Urbana		Med	Med
UR- MP-78	Peabody Drive Path	SUP (OS)	СВР	Goodwin Ave	Mathews Path	0.08	UIUC	Urbana		Med	Med
UR- MP-79	Coler Av- enue East Sidepath	SUP (SP)	UBMP	N of Sunset Dr	Fairview Ave	0.27	Urbana	Urbana		Med	Med
UR- MP-80	Coler Av- enue East Sidepath	SUP (SP)	UBMP	N of Bradley Ave	S of Brad- ley Ave	0.24	UPD	Urbana		Med	Med
UR- MP-81	Country Club Road South Sidepath	SUP (SP)	UBMP	Broadway Ave	Coler Ave	0.56	UPD	Urbana		Med	Med
UR- MP-82	Fairview Avenue North Sidepath	SUP (SP)	UBMP	Orchard St	Coler Ave	0.08	Urbana	Urbana		Med	Med
UR- MP-83	Florida Avenue	SUP (SP)	UBMP, GT	Race St	Orchard St	0.23	UIUC	Urbana		Med	Med
UR- MP-84	George Huff Drive Sidepath	SUP (SP)	ИВМР, СВР	Race St	Hazel- wood Dr	0.16	UIUC	Urbana		Med	Med
UR- MP-85	Hazel- wood Drive Shared- Use Path	SUP (SP)	UBMP, CBP	George Huff Dr	Hazel- wood Ct	0.10	UIUC	Urbana		Med	Med
UR- MP-86	Lincoln Avenue Sidepath	SUP (SP)	UBMP	Killarney St	Bradley Ave	0.34	Urbana	Urbana		Med	Med
UR- MP-87	Perkins Road South Sidepath	SUP (SP)	UBMP	Webber Park	Webber Park	0.31	UPD	Urbana		Med	Med
UR- MP-88	Washing- ton Street North Sidepath	SUP (SP)	UBMP	Smith Rd	Lierman Ave	0.62	Urbana	Urbana		Med	Med
UR- MP-89	Peabody Path	UIUC Bike Path	СВР	Mathews Path	Urbana limit	0.16	UIUC	Urbana		Med	Med
UR- MP-90	Bradley Avenue Bike Lanes	Bike Lanes	UBMP	Coler Ave	Lincoln Ave	0.02	County	Urbana (unin- corporated)		Med	Med

Project ID	Name	Туре	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time- frame
UR- MP-91	Hazel- wood Drive Path	Nature Trail	UBMP, CBP, GT	Hazelwood Ct	Lincoln Ave	0.25	UIUC	Urbana (unin- corporated)		Med	Med
UR- MP-92	Coler Av- enue East Sidepath	SUP (SP)	UBMP	Country Club Rd	N of Bradley Ave	0.03	UPD	Urbana (unin- corporated)		Med	Med
UR- MP-93	Coler Av- enue East Sidepath	SUP (SP)	UBMP	S of Bradley Ave	N of Sun- set Dr	0.06	County	Urbana (unin- corporated)		Med	Med
UR- MP-94	Penn- sylvania Avenue	Bike Lanes	СВР	Lincoln Ave	Urbana limits	0.50	UIUC	Urbana		Med	Low
UR- MP-95	Washing- ton Street	Bike Lanes	UBMP, IL 130	Pfeffer Rd	Smith Rd	0.47	Urbana	Urbana		Med	Low
UR- MP-96	Cottage Grove Av- enue Bike Route	Bike Route	UBMP	Penn Cen- tral RR	Main St	0.11	Urbana	Urbana		Med	Low
UR- MP-97	Dorner Drive	Bike Route	СВР	Gregory Dr	Pennsyl- vania Ave	0.25	UIUC	Urbana		Med	Low
UR- MP-98	Mathews Avenue	Bike Route	СВР	Gregory Dr	Lorado Taft Path	0.06	UIUC	Urbana		Med	Low
UR- MP-99	CUMTD Path	SUP (OS)	UBMP	University Ave	Penn Central RR	0.12	CUMTD	Urbana		Med	Low
UR- MP-100	Deerfield Trails Path	SUP (OS)	UBMP, GT	South Ridge Park	Marc Trail	0.17	Urbana	Urbana		Med	Low
UR- MP-101	Lierman Avenue Trailhead to Railroad Path	SUP (OS)	UBMP	Penn Cen- tral RR	Main St	0.10	Urbana	Urbana		Med	Low
UR- MP-102	Marc Trail Path Extension	SUP (OS)	UBMP, GT	Deerfield Trails Path	Marc Trail	0.14	Urbana	Urbana		Med	Low
UR- MP-103	Mathews Path	SUP (OS)	СВР	Lorado Taft Path	Peabody Dr	0.12	UIUC	Urbana		Med	Low
UR- MP-104	Myra Ridge Path	SUP (OS)	UBMP, GT	Windsor Rd	South Ridge Park	0.21	Urbana	Urbana		Med	Low
UR- MP-105	Pfeffer Road Trail- head to Kickapoo Trail	SUP (OS)	UBMP	Railroad Path	Main St	0.08	Urbana	Urbana		Med	Low
UR- MP-106	Railroad Path	SUP (OS)	UBMP, GT	McCullough St	Coler Ave	0.17	Penn Cen- tral RR	Urbana		Med	Low
UR- MP-107	Railroad Path	SUP (OS)	UBMP, GT	Smith Rd	Broadway Ave	1.55	Penn Cen- tral RR	Urbana		Med	Low

Project ID	Name	Туре	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time- frame
UR- MP-108	Railroad Path	SUP (OS)	UBMP, GT, University Ave	Lincoln Ave	Wright St	0.53	Penn Cen- tral RR	Urbana		Med	Low
UR- MP-109	Railroad Path	SUP (OS)	UBMP, GT, University Ave	Coler Ave	Lincoln Ave	0.20	Penn Cen- tral RR	Urbana	aka RTT Ur- bana West	Med	Low
UR- MP-110	Airport Road Side- path	SUP (SP)	UBMP	Cunning- ham Ave (US 45)	Willow Rd	0.55	Urbana	Urbana		Med	Low
UR- MP-111	Airport Road Side- path	SUP (SP)	UBMP, GT	W of Landis Farm Rd	Captiva St	0.16	Urbana	Urbana		Med	Low
UR- MP-112	Anthony Drive North Sidepath	SUP (SP)	UBMP	O'Brien Dr	Willow Rd	0.55	Urbana	Urbana		Med	Low
UR- MP-113	Country Club Road	SUP (SP)	UBMP	Cunning- ham Ave (US 45)	Urbana limits	0.25	Urbana	Urbana		Med	Low
UR- MP-114	FAR Path	SUP (SP)	СВР	Lincoln Ave	Virginia Dr	0.14	UIUC	Urbana	Along Florida Av- enue, sign installation	Med	Low
UR- MP-115	Future Air- port Road Sidepath	SUP (SP)	UBMP	Apple Tree Drive	Lincoln Ave	0.25	Urbana	Urbana		Med	Low
UR- MP-116	Future O'Brien Drive Side- path	SUP (SP)	UBMP	O'Brien Dr	Willow Rd	0.11	Urbana	Urbana		Med	Low
UR- MP-117	Lincoln Avenue Sidepath	SUP (SP)	UBMP	Anthony Dr	Killarney St	0.32	IDOT	Urbana		Med	Low
UR- MP-118	Lincoln Avenue Sidepath	SUP (SP)	UBMP	Wilbur Rd	Anthony Dr	0.32	Urbana	Urbana		Med	Low
UR- MP-119	O'Brien Drive Side- path	SUP (SP)	UBMP	Cunning- ham Ave (US 45)	W termi- nus	0.32	Urbana	Urbana		Med	Low
UR- MP-120	Philo Road Sidepath Extension	SUP (SP)	UBMP	S of Marc Trail	Urbana limits	0.20	Urbana	Urbana		Med	Low
UR- MP-121	Smith Road Side- path	SUP (SP)	UBMP, GT	Kickapoo Rail-Trail	Main St	0.06	Urbana	Urbana		Med	Low
UR- MP-122	University Avenue Path	SUP (SP)	CBP, University Ave	Goodwin Ave	Mathews Ave	0.10	UIUC	Urbana		Med	Low

Project ID	Name	Туре	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time- frame
UR- MP-123	US 45 West Side- path	SUP (SP)	UBMP	Kenyon Rd	Country Club Rd	0.19	IDOT	Urbana		Med	Low
UR- MP-124	Willow Road East Sidepath	SUP (SP)	UBMP	Airport Rd	Anthony Dr	0.47	Urbana	Urbana		Med	Low
UR- MP-125	Wright Street East Sidepath	SUP (SP)	UBMP, University Ave	Railroad	Park St	0.12	Urbana	Urbana		Med	Low
UR- MP-126	Mathews Path	UIUC Bike Path	СВР	Nevada St	Gregory Dr	0.12	UIUC	Urbana		Med	Low
UR- MP-127	Florida Avenue	Un- deter- mined	СВР	Orchard St	Lincoln Ave	0.20	UIUC	Urbana		Med	Low
UR- MP-128	Washing- ton Street	Bike Lanes	UBMP	Cottonwood Rd	E of High Cross Rd (IL 130)	0.91	County	Urbana (unin- corporated)		Med	Low
UR- MP-129	Future Olympian Drive	Share the Road	UBMP, GT (path)	High Cross Rd	Cunning- ham Ave (US 45)	1.00	County	Urbana (unin- corporated)		Med	Low
UR- MP-130	High Cross Road	Share the Road	UBMP	Future Olympian Dr	Airport Rd	1.22	County	Urbana (unin- corporated)		Med	Low
UR- MP-131	Airport Road Side- path	SUP (SP)	UBMP, GT	Brownfield Rd	W of Landis Farm Rd	0.77	County	Urbana (unin- corporated)		Med	Low
UR- MP-132	Airport Road Side- path	SUP (SP)	UBMP	Willow Rd	Apple Tree St	0.29	County	Urbana (unin- corporated)		Med	Low
UR- MP-133	Airport Road Side- path	SUP (SP)	UBMP, GT	Captiva St	Cunning- ham Ave (US 45)	0.20	County	Urbana (unin- corporated)		Med	Low
UR- MP-134	Country Club Road	SUP (SP)	UBMP	Urbana limits	Broadway Ave	0.19	County	Urbana (unin- corporated)		Med	Low
UR- MP-135	Curtis Road Side- path	SUP (SP)	UBMP	High Cross Rd	Race St	2.50	County	Urbana (unin- corporated)		Med	Low
UR- MP-136	Future Air- port Road Sidepath	SUP (SP)	UBMP	Apple Tree Drive	Lincoln Ave	0.54	County	Urbana (unin- corporated)		Med	Low
UR- MP-137	Future Olympian Drive Side- path	SUP (SP)	UBMP, CTP	US 45	Lincoln Ave	1.51	County	Urbana (unin- corporated)		Med	Low
UR- MP-138	Future Olympian Drive Side- path	SUP (SP)	UBMP, CTP	Lincoln Ave	CNRR	0.63	County	Urbana (unin- corporated)		Med	Low

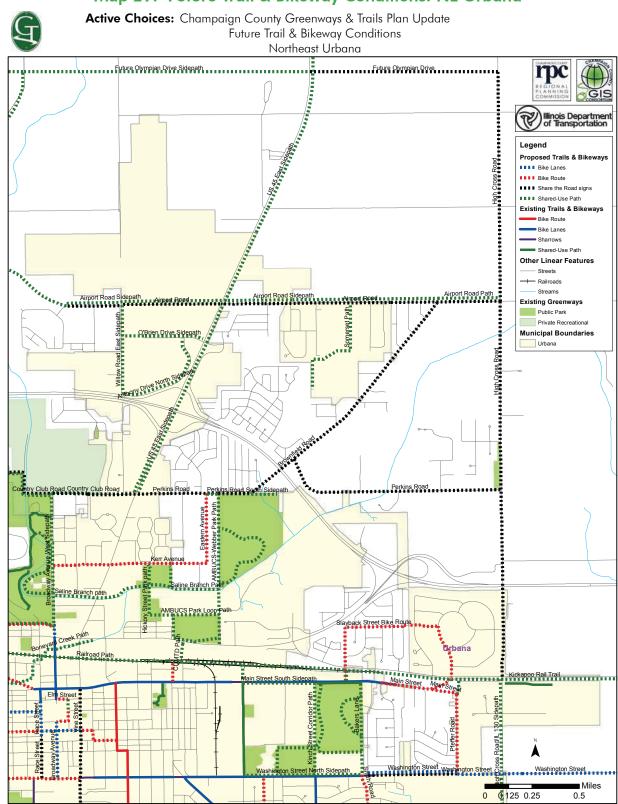
Project ID	Name	Туре	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time- frame
UR- MP-139	Lincoln Avenue Sidepath	SUP (SP)	UBMP	Olympian Dr (future)	Urbana limits N of Saline Ct	0.85	County	Urbana (unin- corporated)		Med	Low
UR- MP-140	Lincoln Avenue Sidepath	SUP (SP)	UBMP	Urbana limits	Wilbur Rd	0.15	County	Urbana (unin- corporated)		Med	Low
UR- MP-141	Lincoln Avenue Sidepath	SUP (SP)	UBMP	Urbana limits N of Saline Ct	Urbana limits S of Somer Dr	0.48	County	Urbana (unin- corporated)		Med	Low
UR- MP-142	Perkins Road South Sidepath	SUP (SP)	UBMP	Perkins Road Park Site	Eastern Ave	0.06	County	Urbana (unin- corporated)		Med	Low
UR- MP-143	Philo Road Sidepath Extension	SUP (SP)	UBMP	Urbana limits	Curtis Rd	0.24	County	Urbana (unin- corporated)		Med	Low
UR- MP-144	US 45 East Sidepath	SUP (SP)	UBMP	Future Olympian Dr	Urbana limits	0.91	IDOT	Urbana (unin- corporated)		Med	Low
UR- MP-145	St. Mary's Road	Bike Lanes	St. Mary's Road, CBP	Lincoln Ave	Wright St	0.50	UIUC	Urbana		Med	
UR- MP-146	Church Street	Bike Route	University Ave	Orchard St	W of Lin- coln Ave	0.32	Urbana	Urbana		Med	
UR- MP-147	Church Street	Bike Route	University Ave	Harvey St	Goodwin Ave	0.12	Urbana	Urbana		Med	
UR- MP-148	College Court	Bike Route	СВР	Virginia Dr	Maryland Dr	0.04	UIUC	Urbana		Med	
UR- MP-149	Goodwin Avenue	Bike Route	СВР	Peabody Dr	Pennsyl- vania Ave	0.06	UIUC	Urbana		Med	
UR- MP-150	Gregory Drive Bike Route	Bike Route	СВР	Gregory Path	Dorner Dr	0.02	UIUC	Urbana		Med	
UR- MP-151	Maryland Drive	Bike Route	СВР	Pennsylva- nia Ave	College Ct	0.09	UIUC	Urbana		Med	
UR- MP-152	Virginia Drive	Bike Route	СВР	Pennsylva- nia Ave	Florida Ave	0.16	Urbana	Urbana		Med	
UR- MP-153	Eagle Ridge Trail	SUP (OS)	Urbana Comp Plan	Colorado Ave	Amber Ln	0.67	Urbana	Urbana		Med	
UR- MP-154	Illinois American Water Path	SUP (OS)	University Ave	W of Lincoln Ave	Harvey St	0.07	IAWC	Urbana	Church Street cor- ridor	Med	
UR- MP-155	Library Path	SUP (OS)	СВР	Armory Path	Lorado Taft Path	0.18	UIUC	Urbana		Med	
UR- MP-156	St. Mary's Road Side- path	SUP (SP)	St. Mary's Road	Lincoln Ave	Wright St	0.50	UIUC	Urbana		Med	

Project ID	Name	Туре	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time- frame
UR- MP-157	Armory Bike Path	UIUC Bike Path	СВР	Mathews Ave	Wright St	0.17	UIUC	Urbana		Med	
UR- MP-158	Armory Bike Path	UIUC Blke Path	СВР	Gregory Path	Goodwin Ave	0.13	UIUC	Urbana		Med	
UR- MP-159	Armory Path	UIUC Bike Path	СВР	Goodwin Ave	Mathews Ave	0.18	UIUC	Urbana		Med	
UR- MP-160	Armory Path	UIUC Blke Path	СВР	Lincoln Ave	Gregory Path	0.14	UIUC	Urbana		Med	
UR- MP-161	Illinois Street Path	Un- deter- mined	СВР	Goodwin Ave	Mathews Ave	0.09	UIUC	Urbana		Med	
UR- MP-162	Mathews Avenue	Un- deter- mined	СВР	Green St	Nevada St	0.32	UIUC	Urbana		Med	
UR- MP-163	Mathews Avenue	Un- deter- mined	СВР	Main St	Green St	0.28	Urbana	Urbana		Med	
UR- MP-164	Nevada Street	Un- deter- mined	СВР	Goodwin Ave	Mathews Ave	0.09	UIUC	Urbana		Med	
UR- MP-165	Oregon Street	Un- deter- mined	СВР	Goodwin Ave	Mathews Ave	0.09	UIUC	Urbana		Med	
UR- MP-166	Quad Path	Un- deter- mined	СВР	Goodwin Ave	Mathews Ave	0.09	UIUC	Urbana		Med	
UR- MP-167	Quad Path	Un- deter- mined	СВР	Mathews Ave	Wright St	0.17	UIUC	Urbana		Med	
UR- MP-168	Hazel- wood Drive	Bike Lanes	СВР	Lincoln Ave	Goodwin Ave	0.25	UIUC	Urbana (unin- corporated)		Med	
UR- MP-169	Airport Road Path	SUP (SP)	GT	Brownfield Rd	High Cross Rd	0.33	County	Urbana (unin- corporated)		Med	
UR- MP-170	Hazel- wood Drive	Un- deter- mined	СВР	Goodwin Ave	Wright St	0.24	UIUC	Urbana (unin- corporated)		Med	
UR- LP-01	Somerset Path	SUP (OS)	UBMP	Airport Rd	S of Air- port Rd	0.63	Urbana	Urbana		Low	Med

Map 28: Future Trail & Bikeway Conditions: NW Urbana Active Choices: Champaign County Greenways & Trails Plan Update Future Trail & Bikeway Conditions Northwest Urbana Future Olympian Drive Sidepath 0.125 0.25 0.5 Uncoln Averue Sidepath Proposed Trails & Bikeways Bike Lanes ■■■ Bike Route ■■■ Share the Road signs ■■■ Shared-Use Path Mercury Drive UIUC Bike Path Undetermined **Existing Trails & Bike** Airport Road Sidepath Airport Road Shared-Use Path UIUC Bike Path Other Linear Features Streets O'Brien Drive Sid Streams O'Brien Drive Sidepath **Existing Greenways** Public Park Public/Private Recreational Private Recreational **Municipal Boundaries** Urbana Champaigr rch Street White Street Main Street Path ch Street Corridor Path

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Map 29: Future Trail & Bikeway Conditions: NE Urbana



Champaign

Savoy

Map 30: Future Trail & Bikeway Conditions: SW Urbana Active Choices: Champaign County Greenways & Trails Plan Update Future Trail & Bikeway Conditions Southwest Urbana Street Bike Route White Street Main Street Path Oregon Street Nevada Street Arm<sub>ory R</sub> Washington Street Pennsylvania Avenue Florida Avenue Florida Avenu Lohmann Park Path St. Mary's Road, St. Mary's Road Sid Hazelwood Drive Mumford Drive Legend Proposed Trails & Bikeways Gerty Drive Bike Lanes Bike Route ■■■ Sharrows ■■■ Share the Road signs ■■■ Shared-Use Path UIUC Bike Path improvement ■■■ Nature Trail Upper Emparrass River Trail Undetermined Existing Trails & Bikeways Bike Route Bike Lanes Pomology Path Sharrows Shared Bike/Parking Lanes Shared-Use Path UIUC Bike Path Other Linear Features - Streets Railroads Streams **Existing Greenways** Public Park Curtis Road Sidepath Municipal Boundaries Urbana

216

0.5

0 0.125 0.25

Urbana

Map 31: Future Trail & Bikeway Conditions: SE Urbana Active Choices: Champaign County Greenways & Trails Plan Update Future Trail & Bikeway Conditions Southeast Urbana Park Path Slayback Street Bike Route Main Street Main Street Washington Street Future Florida Avenue Sidepath agle Ridge Tra Legend Proposed Trails & Bikeways Bike Lanes Bike Route Sharrows ■■■ Share the Road signs IL 130 Path Shared-Use Path **Existing Trails & Bikeways** Bike Route Bike Lanes Pomology Path Sharrows Shared Bike/Parking Lanes Shared-Use Path Race Street Sidepath Extension Other Linear Features Streets Philo Road Sidepath Extens Railroads Streams **Existing Greenways** Public Park Public/Private Recreational Curtis Road Sidepath Municipal Boundaries

217

0.5

0 0.125 0.25

Map 32: Future Trail & Bikeway Conditions: University District Active Choices: Champaign County Greenways & Trails Plan Update Future Trail & Bikeway Conditions University District Proposed Trails & Bikeways Other Linear Features Spri ■■■ Bike Route ■■■ Sharrows ■■■ Share the Road signs **Existing Greenways** ■■■ Shared-Use Path Public Park t Boundaries ■ ■ ■ Nature Trail W Green St Green Undetermined Urbana **Existing Trails & Bikeways** Savoy Bike Lanes University District - Sharrows Shared-Use Path UIUC Bike Path W Nevada St ampaign St. Mary's Road Sidepath St Mary's Rd Gerty Drive 0 0.125 Miles 0.5

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#### Savoy (including unincorporated areas)

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Project ID	Name	Туре	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time- frame
SA- MP-01	Cham- paign-Sa- voy Border Trail	SUP (OS)	US 45	Ruppel Trail	Savoy limits	0.75	Savoy	Savoy		Med	
SA- MP-02	Prairie Fields Trail Phase 2	SUP (OS)	GT, Savoy ITEP	Church St	Colbert Park	0.82	Savoy	Savoy		Med	
SA- MP-03	Prairie Fields Trail Phase 2	SUP (OS)	GT, Savoy ITEP	Curtis Rd	Prairie Fields Trail Phase 1	1.04	Savoy	Savoy		Med	
SA- MP-04	Prairie Fields Trail Phase 2	SUP (OS)	GT, Savoy ITEP	Prairie Fields Trail Phase 1	Church St	0.31	Savoy	Savoy		Med	
SA- MP-05	Prospect Avenue Path Exten- sion	SUP (OS)	GT	Graham St	Savoy limits	0.82	Savoy	Savoy		Med	
SA- MP-06	Curtis Road Path	SUP (SP)	GT, CTMP, Savoy ITEP	First St	Parkview Ln	0.27	Savoy	Savoy		Med	
SA- MP-07	Curtis Road Path	SUP (SP)	CTP, CTMP, Sa- voy ITEP, CPD	CNRR	Wesley Ave	0.31	Savoy	Savoy		Med	
SA- MP-08	Curtis Road Path	SUP (SP)	CTMP, Sa- voy ITEP	Parkview Ln	CNRR	0.26	Savoy	Savoy		Med	
SA- MP-09	First Street Trail Phase 1	SUP (SP)	GT	Savoy limits	Church St	0.51	Savoy	Savoy		Med	
SA- MP-10	First Street Trail Phase 1	SUP (SP)	GT	Curtis Rd	Lake Park Rd	0.25	Savoy	Savoy		Med	
SA- MP-11	First Street Trail Phase 2	SUP (SP)	GT	Savoy limits	Airport Rd	0.26	Savoy	Savoy		Med	
SA- MP-12	US 45 Savoy to Tolono Trail	SUP (SP)	US 45, GT	Airport Rd	S village limits	1.05	IDOT	Savoy		Med	
SA- MP-13	Prospect Avenue Path Exten- sion	SUP (OS)	GT	Savoy limits	Airport Rd	0.43	County	Savoy (unin- corporated)		Med	
SA- MP-14	First Street Trail Phase 1	SUP (SP)	GT	Lake Park Rd	Savoy limits	0.25	County	Savoy (unin- corporated)		Med	
SA- MP-15	First Street Trail Phase 2	SUP (SP)	GT	Church St	Savoy limits	0.76	County	Savoy (unin- corporated)		Med	

Project ID	Name	Туре	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time- frame
SA- LP-01	Lyndhurst Drive	Bike Route	CUUATS	Windsor Rd	Burwash Ave	0.43	Savoy	Savoy		Low	
SA- LP-02	Woodfield Alley	Bike Route	CUUATS	Burwash Ave	Curtis Rd	0.38	Savoy	Savoy		Low	
SA- LP-03	Burwash Avenue	Shared Bike/ Parking Lanes	CUUATS	Woodfield Alley	Prospect Ave	0.46	Savoy	Savoy		Low	
SA- LP-04	Lake Falls Trail	SUP (OS)	US 45	First St	Savoy limits	0.20	Savoy	Savoy		Low	
SA- LP-05	Prairie Fields Trail Phase 3	SUP (OS)	GT, Savoy ITEP	Colbert Park	Airport Rd	0.26	Savoy	Savoy		Low	
SA- LP-06	Airport Road Trail (Savoy)	SUP (SP)	GT	Savoy limits	US 45	0.37	Savoy	Savoy		Low	
SA- LP-07	East Church Street Trail	SUP (SP)	GT	First St	Colbert Park	0.51	Savoy	Savoy		Low	
SA- LP-08	Lyndhurst Drive	Bike Route	CUUATS	Windsor Rd	S of Park Lane Dr	0.25	County	Savoy (unin- corporated)		Low	
SA- LP-09	Lake Falls Trail	SUP (OS)	US 45	Savoy limits	US 45	0.84	County	Savoy (unin- corporated)		Low	
SA- LP-10	Prairie Fields Trail Phase 3	SUP (OS)	GT, Savoy ITEP	Colbert Park	Airport Rd	0.38	County	Savoy (unin- corporated)		Low	
SA- LP-11	Airport Road Trail (Savoy)	SUP (SP)	GT	First St	Savoy limits	0.49	County	Savoy (unin- corporated)		Low	
SA- LP-12	Airport Road Trail (Savoy)	SUP (SP)	GT	US 45	Hartwell Ct	0.15	County	Savoy (unin- corporated)		Low	

Map 33: Future Trail & Bikeway Conditions: Savoy and Tolono Active Choices: Champaign County Greenways & Trails Plan Update Future Trail & Bikeway Conditions Savoy, Tolono Mortoc Read Malls Job Table

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Contro Urb Champaign Curtis Road Sidepath ATT WANTED THE COLUMN TO THE C Champaign-Savoy Border Trail Appet Road fall (Savoy) To In Fally Pain. Rocket Road Trail Printer of the State of the Sta Proposed Trails & Bikeways Other Linear Features ■■■ Bike Lanes ■ ■ ■ Bike Route Toleno Reynolds Stre Shared Bike/Parking Lanes Page Run Creek Thail ■■■ Share the Road signs Existing Greenways ■■■ Shared-Use Path Public Park Public Golf Course Undetermine Existing Trails & Bikeways Bike Lanes Private Recreational Sharrows Municipal Boundaries Shared-Use Path Savoy Champaigr ■ Miles 🛕 Urbana 0.25 0.5

**221** 

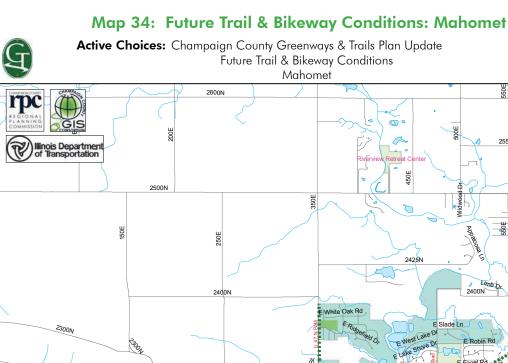
#### Mahomet (including unincorporated areas)

Project ID	Name	Туре	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time- frame
MA- HP-01	Barber Park Path	SUP (OS)	MPRMP, GT	Lombard St (IL 47)	Norfolk Southern RR	0.64	Mahomet	Mahomet		High	
MA- HP-02	Barber Park Trail	SUP (OS)	Mahomet IDNR	Barber Park Path	Barber Park parking lot	0.23	Mahomet	Mahomet		High	
MA- HP-03	Lakes at Riverbend Path	SUP (OS)	GT	Riverbluff- River Bend Path	Mid America Rd	1.71	CCFPD	Mahomet		High	
MA- HP-04	IL 47 N Path	SUP (SP)	GT	N of Briar- cliff Dr	Lake of the Woods Path	0.61	IDOT	Mahomet		High	
MA- HP-05	IL 47 N Path	SUP (SP)	GT PW1	Lake of the Woods Path	Franklin St	0.56	IDOT	Mahomet		High	
MA- HP-06	IL 47 N Path	SUP (SP)	GT PW1	N of Re- serve Ct	S of Oak Valley Rd	0.38	IDOT	Mahomet		High	
MA- HP-07	IL 47 N Path	SUP (SP)	GT PW1	S of Oak Valley Rd	N of Briarcliff Dr	0.22	IDOT	Mahomet (unincorpo- rated)		High	
MA- MP-01	Lake of the Woods Road	SUP (SP)	GT	N of I-74	S of I-74	0.38	IDOT	Mahomet		Med	2013
MA- MP-02	East Street	Bike Route	GT CP 2010	Main St	US 150 Path	0.08	Mahomet	Mahomet		Med	
MA- MP-03	McDougal- Buckthorn Path	SUP (OS)	GT CP 2010	Norfolk Southern RR	N of Buck- thorn Dr	0.08	Mahomet	Mahomet		Med	
MA- MP-04	Norfolk Southern Rail-Trail	SUP (OS)	GT CP 2010	E of Prai- rieview Rd	W of Prai- rieview Rd	0.86	Norfolk Southern RR	Mahomet	Rails-with- Trails from Mahomet to C-U	Med	
MA- MP-05	Norfolk Southern Rail-Trail	SUP (OS)	GT CP 2010	CR 425E	Sunny Acres Rd	0.37	Norfolk Southern RR	Mahomet	Rails-with- Trails from Mahomet to C-U	Med	
MA- MP-06	Riverbluff- River Bend Path	SUP (OS)	GT PW1	Riverbluff Path	River Bend Forest Preserve	0.32	Mahomet	Mahomet		Med	
MA- MP-07	Sangamon River Trail	SUP (OS)	Sangamon Rivertrail Subcom- mittee	Barber Park	IL 47	0.53	Mahomet	Mahomet		Med	
MA- MP-08	Crowley Road	SUP (SP)	GT CP 2010	Lake of the Woods Path	I-74	0.28	IDOT	Mahomet		Med	
MA- MP-09	Crowley Road	SUP (SP)	GT CP 2010	1-74	State St	0.15	Mahomet	Mahomet		Med	

Project ID	Name	Туре	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time- frame
MA- MP-10	Division Street	SUP (SP)	GT	N of State St	Oak St (US 150)	0.63	Mahomet	Mahomet		Med	
MA- MP-11	East Street	SUP (SP)	GT CP 2010	Franklin St	Main St	0.07	Mahomet	Mahomet		Med	
MA- MP-12	Franklin Street	SUP (SP)	GT CP 2010	Lombard St (IL 47)	State St	0.32	Mahomet	Mahomet		Med	
MA- MP-13	Harris Trail	SUP (SP)	GT PW1	Mid America Rd	Mahom- et limits	0.90	Mahomet	Mahomet	CR 150E	Med	
MA- MP-14	IL 47 S Path	SUP (SP)	GT	Sangamon River	Country Ridge Dr	0.51	IDOT	Mahomet		Med	
MA- MP-15	Lake of the Woods Road	SUP (SP)	GT	N of Tin Cup Rd	Tin Cup Rd	0.09	County	Mahomet		Med	
MA- MP-16	Lake of the Woods Road	SUP (SP)	GT	S of Golf Dr	Dennis Dr	0.18	County	Mahomet		Med	
MA- MP-17	McDougal- Buckthorn Path	SUP (SP)	GT CP 2010	US 150	Norfolk Southern RR	0.52	Mahomet	Mahomet		Med	
MA- MP-18	Prairieview Road	SUP (SP)	GT	S of Mead- owlake Dr	N of Clark St	0.04	County	Mahomet		Med	
MA- MP-19	Prairieview Road	SUP (SP)	GT	Clark St	S of Clark St	0.03	County	Mahomet		Med	
MA- MP-20	Prairieview Road	SUP (SP)	GT	1-74	US 150	0.34	IDOT	Mahomet		Med	
MA- MP-21	Prairieview Road	SUP (SP)	GT	S of Logan St	Richland Dr	0.25	Mahomet	Mahomet		Med	
MA- MP-22	Riverbend Path	SUP (SP)	GT PW1	Division St (IL 47)	Riverbluff Path	0.24	Mahomet	Mahomet	Riverbend Blvd & Riv- erbluff Dr	Med	
MA- MP-23	State Street	SUP (SP)	GT CP 2010	Franklin St	Crowley Rd	0.53	Mahomet	Mahomet		Med	
MA- MP-24	Sunny Acres Road Path	SUP (SP)	GT	Oak St (US 150)	Oak Creek Rd	0.37	Mahomet	Mahomet		Med	
MA- MP-25	Sunny Acres Road Path	SUP (SP)	GT	Norfolk Southern RR	South Mahom- et Rd	0.20	Mahomet	Mahomet		Med	
MA- MP-26	Tin Cup Road	SUP (SP)	GT	W of Fox Run Dr	Lake of the Woods Rd	0.31	County	Mahomet		Med	
MA- MP-27	US 150 Path	SUP (SP)	GT	Kaskaskia River	Prai- rieview Rd	1.76	IDOT	Mahomet		Med	
MA- MP-28	US 150 Path	SUP (SP)	GT	Barber Park Path	Sangam- on River	0.06	IDOT	Mahomet		Med	

Project ID	Name	Туре	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time- frame
MA- MP-29	US 150 Path	SUP (SP)	GT	W of Purnell Dr	E of Churchill Rd	0.25	IDOT	Mahomet		Med	
MA- MP-30	US 150 Path	SUP (SP)	GT	Division St (IL 47)	Mahom- et limits	0.38	IDOT	Mahomet		Med	
MA- MP-31	McDougal- Buckthorn Path	SUP (OS)	GT CP 2010	Buckthorn Dr N termi- nus	South Mahom- et Rd	0.18	County	Mahomet (unincorpo- rated)		Med	
MA- MP-32	McDougal- Buckthorn Path	SUP (OS)	GT CP 2010	N of Buck- thorn Dr	Buck- thorn Dr N terminus	0.05	County	Mahomet (unincorpo- rated)		Med	
MA- MP-33	Norfolk Southern Rail-Trail	SUP (OS)	GT CP 2010	Sunny Acres Rd	Barber Park	0.53	Norfolk Southern RR	Mahomet (unincorpo- rated)	Rails-with- Trails from Mahomet to C-U	Med	
MA- MP-34	Norfolk Southern Rail-Trail	SUP (OS)	GT CP 2010	Barker Rd	E of Prairieview	0.58	Norfolk Southern RR	Mahomet (unincorpo- rated)	Rails-with- Trails from Mahomet to C-U	Med	
MA- MP-35	Norfolk Southern Rail-Trail	SUP (OS)	GT CP 2010	W of Prai- rieview Rd	CR 425E	0.57	Norfolk Southern RR	Mahomet (unincorpo- rated)	Rails-with- Trails from Mahomet to C-U	Med	
MA- MP-36	Lake of the Woods Road	SUP (SP)	GT	Fogel Rd	S of Golf Dr	0.41	County	Mahomet (unincorpo- rated)		Med	
MA- MP-37	Lake of the Woods Road	SUP (SP)	GT	Tin Cup Rd	Lake of the Woods Main Entrance	0.18	County	Mahomet (unincorpo- rated)		Med	
MA- MP-38	Lake of the Woods Road	SUP (SP)	GT	Dennis Dr	N of Tin Cup Rd	0.45	County	Mahomet (unincorpo- rated)		Med	
MA- MP-39	Prairieview Road	SUP (SP)	GT	Tin Cup Rd	S of Mead- owlake Dr	0.22	County	Mahomet (unincorpo- rated)		Med	
MA- MP-40	Prairieview Road	SUP (SP)	GT	Fogel Rd	S of Lo- gan St	0.51	County	Mahomet (unincorpo- rated)		Med	
MA- MP-41	Prairieview Road	SUP (SP)	GT	N of Clark St	Clark St	0.16	County	Mahomet (unincorpo- rated)		Med	
MA- MP-42	Prairieview Road	SUP (SP)	GT	S of Clark St	1-74	0.04	County	Mahomet (unincorpo- rated)		Med	
MA- MP-43	Prairieview Road	SUP (SP)	GT	Richland Dr	Tin Cup Rd	0.26	County	Mahomet (unincorpo- rated)		Med	

Project ID	Name	Туре	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time- frame
MA- MP-44	Sunny Acres Road Path	SUP (SP)	GT	Oak Creek Rd	Norfolk Southern RR	0.10	County	Mahomet (unincorpo- rated)		Med	
MA- MP-45	Tin Cup Road	SUP (SP)	GT	E of Fox Run Dr	Prai- rieview Rd	0.25	County	Mahomet (unincorpo- rated)		Med	
MA- LP-01	Mid America Road Path	SUP (SP)	GT, GT CP 2010	Division St (IL 47)	CR 150E	1.47	Mahomet	Mahomet		Low	
MA- LP-02	South Mahomet Road Path	SUP (SP)	GT	W of Deer Run Dr	Division St (IL 47)	0.27	Mahomet	Mahomet		Low	
MA- LP-03	South Mahomet Road Path	SUP (SP)	GT	Sunny Acres Rd	E of Wood- field Dr	0.18	Mahomet	Mahomet		Low	
MA- LP-04	South Mahomet Road Path	SUP (SP)	GT	E of Wood- field Dr	W of Deer Run Dr	0.49	County	Mahomet (unincorpo- rated)		Low	
MA- LP-05	Spring Lake Road	SUP (SP)	GT PW1	US 150	South Shore Dr	0.72	County	Mahomet (unincorpo- rated)		Low	



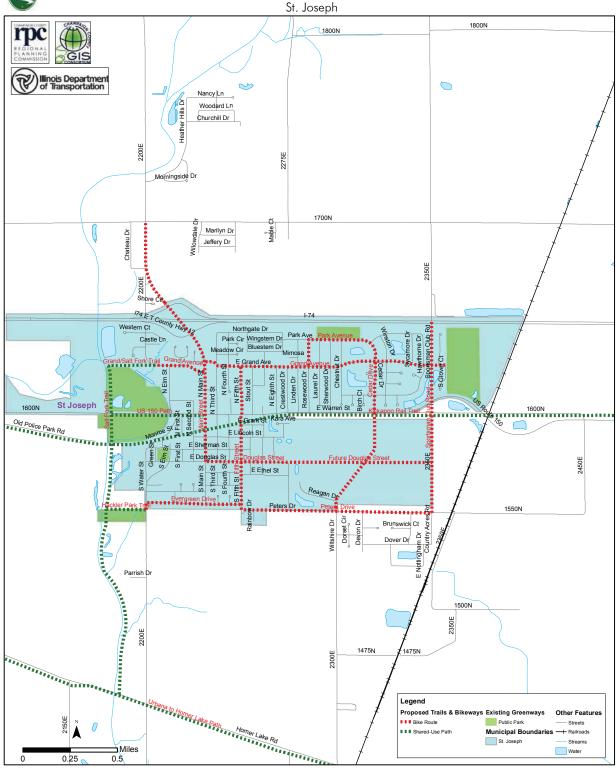
#### St. Joseph (including unincorporated areas)

Project ID	Name	Туре	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time- frame
SJ- MP-01	Fifth Street	Bike Route	SJCP	Grand Ave	Peters Dr	0.73	St Joseph	St Joseph		Med	
SJ- MP-02	Grand Avenue	Bike Route	SJCP	St Joseph Community Park	Main St	1.29	St Joseph	St Joseph		Med	
SJ- MP-03	Grand Avenue	Bike Route	SJCP	Main St	W of Elm St	0.27	St Joseph	St Joseph		Med	
SJ- MP-04	Park Av- enue	Bike Route	SJCP	Cedar Dr	Rosewood Dr	0.33	St Joseph	St Joseph		Med	
SJ- MP-05	Peters Drive	Bike Route	SJCP	Cedar Dr	Fifth St	0.54	St Joseph	St Joseph		Med	
SJ- MP-06	Sportsman Club Road	Bike Route	SJCP	1-74	US 150	0.43	St Joseph	St Joseph		Med	
SJ- MP-07	Sportsman Club Road	Bike Route	SJCP	Kickapoo Rail Trail	N of Peters Dr	0.46	St Joseph	St Joseph		Med	
SJ- MP-08	Sportsman Club Road	Bike Route	SJCP	US 150	Kickapoo Rail Trail	0.08	St Joseph	St Joseph		Med	
SJ- MP-09	Grand/Salt Fork Trail	SUP (OS)	SJCP	Grand Ave	Salt Fork River	0.25	St Joseph	St Joseph		Med	
SJ- MP-10	Hackler Park Trail	SUP (OS)	SJCP	Water St	Salt Fork River	0.21	St Joseph	St Joseph		Med	
SJ- MP-11	Salt Fork Trail	SUP (OS)	SJCP	Grand Ave	Kickapoo Rail Trail	0.42	St Joseph	St Joseph		Med	
SJ- MP-12	US 150 Path	SUP (SP)	SJCP	Main St	Salt Fork River	0.49	IDOT	St Joseph		Med	
SJ- MP-13	Sportsman Club Road	Bike Route	SJCP	N of Peters Dr	Peters Dr	0.03	County	St Joseph (un- incorporated)		Med	
SJ- MP-14	Salt Fork Trail	SUP (OS)	SJCP	Hackler Park	Homer Lake Rd	1.02	County	St Joseph (un- incorporated)		Med	
SJ- MP-15	Salt Fork Trail	SUP (OS)	SJCP	Kickapoo Rail Trail	Hackler Park	0.35	County	St Joseph (un- incorporated)		Med	
SJ- LP-01	Cedar Drive	Bike Route	SJCP	Magnolia Ave	Grand Ave	0.10	St Joseph	St Joseph		Low	
SJ- LP-02	Cedar Drive	Bike Route	SJCP	N terminus	Peters Dr	0.08	St Joseph	St Joseph		Low	
SJ- LP-03	Cedar Drive	Bike Route	SJCP	Grand Ave	Warren St	0.27	St Joseph	St Joseph		Low	
SJ- LP-04	Douglas Street	Bike Route	SJCP	Harlan Wise Dr	Main St	0.43	St Joseph	St Joseph		Low	
SJ- LP-05	Evergreen Drive	Bike Route	SJCP	Fifth St	Water St	0.50	St Joseph	St Joseph		Low	
SJ- LP-06	Future Ce- dar Drive	Bike Route	SJCP	US 150	Reagan Dr	0.51	St Joseph	St Joseph		Low	
SJ- LP-07	Future Douglas Street	Bike Route	SJCP	Sportsman Club Rd	Harlan Wise Dr	0.77	St Joseph	St Joseph		Low	

Project ID	Name	Туре	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time- frame
SJ- LP-08	Main Street	Bike Route	SJCP	Grand Ave	Douglas St	0.53	County	St Joseph		Low	
SJ- LP-09	Main Street	Bike Route	SJCP	1-74	Grand Ave	0.38	IDOT	St Joseph		Low	
SJ- LP-10	Rosewood Drive	Bike Route	SJCP	Park Ave	Grand Ave	0.14	St Joseph	St Joseph		Low	
SJ- LP-11	Water Street	Bike Route	SJCP	Evergreen Dr	Hackler Park Trail	0.04	St Joseph	St Joseph		Low	
SJ- LP-12	Main Street	Bike Route	SJCP	CR 1700N	I-74	0.46	County	St Joseph (un- incorporated)		Low	
SJ- LP-13	Peters Drive	Bike Route	SJCP	CR 2350E	Cedar Dr	0.49	County	St Joseph (un- incorporated)		Low	

Map 35: Future Trail & Bikeway Conditions: St. Joseph





#### Champaign County and rural areas

Project ID	Name	Туре	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time- frame
CC- HP-01	Kickapoo Rail Trail	SUP (OS)	UBMP, GT, IL 130 (part)	Village of Ogden	High Cross Rd (IL 130)	11.34	CCFPD	County		High	High
CC- HP-02	Kickapoo Rail Trail	SUP (OS)	UBMP, GT	County Line	Village of Ogden	0.49	CCFPD	County		High	High
CC- HP-03	Upper Embarrass River Trail	SUP (OS)	UBMP, GT, CPD	Meadow- brook Park	First St	2.16	UIUC	County		High	Me- dium
CC- MP-01	Embar- rass River Trail South Extension	SUP (OS)	UBMP	Upper Embarrass River	Old Church Rd	1.63	UIUC	County		Med	Low
CC- MP-02	IL 130 Path	SUP (SP)	UBMP, GT	Windsor Rd	Village of Philo	5.33	IDOT	County	Urbana to Philo Trail	Med	Low
CC- MP-03	Urbana to Homer Lake Path	SUP (SP)	GT, UBMP	Homer Lake Forest Preserve	Cotton- wood Rd	9.36	County	County	Via CR 1550N, 1800E, 1525N and Homer Lake Rd	Med	Low
CC- MP-04	US 45 East Sidepath	SUP (SP)	UBMP	N of Ford Harris Rd	Future Olympian Dr	1.48	IDOT	County		Med	Low
CC- MP-05	CR 1100N Stream Trail	SUP (OS)	US 45	South Farms Trail	First St	1.21	UIUC	County		Med	
CC- MP-06	Heartland Pathways Extension	SUP (OS)	GT	Kaskaskia River	Camp Creek	3.37	CN RR	County		Med	
CC- MP-07	Rantoul- Fisher Rail- Trail	SUP (OS)	GT PW1	CR 1300E	Wildcat Slough	4.39	Private	County	Rails-with- Trails	Med	
CC- MP-08	Rantoul- Fisher Rail- Trail	SUP (OS)	GT PW1	Wildcat Slough	Fisher limits	2.43	Private	County	Rails-to- Trails	Med	
CC- MP-09	South Farms Path	SUP (OS)	GT	Old Church Rd E of Race St	Embar- rass River Trail South Extension	1.22	UIUC	County		Med	
CC- MP-10	South Farms Path Extension	SUP (OS)	US 45	South Farms Path	CR 1100N	0.83	UIUC	County		Med	
CC- MP-11	County Highway 22 Path	SUP (SP)	GT	County Highway 9	US 136	5.20	County	County	To Middle Fork Forest Preserve	Med	
CC- MP-12	County Highway 9 Path	SUP (SP)	GT	Co Hwy 22	Ludlow limits	8.81	County	County	To Middle Fork Forest Preserve	Med	

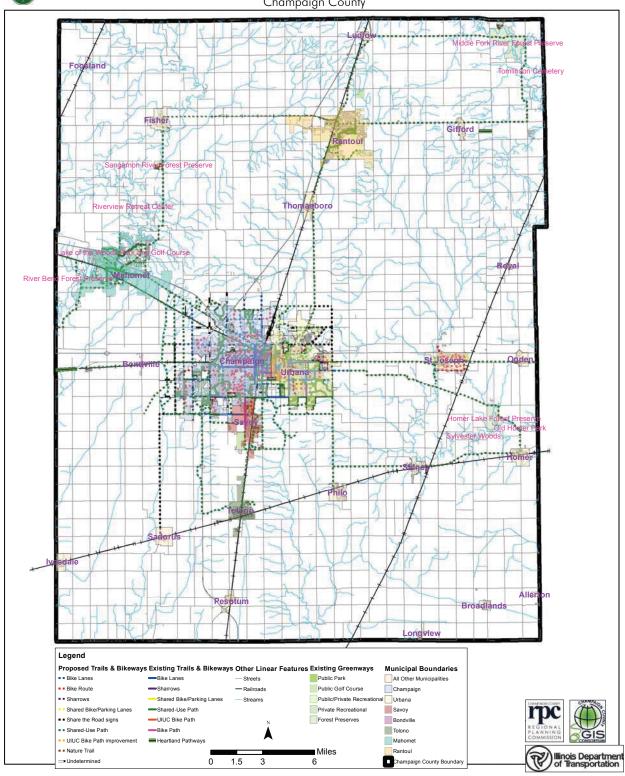
Project ID	Name	Туре	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time- frame
CC- MP-13	First Street	SUP (SP)	CBP, US 45	Windsor Rd	Curtis Rd	0.98	UIUC	County		Med	
CC- MP-14	Fisher- Mahomet Trail	SUP (SP)	GT PW1	Fairfield St	Prai- rieview Rd	8.25	County	County	Fogel Rd., CR 2300 and CR 600E past Sangamon R. FP	Med	
CC- MP-15	Harris Trail	SUP (SP)	GT PW1	Mahomet limits	County Line	2.33	County	County	CR 150E, 1900N, 50E, 1800N	Med	
CC- MP-16	Homer Lake to Homer Trail	SUP (SP)	GT	Old Homer Park	Village of Homer	1.08	IDOT	County	IL 49	Med	
CC- MP-17	Homer Lake to Homer Trail	SUP (SP)	GT	Homer Lake Forest Preserve	Homer Lake Forest Preserve	0.93	CCFPD	County	Homer Lake Road	Med	
CC- MP-18	Homer Lake to Homer Trail	SUP (SP)	GT	Homer Lake Forest Preserve	Old Homer Park	1.12	County	County	Homer Lake Road	Med	
CC- MP-19	Homer Lake to Homer Trail	SUP (SP)	GT	Old Homer Park	Old Homer Park	0.15	CCFPD	County	Homer Lake Road, IL 49	Med	
CC- MP-20	Philo to Homer Trail	SUP (SP)	GT	Sidney limits	IL 130	4.18	County	County	County Highway 15	Med	
CC- MP-21	Philo to Homer Trail	SUP (SP)	GT	Homer limits	Sidney limits	4.97	County	County	County Highway 15	Med	
CC- MP-22	US 136 Path	SUP (SP)	GT	Co Hwy 22	Gifford limits	3.67	IDOT	County		Med	
CC- MP-23	US 136 Path	SUP (SP)	GT	Gifford limits	Rantoul limits	5.01	IDOT	County		Med	
CC- MP-24	US 150 Path	SUP (SP)	GT	Mahomet limits	County Line	2.70	IDOT	County		Med	
CC- MP-25	US 45 Path	SUP (SP)	GT	N of Ford Harris Rd	Rantoul limits	3.96	IDOT	County		Med	
CC- MP-26	US 45 Path	SUP (SP)	GT	Ludlow limits	Rantoul limits	4.19	IDOT	County		Med	
CC- MP-27	US 45 Path	SUP (SP)	GT	Rantoul limits	Thom- asboro limits	1.44	IDOT	County		Med	
CC- MP-28	US 45 Savoy to Tolono Trail	SUP (SP)	US 45, GT	Savoy limits	Tolono limits	0.46	IDOT	County		Med	
CC- LP-01	Middle Fork Mine Loop Trail	Nature Trail	CCFPD			0.46	CCFPD	County		Low	

Project ID	Name	Туре	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time- frame
CC- LP-02	Middle Fork Oak Forest Loop Trail	Nature Trail	CCFPD			0.40	CCFPD	County		Low	
CC- LP-03	Middle Fork Pond View Trail	Nature Trail	CCFPD			0.14	CCFPD	County		Low	
CC- LP-04	Middle Fork River Over- look Loop	Nature Trail	CCFPD			0.09	CCFPD	County		Low	
CC- LP-05	Middle Fork West Trail	Nature Trail	CCFPD			0.47	CCFPD	County		Low	
CC- LP-06	Sangamon River Bot- tomland Trail	Nature Trail	CCFPD			0.73	CCFPD	County	Sangamon River Forest Preserve	Low	
CC- LP-07	Sangamon River Prairie Trail	Nature Trail	CCFPD			0.63	CCFPD	County	Sangamon River Forest Preserve	Low	
CC- LP-08	Sangamon River Wild- cat Slough Trail	Nature Trail	CCFPD			0.62	CCFPD	County	Sangamon River Forest Preserve	Low	
CC- LP-09	I-57/Two Mile Slough Trail	SUP (OS)	US 45, CPD	Curtis Rd	Page Run Creek Trail	6.10	IDOT	County		Low	
CC- LP-10	Page Run Creek Trail	SUP (OS)	US 45	West Tolono Trail	I-57	1.66	County	County		Low	
CC- LP-11	Central Avenue Path	SUP (SP)	CUUATS	US 45	Church St	0.05	County	County		Low	

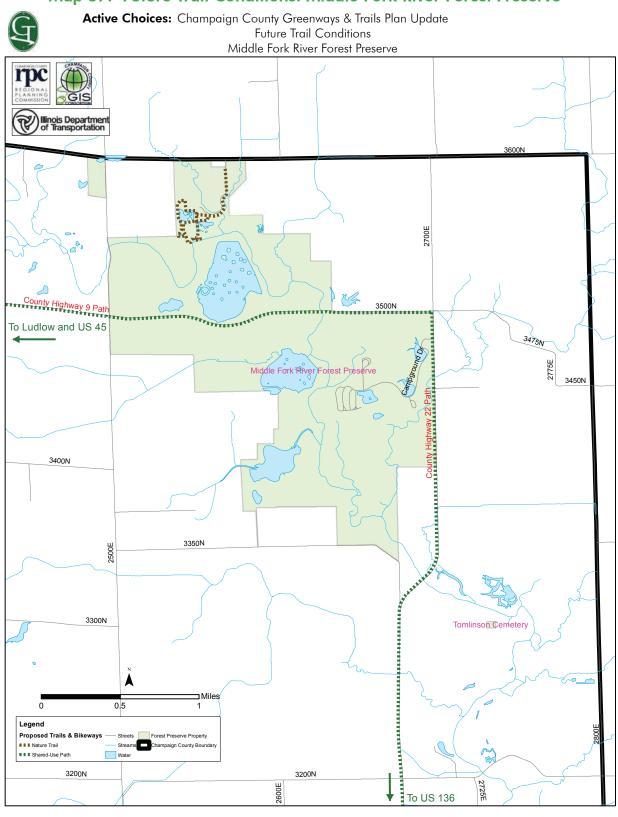
#### Map 36: Future Trail & Bikeway Conditions: Champaign County



Active Choices: Champaign County Greenways & Trails Plan Update
Future Trail & Bikeway Conditions
Champaign County



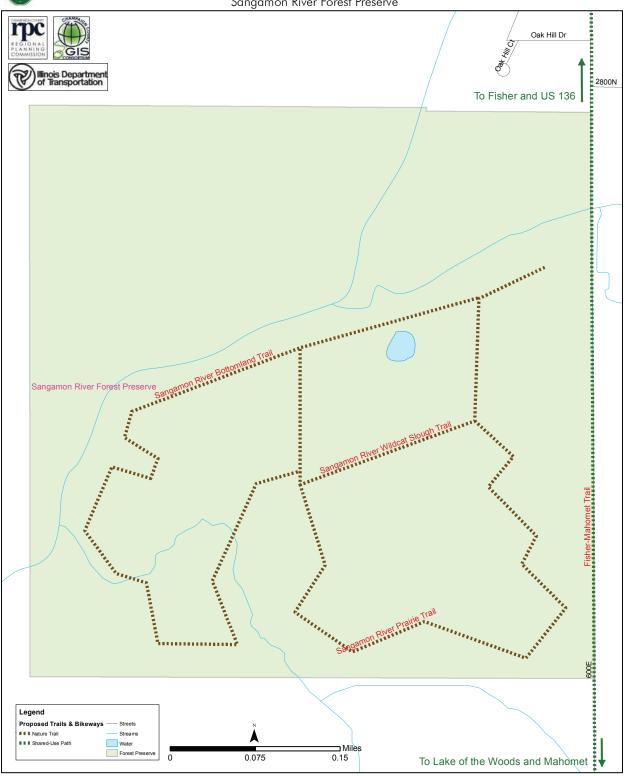
Map 37: Future Trail Conditions: Middle Fork River Forest Preserve



Map 38: Future Trail Conditions: Sangamon River Forest Preserve



Active Choices: Champaign County Greenways & Trails Plan Update
Future Trail Conditions
Sangamon River Forest Preserve



#### Bondville

Project ID	Name	Туре	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time- frame
BO- MP-01	Heartland Pathways Extension	SUP (OS)	GT	Kaskaskia River	Camp Creek	1.44	CN RR	Bondville		Med	

#### Fisher

Project ID	Name	Туре	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time- frame
FI- MP-01	Rantoul- Fisher Rail- Trail	SUP (OS)	GT PW1	Fisher limits	First St	0.24	Private	Fisher	Rails-to- Trails	Med	

#### Gifford

Project ID	Name	Туре	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time- frame
GF- MP-01	US 136 Path	SUP (SP)	GT	Gifford Village Limits	Gifford Village Limits	0.38	IDOT	Gifford		Med	

#### Homer

Project ID	Name	Туре	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time- frame
HO- MP-01	Homer Lake to Homer Trail	SUP (SP)	GT	Main St (IL 49)	Homer limits	0.50	County	Homer	First Street (CH 15)	Med	
HO- MP-02	Homer Lake to Homer Trail	SUP (SP)	GT	Homer limits	First St	0.28	IDOT	Homer	Main Street (IL 49)	Med	

#### Ludlow

Project ID	Name	Туре	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time- frame
LU- MP-01	County Highway 9 Path	SUP (SP)	GT	CR 1800E	US 45	0.14	County	Ludlow	To Middle Fork Forest Preserve	Med	
LU- MP-02	US 45 Path	SUP (SP)	GT	Thomas St	Ludlow limits	0.28	IDOT	Ludlow		Med	

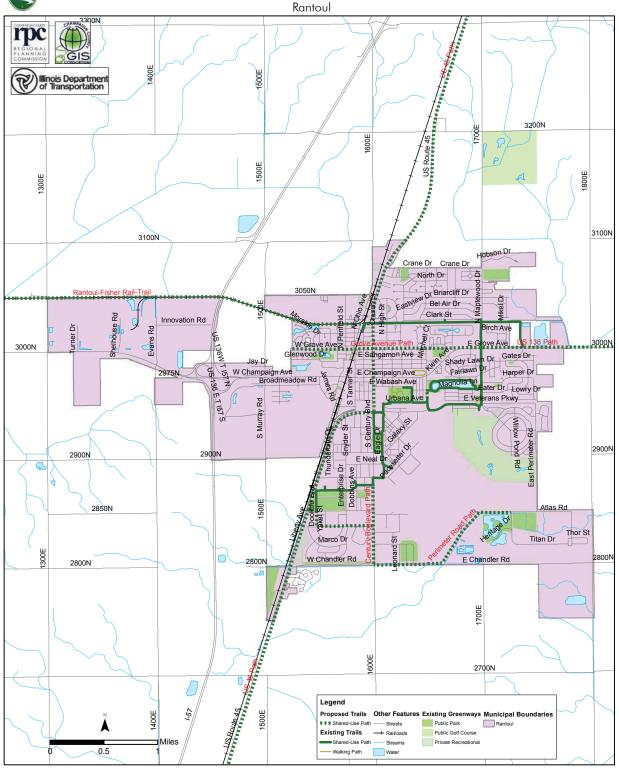
#### Rantoul

Project ID	Name	Туре	Plan	Terminus	Terminus	Distance	Jurisdiction	Municipality	Description	Priority	Time-
RT- HP-01	Glenwood Park Path	SUP (OS)	Rantoul	(NE) Grove Ave	(SW) Grove Ave	0.30	Rantoul	Rantoul		High	frame
RT- HP-02	Ohio Av- enue Path	SUP (SP)	Rantoul	Campbell Ave	Sangam- on Ave	0.30	Rantoul	Rantoul		High	
RT- MP-01	Rantoul- Fisher Rail- Trail	SUP (OS)	GT PW1	CN RR	Fox Ridge Dr	0.40	ICG RR	Rantoul	Rails-with- Trails	Med	
RT- MP-02	Rantoul- Fisher Rail- Trail	SUP (OS)	GT PW1	Fox Ridge Dr	W of I-57	1.06	ICG RR	Rantoul	Rails-with- Trails	Med	
RT- MP-03	Rantoul- Fisher Rail- Trail	SUP (OS)	GT PW1	W of I-57	CR 1400E	0.51	ICG RR	Rantoul	Rails-with- Trails	Med	
RT- MP-04	Rantoul- Fisher Rail- Trail	SUP (OS)	GT PW1	CR 1400E	CR 1300E	1.02	Private	Rantoul	Rails-with- Trails	Med	
RT- MP-05	Century Boulevard Path	SUP (SP)	CUUATS	South Rec Facilities Path	Keal Ave	0.05	Rantoul	Rantoul		Med	
RT- MP-06	Century Boulevard Path	SUP (SP)	GT	Keal Ave	Chandler Rd	0.69	Rantoul	Rantoul		Med	
RT- MP-07	Chandler Road Path	SUP (SP)	GT	Century Blvd	South Perimeter Rd	0.50	Rantoul	Rantoul		Med	
RT- MP-08	Chanute Street Path	SUP (SP)	GT	N of Ur- bana Ave	West Ave	0.08	Rantoul	Rantoul		Med	
RT- MP-09	Doolitte Boulevard Path	SUP (SP)	GT	Wheat Ave	Frost Ave	0.15	Rantoul	Rantoul		Med	
RT- MP-10	Grove Av- enue Path	SUP (SP)	CUUATS	Klein Ave	Chanute St	0.31	Rantoul	Rantoul		Med	
RT- MP-11	Grove Av- enue Path	SUP (SP)	GT	Chanute St	East Ave	1.26	Rantoul	Rantoul		Med	
RT- MP-12	Perimeter Road Path	SUP (SP)	GT	Chandler Rd	Titan Dr	1.02	Rantoul	Rantoul		Med	
RT- MP-13	US 136 Path	SUP (SP)	GT	Rantoul limits	Klein Ave	1.03	IDOT	Rantoul		Med	
RT- MP-14	US 45 Path	SUP (SP)	GT	Century Blvd	Wheat Ave	1.22	IDOT	Rantoul		Med	
RT- MP-15	US 45 Path	SUP (SP)	GT	Rantoul limits	Liberty Ave	1.64	IDOT	Rantoul	Century Boulevard	Med	
RT- MP-16	US 45 Path	SUP (SP)	GT	Wheat Ave	Rantoul limits	1.10	IDOT	Rantoul		Med	
RT- MP-17	Wheat Av- enue Path	SUP (SP)	CUUATS	Doolittle Blvd	US 45	0.08	Rantoul	Rantoul		Med	
RT- LP-01	Frost Av- enue Path	SUP (SP)	GT	Doolittle Blvd	Century Blvd	0.53	Rantoul	Rantoul		Low	

Map 39: Future Trail & Bikeway Conditions: Rantoul



**Active Choices:** Champaign County Greenways & Trails Plan Update Future Trail Conditions



## **Active Choices**

### Future Conditions

Champaign County Greenways & Trails Plan

#### Sidney

Project ID	Name	Туре	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time- frame
SI- MP-01	Philo to Homer Trail	SUP (SP)	GT	Sidney limits	Sidney limits	1.26	County	Sidney	County Highway 15	Med	

#### Thomasboro

Project ID	Name	Туре	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time- frame
TB- MP-01	Central Avenue Path	SUP (SP)	Thomas- boro SRTS	Village Easement	Phillips St	0.04	Thomas- boro	Thomasboro		Med	
TB- MP-02	US 45 Path	SUP (SP)	GT	Thomas- boro limits	County Highway 11	1.15	IDOT	Thomasboro		Med	
TB- LP-01	Central Avenue Path	SUP (SP)	CUUATS	Church St	Village Easement	0.08	Thomas- boro	Thomasboro		Low	

#### Tolono

Project ID	Name	Туре	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time- frame
TO- MP-01	US 45 Savoy to Tolono Trail	SUP (SP)	US 45, GT	N village limits	Reynolds St	2.10	IDOT	Tolono		Med	
TO- LP-01	Reynolds Street	SUP (SP)	US 45	US 45	White- head St	0.24	Tolono	Tolono		Low	
TO- LP-02	Whitehead Street	SUP (SP)	US 45	Vine St	Reynolds St	0.06	Tolono	Tolono		Low	
TO- LP-03	Westside Park Trail	SUP (OS)	US 45	Whitehead St	Condit St	0.17	Tolono	Tolono		Low	
TO- LP-04	West Park Trail	SUP (OS)	US 45	Condit St	Proposed West Tolono Trail	0.09	Tolono	Tolono		Low	
TO- LP-05	West To- Iono Trail	SUP (OS)	US 45	West Park Trail	Page Run Stream	0.35	Tolono	Tolono		Low	
TO- LP-06	Future Rocket Road Trail	SUP (SP)	US 45	Central Ave	US 45	0.32	Tolono	Tolono		Low	
TO- LP-07	Rocket Road Trail	SUP (SP)	US 45	Unity High School	Central Ave	0.11	Tolono	Tolono		Low	
TO- LP-08	Rocket Road Trail	SUP (SP)	US 45	Unity High School	Central Ave	0.30	County	Tolono (unin- corporated)		Low	
TO- LP-09	Unity High School Trail	SUP (SP)	US 45	Rocket Rd (E)	Rocket Rd (W)	0.53	Unit 7	Tolono (unin- corporated)		Low	
TO- LP-10	West To- Iono Trail	SUP (OS)	US 45	West Park Trail	Page Run Stream	0.05	County	Tolono (unin- corporated)		Low	

## 14.2 Future Conditions: Non-Infrastructure

#### 14.2.1 Education

Recommendations in this category seek to share general knowledge about Greenways and Trails with the public.

- 1. Safety education for bicyclists and pedestrians: Take advantage of dedicated bicycle and pedestrian events, and those attracting large numbers of people, to distribute materials and encourage people to learn the rules of the road and trail etiquette.
  - a. Events:
    - i. Light the Night
    - ii. Campus Safety Day
    - iii. Quad Day
    - iv. Farmer's markets
    - v. C-U Bike Month/Bike to Work Day
    - vi. Walk 'n' Roll to School Day
    - vii. University of Illinois orientation
    - viii Bike rodeos
    - ix. Taste of Champaign-Urbana
    - x. Urbana Sweetcorn Festival
  - b. Additional non-member agency partners:
    - i. Schools
    - ii. Parent-Teacher Associations (PTAs)
    - iii. Champaign-Urbana Public Health District (CUPHD)
    - iv. Champaign-Urbana Safe Routes to School (C-U SRTS) Project
- **2. Provide motorists with educational opportunities** about how to share the road with bicyclists since they have the same rights and responsibilities as motorists while traveling on the roadway.
- **3. Provide training for law enforcement officers** about enforcing bicycle and pedestrian laws; especially since federal, state, and local laws continue to change (e.g. University of Illinois Bicycle Code).

- **4. Provide training opportunities for local engineers and planners** on bicycle and pedestrian facility design, especially since best practices continue to change, and new facilities are introduced.
- **5. Promote the use of standardized signage** throughout the Champaign County Greenways and Trails system to help users identify facilities such as bikeways, trails, restrooms, drinking fountains, trailheads, and playgrounds.
- **6. Encourage member agencies** to make every effort to **include the public** in the planning and implementation of future facilities.
  - a. Planning outreach methods:
    - i. Press releases
    - ii. Flyers
    - iii. Website(s)
    - iv. Social Media (e.g. Facebook, Twitter)
    - v. Government TV channels
    - vi. Information sharing between and beyond member agencies
  - b. Implementation outreach methods:
    - i. Press releases
    - ii. Letters to residents affected by new facility
    - iii. Website(s)
    - iv. Social Media (e.g. Facebook, Twitter)
    - v. Government TV channels

#### 14.2.2 **Policy**

Recommendations in this category are actions Greenways and Trails member agencies can institutionalize through adoption. This can provide support for implementing Active Choices Plan recommendations, even as member agency staff and elected officials change over time.

- 1. Integrate outdoor recreation planning into other types of plans such as comprehensive plans to better meet outdoor recreation needs.
- 2. Use performance measures and outcome based management practices for parks and recreation services as tools to measure performance.

- **3. Establish intergovernmental agreements** with government and non-government organizations to share information and coordinate responses to environmental conditions and trends.
- **4.** Develop public/public, public/not-for-profit, and public/private partnership policies to implement plan recommendations.
- **5.** Create public/private partnerships and incentive programs to connect and integrate green space, open space, parks, greenways, and trails with new and existing development.
- 6. Promote new developments to the extent reasonable, at a rate consistent with the community's ability to physically (with infrastructure) and financially accommodate it. Demand for services should be balanced with the supply of high quality services, and public costs should be balanced with public revenues.
- **7. Ensure new and infill development have sidewalks and/or shared-use paths during project review** so that people have the opportunity to travel by active transportation modes.
- **8.** Develop positive incentives that encourage property owners to create both wild and restored **habitat**.
- 9. Strategically invest in the park and recreation system to achieve better balance among outdoor and indoor recreation with emphasis on fitness and swimming, an expanded trail system for fitness and connectivity, increased natural and preservation areas and related programming, and additional open space particularly in neighborhood parks.
- 10. Encourage member agencies to regularly review, and update if necessary, safety standards for all facilities, parks, park features, programs, special events, and trails.
- **11. Develop and maintain universally accessible** features and programs.

#### 14.2.3 Conservation

Recommendations in this category are meant to prevent the decay, waste, and/or loss of environment and wildlife features in Champaign County.

- 1. Address trail erosion problems.
- 2. Address invasive species threats.
- 3. Provide conservation education in the classroom and in outdoor programs and activities to **sustain a permanent environmental education presence** (CCFPD, 2010).
- 4. Encourage appropriate member agencies to **establish** and maintain an ongoing liaison with environmental groups including Master Naturalists and Trail Stewards.

#### 14.2.4 Maintenance

Recommendations in this category are meant to keep the Greenways and Trails system in appropriate operating condition.

- **1. Protect green corridors** providing and connecting open space.
- 2. Prioritize consistent upkeep and maintenance of bikeways (on-street and off-street).
  - a. Regularly sweep debris from on-street bikeways.
  - b. Repaint bike lane lines as regularly as those on the rest of the street.
  - c. Repair potholes and leave them as smooth as weather conditions allow.
  - d. Fill any longitudinal cracks which can affect bicycle steering, trap a wheel and stop forward motion.
  - e. Address drainage at spots where puddles form and stay for over 24 hours bicyclists will probably move over into the traffic lane (and surprise some motorists) if there is standing water in their usual travel path. Puddle locations become slick icy spots in winter.
- 3. Through good design practices, minimize weatherrelated obstacles such as ice and mud. Bikeway

segments that regularly have these problems should be identified and corrected when and where it is possible.

- **4. Prioritize improvements** including accessibility to all facilities, facility safety, and improvements to field conditions.
- **5. Define ongoing preventive maintenance needs** based on current facility conditions and build sustainable budgets based on this information.
- **6.** Implement maintenance plans on trails and bikeways promoting safety, increasing efficiency, and minimizing lifetime costs.
- 7. Increase public awareness of how to report trail and bikeway condition issues to member agencies.

#### 14.2.5 Evaluation

Recommendations in this category seek to assess the Greenways and Trails system's various qualities for success and improvement.

- 1. Use Bicycle Level of Service (BLOS) and Pedestrian Level of Service (PLOS) to measure existing and future conditions, to set standards for the trail network, and to support recommendations.
- **2.** Survey residents and stakeholders to gather quantitative data, such as mode share of walking and bicycling, and trail or bikeway use.
- **3. Survey residents and stakeholders to gather qualitative data,** such as the overall condition of a specific greenway and/or facilities.
- 4. Conduct bicycle and pedestrian counts before and after trails and bikeways are installed, considering factors such as day of the week, school being in session, temperature, and precipitation.
- **5. Regularly conduct bicycle and pedestrian counts of trails and bikeways** in good weather months, considering factors such as day of the week, school being in session, temperature, and precipitation.
- **6. Assess the system from a holistic perspective** to evaluate how well the needs of users are being met, including

overall utilization and functionality, maintenance and operations, and areas needing continued support.

#### 14.2.6 Encouragement

Recommendations in this category concentrate on how to promote and encourage the use of Greenways and Trails.

- 1. Understand who your constituencies or customers are, their physical and social motivations for being outdoors, and their expectations for outdoor recreation experiences.
- 2. Hold annual events and seek media coverage promoting bicycling and walking, such as Bike Month, Bike to Work Day, Walk 'n' Roll to School Day, and National Bike to School Day. Engage communities outside of Champaign-Urbana to coordinate with organizers or host their own events.
- **3. Promote bicycle-friendly communities, universities, and businesses in advertising** to demonstrate community support for active transportation.
- **4. Establish promotion programs** to encourage residents, students, and visitors to explore or travel along the Greenways and Trails system.
- 5. Market existing and proposed greenways and trails in Champaign County where appropriate as an interconnected system, to promote fundraising efforts for improvements, as well as give the system an identity to attract tourists.
- **6.** Create more programs and services, and increase awareness of services. Campaigns aimed to raise awareness include "No Child Left Inside," "Get Outdoors, It's yours!", "Youth Outdoors Legacy Fund," "National Forum on Children and Nature," and "Take A Child Outside Week."

#### 14.2.7 Enforcement

Recommendations in this category seek to compel public obedience to rules of the road and member agency regulations when using the Greenways and Trails system.

- **1. Ticket bicyclists and pedestrians for traffic offenses** the same as motorists.
  - a. Continue to promote awareness that bicyclists have the same rights and responsibilities as motorists when using the roadway.
  - b. Continue to promote awareness that bicyclists have the same rights and responsibilities as pedestrians when using the sidewalk.
  - c. Continue to promote awareness that motorists and bicyclists should yield to pedestrians.
- **2. Promote enforcement with education** as a vital component of a safe **bicycling** environment, such as the Bicycle Enforcement Campaign between the Urbana, University of Illinois, and Champaign Police Departments.
- **3. Promote enforcement with education** as a vital component of a safe **walking** environment.

## 14.3 Future Conditions: Environment

This section discusses the benefits of greenway and trail development on the natural environment and for users. It also provides recommendations to preserve and enhance the natural environment in Champaign County.

# 14.3.1 How Greenways & Trails System Development Benefits the Natural Environment

The development of a greenways and trails system can reduce polluted runoff through greater natural filtration, which leads to better water quality. (Markeson, 2007) As development occurs, more impervious surfaces replace open space. This adversely impacts water quality. Impervious surfaces prevent natural filtration of polluted runoff, such as motor oil and pesticides, before runoff reaches natural water sources. Greenways, being a linear corridor of open space and natural vegetation, mitigate this problem by allowing greater natural filtration of polluted runoff. These benefits are strengthened if greenways are established between impervious surfaces and natural water sources. (Fayetteville Parks and Recreation Division, 2003)

Even if greenways are not established near impervious surfaces, they ultimately preserve a portion of a region's tree canopies, and provide room for planting new trees. (Fayetteville Parks and Recreation Division, 2003) Regarding tree preservation on a larger scale, forests provide clean water, recreation, and wildlife habitats. (U.S. Environmental Protection Agency, 2012)

It is vital to promote and preserve habitat corridors to protect Illinois's biodiversity. Habitat corridors are a form of greenway that provides food and shelter for migrating birds and other forms of wildlife (Fayetteville Parks and Recreation Division, 2003). In the past, the state had unbroken habitat corridors that allowed wildlife to migrate to different areas as climate change progressed. This allowed Illinois's wildlife and food sources to adapt

to the changing environment. However, this network of corridors has been severed over time. This is partly due to the United States Department of Agriculture (USDA) and the Army Corps of Engineers converting some of these corridors into bottomland, which is safe for row crop plantation. This is done by permanently draining the land and altering the natural channels. With this, along with climate change, the ecosystem is prevented from effectively moving into places. It used to move about 60 feet per day, but it can only move about 30 feet per day. Without a contiguous corridor for both wildlife and food sources, they could no longer adapt to the ongoing climate change (Bullard, 2010).

Therefore, it is essential to promote additional habitat corridors and protect existing ones. Not only does this minimize species extinction, but this also protects the state's biodiversity, which represents the people's natural heritage. Land along the rivers is relatively less costly than other land, yet that is where most remaining biodiversity exist. These corridors also give wildlife a protected passage to water sources for survival (Fayetteville Parks and Recreation Division, 2003). Because national policies have made biofuel production more attractive than row crop production, these rivers are likely to be converted into production sites for woody biomass used to create cellulosic ethanol (Bullard, 2010). This strongly demonstrates that there needs to be a proactive approach in protecting and creating new habitat corridors along rivers.

Additionally, habitat corridors can be established along highways. The large scale of interconnected interstate highways has largely blocked wildlife migration paths. The only exceptions are drainage culverts that allow passage under interstates. Migration can be improved if these culverts were paired or complemented with prairie grasses and habitats. This provides greater opportunities for wildlife migration. Illinois has already begun planting prairie grasses along some of its state highways and interstates to foster this needed migration (Bullard, 2010).

# 14.3.2 How Greenways & Trails System Development Affects the Built Environment

Greenways and trails can define development patterns. This can prevent future developments from spilling into rural and agricultural land. A Pennsylvania study of the benefits of greenways presents a case study of the Farmview subdivision in Yardley, where in 1986, Realen Homes purchased a 418 acre site of contiguous farmlands with the desire to develop a residential subdivision. Their goal was to design a subdivision that would meet housing demand while conserving a significant amount of farmland. Greenways were used as the central concept in achieving this vision. 332 single-family homes were constructed on about half of the land, and the remaining farmland and forest were conserved at no cost to any stakeholders. The greenway controlled where homes were located and lowered each home's lot size, and this incurred lower utility and infrastructure maintenance cost for the township. In a sense, the developer used greenways to promote a compact neighborhood. (The RBA Group, 2002)

Farmland is a nonrenewable and important natural resource. It not only provides food and raw products to serve customers throughout the world, but farmland also absorbs stormwater, replenishes groundwater, reduces flooding, and provides wildlife habitats and open space that improves the landscape. (Illinois Department of Agriculture, 2001) Most of Champaign County is farmland, and many residents are concerned about preserving our soil and farmland as development pressures on urban outskirts continue. Taking an approach given in the case study above can balance greenfield development and protection of the natural environment. New development should also be adjacent to existing development to maximize efficiency.

Floodplains have historically been attractive sites for new development, since they have level grading, welldrained soils, and access to water sources. However, urbanization or development on floodplains has significant and adverse environmental impacts. The increase of impervious surfaces decreases infiltration, but increases runoff. This leads to shortened lag time and increased peak discharge during rainfall, i.e. flooding becomes more serious and happens sooner. Sometimes project developers will do site grading near floodplains, such as cut-and-fill. This may disturb and constrict the natural flow of water in the channels, which may worsen flooding. Preserving greenways or establishing trails on floodplains can restrict new development from occurring in flood-prone zones. Greenways and trails can protect riverside communities from flooding and related costs and damages, while being close to community and recreational amenities. (Parker, 2000)

## 14.3.3 How Greenways & Trails System Development Affects Public Health

Enhancing the greenways and trails system can increase personal levels of physical activity. Greenways and trails are accessible places for people to conduct outdoor activities, such as walking to get fresh air and exercise. Greater levels of physical activity also prevent age-onset diseases, such as diabetes and cancer. (Illinois Department of Natural Resources, 2009) This is important since approximately 60 percent of adults in the U.S. are not regularly physically active, and approximately 25 percent are not physically active at all. (Fayetteville Parks and Recreation Division, 2003) The lack of physical activity has partly led to the current and serious problem of obesity nationwide. Obesity increases a person's risk of developing adverse health conditions, such as hypertension and Type 2 Diabetes. In 2010, about 35.7% of adults in the U.S. were considered obese. (Ogden, Carrol, Kit, & Flegal, 2012)

A network of greenways and trails provides people a convenient means for exercise and other recreational activities. A developed system allows people to incorporate exercise into their daily lives, which contributes to a greater level of physical activity. (Fayetteville Parks and Recreation Division, 2003) Physically active people also incur fewer medical costs than physically inactive people do. The average annual medical cost for physically active people is about \$1,019, and that for physically inactive ones is about \$1,349. (Pratt, Macera, & Wang, 2000)

Increased and improved transportation choices can also reduce automobile usage, which can lead to improved air quality. Transportation accounted for about 27 percent of total greenhouse gas emissions in the U.S. in 2010. This has increased by about 19 percent since 1990. The historical increase is primarily due to increased travel demand. Vehicle miles travelled (VMT) for cars and light trucks increased by 34 percent from 1990 to 2010. One of the opportunities to reduce vehicle miles travelled is to promote active transportation modes. Walking and biking emit significantly fewer greenhouse gases than automobiles do. Encouragement of active transportation should be complemented with increased accessible and mixed use development to reduce the need to drive to access destinations. (U.S. Environmental Protection Agency, 2012)

## Future Conditions

### 14.3.4 Mitigation Measures

In order for all Champaign County populations and habitats to realize these benefits, the Champaign County Regional Planning Commission has developed mitigation measures for each environmental element listed in the Existing Environment section. These are recommendations that member agencies can use when developing plans and implementing greenway, trail, and/or bikeway projects.

#### **Abiotic**

Abiotic elements are not associated with or derived from living organisms. (Dictionary.com, 2013)

### Air Quality

- Encourage the use of the Champaign County Greenways and Trails system to reduce vehicle emissions.
- 2. Encourage students to walk and bike to school through Safe Routes to School efforts to reduce vehicle emissions.
- 3. Continue to implement bicycle and pedestrian plans for active transportation to provide people with alternative means of travel.
- 4. Establish and promote park & ride and park & walk locations, especially near trails and bikeways when possible, to reduce vehicle emissions for commuters who must use motorized transportation.

### Water Resources

- 1. Design trails with planting and landscape areas when possible.
- Establish vegetative buffers, conservation easements or riparian corridors along water resources to protect against pollutant runoff.
- 3. Encourage the use of pervious pavement techniques for parking lots and driveways to help reduce stormwater runoff.
- 4. Use rain gardens to ease pressure on current stormwater infrastructure systems.
- Develop measures to require specific, on-site water retention/detention percentages for new development.

6. Develop greenways and/or trails near water retention/detention ponds.

### Wetlands

- 1. Work with the Illinois Department of Transportation (IDOT) and local road-building agencies to avoid building or widening roadways crossing wetlands.
- 2. Work with Natural Resource Conservation Services (NRCS) and other water and soil resource protection agencies when building trails crossing wetlands.
- 3. Retain or restore open spaces, vegetated buffers, and riparian areas around wetlands.
- 4. Preserve natural vegetation around wetlands.
- 5. Prevent stormwater runoff that negatively impacts wetlands.
- 6. Employ low-impact development and construction practices near wetlands.
- 7. Promote transfer of development rights to prevent wetland disturbance or wetland construction to compensate for lost wetland habitat.

### Floodplains

- 1. Avoid new road construction in flood-prone areas.
- 2. Encourage greenways with natural open space in floodplains.
- 3. Establish floodplain buffers for new development.
- 4. Preserve greenways and construct trails near or in floodplains to supplement the transportation network.

### Topography & Soils

- 1. Specify natural resource and environmentally sensitive areas as places to be protected and restored in land use plans.
- 2. Link natural areas to greenways and trails and include appropriate buffers for highly sensitive natural areas.
- 3. Develop site plans that take advantage of naturally occurring features and minimize changes to natural topography, flora, and soils.
- 4. Minimize impervious surface areas to reduce stormwater runoff.

### Champaign County Greenways & Trails Plan

#### **Biotic**

Biotic elements consist of living organisms. An ecosystem is made up of a biotic community (all the naturally occurring organisms within the system) together with the physical environment. (Dictionary.com, 2013)

#### Wildlife & Habitat

- Continue to enforce U.S. Fish and Wildlife Service (USFWS), Illinois Endangered Species Protection Board (IESPB), and Illinois Department of Natural Resources (IDNR) consultation and permitting for new development near listed-species habitat.
- 2. Keep roadways free of trash and pollutants that could enter habitat areas.
- 3. Install signs alerting drivers, cyclists, and pedestrians about the presence of wildlife.
- 4. Include design features in greenway, trail, and bikeway projects that do not disrupt natural migratory patterns.
- 5. Maintain natural lighting to the extent possible along roadways.
- 6. Use buffer strips along streams, rivers, and riparian corridors.

## Areas of Cultural, Natural, and Archeological Significance

- 1. Use historic preservation practices to preserve culturally and historically significant resources.
- 2. Continue to enforce Illinois Historic Preservation Agency (IHPA) consultations and permitting for all public and private projects.
- 3. Rehabilitate and enhance current cultural and historic resources.
- 4. Avoid development or transportation construction with known adverse effects on historic sites.
- 5. Plan greenways and trails near areas of natural and cultural significance in a manner that encourages greater usage and the preservation of these historic and environmentally sensitive areas.

### 15 FUNDING SOURCES

### 15.1 Introduction

Each year, local governments receive a set amount of funds from federal and state transportation agencies for transportation projects. They also have funding set aside within their own budgets for transportation projects. Local governments allocate most of this funding for roadway projects and only periodically allocate a small part of this funding for pedestrian and/or bicycle projects. Therefore, local agencies must seek funding from external sources for many proposed greenway, trail, and bikeway projects.

### 15.2 Organization and Program List

Since completion of the 2004 Champaign County Greenways & Trails Plan, the Champaign County Regional Planning Commission completed an implementation strategy for identifying funding sources to implement proposed greenways and trails projects. This strategy led to the following list, which the Greenways & Trails Technical and Policy Committees approved. The Champaign County Regional Planning Commission will work with the aforementioned committees to update this list as information becomes available. The list shows funding opportunities organized by state, federal, private, and non-profit sources.

State of Illinois		
Department of Natural Resources (IDNR)		
Boat Access Area Development Program		
Department: IDNR	Deadline: Between July 1st & September 1st	Maximum Amount: \$200,000
Description: The Boat Access Area Development Program provides financial assistance to local government agencies		

Description: The Boat Access Area Development Program provides financial assistance to local government agencies for the acquisition, construction, and expansion/rehabilitation, including necessary A/E services, of public boat and canoe access areas on Illinois' lakes and rivers. The program provides up to 100% of approved project construction costs and 90% of approved land acquisition costs.

Website: http://www.dnr.state.il.us/ocd/newboat2.htm

### Illinois Bicycle Path Program

Department: IDNR

Deadline: March 1st

Maximum Amount:
\$200,000 for Development Projects,
None for Acquisition Projects

Description: The Illinois Bicycle Path Grant Program was created to financially assist eligible units of government acquire, construct, and rehabilitate public, non-motorized bicycle paths and directly related support facilities. Grants are available to any local government agency having statutory authority to acquire and develop land for public bicycle path purposes. Financial assistance up to 50% of approved project costs is available through the program.

Website: http://www.dnr.state.il.us/ocd/newbike2.htm

### **Illinois Biodiversity Field Trip**

Department: IDNR | Deadline: January 31st | Maximum Amount: \$500

Description: Grants are only available to teachers in Illinois and should be for the purpose of studying some aspect of Illinois' biodiversity, referring to the variety of life in an area. The field trip site must be in Illinois and can include state parks, natural areas, natural history museums and nature centers. A budget with an itemized list of expenditures to be covered by the grant must be included. Items eligible for funding include: transportation, substitute teachers, admission fees, and guest speakers.

Website: http://dnr.state.il.us/lands/education/CLASSRM/grants.htm

### **Active Choices**

### Champaign County Greenways & Trails Plan

## Funding Sources

**Illinois Forestry Assistance Programs** 

Department: IDNR Deadline: N/A Maximum Amount: N/A

Description: The goals of forestry programs in Illinois are to maintain and improve the State's rural and urban forests, and enable forests to remain as an important component in the ecological processes that sustain the State's valuable natural resources and economy. These goals and private landowner objectives will be accomplished by using non-regulatory approaches and voluntary participation. Programs include Rural Forest Landowner Assistance, Urban and Community Forestry, Nursery Operations, Forest Protection and Health Management, and the Forest Development Act (FDA).

Website: http://www.dnr.state.il.us/conservation/forestry/programs.htm

### Illinois Schoolyard Habitat Action Grant Program

Department: IDNR | Deadline: November 30th | Maximum Amount: \$1,000

Description: Projects must emphasize student/youth involvement with planning, development and maintenance and increase the educational and wildlife habitat values of the site. The applicant must be prepared to maintain and commit resources to the project for at least five years. The project must be implemented on school grounds or another public place (for example, a park or nature center/forest preserve district land). Funding requests should focus on items necessary for enhancement and development of wildlife habitat, such as native plants, seeds, mulch and lumber/hardware for constructing nesting/roosting boxes and platforms. Teachers, nature center personnel and youth group leaders in Illinois may apply.

Website: http://dnr.state.il.us/lands/education/CLASSRM/grants.htm

### Off-Highway Vehicle (OHV) Recreation Program

Department: IDNR | Deadline: March 1st | Maximum Amount: N/A

Description: The OHV grant program provides financial aid to government agencies, not-for-profit organizations, and other eligible groups or individuals to develop, operate, maintain, and acquire land for off-highway vehicle parks and trails. These facilities must be open and accessible to the public. The program can also help restore areas damaged by unauthorized OHV use. The program can provide up to 100% funding reimbursement assistance for approved, eligible project costs.

Website: http://www.dnr.state.il.us/ocd/newohv2.htm

## Open Space Lands Acquisition and Development Program (OSLAD) & Land and Water Conservation Fund (LWCF)

Maximum Amount:

Department: IDNR

Deadline: Between May 1st & July \$750,000 for Acquisition Projects, \$400,000 for Development/Renovation

Projec

Description: The OSLAD Program is a state-financed grant program that provides funding assistance to local government agencies for acquisition and/or development of land for public parks and open space. The federal LWCF program (also known as LAWCON) is a similar program with similar objectives. Projects vary from small neighborhood parks or tot lots to large community and county parks and nature areas. Both programs provide funding assistance up to 50% of approved project.

Website: http://www.dnr.state.il.us/ocd/newoslad1.htm

### Partners for Conservation (PFC) Ecosystem Project Grants

Department: IDNR | Deadline: December 15th | Maximum Amount: N/A

Description: Partners for Conservation Ecosystems Program project grants are submitted through Ecosystem Partnerships and are awarded annually on a competitive basis. The Program accepts grants in the following categories: habitat restoration, land acquisition/easement, education/outreach, planning, research, and resource economics. Any project located within the boundaries of an Ecosystem Partnership is eligible for Partners for Conservation funds.

Website: http://www.dnr.state.il.us/orep/pfc/ecosystem/

### **Active Choices**

Champaign County Greenways & Trails Plan

## **Funding Sources**

Recreational Trails Program (RTP)

Department: IDNR Deadline: March 1st Maximum Amount: N/A

Description: This program provides funding assistance for acquisition, development, rehabilitation and maintenance of both motorized and non-motorized recreation trails. Examples of eligible project activities include: trail construction and rehabilitation; restoration of areas adjacent to trails damaged by unauthorized trail uses; construction of trail-related support facilities and amenities; and acquisition from willing sellers of trail corridors through easements or fee simple title. By law, 30% of each state's RTP funding must be earmarked for motorized trail projects, 30% for non-motorized trail projects and the remaining 40% for multi-use (diversified) motorized and non-motorized trails or a combination of either. The RTP program can provide up to 80% federal funding on approved projects and requires a minimum 20% non-federal funding match.

Website: http://www.dnr.state.il.us/ocd/newrtp2.htm

### **Snowmobile Grant Program**

Department: IDNR Deadline: May 1st Maximum Amount: N/A

Description: The state-funded Snowmobile Grant Program for local governments is financed from the registration fees of snowmobiles and provides up to 50% reimbursement of approved facility development/rehabilitation costs and 90% of approved trail corridor land acquisition costs for public snowmobile trails and areas in the state. This program is available to any unit of local government located in a region of Illinois with sufficient snow cover and having statutory authority to acquire and develop lands for public park and recreation purposes.

Website: http://www.dnr.state.il.us/ocd/newsnow2.htm

### Snowmobile Trail Establishment Fund (STEF)

Department: IDNR Deadline: May 1st Maximum Amount: N/A

Description: The Snowmobile Trail Establishment Fund (STEF) Program provides financial assistance to incorporated, private snowmobile clubs in Illinois. The STEF Program provides reimbursement funding assistance up to 100% of eligible project costs. Funds for the program come from a portion of snowmobile registration fees collected by the state. Grants may be obtained by local snowmobile clubs to develop and maintain additional public trails and facilities in the state. Although grants are made to private clubs, STEF-assisted snowmobile trails and facilities must be open and available for general public use.

Website: http://dnr.state.il.us/ocd/newstef2.htm

#### Illinois Habitat Fund

Department: IDNR Deadline: August 1st Maximum Amount: N/A

Description: The Illinois Habitat Fund is one of three programs funded through the purchase of a State Habitat Stamp. Eligible projects are limited to those seeking to preserve, protect, acquire or manage habitat (all wetlands, woodlands, grasslands, and agricultural lands, natural or altered) in Illinois that have the potential to support populations of wildlife in any or all phases of their life cycles. Eligible recipients are limited to any appropriate not-for-profit organization or government agency that has the expertise, equipment, adequate staff/workforce and permission from the landowner (if applicable) to develop and/or manage habitat.

Website: http://www.dnr.state.il.us/grants/Special\_Funds/WildGrant.htm

#### State Pheasant Fund

Department: IDNR Deadline: August 1st Maximum Amount: N/A

Description: The State Pheasant Fund Grant Program is dedicated to the conservation of wild pheasants. Eligible projects may include land acquisition, pheasant habitat improvement on public or private land, pheasant research, or education of the public regarding pheasants and pheasant hunting. Eligible recipients are limited to appropriate not-for-profit organizations.

Website: http://www.dnr.state.il.us/grants/Special Funds/WildGrant.htm

## Funding Sources

### Active Choices

Champaign County Greenways & Trails Plan

Migratory Waterfowl Stamp Fund

Department: IDNR Deadline: January 1st Maximum Amount: N/A

Description: The Migratory Waterfowl Stamp Fund Grant Program is dedicated to the conservation of waterfowl that pass through Illinois during their migrations. Eligible projects are limited to development of waterfowl propagation areas within the Dominion of Canada or the United States that specifically provide waterfowl for the Mississippi Flyway, and projects to implement the North American Waterfowl Management Plan for the development of waterfowl areas within the Dominion of Canada or the United States that specifically provide waterfowl for the Mississippi Flyway. Eligible recipients are limited to appropriate not-for-profit organizations.

Website: http://www.dnr.state.il.us/grants/Special Funds/WildGrant.htm

### Illinois Wildlife Preservation Fund

Department: IDNR | Deadline: April 1st | Maximum Amount: \$2,000

Description: The Illinois Wildlife Preservation Fund Grant Program is designed to preserve, protect, perpetuate and enhance non-game wildlife and native plant resources of Illinois through preservation of a satisfactory environment and an ecological balance. Projects proposed for grant funding must focus on management, site inventories, or education. Management projects are those activities related to stewardship of land and/or water which are of direct benefit to nongame wildlife, native plants and natural communities. Examples of this type of project include exotic species removal, brush cutting, nest structures, and vegetation management. Site inventory projects are those activities which inventory species, taxa (birds, mammals, reptiles, amphibians, fishes, plants, invertebrates, etc.), vegetation, habitats, etc. on an area of land. Education projects are those activities that teach Illinoisans about the natural world around them and hopefully have lasting effects. Examples of this type of project include interpretive trails, trail signs, curricula, displays, workshops, development of ongoing outdoor education activities, instructional packets and materials. ("One time only" projects directed at one small group of students will generally not be funded.)

Website: http://www.dnr.state.il.us/grants/Special Funds/WildGrant.htm

### Illinois Wildlife Preservation Fund - Maintenance of Wildlife Rehabilitation Facilities that take care of Threatened or Endangered Species

Department: IDNR | Deadline: April 1st | Maximum Amount: \$2,000

Description: This portion of the Special Wildlife Funds Grant Program is designed to keep wildlife rehabilitation facilities that take care of threatened or endangered species in a state of good repair necessary to provide safe and sanitary conditions for threatened or endangered wildlife species being cared for in the facility and for facility staff. Only persons who possess a current wildlife rehabilitation license/permit issued by IDNR and who have provided care for threatened or endangered wildlife species during the 3-year period preceding the date of their application qualify for grant funds.

Website: http://www.dnr.state.il.us/grants/Special Funds/WildGrant.htm

## Funding Sources

### **Department of Transportation (IDOT)**

### Illinois Transportation Enhancement Program (ITEP)

Department: IDOT Deadline: Set by IDOT Maximum Amount: N/A

Description: ITEP provides funding for community based projects that expand travel choices and enhance the transportation experience by improving the cultural, historic, aesthetic and environmental aspects of our transportation infrastructure. Project sponsors may receive up to 80 percent reimbursement for project costs. The remaining 20 percent is the responsibility of the project sponsor. A project must qualify as one of the 6 eligible categories listed in the ITEP Guidelines Manual and it must relate to surface transportation to be eligible for funding.

Website: http://www.dot.il.gov/opp/itep.html

### Pedestrian & Bicycle Safety Program (PBS)

Department: IDOT Deadline: Set by IDOT Maximum Amount: N/A

Description: Pedestrian and Bicycle Safety Program (PBS) is designed to aid public agencies in funding cost-effective projects that improve pedestrian and bicycle safety through education and enforcement. The primary focus of this program will be on areas experiencing disproportionately high pedestrian and bicycle crashes and surrounding facilities such as schools, parks, and senior centers.

Website: http://www.trafficsafetygrantsillinois.org

### Safe Routes to School (SRTS)

Department: IDOT

Deadline: Set by IDOT

Maximum Amount:
\$200,000 for Infrastructure Applications,
\$30,000 for Non-Infrastructure
Applications

Description: The Illinois Safe Routes to School Program (SRTS) is a federally funded program administered by the Illinois Department of Transportation. The Illinois SRTS Program supports projects and programs that enable and encourage walking and bicycling to and from school. The program applies to schools serving grades Kindergarten through 8th grade. Project sponsors may receive up to 80 percent reimbursement for project costs. The remaining 20 percent is the responsibility of the project sponsor.

Website: http://www.dot.il.gov/saferoutes/saferouteshome.aspx

### Environmental Protection Agency (EPA)

### Illinois Clean Lakes Program (ICLP)

Department: IEPA

Deadlines:

August 31st for Pre-Applications, October 31st for Final Applications Maximum Amount: \$75,000 for Phase I Study \$300,000 for Phase II Implementation Grants

Description: The Illinois Clean Lakes Program (ICLP) is a financial assistance grant program that supports lake owners' interest and commitment to long-term, comprehensive lake management. Through this program, IEPA provides technical and financial assistance primarily to governmental entities that manage publicly-owned lakes with extensive public access and use. Phase I lake study grants are awarded to identify problems and sources of pollution, and to develop a feasible course of corrective action. This study period typically lasts two years. Phase II grants support the implementation of procedures recommended in the Phase I report to improve water quality, recreational and ecological aspects of the lake. IEPA evaluates all applications on three primary factors: an assessment of the lake's overall water quality, its potential for improved water quality, and potential public benefits.

Website: http://www.epa.state.il.us/water/conservation/iclp.html

### **Active Choices**

### Champaign County Greenways & Trails Plan

Funding Sources

Lake Education Assistance Program (LEAP)

Department: IEPA

Deadline: September 30th, January 31st

Maximum Amount: \$500

Description: The Lake Education Assistance Program (LEAP) is part of an education initiative offered by the Illinois EPA. LEAP funds are available to all school children whether they attend public or private schools, and for grades from kindergarten through graduate school. Funds are also available to not-for-profit organizations, such as lake associations, scouting groups, parks, and communities. The IEPA provides funding for approximately one hundred lake and lake watershed related educational field trips, seminars/workshops, projects, and activities per fiscal year. Projects and activities must have stated goals and involve the enhanced lake/lake watershed education of teachers, students, organizations and/or the community.

Website: http://www.epa.state.il.us/water/conservation/leap.html

### **Nonpoint Source Pollution Control Program**

Department: IEPA

Deadline: Between June 1st & Maximum Amount: N/A

August 1st

Description: Grants are available to local units of government and other organizations to protect water quality in Illinois. Projects must address water quality issues relating directly to nonpoint source pollution. Funds can be used for the implementation of IEPA approved watershed-based management plans including the development of information/education programs and for the installation of best management practices.

Website: http://www.epa.state.il.us/water/financial-assistance/non-point.html

### Priority Lake & Watershed Implementation Program (PLWIP)

Department: IEPA Deadline: March 1st Maximum Amount: \$40,000

Description: The Priority Lake and Watershed Implementation Program (PLWIP) is a program initiative that supports lake protection, restoration, and enhancement activities at lakes designated by the IEPA as "priority" lakes. These are lakes where causes and sources of problems are apparent, project sites are highly accessible, project size is relatively small, and local entities are in a position to quickly implement necessary treatments.

Website: http://www.epa.state.il.us/water/conservation/plwip.html

### Public Water Supply Loan Program (PWSLP)

Department: IEPA

Deadline: March 31st for PreApplications

Maximum Amount: N/A

Description: The Public Water Supply Loan Program (PWSLP) provides low interest loans to eligible recipients, primarily local government units, for the construction of community water supply facilities and other facilities that fulfill federal State Revolving Fund (SRF) requirements for a Green Project Reserve. The loan program is capitalized annually with federal grants and state matching funds, with these amounts supplemented by program repayments that now exceed \$20 million on an annual basis. Loans carry a maximum 20 year term, with interest rates set annually at one-half the bond market rate.

Website: http://www.epa.state.il.us/water/financial-assistance/drinking-water/index.html

### Water Pollution Control Loan Program (WPCLP)

Department: IEPA

Deadline: March 31st for PreApplications

Maximum Amount: N/A

Description: The Water Pollution Control Loan Program (WPCLP) provides low interest loans to eligible recipients, primarily local government units, for the construction of wastewater and wastewater treatment works and other facilities that fulfill federal State Revolving Fund (SRF) requirements for a Green Project Reserve, including certain types of storm water facilities. The loan program is capitalized annually with federal grants and state matching funds, with these amounts supplemented by program repayments that now exceed \$100 million on an annual basis. Loans carry a maximum 20 year term, with interest rates set annually at one-half the bond market rate.

Website: http://www.epa.state.il.us/water/financial-assistance/waste-water/index.html

## Funding Sources

United States Federal Government		
Department of Agriculture (USDA)		
Community Facilities Direct and Guaranteed Loan Program		
Department: USDA	Deadline: None; Pre-Application Required	Maximum Amount: N/A

Description: Community Programs can make and guarantee loans to develop essential community facilities in rural areas and towns of up to 20,000 in population. Loans and guarantees are available to public entities such as municipalities, counties, and special-purpose districts, as well as to non-profit corporations and tribal governments. Applicants must have the legal authority to borrow and repay loans, to pledge security for loans, and to construct, operate, and maintain the facilities. They must also be financially sound and able to organize and manage the facility effectively.

Website: http://www.rurdev.usda.gov/HAD-CF Loans.html

### **Community Facilities Grant Program**

Department: USDA

Deadline: N/A

Maximum Amount: Varies, depending on population and income, economic feasibility, and availability of funds.

Description: Community Programs provides grants to assist in the development of essential community facilities in rural areas and towns of up to 20,000 in population. Grants are authorized on a graduated scale. Applicants located in small communities with low populations and low incomes will receive a higher percentage of grants. Grants are available to public entities such as municipalities, counties, and special-purpose districts, as well as non-profit corporations and tribal governments. In addition, applicants must have the legal authority necessary for construction, operation, and maintenance of the proposed facility and also be unable to obtain needed funds from commercial sources at reasonable rates and terms. Grant funds can be used to construct, enlarge, or improve community facilities. A grant may be made in combination with other CF financial assistance such as a direct or guaranteed loan, applicant contributions, or loans and grants from other sources.

Website: http://www.rurdev.usda.gov/HAD-CF\_Grants.html

### **Agricultural Conservation Easement Program (ACEP)**

Department: USDA Deadline: N/A Maximum Amount: N/A

Description: The Agricultural Conservation Easement Program (ACEP) provides financial and technical assistance to help conserve agricultural lands and wetlands and their related benefits. Under the Agricultural Land Easements component, the USDA Natural Resources Conservation Service (NRCS) helps Indian tribes, state and local governments, and non-governmental organizations protect working agricultural lands and limit non-agricultural uses of the land. Under the Wetlands Reserve Easements component, NRCS helps to restore, protect, and enhance enrolled wetlands.

Website: http://www.nrcs.usda.gov/wps/portal/nrcs/main/national/programs/easements/acep

### **Healthy Forests Reserve Program (HFRP)**

Department: USDA Deadline: N/A Maximum Amount: N/A

Description: The Healthy Forests Reserve Program (HFRP) helps landowners restore, enhance, and protect forestland resources on private lands through easements and financial assistance. Through HFRP, landowners promote the recovery of endangered or threatened species, improve plant and animal biodiversity, and enhance carbon sequestration.

Website: http://www.nrcs.usda.gov/wps/portal/nrcs/main/national/programs/easements/forests

### Active Choices

## Funding Sources

Champaign County Greenways & Trails Plan

### Fish & Wildlife Service (FWS)

### **Conservation Grants**

Department: FWS Deadline: Set by FWS Maximum Amount: N/A

Description: Conservation Grants provide financial assistance to States and Territories to implement conservation projects for listed species and at-risk species. Funded activities include habitat restoration, species status surveys, public education and outreach, captive propagation and reintroduction, nesting surveys, genetic studies, and development of management plans.

Website: http://www.fws.gov/endangered/grants/grant-programs.html

### **Recovery Land Acquisition Grants**

Department: FWS Deadline: Set by FWS Maximum Amount: N/A

Description: Recovery Land Acquisition Grants provide funds to States and Territories for the acquisition of habitat for endangered and threatened species in support of draft and approved recovery plans. Acquisition of habitat to secure long-term protection is often an essential element of a comprehensive recovery effort for a listed species.

Website: http://www.fws.gov/endangered/grants/grant-programs.html

### **Habitat Conservation Planning Assistance Grants**

Department: FWS Deadline: Set by FWS Maximum Amount: \$750,000

Description: Habitat Conservation Planning Assistance Grants provide funds to States and Territories to support the development of Habitat Conservation Plans (HCPs) through support of baseline surveys and inventories, document preparation, outreach, and similar planning activities. The purpose of an HCP is to ensure adequate protection of suitable habitat for threatened and endangered species, while at the same time providing for economic growth and development.

Website: http://www.fws.gov/endangered/grants/grant-programs.html

#### Habitat Conservation Plan (HCP) Land Acquisition Grants

Department: FWS | Deadline: Set by FWS | Maximum Amount: \$2,000,000

Description: HCP Land Acquisition Grants provide funding to States and Territories to acquire land associated with approved HCPs. Grants do not fund the mitigation required of an HCP permittee; instead, they support land acquisition by the State or local governments that complement mitigation.

Website: http://www.fws.gov/endangered/grants/grant-programs.html

### **Neotropical Migratory Bird Conservation Act Grants**

Department: FWS | Deadline: Set by FWS | Maximum Amount: \$200,000

Description: The Neotropical Migratory Bird Conservation Act establishes a competitive, matching grants program that supports public-private partnerships carrying out projects in the United States, Canada, Latin America, and the Caribbean that promote the long-term conservation of Neotropical migratory birds and their habitats. The goals of the Act include perpetuating healthy populations of these birds, providing financial resources for bird conservation initiatives, and fostering international cooperation for such initiatives.

Website: http://www.fws.gov/birdhabitat/Grants/NMBCA/index.shtm

#### North American Wetland Conservation Act - Standard Grants Program

Department: FWS Deadlines: February 28th, July 8th Maximum Amount: N/A

Description: The North American Wetlands Conservation Act of 1989 provides matching grants to organizations and individuals who have developed partnerships to carry out wetlands conservation projects in the United States, Canada, and Mexico for the benefit of wetlands-associated migratory birds and other wildlife. The Standard Grants Program supports projects in Canada, the United States, and Mexico that involve long-term protection, restoration, and/or enhancement of wetlands and associated uplands habitats.

Website: http://www.fws.gov/birdhabitat/Grants/NAWCA/index.shtm

### **Active Choices**

Champaign County Greenways & Trails Plan

## Funding Sources

### North American Wetland Conservation Act - Small Grants Program

Department: FWS Deadline: November 7th Maximum Amount: \$75,000

Description: The North American Wetlands Conservation Act of 1989 provides matching grants to organizations and individuals who have developed partnerships to carry out wetlands conservation projects in the United States, Canada, and Mexico for the benefit of wetlands-associated migratory birds and other wildlife. The Small Grants Program operates only in the United States; it supports the same type of projects and adheres to the same selection criteria and administrative guidelines as the U.S. Standard Grants Program. However, project activities are usually smaller in scope and involve fewer project dollars.

Website: http://www.fws.gov/birdhabitat/Grants/NAWCA/index.shtm

### Wildlife & Sport Fish Restoration Program (WSFR)

Department: FWS Deadline: Varies Maximum Amount: Varies

Description: The U.S. Fish & Wildlife Service, Wildlife and Sport Fish Restoration Program (WSFR) works with states, insular areas and the District of Columbia to conserve, protect, and enhance fish, wildlife, their habitats, and the hunting, sport fishing and recreational boating opportunities they provide. The Division of Wildlife and Sport Fish Restoration Program provides oversight and/or administrative support for the following grant programs: Wildlife Restoration Grant Program, Sport Fish Restoration Grant Program, Clean Vessel Act Grant Program, Boating Infrastructure Grant Program, National Coastal Wetlands Conservation Grant Program, State Wildlife Grant Program, Landowner Incentive Grant Program, Multistate Grant Program, Tribal Wildlife Grant Program, and the Tribal Landowner Incentive Grant Program.

Website: http://wsfrprograms.fws.gov/

## Funding Sources

Champaign County Greenways & Trails Plan

Private & Non-Profit Organizations (Nationwide, State)			
AmeriCorps Funding Opportunities			
Organization: Corporation for National and Community Service (CNCS)	Deadline: Varies	Maximum Amount: Varies	

Description: The Corporation for National and Community Service (CNCS) provides grants through its AmeriCorps program to national and local nonprofits, schools, government agencies, faith-based and community organizations, and other groups committed to strengthening their communities through volunteering. The promotion of environmental stewardship is one of CNCS' six focus areas.

Website: http://www.nationalservice.gov/build-your-capacity/grants/funding-opportunities

### **Conservation Alliance Grants**

Organization: The Conservation	Deadlines: Nominations are due	
	May 1st & November 1st; Proposals	Maximum Amount: \$50,000
Alliance	are due June 1st & December 1st	

Description: The Conservation Alliance is a group of outdoor industry companies that seeks to protect threatened wild places and waterways throughout North America for their habitat and recreational values. The only eligible grant applicants are non-profit organizations that are nominated by one of the Conservation Alliance's member companies. Grant applications must seek to secure permanent protection of a specific wild land or waterway for its habitat and recreational values; use a campaign to engage grassroots citizen action in support of the conservation effort; be quantifiable with specific goals, objectives, and action plans; should include a clear measure for evaluating success; and should have a good chance of final success within four years.

Website: http://www.conservationalliance.com/grants/grant criteria

### **Illinois Clean Energy Community Foundation Grants**

Organization: Illinois Clean Energy	Deadline: Varies	Maximum Amount: Varies
LC OMMUNITY FOUNDATION	1	l

Description: The Illinois Clean Energy Community Foundation Grant Program supports environmental best practices to create a healthy and prosperous Illinois. The Foundation financially supports programs and projects that benefit the public in three program areas: implementing and improving the use of energy efficient technologies and methods, developing and increasing the use of renewable energy resources, and preserving and enhancing natural areas and wildlife habitats throughout Illinois. The Foundation provides funding to federally recognized 501(c)(3) nonprofit organizations and state and local government agencies serving Illinois residents.

Website: http://www.illinoiscleanenergy.org/how-to-apply/

#### **National Trails Fund**

Organization: American Hiking	Deadline: Mid-December	Maximum Amount: \$5,000
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Description: The American Hiking Society's National Trails Fund is the only privately funded, national grants program dedicated solely to building and protecting hiking trails. Created in response to the growing backlog of trail maintenance projects, the National Trails Fund has helped hundreds of grassroots organizations acquire the resources needed to protect America's cherished hiking trails. Grant applicants must be a member of the American Hiking Society Alliance and a 501(c)(3) non-profit organization.

Website: http://www.americanhiking.org/national-trails-fund/

### **Active Choices**

### Champaign County Greenways & Trails Plan

## Funding Sources

### New Belgium Environmental Stewardship Grants Program

Organization: New Belgium Brewing Deadline: Varies depending on Company Maximum Amount: \$10,000

Description: The purpose of New Belgium's Environmental Stewardship Grants Program is to serve and connect with the communities where they sell their beers. Their goal is to improve the health of the planet and inspire others to joyously embrace sustainable choices. They focus their grants on the following four strategies to mitigate human impacts on the planet: youth environmental education, sustainable agriculture, sensible transportation & bike advocacy, and water stewardship.

Website: http://www.newbelgium.com/sustainability/Community/Philanthropy.aspx

### People for Bikes (PFB) Community Grants Program

Organization: People for Bikes

Deadlines: Varies; Letter of Interest Required

Maximum Amount: \$10,000

Description: The People for Bikes (PFB) Community Grants Program provides funding for important and influential projects that leverage federal funding and build momentum for bicycling in communities across the U.S. These projects include bike paths, bike lanes, rail trails, bridges, mountain bike trails, bike parks, BMX facilities, end-of-trip facilities, and large-scale bicycle advocacy initiatives.

Website: http://www.peopleforbikes.org/pages/community-grants

### **Walmart Community Grant Program**

Organization: Walmart Foundation | Deadline: December 31st | Maximum Amount: \$2,500

Description: Walmart believes in operating globally and giving back locally – creating impact in the neighborhoods where they live and work. Through the Community Grant Program, their associates are proud to support the needs of their communities by providing grants to local organizations. These include non-profit organizations, state and local government entities, educational institutions, and faith-based organizations. The Walmart Foundation engages in opportunities to align with its key areas of focus: Hunger Relief & Healthy Eating, Sustainability, Women's Economic Empowerment, and Career Opportunity. However, programs that do not align with these areas will still be given consideration.

Website: http://foundation.walmart.com/apply-for-grants/local-giving

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### **Appendix 1:**

**Public Workshop Series #1 Results** 





Active Choices: Greenways & Trails Plan Update

Results of Public Workshop Series #1: November 2012

*Pages 1-8* compiles all comments received between November 2012 and January 2013 via comment cards and phone calls from people who were not able to attend the workshops. *Pages 9-16* compiles all comments marked on group and individual maps at the November 2012 workshops. *Pages 17-26* compiles all the public outreach methods and advertisements for the November 2012 workshops.

### **Participation**

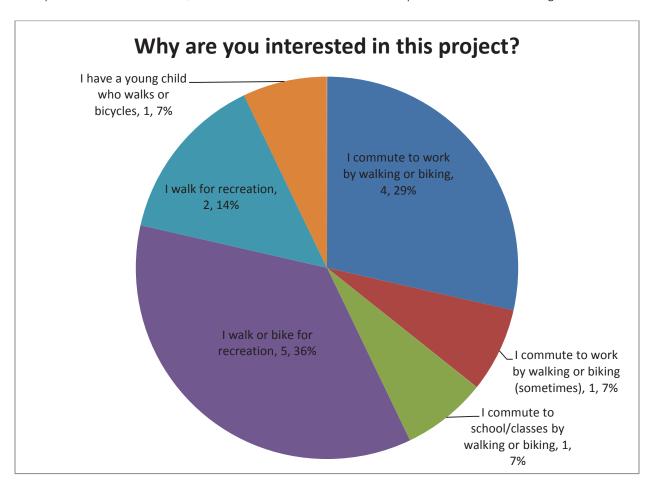
34 people attended the first series of Active Choices workshops:

- 25 at Illinois Terminal in Champaign-Urbana
- 9 at Lake of the Woods in Mahomet

Input was also received from the St. Joseph Comprehensive Plan Update Workshop.

#### Interest

When asked why participants were interested in the Greenways & Trails Plan update, half use active transportation for recreation, while another 43% use active transportation for commuting.





#### **Destinations**

The following lists the destinations that participants want to gain bike and pedestrian access to or between.

### Champaign

- o Lincolnshire Fields subdivision, west of I-57
- o Parkland College

### Mahomet

- o Lake of the Woods Bike Trail
- o Spring Lake subdivision to Mahomet-Seymour High School
- o Thornewood subdivision to Central Mahomet

#### Savoy

- First Street corridor:
  - Prairie Fields subdivision
  - The Place at 117 apartments (First & Curtis)
  - The Village at Colbert Place

#### St. Joseph

- o Kickapoo Rail-Trail corridor to Urbana and Danville
- o Salt Fork River
- o Schools
- o St. Joseph Wetland

#### Urbana

- o Boneyard Creek from Springfield/Main split to Lincoln Avenue
- Cunningham Avenue (US 45) corridor
  - Airport Road
  - Downtown Urbana
  - Farm & Fleet
  - Kerr Avenue
  - O'Brien Auto Park
- o Kickapoo Rail-Trail corridor to Danville
- o Rails-to-Trails corridor from Carle Hospital to the Gateway Shoppes at Five Points

#### Barriers

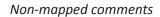
The following lists barriers preventing participants from bicycling or walking to destinations they wish to access.

#### Champaign

- o Interstates
  - I-57, especially at Kirby Avenue
  - I-72, especially at Staley Road

#### Mahomet

o US 150 between Spring Lake subdivision and Mahomet-Seymour High School





### Comments

The following lists all comments collected by subject, with subject tallies and geographic areas also listed.

### Key:

### Comment listed under multiple subjects

SUBJECT/Comment	Tally/Area
DESTINATIONS	16
Look at the Trail/Greenway systems in larger context, i.e. at a minimum surrounding counties	Central Illinois
Lives on northwest side of Lincolnshire Fields subdivision, far side of I-57.	Champaign
Would like to have a system that is comprehensive & provides for use of bicycling as a mode of transportation with more bike paths and trails. Designation of routes to bicycle to forest preserves with wayfinding. This would also be good for economic development as demonstrated by spin-off development along bike trails.	County
Bicycle and pedestrian access is needed along IL 47 to connect the center of Mahomet to the Thornewood Subdivision to the north. This will connect many areas to the Lake of the Woods bike trail.	Mahomet
Building a bike path from Spring Lake subdivision to Mahomet-Seymour High School would shorten the distance quite a bit	Mahomet
Lives in Spring Lake subdivision, which is west of River Bend Forest Preserve, south of US 150 (located about 4 miles west of Mahomet). There are 74 households in the Spring Lake subdivision.	Mahomet
Many Spring Lake residents have school age children who ride their bikes to Mahomet-Seymour High School (MSHS), but the only way to get there is to ride on US 150, which has no shoulder and a 65 mph speed limit. Spring Lake residents want a safe passage to MSHS besides US 150.	Mahomet
Savoy has added significant student population with two apartment complexes. Additional population was added with the completion of Prairie Fields and other new subdivisions south of Old Church Road.	Savoy
Trail suggestions: RR trails, Salt Fork trail, bike trails, trail to connect wetlands to Village, rails-to-trails, bike facilities near schools.	St. Joseph
Safety of pedestrians walking from O'Briens and Farm & Fleet along Cunningham Ave. south to Kerr.	Urbana
It takes too long to travel by bus from downtown Urbana to Parkland College. Very slow route. Can't there be a more direct route - not passing through downtown Champaign - at least once an hour? This would serve the community attending Parkland. North on Lincoln, west on Bradley.	Urbana, Champaign



Support trail development along east-west rail line from Urbana to Danville. Develop it along Griggs Street to connect Carle to Five Points Gateway. Include extension of Boneyard from Springfield/Main St. west to Lincoln along Boneyard Creek. Connect Airport Road to Cunningham all the way into downtown. Sidepaths? Shared Sidewalks?	Urbana, County
Providing bicycle infrastructure for all levels of bicyclists that create a comprehensive system to major destinations.	
Providing safe and connected sidewalks & crosswalks that provide access to daily needs and transit.	
Facilities	2
Suggestions for open space features include walking trails, basketball courts, a soccer field	
and swimming pool. Desire for a rec center for children in the winter. Suggestion to coordinate schedule with schools and open up gyms at night for other uses.	St. Joseph

MODES	10
Bicycles	3
Would like to have a system that is comprehensive & provides for use of bicycling as a mode of transportation with more bike paths and trails. Designation of routes to bicycle to forest preserves with wayfinding. This would also be good for economic development as demonstrated by spin-off development along bike trails.	County
Providing bicycle infrastructure for all levels of bicyclists that create a comprehensive system to major destinations.	
We need physically separate bicycle roadways.	
Multi-Modal Control of the Control o	3
Paint bike lanes and crosswalks - the ones on First Street in Champaign south of University Ave. are worn off.	Champaign
Bicycle and pedestrian access is needed along IL 47 to connect the center of Mahomet to the Thornewood Subdivision to the north. This will connect many areas to the Lake of the Woods bike trail.	Mahomet
Providing safe and connected sidewalks & crosswalks that provide access to daily needs and transit.	
Pedestrians	3
More sidewalks are strongly desired	St. Joseph
Safety of pedestrians walking from O'Briens and Farm & Fleet south to Kerr.	Urbana
Enforce the law to have cars stop when pedestrians step off the curb into crosswalks.	



non mapped comments	
Transit	1
It takes too long to travel by bus from downtown Urbana to Parkland College. Very slow route. Can't there be a more direct route - not passing through downtown Champaign - at least once an hour? This would serve the community attending Parkland. North on Lincoln, west on Bradley.	Urbana, Champaign

ROUTES	10
Would like to have a system that is comprehensive & provides for use of bicycling as a mode of transportation with more bike paths and trails. Designation of routes to bicycle to forest preserves with wayfinding. This would also be good for economic development as demonstrated by spin-off development along bike trails.	County
Building a bike path from Spring Lake subdivision to Mahomet-Seymour High School would shorten the distance quite a bit	Mahomet
First Street Corridor	Savoy
Fifth Street has many kids walking and biking to school - need safety measures and/or bike routes.	St. Joseph
Trail suggestions: RR trails, Salt Fork trail, bike trails, trail to connect wetlands to Village, rails-to-trails, bike facilities near schools.	St. Joseph
Safety of pedestrians walking from O'Briens and Farm & Fleet along Cunningham Ave. south to Kerr.	Urbana
Support trail development along east-west rail line from Urbana to Danville. Develop it along Griggs Street to connect Carle to Five Points Gateway. Include extension of Boneyard from Springfield/Main St. west to Lincoln along Boneyard Creek. Connect Airport Road to Cunningham all the way into downtown. Sidepaths? Shared Sidewalks?	Urbana, County
Near-Term Construction	3
City projects under way at the moment and proposed and bidded should probably be restated in the plans somehow - or the maps are going to be outdated very soon - e.g. Main Street in Urbana, Boneyard, Broadway, Washington, and Race Streets.	Urbana
Please include under-construction projects on the map.	Urbana
Please include Urbana facilities under construction - Boneyard Creek, Main Street bike lanes, Washington Street bike lanes, and SRTS bike lanes and routes in Plan.	Urbana

NETWORK	9
Would like to have a system that is comprehensive & provides for use of bicycling as a mode of transportation with more bike paths and trails. Designation of routes to bicycle to forest preserves with wayfinding. This would also be good for economic development as demonstrated by spin-off development along bike trails.	County



Campus degraded infrastructure - it looks more connected on the map than it feels in person.	University District
Connectivity	6
Since this plan is the county-wide plan, let's focus on the large-scale regional connections. We have lots of nice walking and biking segments, but they aren't stitched together into a usable network.	County
Bicycle and pedestrian access is needed along IL 47 to connect the center of Mahomet to the Thornewood Subdivision to the north. This will connect many areas to the Lake of the Woods bike trail.	Mahomet
Mahomet Village Planner (Bob Mahrt) is supportive of a bike connection to the rest of the community	Mahomet
Campus degraded infrastructure - it looks more connected on the map than it feels in person.	University District
Hole in West Urbana on Trail Connectivity Map - is this a mistake?	Urbana
Interest in connecting edges of community to downtown, especially along Lincoln and Cunningham Avenues	Urbana
Accessibility	1
Feels cut off from walking trails and access to the rest of Champaign-Urbana because of narrow bridges on Kirby Ave. over I-57 & Staley Rd. over I-72.	Champaign

INFRASTRUCTURE	8
We need physically separate bicycle roadways.	Champaign
County roads are woefully unsafe for bicycles (can we start with rails-to-trails)?	County
Spring Lake itself is a shallow but healthy lake, and Spring Lake Road has a bridge over it	Mahomet
More sidewalks are strongly desired	St. Joseph
Campus degraded infrastructure - it looks more connected on the map than it feels in person.	University District
Providing bicycle infrastructure for all levels of bicyclists that create a comprehensive system to major destinations.	
Providing safe and connected sidewalks & crosswalks that provide access to daily needs and transit.	
Maintenance	1
Paint bike lanes and crosswalks - the ones on First Street in Champaign south of University Ave. are worn off.	Champaign

TREATMENT	8
County roads are woefully unsafe for bicycles (can we start with rails-to-trails)?	County
Would like to have a system that is comprehensive & provides for use of bicycling as a mode of transportation with more bike paths and trails. Designation of routes to bicycle to forest preserves with wayfinding. This would also be good for economic development as demonstrated by spin-off development along bike trails.	County



Another alternative is to build a shoulder on US 150 from Spring Lake subdivision to Mahomet-Seymour High School, since there is only soft grass on the road edge right now	Mahomet
Participants are satisfied with amount of parks, but desire more trails and pathways.	St. Joseph
Respondents expressed desire for sidewalks	St. Joseph
Support trail development along east-west rail line from Urbana to Danville. Develop it along Griggs Street to connect Carle to Five Points Gateway. Include extension of Boneyard from Springfield/Main St. west to Lincoln along Boneyard Creek. Connect Airport Road to Cunningham all the way into downtown. Sidepaths? Shared Sidewalks?	Urbana, County
Signage	2
Would like to have a system that is comprehensive & provides for use of bicycling as a mode of transportation with more bike paths and trails. Designation of routes to bicycle to forest preserves with wayfinding. This would also be good for economic development as demonstrated by spin-off development along bike trails.	County
Wayfinding/bike markers	

BARRIERS	6
Feels cut off from walking trails and access to the rest of Champaign-Urbana because of narrow bridges on Kirby Ave. over I-57 & Staley Rd. over I-72.	Champaign
Has a friend who moved from the west side of I-57 to east side just to be able to ride her bike	Champaign
Knows that the Kirby Ave. bridge over I-57 was just repaired, and that a bike/ped bridge near Curtis Rd. is planned, but Curtis Rd. is another 1.5 miles south - doesn't help her family.	Champaign
Not safe to cross Interstates as a bicyclist or pedestrian	Champaign
Would be great for pedestrians and bicyclists to be able to cross the I-57/Kirby and I-72/Staley bridges	Champaign
Many Spring Lake residents have school age children who ride their bikes to Mahomet-Seymour High School (MSHS), but the only way to get there is to ride on US 150, which has no shoulder and a 65 mph speed limit. Spring Lake residents want a safe passage to MSHS besides US 150.	Mahomet

WORKSHOP	4
Good data & existing conditions presentation. It is helpful to the public to really work to use language that is commonly understood. For example, "Block Group" was mentioned - most people do not know what this is.	
Just for the next workshops, have some way for people to say "I Agree" with others' suggestions on the maps - stickers or stars or check marks, etc.	
Nice presentation. Liked the opportunity to dream out ideas on the maps.	
No additional comments - Thank you!	



IMPLEMENTATION	3
Spoke to Spring Lake Homeowner's Association, and they are willing to put money behind building a bike path to Mahomet-Seymour High School	Mahomet
I hope we can increase the emphasis on fundable, feasible projects that we can use grants and partnerships to achieve.	
Most concerned about implementation. Afraid this might sit on a shelf and the plan won't result in implementation.	

USERS	3
Would like to have a system that is comprehensive & provides for use of bicycling as a mode of transportation with more bike paths and trails. Designation of routes to bicycle to forest preserves with wayfinding. This would also be good for economic development as demonstrated by spin-off development along bike trails.	County
Has three kids who go to school in Mahomet (1 in High School, 2 in Grade School)	Mahomet
Majority of St. Joe Comprehensive Plan survey respondents walk or bike somewhere in the community on a regular basis.	St. Joseph

E's		3
Economic Development		1
Would like to have a system that is comprehensive & provides for use of bicycling as a mode of transportation with more bike paths and trails. Designation of routes to bicycle to forest preserves with wayfinding. This would also be good for economic development as demonstrated by spin-off development along bike trails.	County	
Education		1
More education efforts for sharing the road.		
Enforcement		1
Enforce the law to have cars stop when pedestrians step off the curb into crosswalks.	Champaign	

SAFETY	2
It is a dangerous situation for kids who want to bike from Spring Lake subdivision to Mahomet-Seymour High School	Mahomet
I would like to feel safer on my bicycle	

OTHER	1
Most of the land between Spring Lake and the village limits is owned by Russell Taylor of Re/Max real estate	Mahomet



Mapped comments

### **Mapped Comments**

*Pages 10-17* compiles all comments marked on group and individual maps at the November 2012 workshops.

### November 15, 2012: Illinois Terminal, Champaign-Urbana

- Champaign Group Map
- University District Group Map
- Urbana Group Map
- Savoy Group Map
- Champaign County Group Map

### November 27, 2012: Lake of the Woods, Mahomet

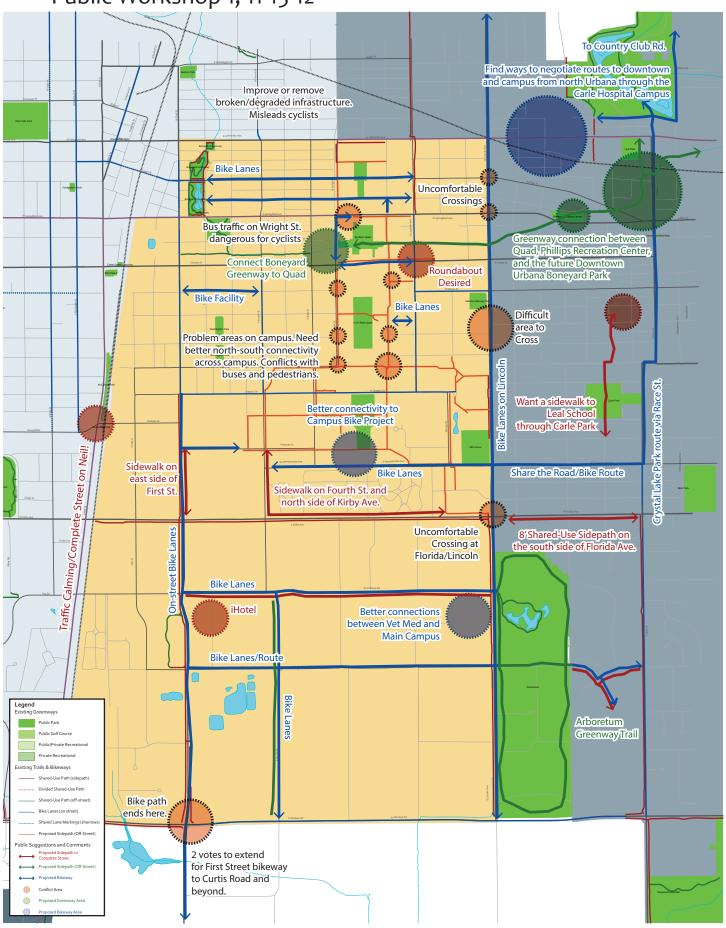
- Champaign County Group Map
- Mahomet Group & Individual Maps

### November 29, 2012: St. Joseph Comprehensive Plan Public Workshop

• Desired Pathways in St. Joseph

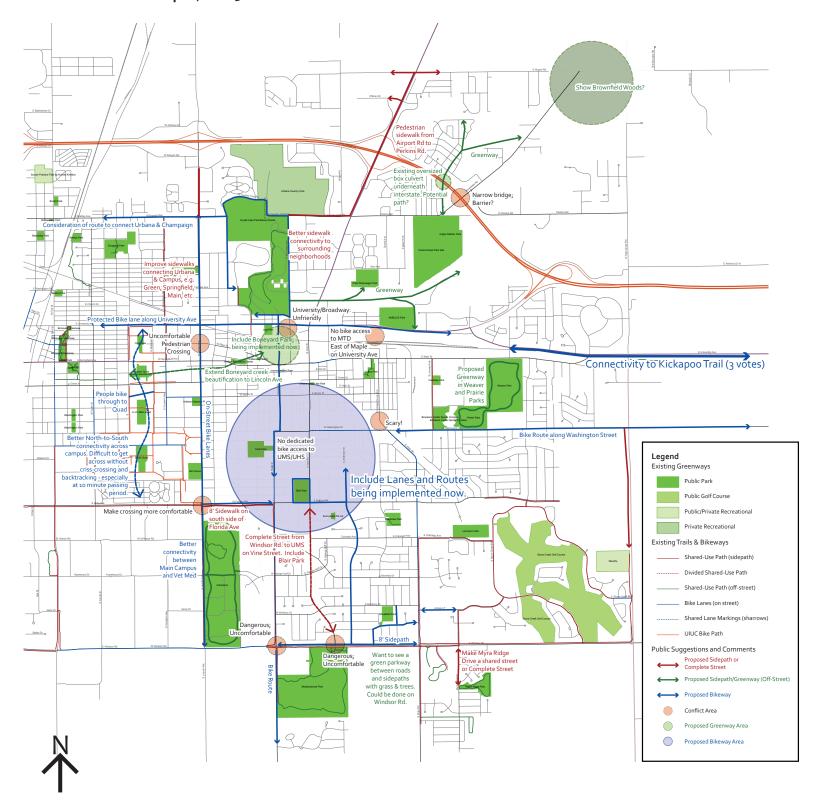
Champaign Group Map Public Workshop 1, 11-15-12 Olympian Drive, extended bike lanes Bikeway.connection to Market Place Mall/ Olympian Drive Better bike routes to Parkland College particularly to cross Mattis Avenue Crossing Very bad angle of railroad John St corridor over RR Tracks Challenge - Bus stops crossing bike lanes on Wright St. & Armory Ave. Crossing Difficult to get to Carle Clinic by bike Legend Existing Greenways First Street!! Public Park Public Golf Course Public/Private Recreational Private Recreational Existing Trails & Bikeways Divided Shared-Use Path Shared-Use Path (off-street) Bike Lanes (on street) Shared Lane Markings (sharrows) UIUC Bike Path Public Suggestions and Comments Complete Street Proposed Sidepath/Greenway (Off-Street) Proposed Bikeway Conflict Area Proposed Greenway Area Proposed Bikeway Area

### University District Group Map Public Workshop 1, 11-15-12

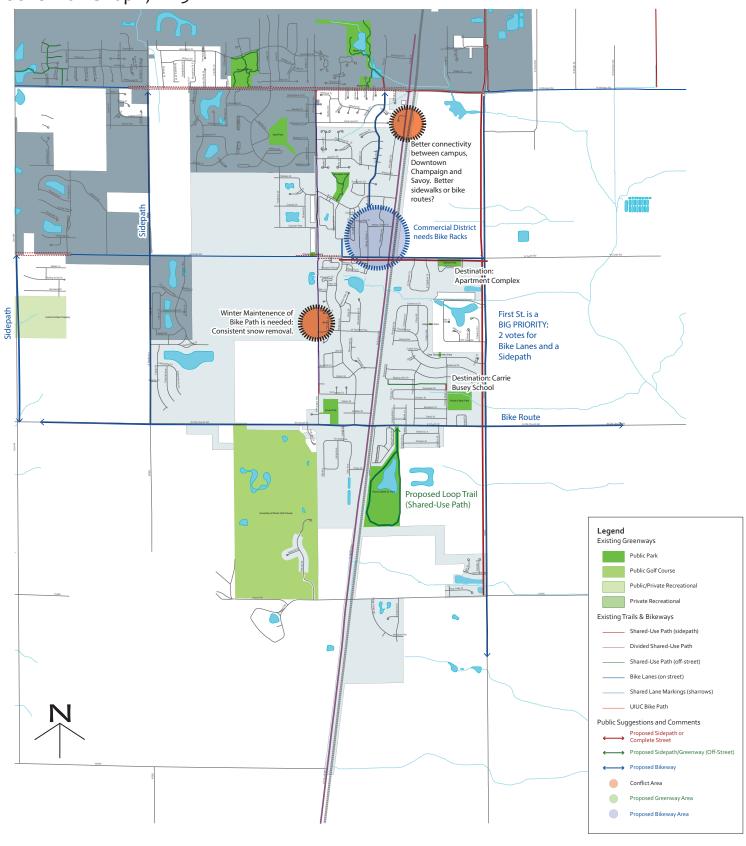


### Urbana Group Map

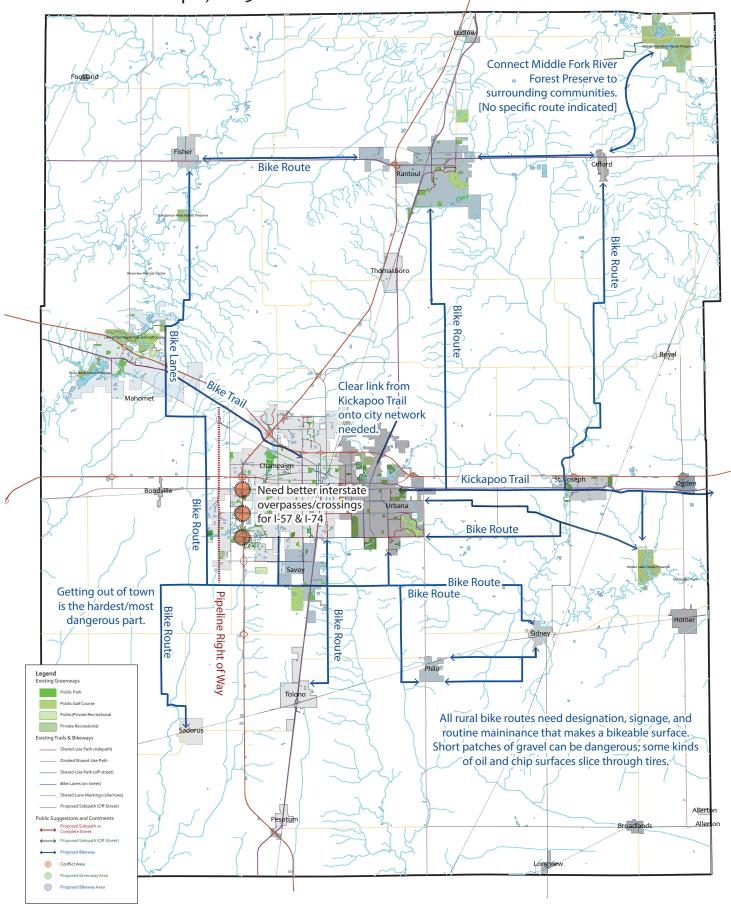
Public Workshop 1, 11-15-12

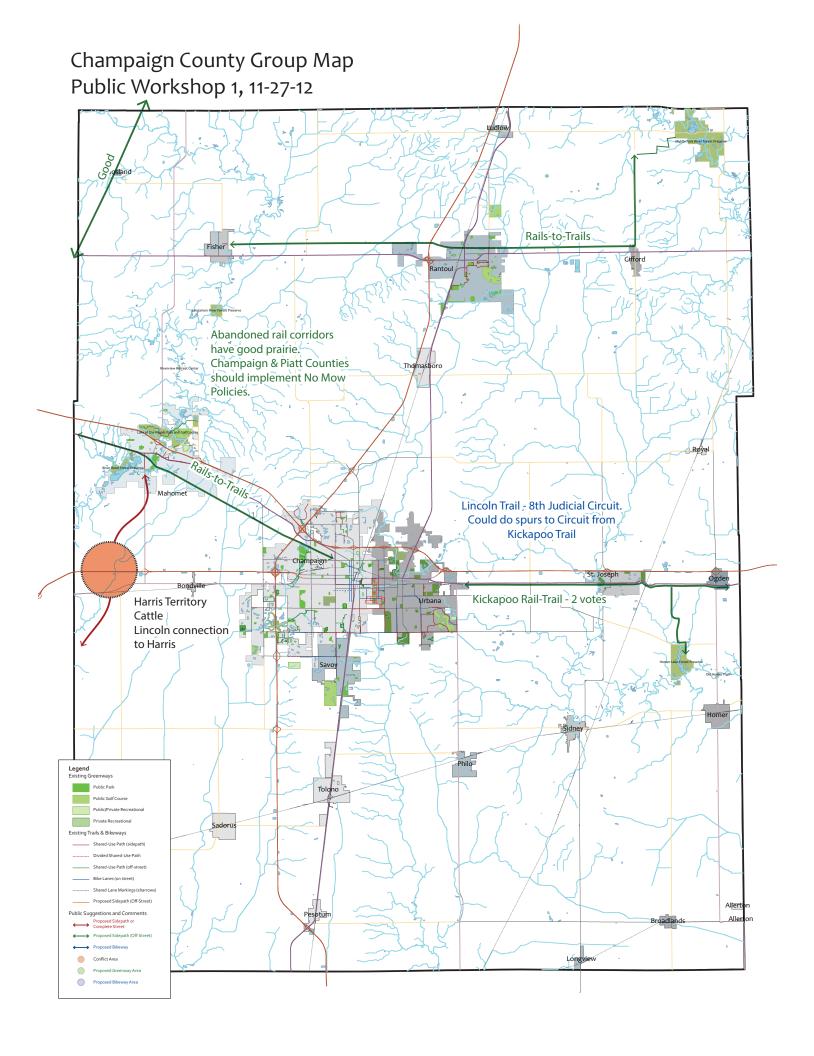


### Savoy Group Map Public Workshop 1, 11-15-12



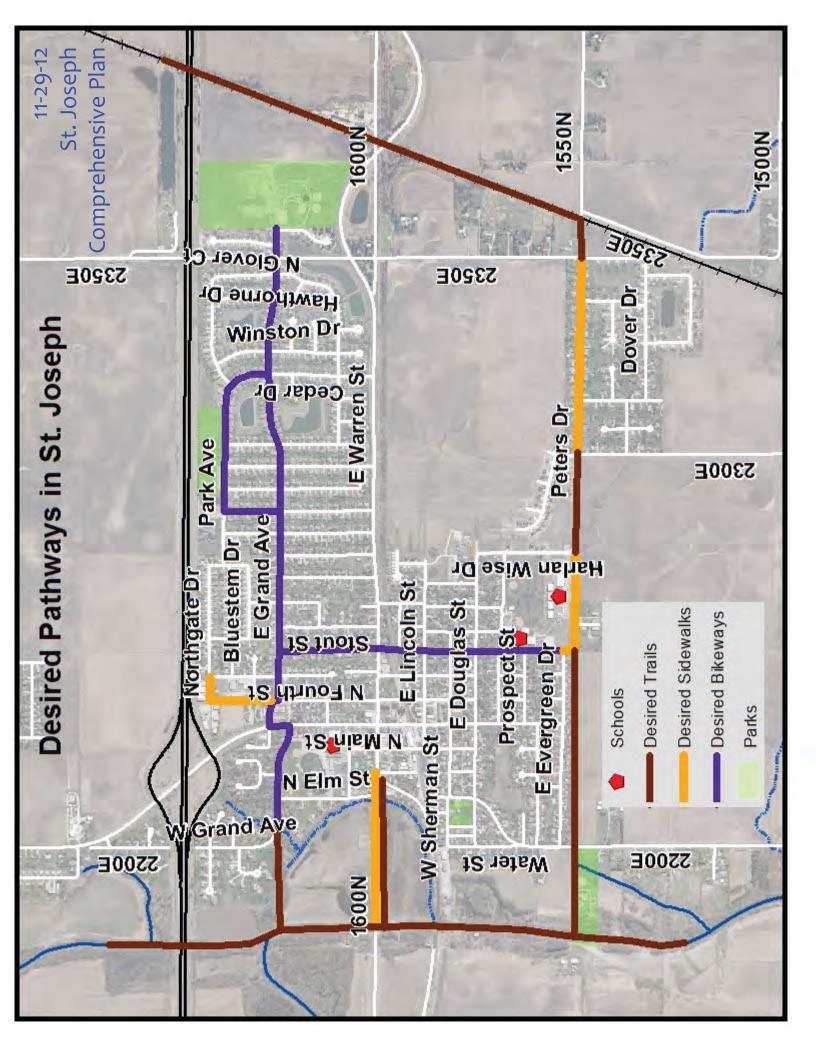
### Champaign County Group Map Public Workshop 1, 11-15-12





Mahomet Group & Individual Maps Public Workshop 1, 11-27-12 Legend Existing Greenways Sangamon River Forest Preserve Public Park Public/Private Recreational Private Recreational Existing Trails & Bikeways Shared-Use Path (sidepath) Divided Shared-Use Path Shared-Use Path (off-street) Shared Lane Markings (sharrows **Public Suggestions and Comments** Proposed Sidepath (Off-Street) Proposed Bikeway Conflict Area Proposed Greenway Area Connect subdivisions to Purchase land and Lake of the Woods Path make greenway. Bicycle & **Build Mountain Bike** pedestrian access Trails in Lake of the needed along IL 47 Woods Forest Preserve Barrier: I-74 Extend Lake of the Woods Road Trail north Use I-74 underpass to connect US 150 Trail to Lake of the Woods Trail; widen sidewalk Tin Cup Rd. - narrow shoulder Prairieview Rd. - no shoulder To Farmer City Lake of the Woods Rd. - speed Soil pathway via US150 along river. limit 40 too high north of Lake Improvements to ..... of the Woods Entrance be completed in Existing pathway through River Bend Forest Preserve Railroad Both groups want to River Bend Forest F connect trail segments Purpose Built Mountain Both groups want Bike Trails in River Bend to connect Forest Preserve Shared-Use Path to **River Bend Forest** Mid-America; Preserve using **Private Property** on-street and/or To Harris off-street facilities Add River Trails component to plan/planning - could start by identifying access points for boats (kayak/non-motorized) to

rivers in Mahomet and Champaign County





Outreach

### Outreach

The November 2012 workshops were advertised in the following places:

- 1. News-Gazette legal ad
- 2. News-Gazette retail ad
- 3. Mahomet Citizen newspaper retail ad
- 4. CCRPC website
  - a. CCRPC Homepage
  - b. Planning & Community Development News webpage
  - c. CUUATS Homepage
  - d. GT News & Meetings webpage
- 5. CUUATS Facebook page
- 6. Meeting flyers posted around town
  - a. Champaign
    - i. Hessel Park
    - ii. West Side Park
    - iii. Café Kopi
    - iv. Aroma
    - v. Quality
    - vi. Boltini
    - vii. One Main Plaza
    - viii. Illinois Terminal
    - ix. Art Theater
    - x. Evolve Fitness Club
    - xi. Studio Helix
    - xii. Champaign Public Library
    - xiii. Market Place Mall
    - xiv. Champaign Cycle
    - xv. Durst Cycle
    - xvi. Charter Fitness
    - xvii. Fitness Center
    - xviii. Refinery
    - xix. Windsor West apartments
  - b. Urbana
    - i. Lincoln Square
    - ii. Urbana Free Library
    - iii. Bike Project of Urbana-Champaign
    - iv. Charter Fitness
    - v. Meadowbrook Park
    - vi. Crystal Lake Park
    - vii. Bikeworks
    - viii. Durst Cycle
    - ix. Bakers Bikes
    - x. County Market
    - xi. Schnucks
    - xii. One North/South apartments
    - xiii. Town & Country apartments



### Outreach

- xiv. Provena Covenant Medical Center
- c. Savoy
  - i. Savoy Recreation Center
- d. University of Illinois campus
  - i. Illini Union
  - ii. Quad
  - iii. Davenport Hall
  - iv. YWCA
  - v. Temple Buell Hall
  - vi. Campus Bike Project
  - vii. Edward Madigan Laboratory
- 7. Champaign County Bikes (CCB) listserv
- 8. Champaign-Urbana Fit Families (CUFF) listserv
- 9. Champaign Government Television (CGTV) slides
- 10. Urbana Public Television (UPTV) slides
- 11. Champaign neighborhood groups email
- 12. Urbana neighborhood listservs
- 13. City of Urbana website
- 14. Urbana Park District email
- 15. Urbana School District distribution
- 16. Thomasboro Grade School
- 17. CUMTD social media

### Champaign-Urbana News-Gazette Advertisements Public Workshop Series #1





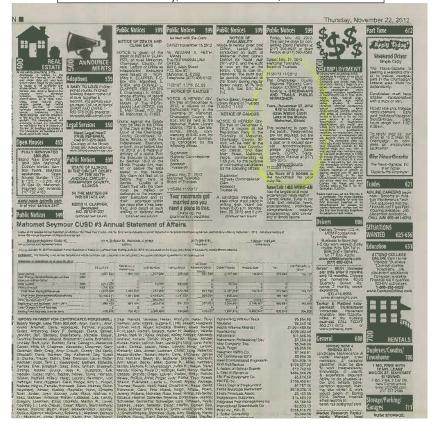


### Mahomet Citizen Advertisements Public Workshop Series #1

Retail Ad Wednesday, November 21, 2012



Legal Ad Thursday, November 22, 2012





Join us in our first public forum about walking, bicycling, and the environment to:

- Learn about the planning process
- Map & comment on preferred routes, issues & opportunities
- Find out how to stay involved

Thursday, November 15, 2012 6:00 - 8:00 p.m. Illinois Terminal, 4<sup>th</sup> Floor 45 E. University Ave., Champaign

Champaign County Regional Planning Commission strives to provide an environment welcoming to all persons regardless of physical or mental challenges, race, gender, or religion. Please call 217-328-3313 to request special accommodations at least 2 business days in advance.



This meeting has a structured agenda. Please attend the workshop in its entirety. RSVP is requested but not necessary.

To RSVP or for more information:
Gabe Lewis
CCRPC Transportation Planner
glewis@ccrpc.org
328-3313





## OPCIONES ACTIVAS: Condado de Champaign Plan de Vías Verdes & Senderos TALLER PUBLICO #1

Únete a nosotros en nuestro primer foro público acerca de caminar, andar en bicicleta, y el medio ambiente:

- Aprenda acerca del proceso de planificación
- Comente y muestre en un mapa rutas preferidas, problemas y oportunidades
- Encuentre maneras de seguir participando

Jueves, Noviembre 15, 2012 6:00 - 8:00 p.m. Illinois Terminal, 4<sup>th</sup> Piso 45 E. University Ave., Champaign

La Comisión Regional de
Planificación de Champaign County
se esfuerza por ofrecer un ambiente
acogedor para todas las personas
independientemente de retos físicos
o mentales, raza, sexo o religión.
Por favor llame a 217-328-3313
para solicitar adaptaciones
especiales al menos con 2 días
hábiles de anticipación.



Esta reunión tiene una agenda estructurada. Por favor, asista al taller en su totalidad. Reservaciones son solicitadas, pero no necesarias.

Para reservar o si necesita mayor información, por favor contacte a:

Rita Morocoima-Black
CCRPC Director de Planificación y Desarrollo de la Comunidad rmorocoi@ccrpc.org
328-3313





Join us in our first public forum about walking, bicycling, and the environment to:

- Learn about the planning process
- Map & comment on preferred routes, issues & opportunities
- Find out how to stay involved

This meeting has a structured agenda. Please attend the workshop in its entirety. RSVP is requested but not necessary.

To RSVP or for more information: Gabe Lewis

CCRPC Transportation Planner glewis@ccrpc.org 328-3313

Champaign County Regional Planning Commission strives to provide an environment welcoming to all persons regardless of physical or mental challenges, race, gender, or religion. Please call 217-328-3313 to request special accommodations at least 2 business days in advance.





Tuesday, November 27, 2012 6:00 - 8:00 p.m. Izzak Walton Cabin Lake of the Woods, Mahomet





Join us in our first public forum about walking, bicycling, and the environment to:

- Learn about the planning process
- Map & comment on preferred routes, issues & opportunities
- Find out how to stay involved

Thursday, November 29, 2012 6:00 - 8:00 p.m. Prince of Peace Church 802 E. Douglas St., St. Joseph

Champaign County Regional Planning Commission strives to provide an environment welcoming to all persons regardless of physical or mental challenges, race, gender, or religion. Please call 217-328-3313 to request special accommodations at least 2 business days in advance.



This meeting has a structured agenda. Please attend the workshop in its entirety. RSVP is requested but not necessary.

To RSVP or for more information:
Gabe Lewis
CCRPC Transportation Planner
glewis@ccrpc.org
328-3313









Join us in our first public forum about walking, bicycling, and the environment to:

🖈 Learn more about the planning process 🌣

🖈 Map & comment on preferred routes, issues & opportunities 🚲

Find out how to stay involved &

Champaign Government Television (CGTV) and Urbana Public Television (UPTV) advertisement

Thursday, November 15, 2019 6:00 - 8:00 p.m. Illinois Terminal, 4<sup>th</sup> Floor 45 E. University Ave., Champaign

To RSVP or for more information:

Gabe Lewis

**CCRPC Transportation Planner** 

328-3313

glewis@ccrpc.org

www.ccrpc.org

This meeting has a structured agenda. Please attend the workshop in its entirety. RSVP is requested but not necessary.





or mental challenges, race, gender, or religion. welcoming to all persons regardless of physical Commission strives to provide an environment Please call Gabe Lewis at 217-328-3313 to request special accommodations at least 2 Champaign County Regional Planning business days in advance.



### **Appendix 2:**



### Active Choices: Champaign County Greenways & Trails Plan Cultural, Natural, and Archeological Area Landmarks

Following is a list of all of the named landmarks in Map 22: Cultural, Natural, and Archeological Areas, as of 2012.

Andrew Rla Airport
Atkins Tennis Center
Augerville  Railou Mamarial Compton
Bailey Memorial Cemetery  Beckman Cemetery
,
Beekman Cemetery
Bethlehem Cemetery
Bielfeldt Athletic Building
Bliss Cemetery
Block
Blue Mound
Blue Mound
Bondville
Bongard
Booker T. Washington Elementary School, Champaign
Broadlands
Broadmeadow School
Brookhill Golf Course
Bryan Cemetery
Busboom Airport
Busboom Rla Airport
Calvary Cemetery
Camp Howard
Camp Kiwanis
Champaign
Champaign Centennial High School
Champaign Central High School
Champaign Country Club
Champaign County Fairground
Chanute Aerospace Museum
Chenoweth Cemetery
Chestnut Grove Court Cul-De-Sac
Chestnut Grove Drive Cul-De-Sac
Clements Cemetery



	Luiturai, Naturai, ana Arche
Country Fair Shopping Center	
Craw Cemetery	
Dailey	
Day Aero-Place	
Deers	
Devonshire Corporate Centre	
Dewey	
Dickerson	
Dillsburg	
Douglass Park	
East Bend Cemetery	
East Lawn Cemetery	
East Urbana Industrial Park	
Eden Cemetery	
Elmwood Cemetery	
Episcopal Church	
Episcopal Church Foundation East	
Episcopal Church Foundation West	
Fairfield Circle	
Fisher	
Fisher Cemetery	
Fisher High School	
Flatville	
Flessner Landing Field	
Foosland	
Former Carrie Busey Elementary School, Champaign	
Frasca Field	
Frasca Field Industrial Park	
Fulls	
Furtney Airport	
Gerald	
Giblin	
Gifford	
Glover	
Grandview Memorial Grounds	
Harvey Cemetery	
Harwood Chapel Cemetery	
Holy Sepulchre Cemetery	
Homer	
Homer Airport	



Cultural, Natural, and Arch
Homer Grand Army of the Republic Cemetery
Homer Park
Huffman Cemetery
Huls Cemetery
Huls Cemetery
Huss Cemetery
Illini Airport
Illinois Department of Corrections-Urbana Community Correctional Center
Illinois Field
Illinois Program for Research in Humanities
Immaculate Conception Cemetery
Immanuel Lutheran Cemetery
Interstate Research Park
Ivesdale
J W Eater Jr High School
Jefferson Middle School
Jersey Cemetery
Jessee Cemetery
Jimtown
Justus Airport
Kenwood
Kenwood Elementary School, Champaign
Knife-Stout Cemetery
Knott Airport
Kopman Cemetery
Lake of the Woods
Leverett
Lincoln Cemetery
Lincolnshire Fields Golf Course
Litchfield Rla Airport
Locust Grove Cemetery
Longview
Lost Grove Cemetery
Lotus
Ludlow
Ludlow Cemetery
Lynn Grove Cemetery
Mahomet
Mahomet Cemetery
Mahomet-Seymour High School



	Cuiturai, Naturai, ana Arche
Maple Grove Plaza Shopping Center	
Maplewood Cemetery	
Maplewood School	
Market Place Business & Technical Center	
Market Place Mall Shopping Center	
Market Street Industrial Park	
Mayview	
McCulley Airport	
Methodist	
Mira	
Mount Hope Cemetery	
Mount Hope Cemetery	
Mount Hope Cemetery	
Mount Olive Cemetery	
Naylor Cemetery	
North Lincoln Industrial Park	
Northview School	
O'Bryan Cemetery	
Ogden	
Oink Acres Airport	
Old Huss Cemetery	
Parkville	
Patterson Cemetery	
Patton Cemetery	
Pauline	
Penfield	
Pesotum	
Pesotum Cemetery	
Peters Cemetery	
Phillippe Cemetery	
Philo	
Pleasant Acres School	
Prairieview Cemetery	
Prospect	
Rantoul	-
Rantoul Industrial Park	-
Rantoul Municipal Building	
Rantoul Plaza Shopping Center	-
Rantoul Township Building	
Rice Cemetery	
Rice Cemetery	





Rising
Riverside Cemetery
Rock Cemetery
Roselawn Cemetery
Routh Airport
Royal
Rutherford
Sadorus
Sadorus Cemetery
Saint Boniface Cemetery
Saint Elizabeth Cemetery
Saint John Cemetery
Saint John Lutheran Cemetery
Saint Joseph
Saint Joseph Cemetery
Saint Lawrence Cemetery
Saint Marys Cemetery
Saint Marys Cemetery
Saint Marys Cemetery
Saint Patrick Cemetery
Saint Paul Church
Sandcherry Court Cul-De-Sac
Sandcherry Court Cul-De-Sac
Savoy
Schmidt Airport
Sellers
Seymour
Seymour Methodist Episcopal Cemetery
Shiloh Cemetery
Sidney
Sloan Station
Staley
State Road
Stearns Cemetery
Stratton Elementary School, Champaign
Thomasboro
Tipton
Tolono
Tolono-Unity High School
Tomlinson



Tomlinson Cemetery
Twin City Bible Church Office
University of Illinois Baseball Field
University of Illinois Track
University of Illinois-Willard Airport
Urbana
Urbana Country Club
Urbana High School
Urbana University High School
Wabash Park & Swimming Pool, Rantoul
Welles Cemetery
White Oak Court
Wilbur Heights
Willow Pond Golf Course
Willow Pond Golf Course
Willowbrook Cemetery
Woodlawn Cemetery
Yearsley Cemetery



**Appendix 3:** 

**Needs Assessment** 



### **ACTIVE CHOICES:**

Champaign County Greenways & Trails Plan
NEEDS ASSESSMENT

December 2012



### **GLOSSARY**

Definitions were updated in 2014 to match those used in the final Active Choices Plan.

**Accessibility:** the ability to reach and use infrastructure in a system according to physical distance from the infrastructure.

**Active transportation:** any self-propelled, human-powered transportation mode, including walking and bicycling.

**Bikeway:** a generic term for any road, street, path, or way that in some manner is specifically designated for bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes.

**Connectivity:** the capacity to move from one place to another in a system.

**Greenway:** a corridor of open land managed for conservation and/or recreation. Greenways may follow natural land or water features such as rivers, shorelines or ridges, or human landscape features such as abandoned railroad corridors, trails or canals. Greenways may form connections between communities, parks, historic and cultural sites, and nature preserves. Although they differ in location and function, they provide recreational benefits, protect natural areas or enhance natural beauty and quality of life, and/or stimulate economic development opportunities in neighborhoods and communities.

**Trail:** a type of greenway which can accommodate one or many types of non-automobile users, including pedestrians, bicyclists, roller skaters, and wheelchair users. Trails can be used for recreation and/or transportation purposes, and can connect different land uses and facilities. Trails can be found in parks, natural environments, and other designated corridors.

Greenways and trails are important for many Champaign County residents because they believe this system improves their quality of life. The system also provides people with the opportunity to engage in active transportation when they travel around the County as an alternative to automobiles. Given this significance, this needs assessment is an effort to gauge the provision of the public greenways and trails for people in the County. In the following sections, the connectivity and accessibility of our greenways and trails system is examined. These two indicators help evaluate how pedestrians and cyclists experience our current system; what type of infrastructure is available to these users; and where there are missing links in the system. This analysis will help determine how the system can be maintained currently and improved in the future to better serve the people of Champaign County.

### Greenways and Trails Connectivity

Connectivity is the capacity to move from one place to another in a system. The greenways and trails in Champaign County together create a comprehensive system with many ways to travel between each segment. A critical step for improving this system is examining where current connectivity is low, medium and high. Once the quality of connectivity is established for greenways and trails, improvements to the system can be addressed where additional connectivity is most necessary.

### Trails Connectivity

For the purpose of this analysis, the connectivity of the trails is measured according to the system's integration into existing road infrastructure, since people often use the road network to travel to and from the trails.<sup>2</sup> Chances are a cyclist will ride on the roads to reach bicycle infrastructure and a pedestrian will travel on a sidewalk along a road to reach a shared-use path.

The following spatial analysis examines the density of connection points per square mile of block groups in the County to measure trail connectivity. This will clarify how travelers interact with the trails system through connection points (i.e. entrances, exits, and intersections with the road network), and where connectivity of trails can be improved to enhance the regional system (Figure 1).

### Greenways Connectivity

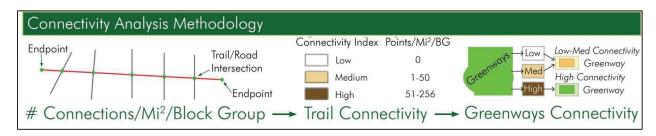
Champaign County trails connectivity is used in this analysis to determine the connectivity of greenways in the system (Figure 1). Greenways are often destinations in the greenways and trails system and not a means of travel. However, the existence of a trail network near a greenway and the quality of the trail's connectivity may increase the connectivity of the greenway to the greenways and trails system. Imagine if there are no trails near a greenway, then people must use sidewalks or the

<sup>&</sup>lt;sup>1</sup> CCRPC. Champaign County Greenways & Trails Plan. Appendix 3: Resident Survey. February 2004.

<sup>&</sup>lt;sup>2</sup> Victoria Transportation Policy Institute. Roadway Connectivity: Creating More Connected Roadway and Pathway Networks. Web accessed 2012. http://www.vtpi.org/tdm/tdm116.htm

road network to reach other segments of the greenways and trails system. If there are trails near the greenway, then people can use this infrastructure to connect to the regional system.<sup>3</sup>

Figure 1



### Trails Connectivity Analysis Results

Connectivity in the Champaign County trails system is generally limited to Champaign, Urbana, Savoy, Rantoul and Mahomet, as trail infrastructure is lacking in the other municipalities (*Figure 2*). In Champaign and Urbana, the highest connectivity exists near downtown Champaign, the University of Illinois, and along Philo Road, due to the trail infrastructure integration into the roadways in the area (*Figure 3*).

Connectivity is low in portions of northwest Champaign, western Champaign, central Urbana, and southern Savoy because of the lack of trail infrastructure, although these areas may make up for low trail infrastructure connectivity with complete streets in a grid-like, dense street network, which are often more bicycling and walking-friendly. <sup>4</sup> Mahomet has higher connectivity near the center of the Village, and fair connectivity in the surrounding areas, except in the southern portions (*Figure 4*). Rantoul has higher connectivity in its central and southern areas, but lacks connectivity in the north, southwest and southeast (*Figure 5*).

### Future Research

A complete ArcGIS sidewalk layer would help assess pedestrian access to the trails system more accurately. Currently, this layer is being developed for the urbanized area, but could be expanded to include the remainder of Champaign County for future research on regional transportation systems.

Certain areas with low trails connectivity may not need more trail infrastructure if road characteristics are present that make bicycling and walking easier, such as a well-connected street network, complete streets, dense streets, and/or low average daily traffic. These areas of the street network should be

<sup>&</sup>lt;sup>3</sup> Please refer to the appendix for the complete trails and greenways connectivity analysis methodology.

<sup>&</sup>lt;sup>4</sup> Smart Growth America. Complete Streets: Fundamentals. Web accessed 2012. http://www.smartgrowthamerica.org/documents/cs/cs-brochure-features.pdf.

studied further to assess options for making bicycling and walking more connected to the existing trails system.

Connectivity throughout the Champaign County trails system may be improved by using the signage described in the *Greenways & Trails Design Guidelines, Logos and Signage* document. The trails in the system can be better connected if information is given regarding location and directional information about their current location and destinations. This is especially true for areas that are connections between segments of the trails system without actual trail infrastructure.

Figure 2

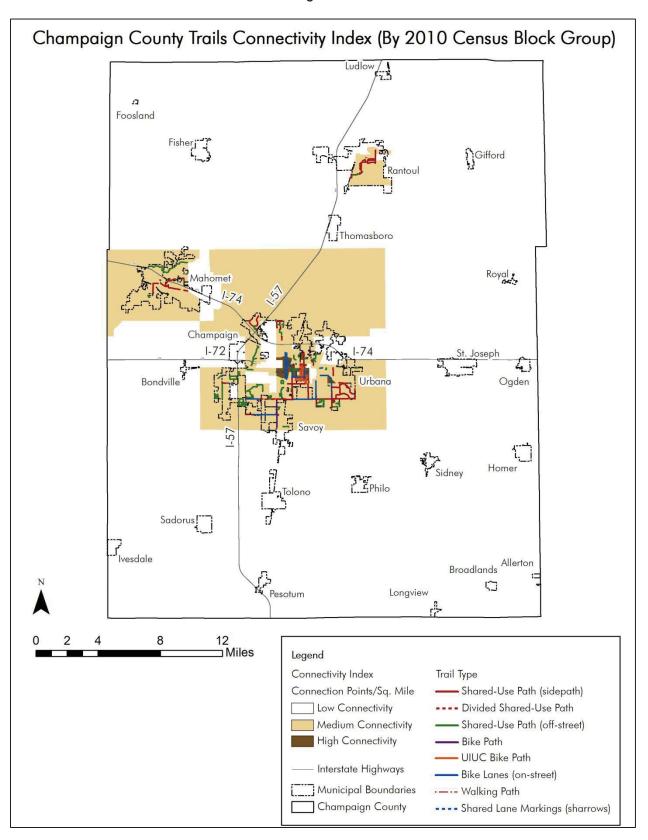


Figure 3

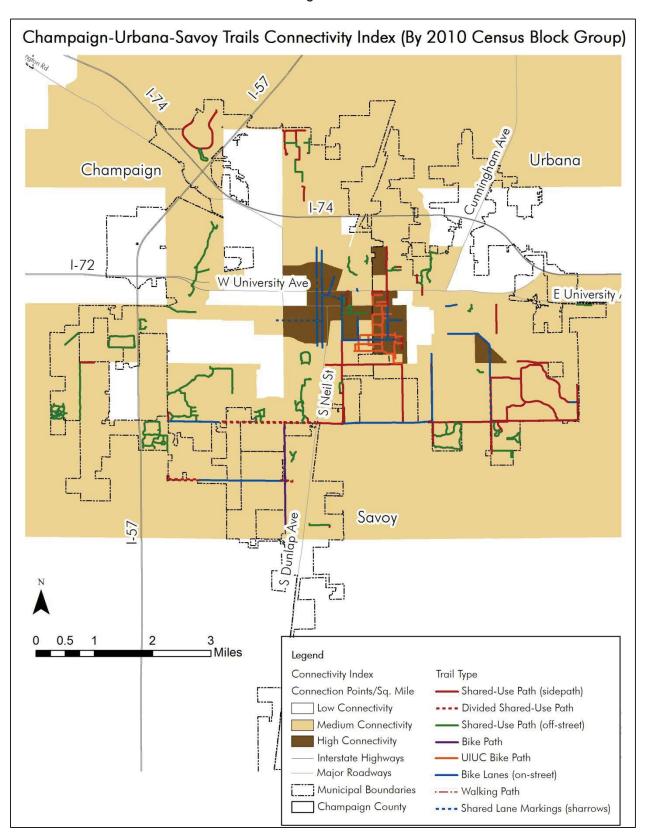


Figure 4

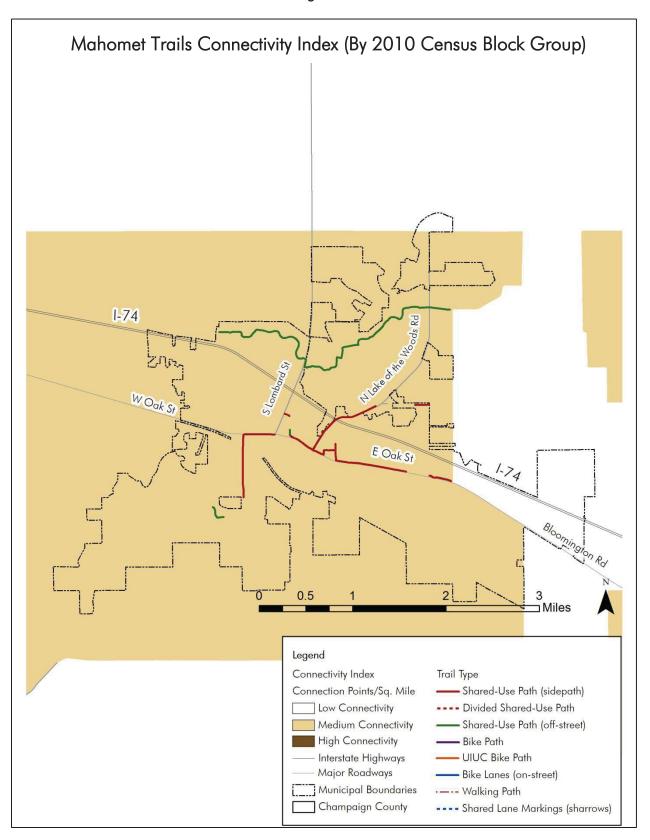
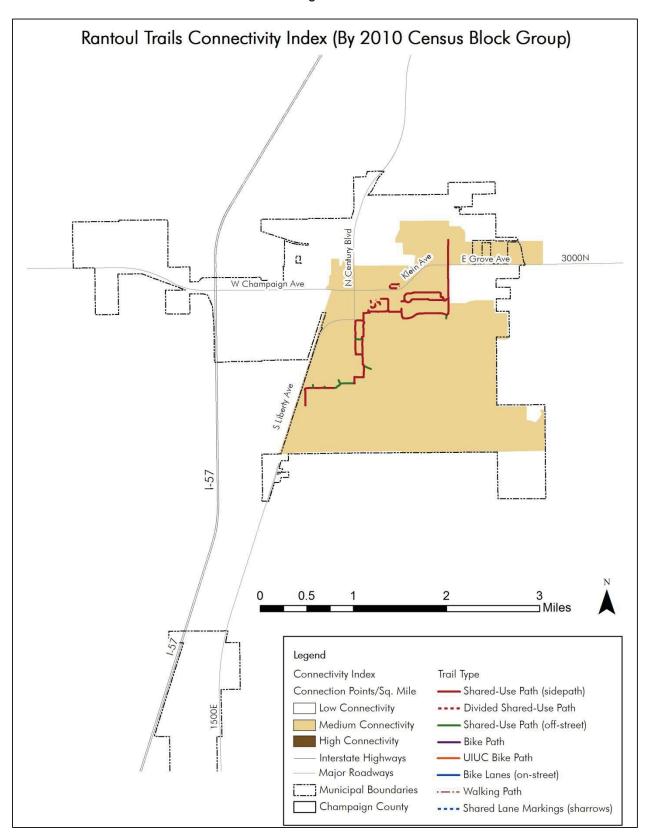


Figure 5



### Greenways Connectivity Analysis Results

The most connected greenways in Champaign County are situated in Champaign and Urbana (Figure 6). These places are well served by road infrastructure and the trail network with many intersections with the street network throughout. The medium connectivity greenways are situated in Champaign, Urbana, Rantoul and Mahomet (Figure 7). These greenways are connected to road infrastructure or the trails network, but lack the density of intersections present in the high connectivity greenways. Greenways in the remaining areas of Champaign County have low connectivity to the trails system (Figure 8). The twenty largest greenways with low connectivity are shown in the map. These areas are generally in the rural municipalities or are Champaign County Forest Preserves and are in block groups without trail infrastructure.

### Future Research

A comprehensive, County-wide sidewalk network would help more accurately evaluate the connectivity of the greenways system. This data would help explain the ability of pedestrians to connect to the system.

As the greenways system becomes more integrated into the trails system, research on which greenways contain trails and how long this trail infrastructure reaches outside the greenway would be an important measure of greenway connectivity to the regional system.

### Greenways and Trails Accessibility Opportunities

Improved connectivity of trails in urban areas between existing infrastructure is a short term opportunity for increasing the connectivity of the greenways and trails system. Places where streets are safe, convenient and accessible to bicyclists, pedestrians and people with disabilities may not need enhanced infrastructure immediately, but signage to provide wayfinding for regional travelers may be useful.

Medium connectivity greenways should be connected to high and low connectivity greenways through trail infrastructure in the medium-term to strengthen regional connections between greenways and trails.

Over the long-term, infrastructure should be planned and built in rural areas to connect low connectivity trails and greenways to existing greenways and trails infrastructure.

Figure 6

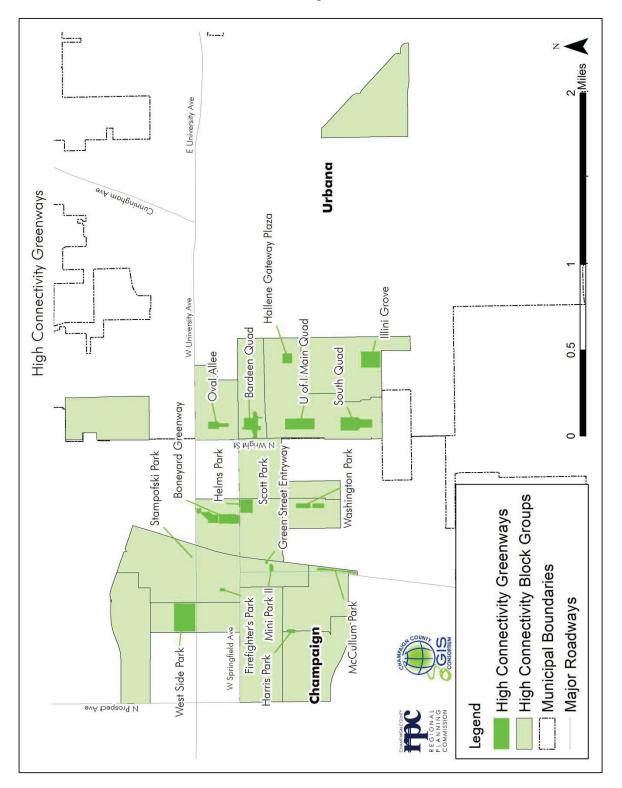


Figure 7

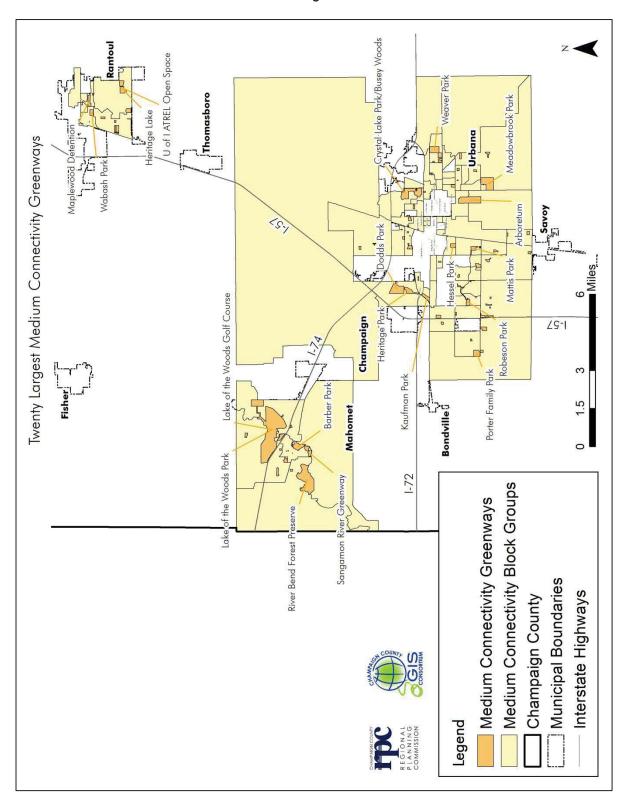
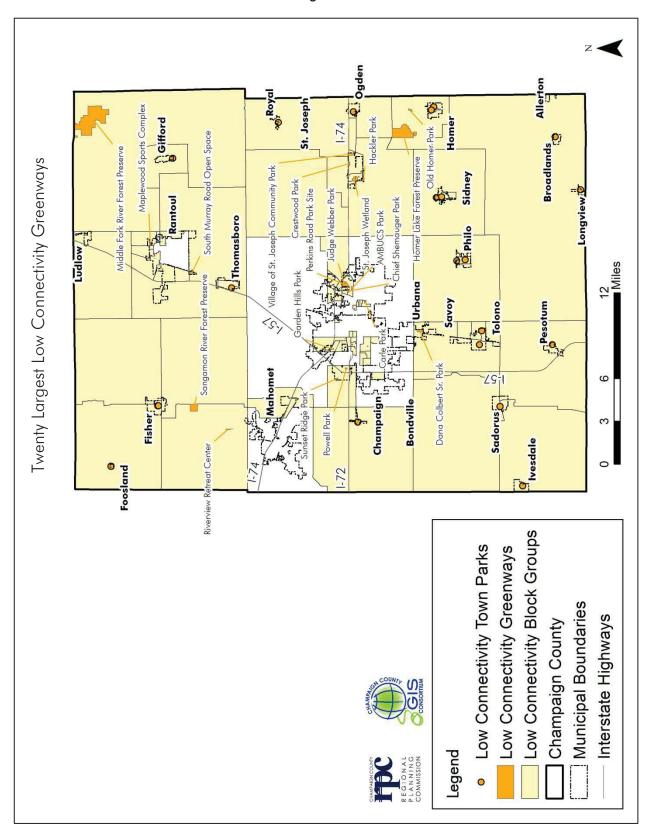


Figure 8



### Greenways and Trails Accessibility

Accessibility is the ability to reach and use infrastructure within a system according to physical distance from the infrastructure.<sup>5</sup> Households are often the place where people make the choice to drive, walk or bicycle to their destinations. One factor that may affect this decision is distance from different types of transportation infrastructure. A distance of a quarter mile is generally how far people will walk to use transportation infrastructure<sup>6</sup> and is used as a baseline for walking. A distance of a half-mile is generally a distance that makes people more willing to cycle<sup>7</sup> and is used as a baseline for cycling. For the purpose of this analysis, the accessibility of the Champaign County greenways and trails system is defined as the number of households within a walking or biking distance from the infrastructure (*Figure 9*). The accessibility of greenways and trails were studied independently to assess the provision of each for people in Champaign County.

Figure 9



### Trails Accessibility Analysis Results

In Champaign County, 45 percent of households have walk/biking access to trails and 69 percent have biking access to bicycle or shared-use trails. *Table 1* provides a comprehensive analysis of trails accessibility in the County for areas with accessible parcels. *Figure 10* shows a comparison of the share of walk/bikeable and bikeable households for each place with trails accessibility within Champaign County. Accessibility to the Champaign County trails system is highest in Champaign, Urbana, Savoy, Mahomet and Rantoul (*Figure 11*). Outside of these areas, accessibility to trails is generally lacking because of the absence of trail infrastructure.

In Champaign, residences in the south, southwest, and east have the greatest walking accessibility to walking trails (*Figure 12*). Bicycle infrastructure also exists in these areas and extends into central Champaign and near the University of Illinois. Portions of central, northern and western Champaign lack access to trail infrastructure completely.

<sup>&</sup>lt;sup>5</sup> Litman, Todd. Evaluating Accessibility for Transportation Planning: Measuring People's Ability to Reach Desired Goods and Activities. Victoria Transport Policy Institute: Sept. 10, 2012.

<sup>&</sup>lt;sup>6</sup> Tresidder, Mike. Using GIS to Measure Connectivity: An Exploration of Issues. Portland State University: Dec. 2005.

<sup>&</sup>lt;sup>7</sup> Vernez-Moudon, A.V., Lee, C., Cheadle, A.D., et al., 2005. Cycling and the built environment, a US perspective. Transp. Res. Part D 10, 245–261.

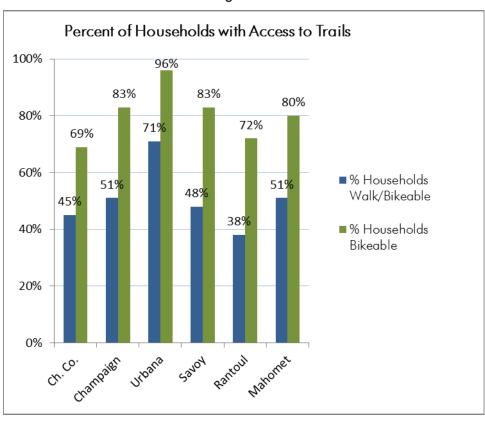
In Urbana, walking accessibility to the trails system is high near the University of Illinois and in the south and southwestern parts of the City. Bicycle access is high in these areas as well with additional access for bicycles in the central and southern parts of the City. Access to trails infrastructure is generally missing in the northeastern portions of Urbana. Savoy has high accessibility for bicycles and walking throughout most of the Village, except in the southeast and southwest.

Mahomet and Rantoul have walking and bicycling accessibility in their central sections (Figures 13 & 14). Walking and bicycle accessibility also exists for households along a southwest to northeast axis in both municipalities. Accessibility for both modes is lacking for residences in the northwestern and northern portions of both places.

Table 1

Trails Accessibility Analysis Results by Place							
Place Name	Total HH*	Walk/Bikeable HH	% Total	Bikeable HH	% Total		
Champaign County	86,246	38,560	45%	59,304	69%		
Champaign	33,681	17,224	51%	28,019	83%		
Urbana	19,858	14,080	71%	19,108	96%		
Savoy	3,087	1,473	48%	2,556	83%		
Mahomet	2,579	1,303	51%	2,051	80%		
Rantoul	5,438	2,047	38%	3,890	72%		
*Households (HH) are at least partially within each respective place.							

Figure 10



### Future Research

Accessibility measured with a buffer is a fair measure of how people will reach trails infrastructure, but fails to take into account the road and sidewalk infrastructure people will use between home and the trails. A network analysis of this infrastructure with a countywide sidewalk layer, intersection ramps layer, and streets layer would be helpful for determining how people actually access the trails and not simply their distance from them. This type of analysis would also allow other obstacles to be considered such as highways, roads with high motor vehicle traffic, railroads, places that lack sidewalks and other considerable challenges for pedestrians, people with disabilities and cyclists attempting to access trail infrastructure.

An analysis that includes demographic information about populations near the trails infrastructure would reveal more about where accessibility should be improved for the system. Places with characteristics such as lower incomes or lack of motor vehicle access should be considered in decisions about bicycle or pedestrian infrastructure.

Shared-use paths help create access for everyone and may encourage more support of the trails system in the future. These paths should be studied more for their effects on pedestrian-bicycle interactions and safety benefits. Bicycle-only infrastructure is also important in areas where we would like to encourage bicycle use in a safe and efficient manner on pre-existing street infrastructure.

Figure 11

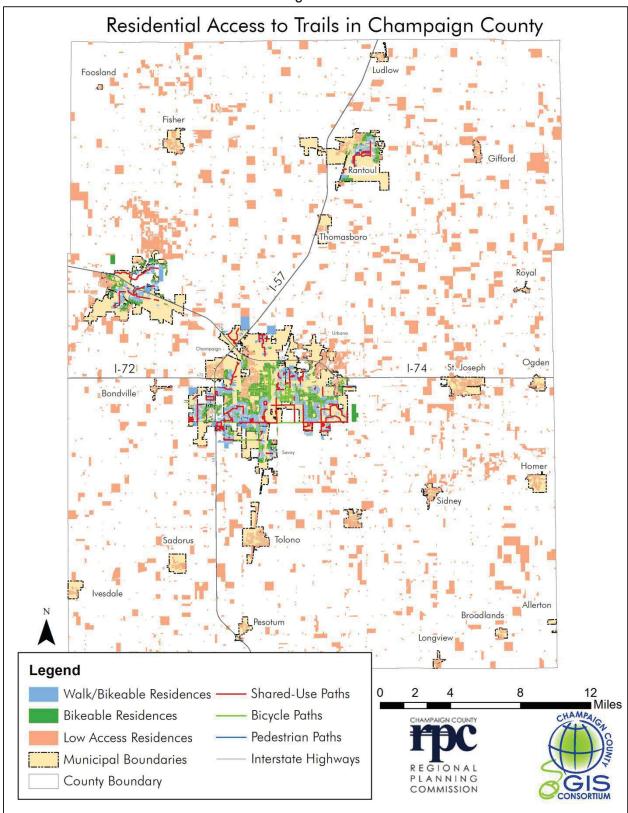


Figure 12

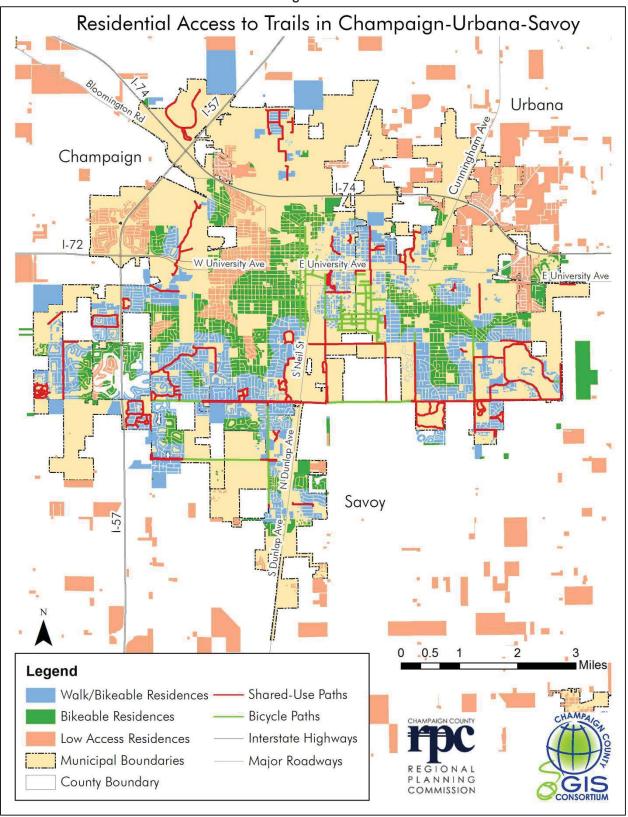


Figure 13

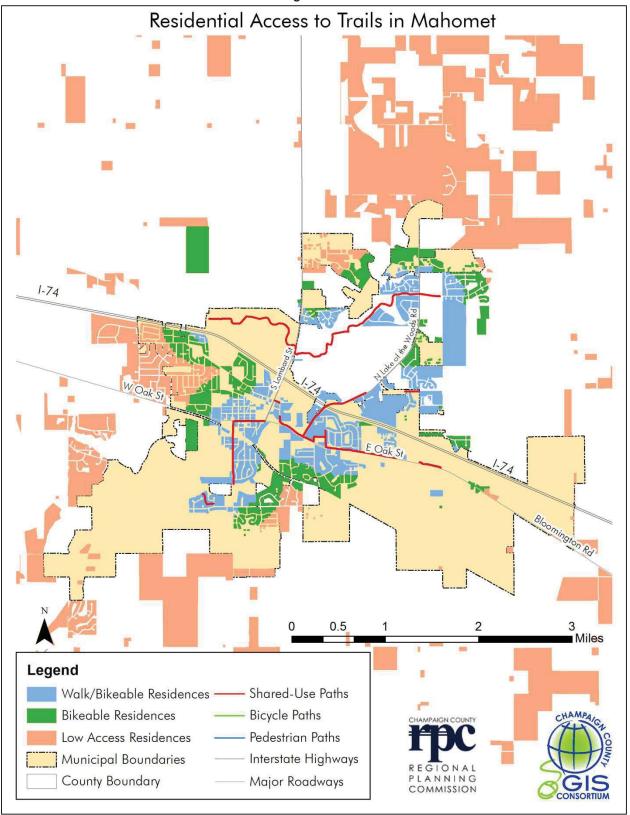
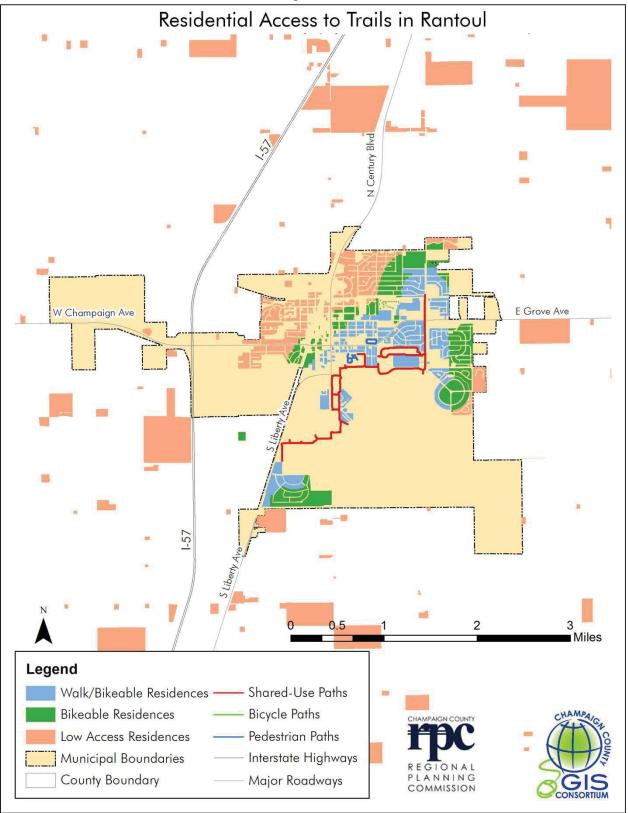


Figure 14



Greenways Accessibility Analysis Results

In Champaign County, 72 percent of households are within a walk/biking distance of a greenway and 90 percent are within a biking distance. *Table 2* is a comprehensive analysis of greenways accessibility in Champaign County by municipality. *Figure 15* provides a comprehensive analysis of greenways accessibility for the most populous municipalities in the County.

Access to greenways for bicyclists is generally better than it is for trails since greenway infrastructure is more pervasive in the County, particularly because rural households have access to large greenways and/or town parks outside of Champaign, Urbana, Savoy, Mahomet and Rantoul (Figure 16). In Champaign, household walking access via trails to greenways is widespread, except for portions of the center, southern center and west (Figure 17). Bikeway access to greenways is available throughout the City with the exception of small portions of western and southern Champaign. The City of Urbana has widespread walking access to greenway infrastructure and bicycling access from nearly all households with the exception of those in the eastern extremities. Households in Savoy have walking access to the greenways in all but small parts of the southeastern and southwestern parts of the Village. Bicycle access is also available for most households except those in the southern portions. Bicycle and walking accessibility for households in Mahomet and Rantoul follow a pattern similar to trails accessibility with pedestrian and bicycle access following an axis from southwest to northeast (Figures 18 & 19). Some households in the southeast and southwest in Mahomet lack any access to greenways, while some households in southeast Rantoul lack access.

Table 2

Ch	ampaign Co	ounty Greenways Ana	lysis Resul	ts by Place	
Place Name	Total HH*	Walk/Bikeable HH	% Total	Bikeable HH	% Total
Champaign County	86,246	61,870	72%	77,192	90%
Champaign	33,681	27,975	83%	33,177	99%
Urbana	19,858	16,557	83%	19,401	98%
Rantoul	5,438	4,215	78%	5,319	98%
Savoy	3,087	2,660	86%	3,035	98%
Mahomet	2,579	1,998	78%	2,490	97%
St. Joseph	1,548	805	52%	1,465	95%
Tolono	1,456	708	49%	1,264	87%
Fisher	783	272	35%	641	82%
Philo	578	298	52%	556	96%
Homer	552	299	54%	522	95%
Sidney	541	208	38%	473	87%
Thomasboro	541	153	28%	458	85%
Gifford	439	81	19%	183	42%
Ogden	347	156	45%	321	93%
Pesotum	264	95	36%	229	87%
Sadorus	215	120	56%	215	100%
Bondville	204	145	71%	175	86%
Broadlands	193	110	57%	193	100%
lvesdale	157	105	67%	156	99%
Royal	152	69	45%	152	100%
Longview	124	117	94%	124	100%
Foosland	65	65	100%	65	100%
*Househ	olds (HH) ar	e at least partially wit	hin each r	espective place	e

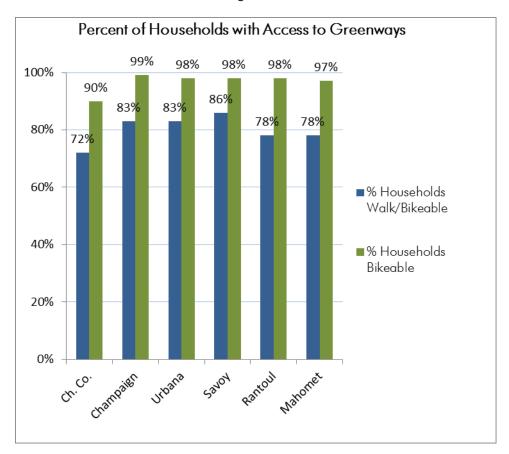


Figure 15

#### Future Research

Much like the trails accessibility, greenway accessibility measured with a buffer is a fair measure of how people will reach greenways, but fails to take into account the road and sidewalk infrastructure people will use between home and the green space. A network analysis of this infrastructure with a countywide sidewalk layer, intersection ramps layer, and trails infrastructure layer would be helpful for determining how people actually access the greenways and not just their distance from them. This type of analysis would also allow other obstacles to be considered such as highways, roads with high motor vehicle traffic, railroads, places that lack sidewalks and other considerable challenges for pedestrians, people with disabilities and cyclists attempting to access trails infrastructure.

An analysis that includes demographic information about populations near the greenways infrastructure would reveal more about where connections should be created for the system. Specifically, data about low income households or populations without access to vehicles would help illuminate where the need for increased trail infrastructure in and near greenways may be necessary.

Town parks are an important part of the greenways system in Champaign County. They provide access to the more rural households of the County, but should be provided better connectivity to the greenways and trails system. Trail connections should be considered in town parks to provide greater regional access to people across the County.

Mixed use tax parcels are difficult to assess with the current residential tax parcels layer. This layer should be further researched to assess the amount of residences and businesses within mixed use parcels like those in downtown Champaign and Urbana.

### Greenways and Trails Accessibility Opportunities

The accessibility to trails for low access residential parcels should be enhanced in urban areas by continuing to plan and create greenways and trails infrastructure.

Trail infrastructure should be planned and built in rural areas to increase the regional accessibility of the system across Champaign County.

Complete streets projects should be encouraged and cataloged if they are to be a proxy for trail infrastructure in the region.

Figure 16

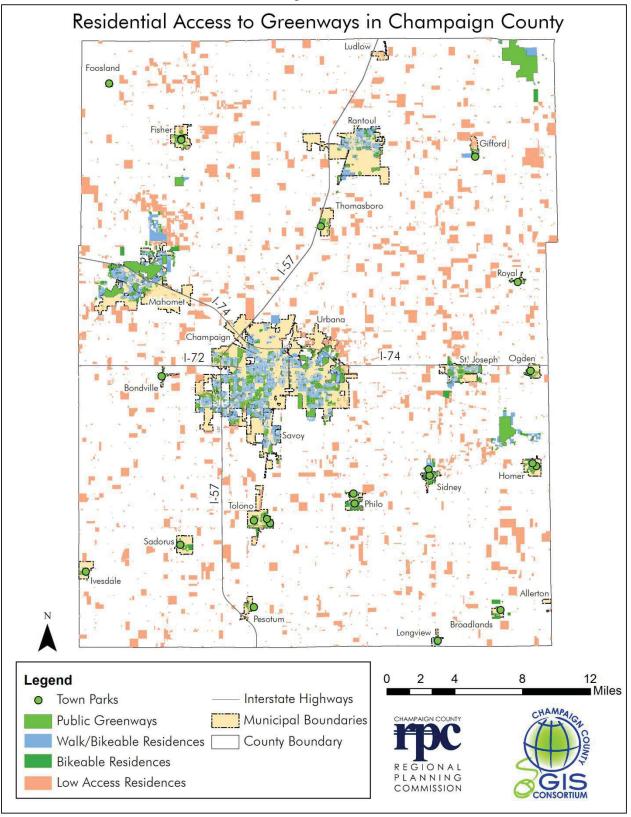


Figure 17

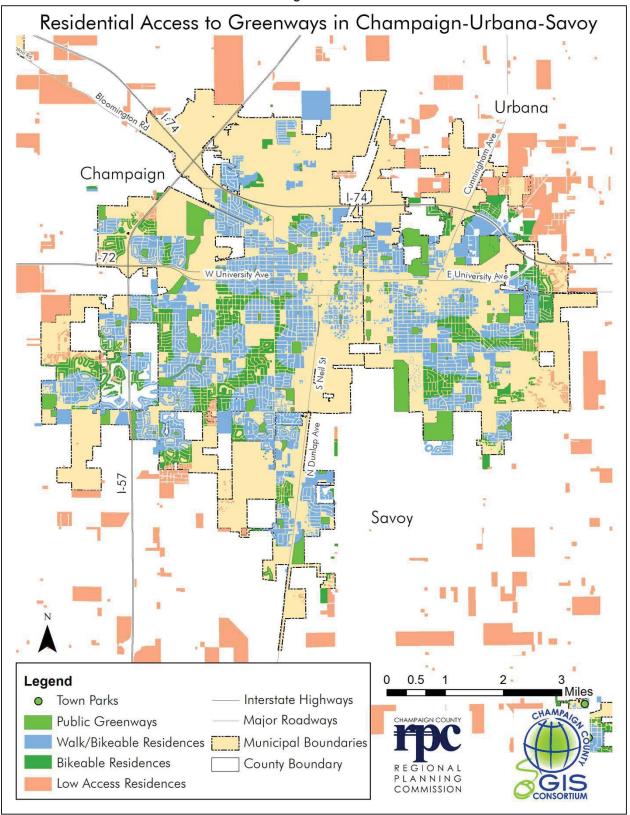


Figure 18

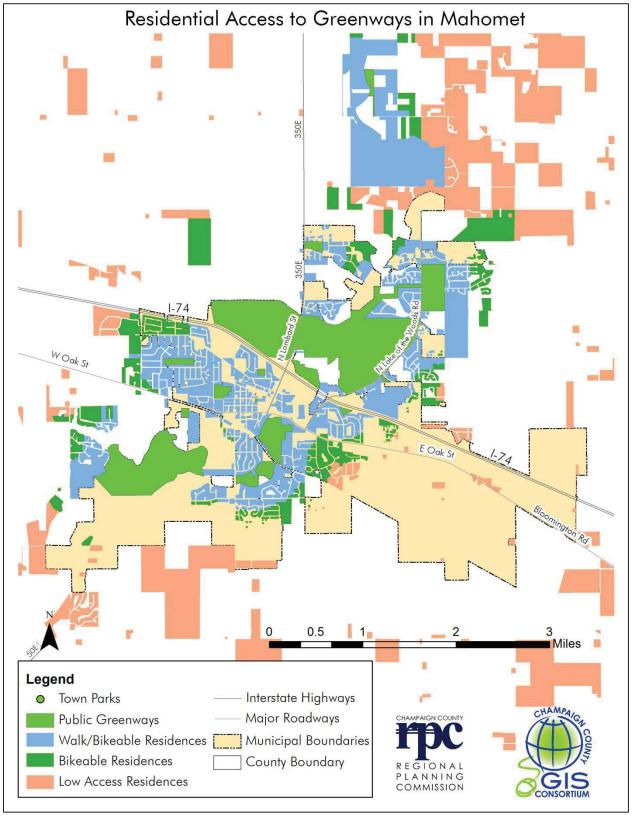
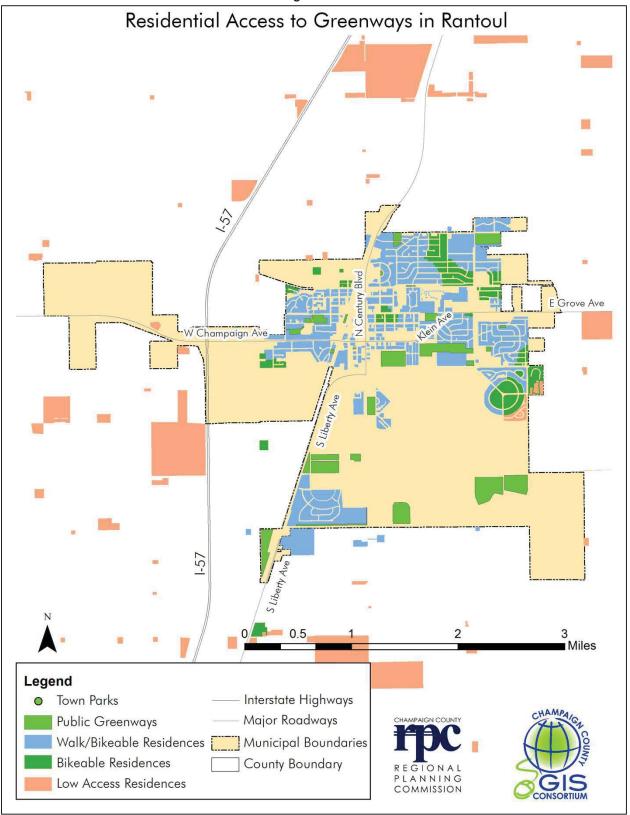


Figure 19



#### **APPENDIX**

#### Trails Connectivity Analysis Methodology

The following layers were used for this portion of the needs assessment:

- Municipal boundaries
- Champaign County streets
- Champaign County trails
- Champaign County 2010 Census block groups
- 1. Use the Feature Vertices to Points tool with the Champaign County trails layer as the Input Feature and name the Output Feature Class "Trails\_Dangle\_Points." Select the Point Type as "Dangle" and run the tool.
  - a. This will give you the entrances and exits for each trail segment.
  - b. Some of the dangle points may need to be edited if trail segments are drawn with breaks in a contiguous trail.
- 2. Use the Intersect tool to find the areas where the Champaign County streets and Champaign County trails layers intersect each other. Set both layers as Input Features in the tool, name the Output Feature Class "StreetTrails\_Intersect," make sure the JoinAttributes is on "All," and set the Output Type as "points."
  - a. This output will provide the intersection points between the trail system and the street network. These points are crucial for providing connectivity to the greenways and trails system.
  - b. Some of the points will need to be edited, particularly on round line segments where the tool will insert too many intersection points.
- 3. Now that you have all the connectivity points for the trails layer (street/trails intersects & dangle points) you will need to spatially join this information to the layer for the 2010 Census block groups. In the Spatial Join tool, set the 2010 Census blocks groups as the target layer, the StreetTrails\_Intersect layer as the Join Features, and name the Output Feature Class "Spatial Join w/o Dangle Pts." Make sure the Join Operation setting is on "JOIN\_ONE\_TO\_ONE."
- 4. Repeat this step with the output feature class as the Target Feature and the Trails\_Dangle\_Points layer as the Join Feature. Name the output feature "Trails with Connectivity Points."
- Open the attribute table of the Trails with Connectivity Points layer and create a new field named "TOT\_CONN\_PTS." Use the field calculator to create an equation that adds the two Join\_Count fields.
- 6. Create another field called AREA\_SQMI, and use the Calculate Geometry function to calculate the area in square miles of each block group.
- 7. Finally, create another field called PTS\_PER\_SQMI and use the field calculator to create the equation TOT\_CONN\_PTS/AREA\_SQMI.
  - a. This will give you the connectivity points per square mile for each Census block group.

- 8. Some of the block groups in the county are within a close distance to connectivity points in other block groups, particularly for those block groups that have trails along their borders. To account for this, select the block groups with zero connection points and create a layer from this selection.
- 9. Use the Select by Location function to select features from StreetTrails\_Intersect and Trails\_Dangle\_Points layers based on the block group selection layer as the Source layer. Set the Spatial selection method as "Target layer(s) features are within a distance of the Source layer feature," check the "Apply a search distance" box, and set the distance as 50 feet.
  - a. This output shows you the connection points on the fringe of block groups without any points, which should not be overlooked in the connectivity process.
- 10. Update the TOT\_CONN\_PTS column for each block group that has adjacent points and use the field calculator again to calculate the TOT CONN PTS/AREA SQMI.
- 11. Symbolize your results according to INT\_PER\_SQMI with these breaks:
  - i. 0 Low Connectivity
  - ii. 1-50 Medium Connectivity
  - iii. 51-256 High Connectivity

### Greenways Connectivity Analysis Methodology

The following layers were used for this portion of the needs assessment:

- The results of the Trails Connectivity Analysis
- Champaign County Public Greenways
  - o Greenways & Trails Public Parks
  - o Champaign County Forest Preserves
- Champaign County Town Parks
- 1. Begin the analysis with the results of the Trails Connectivity Analysis.
- 2. Open the attribute table of the Connectivity Index layer and select the rows with "0" under the "PTS PER SQMI" column.
- 3. Create a layer from this selection and label it "Low Connectivity BG"
- 4. Use the Select by Location feature to select features the Public Greenways and Town Parks layers within the Low Connectivity BG source layer. Be sure to set the Spatial Selection Method to "Target layer(s) are within the Source layer feature."
  - a. This will provide you with all the greenways that have low access through the trails system.
- 5. Create selections from the Champaign County Public Greenways and Town Park layers and label them "Low Connectivity Greenways" and "Low Connectivity Town Parks."
- 6. Open the attribute table of the Connectivity Index layer and select the rows within the "PTS\_PER\_SQMI" column that are greater than 0 and less than or equal to 50.
- 7. Create a layer from this selection and label it "Medium Connectivity."
- 8. Repeat Step 4 with the Medium Connectivity layer.

- a. This will provide you with all the greenways that have medium access through the trails system.
- 9. Create selections from the Champaign County Public Greenways and Town Park layers and label them "Medium Connectivity Greenways" and "Medium Connectivity Town Parks."
- 10. Open the attribute table of the Connectivity Index layer and select the rows within the "PTS PER SQMI" column that are greater than 50 and less than or equal to 256.
- 11. Create a layer from this selection and label it "High Connectivity."
- 12. Repeat Step 4 with the High Connectivity layer.
- 13. Create selections from the Champaign County Public Greenways and Town Park layers and label them "High Connectivity Greenways" and "High Connectivity Town Parks."
- 14. Symbolize the layers to show the various block groups and greenways according to their access type: low connectivity, medium connectivity, and high connectivity.
  - a. This will tell you which greenways are most connected to the street system and trails infrastructure.

## Trails Accessibility Analysis Methodology

The following layers were used for this portion of the needs assessment:

- Municipal boundaries
- Champaign County streets
- Champaign County trails
- Champaign County housing by tax parcel
- 1. The Champaign County tax parcels layer includes the following household (HH) data:
  - a. 1100 Single Family Rental Dwelling (includes vacant lots); 1 HH
  - b. 1150 Owner/Occupied Single Family Dwelling; 1 HH
  - c. 1200 Duplex Rental Dwelling; 2 HH
  - d. 1250 Owner/Occupied Duplex Dwelling (Owner resides in ½); 2 HH
  - e. 1300/1350 Apartment 3 to 7 Dwelling Units; 5 HH
  - f. 1400/1450 Apartment 8 or more Dwelling Units; 8 HH
  - g. 1500/1600 Group home Fraternity Sorority; Individually counted
  - h. 1700/1750 Mobile Home Park; Individually counted
  - i. 1800 Condominium Rental Dwelling; Individually counted
  - j. 1850 Owner/Occupied Condominium Dwelling; Individually counted
  - k. 3000/3050 Owner/Occupied Commercial Use (Containing a Dwelling); Individually counted
  - 1. 6000/6005 Properties Exempt from Taxation; Individually counted; 1 HH
  - m. 8150 Agricultural Use With Owner/Occupied Dwelling (10 Acres or Greater); 1 HH
- 2. Open the Champaign County trails layer and select the path types that allow walking:
  - a. 1. Shared-Use Path (sidepath);
  - b. 2. Divided Shared-Use Path;

- c. 3. Shared-Use Path (off-street); and
- d. 7. Walking Path.
- 3. Create a new layer from this selection called "Pedestrian Paths."
- 4. Use the Select by Location function with the Selection method as "select features from," the Target layer as "Champaign County housing by tax parcels," the source layer as "Pedestrian Paths," and use the Spatial selection method of "Target layer features are within a distance of source layer." Set the search distance to 0.25 miles.
  - a. The output of this will give you the residential tax parcels that are within a walking distance (0.25 mi) of trails infrastructure.
- 5. Create a new layer from this selection called "Walkable HH." Use the summary statistics on the "units" column in the attribute table to find out how many households are walkable in the County.
- 6. Repeat Step 2 for biking paths and use the following path types:
  - a. 1. Shared-Use Path (sidepath);
  - b. 2. Divided Shared-Use Path;
  - c. 3. Shared-Use Path (off-street);
  - d. 4. Bike Path
  - e. 5. UIUC Bike Path
  - f. 6. Bike Lanes (on-street)
  - g. 8. Shared Lane Markings (sharrows)
- 7. Repeat Step 3 and label the selection "Bicycle Paths."
- 8. Repeat Step 4 and use a 0.5 mile buffer for the search distance.
- 9. Repeat Step 5 and call the layer "Bikeable HH." Use the summary statistics on the "units" column in the attribute table to find out how many households are bikeable in the County.
- 10. The total households with access to walking and biking paths in Champaign County are listed below:
  - a. Total Households 86,246
  - b. Walking paths -38,515 households or 45% of the total
  - c. Biking paths 59,304 households or 69% of the total
- 11. These layers can be used to isolate the total, walkable and bikeable households for each municipal area within Champaign County.

#### Greenways Accessibility Analysis Methodology

Begin with the following layers:

- Municipal Boundaries
- Champaign County Greenways
- Champaign County Forest Preserve Boundaries
- Champaign County Town Parks
- Champaign County Residential Parcels

- Open the attribute table for the Champaign County greenways layer and select all the rows with a
  "1" in the column labeled "Type." Create a layer from this selection and title it "Public
  Greenways no FP." This will give you all the public greenways in Champaign County, not
  including the Champaign County Forest Preserves.
- 2. Use the Merge tool to combine the "Public Greenways no FP" layer with the Forest Preserve boundaries, and title the output "Public Greenways."
- 3. Use the Buffer (Analysis) tool to create a ¼ mile buffer around the Public Greenways layer. Be sure to set the Dissolve Type to "All," and label the Output Feature Class as "Public GW QtrMiBuff."
- 4. Repeat Step 3 with the Champaign County Town Parks layer and label the Output Feature Class as "TP QtrMiBuff."
- 5. Next, repeat Steps 3 & 4 for the respective layers, but this time with a ½ mile buffer and label the outputs "Public\_GW\_HalfMiBuff" and "TP\_HalfMiBuff."
- 6. Use the Merge tool to combine the ¼ mile buffers and the ½ mile buffers of the Champaign County Greenways and Town Parks layers and label them "TP\_GWQtrMiBuff\_Merge" and "TP\_GWHalfMiBuff\_Merge."
  - a. This will give you a complete  $\frac{1}{4}$  mile buffer and  $\frac{1}{2}$  mile buffer for all Champaign County greenways.
- 7. Use the Select by Location function with the merged ¼ mile buffer to select features from the Residential Parcels layer. Set the Spatial Selection Method as "Target layer(s) features intersect the Source layer feature."
- 8. Create a layer from the selected features and label it "Walkable Parcels."
- 9. Use the Select by Location function with the merged ½ mile buffer to select features from the Residential Parcels layer. Set the spatial selection method as "Target layer(s) features intersect the Source layer feature."
- 10. Create a layer from the selected features and label it "Bikeable Parcels."
- 11. Use the summary statistics on the "units" column in the attribute table of the Walkable Parcels and Bikeable Parcels layers to find out how many households have these types of access in the County.
- 12. The total households with access to greenways in Champaign County are listed below:
  - a. Total Households 86,246
  - b. Walkable 31,867 households or 37% of the County
  - c. Bikeable 76,144 households or 88% of the County
- 13. These layers can be used to isolate the total, walkable and bikeable households for each municipal area within Champaign County as well.



# **Appendix 4:**

2004 Greenways & Trails Plan

**Goals & Objectives Status Report** 

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Goal	Goal Objective	Strategy	Responsibility	Status	Further Information
500	annafa.	Strate 8.7	neaponalanny	conno	
	Increase the mileage of bicycle and pedestrian facilities in Chambaign	A. Idenfity "missing links" in the overall system.	GT member agencies, private parties, developers	In progress	A total of 86 projects totaling more than 160 miles were identified to contribute to the greenways and trails system. Since 2004, nearly 40 miles of pathways have been built in the County, an increase of 90% in 8 years.
	County by 160 miles over the next 20 years, as calculated by the number of proposed trail miles submitted by	B. As a committee, identify funding sources for priority projects.	GT member agencies, private parties, developers	Met	47 funding sources totaling more than \$8 million are identified in the updated Greenways & Trails Funding Sources List
	local agencies for this plan.	C. Prioritize those projects that are likely to be funded.	GT member agencies, private parties, developers	Met	14 high, 48 medium, and 24 low priority projects have been identified for construction in the County in the next ten years according to the <i>Greenways &amp; Trails</i> .  Plan amended 12/2011
	2. Increase the acreage of parks and greenways in Champaign County, with the increase in acreage to be determined by an Open Space Level of Service analysis.	<b>A.</b> Perform a level of service analysis on parks and open spaces as per NRPA guidelines to determine the local supply and demand of such spaces.	GT member agencies, private parties, developers	Unmet	A survey of park and open space supply and demand was performed during the previous GT Plan process, but no NRPA Level of Service Analysis has been performed since. However, the Champaign Park District has input data to NRPA's Park and Recreation Operating Ratio and Geographic Information System (PRORAGIS) inventory.
		B. As a committee, identify funding sources for priority projects.	GT member agencies, private parties, developers	Met	47 funding sources totaling more than \$8 million are identified in the updated Greenways & Trails Funding Sources List
	3. Increase the number and types of	A. Based on public perception and need, identify types of recreational facilities that are currently not available and for which there is a market in our communities.	GT member agencies	Met	In January 2003, a 29-question survey was distributed to a random sample of 3000 County residents concerning recreation facilities amongst other outdoor recreation topics.
	recreational facilities in Champaign County.	B. Actively support community efforts to bring recreational trails and facilities to our area.	GT member agencies	Met/In progress	Since 2004, nearly 40 miles of pathways have been built in the County, which includes sites like the Boneyard Greenway, Mable Thomas Memorial Playground and Sangamon River Forest Preserve.
1: All Champaign County		A. Install bike racks at transit shelters.	GT member agencies, developers	In progress	CGRPC is doing an inventory of existing transit facilities as part of the <i>Transit Facility Guidelines</i> . Some transit stops already have adjacent bike racks. There is bike parking at all major transit hubs, including bike lockers at Illinois Terminal.
provided with a system of bikeways, bicycle		B. Identify gaps between trails that can be connected with the implementation of trails, bike lanes or bike routes.	GT member agencies, developers	Met/In progress	Of the 86 projects identified by the amended GT Plan (12/11), 13 connect to greenways and trails within the existing system through proposed trails, bike lanes or bike routes.
paths, trails, and other greenways that provides connections between residences, schools,	A. Increase the number of connection points between travel modes in order to complete missing links in the trails system.	C. Study the feasibility of implementing bicycle routes in Champaign-Urbana.	GT member agencies, developers	Met	Champaign Trails Plan (2011), Champaign Moving Forward (2008), and Urbana Bicycle Master Plan (2008). Five corridor studies between 2006 and 2010 also address bicycle routes in C-U. Urbana has a SRTS grant to install bike routes in 2013.

Dike lanes.  GT member agencies, In progress forward (2008), and Urbana Bicycle Master Plan (2008), as well as the Draft UiUC Campus Bike Plan. However, there is not a specific listing of dead-end facilities.	Ilti-modal GT member agencies, In progress Mill improve roadways to support additional transit, bioycle and pedestrian traffic (LRTP).	gencies, GT member agencies, private parties, In progress parties, businesses Trails Plan 2011).	GT member agencies, GT were agencies, GT member agencies, In progress  GT member agencies, In progress  GT member agencies, In progress  Campus; and First Street, Randolph Street, State Street, and Walnut Street in Champaign. There have also been several street reconstruction projects in Champaign, Urbana, and Savoy that have included active transportation facility installation.	rian and GT member agencies, In progress and active transportation plans. The Active Choices developers	thicycle GT member agencies, In progress private parties, In progress R Trails Plan (12/2011). However, more work could be done when redeveloping the Prioritized Projects List in the current GT Plan.	GT member agencies, 47 funding sources totaling more than \$8 million are identified in the updated GT Funding Sources List.  developers Also see Tables 9.12 - 9.16 of the LRTP.	Monitored by CUUATS in coordination with GT member agencies Met member agencies. These considerations must be met as part of the LRTP planning process.	Monitored by CUUATS in coordination with CATS member agencies. These considerations must be met as part of the LRTP planning process and Complete Street ordinances.	GT member agencies Met Monitored by CUUATS through Selected Crash Intersection Locations (SCIL) Reports.	Numerous projects for the maintenance and installation of street lights near roadways and Municipalities In progress sidewalks in Urbana, Champaign and UIUC are
D. Identify "dead end" shared-use paths, bikeways and bike lanes.	E. Develop an implementation schedule for creating multi-modal connections	A. As a committee and as Greenways & Trails member agencies, identify funding sources for those linkages identified and prioritized in this plan.	B. Retrofit transportation corridors with bikeways and multi-use paths, especially in heavy traffic areas.	A. Identify connections that are underserved by pedestrian and bicycle paths.	B. Prioritize those connections lacking in pedestrian and bicycle facilities	C. Identify funding sources for constructing those linkages	<b>A.</b> Monitor the planning process and implementation of transportation projects to ensure bicycle and pedestrian friendliness.	B. Improve existing bicycle and pedestrian facilities, especially in the University District	C. Create a database of known modal conflicts	
			5. Enhance the Greenways and Trails system by linking popular activity centers via non-vehicle infrastructure for all Champaign County.	6. Increase the number of non-	vehicular connections between rural recreational areas and major population centers by at least 60 miles over the next 20 years, as calculated by the number of proposed trail miles submitted by local agencies for this plan.			Reduce the number of modal conflicts as transportation improvements occur.		2. Increase pedestrian safety by continuing to maintain and augment street light systems in all areas with
workplaces, other travel modes, major activity centers, and recreational sites.										

Increase user-friendliness of the trails system by standardizing trail	A. Research and create design guidelines for the Champaign County Greenways & Trails system.	GT member agencies, developers	Met	Champaian County Greenways & Trails Desian Guidelines, Loaos and Sianaae.
design.	B. Implement design guidelines in all new trail development.	GT member agencies, developers	In progress	New trails have been built at the recommended width of 8' or wider.
	A. Support the study and implementation of Traditional Neighborhood Development practices, which foster walking and alternative transportation modes over the personal vehicle.	GT member agencies, developers	Met	Five corridor studies performed in the County between 2006 and 2010 studied and supported pedestrian and bicycle paths. Complete Streets ordinances in C-U encourage the consideration of pedestrian and bicycle infrastructure in new transportation construction.
4. Design urban areas for walkability and other non-vehicular travel.	B. For all new commercial establishments, require pedestrian and bicycle connections to adjacent establishments, public streets and planned bicycle and pedestrian facilities.	GT member agencies, developers	In progress	A consideration as part of the Urbana Bicycle Master Plan and Complete Streets Policy. In Champaign, new and retrofit transportation projects must accommodate pedestrians and bicyclists according to Complete Streets policy.
	C. Retrofit existing infrastructure for bicycles and pedestrians.	GT member agencies, developers	In progress	Several streets have been retrofitted to include bike lanes in recent years: Washington Street, Philo Road, and Race Street in Urbana; Gregory Drive on the U of I campus; and First Street, Randolph Street, State Street, and Walnut Street in Champaign. There have also been several street reconstruction projects in Champaign, Urbana, and Savoy that have included active transportation facility installation.
5. Increase pedestrian safety by	A. Support the study and implementation of traffic calming devices where warranted	Municipalities, neighborhood/homeo wner organizations, developers	In progress	This has been done in CCRPC's corridor studies, but studies for broader areas could be done.
vehicular traffic in residential areas.	B. In new residential developments, require street layouts and traffic controls that discourage speeding and high through-traffic volumes (i.e. design streets to calm traffic).	Municipalities, neighborhood/homeo wner organizations, developers	In progress	This has been done in CCRPC's corridor studies and local Complete Street policies, but implementation should continue to be monitored.
	A. Create a standardized crosswalk marking system throughout Champaign-Urbana and the University District	Municipalities	In progress	Done in the University District with the Crosswalk Guidelines book updated by CUUATS in association with CATS member agencies. (This has not been done for the rest of C-U.)
6. Increase pedestrian safety by improving intersection marking and signage.	<ul> <li>B. Standardize installation locations of accessible pedestrian signage, pedestrian push buttons, and related signage.</li> </ul>	Municipalities	In progress	Guidelines for pedestrian signage are included in the University District Crosswalk Markings and Signage 2011 and the Greenways & Trails Design Guidelines, Logos and Signage documents. The SRTS Report (2nd Ed.) summarizes info about where pedestrian signals are needed. The CUUATS Accessible Pedestrian Signals (APS) Design Standards is another resource. Also, Phase 1 of the Urbana Signage & Wayfinding Plan is nearly complete.
	C. Adopt policies that require "no right turn on red" for high pedestrian and bicycle traffic areas.	Municipalities	In progress	Each municipality will individually decide on the implementation of this strategy.
7. Improve pedestrian and bicycle related signage adjacent to bikeways, paths and trails	A. Design and install standardized signage for all greenways and trails facilities in Champaign County.	GT member agencies	In progress	Refer to Champaign County Greenways & Trails Design Guidelines, Logos and Signage; not yet installed.

		B. Provide trail and path information such as display maps, trail distance, park amenities, etc.	GT member agencies	In progress	Refer to Champaign County Greenways & Trails Design Guidelines, Logos and Signage; not yet installed.
	8. Ensure through construction of the system that all types of bicycles and all types of travelers are considered.	A. Support bicycle commuters by monitoring new road planning and construction and ensuring adequate space and signage for bicyclists.	GT member agencies, developers	In progress	Five corridor studies performed in the County between 2006 and 2010 studied and supported pedestrian and bicycle paths. Local Complete Streets ordinances encourage the consideration of pedestrian and bicycle infrastructure in new transportation construction, and Urbana's ordinance requires this. Urbana is following its <i>Bicycle Master Plan</i> in all road projects by installing bike facilities when they are called for, and also installs
	1. Create more trail and bikeway	A. Identify residential areas that are lacking in trail facilities.	GT member agencies	In progress	14 high, 48 medium, and 24 low priority projects have been identified for construction in the County in the next ten years according to the amended <i>Greenways</i> .  8. Trails Plan (12/2011). (More anaylsis should be done, though.)
3: All residents will be provided with a	termin in densety populated areas.	B. Seek funding for trails in those residential areas.	GT member agencies	In progress	47 funding sources totaling more than \$8 million are identified in the updated Greenways & Trails Funding. Sources List
greenways and trails system that emphasizes		C. Support local efforts to implement more non-vehicular paths.	GT member agencies	In progress	Nearly 40 miles of bicycle and pedestrian paths have been constructed since 2004.
efficiency, mobility, &		<ul> <li>A. Support the creation of bikeways and designated bike lanes in high bicycle traffic areas.</li> </ul>	GT member agencies	In progress	27.07 miles of bicycle lanes and paths were constructed in the C-U-S area from 2004-2012.
convenience.	2. Ensure through construction of the system that all types of users can connect between all parts of the Greenways and Trails system without having to move into vehicular traffic.	B. Ensure that pedestrians are considered during the planning process for road construction and repair.	GT member agencies	In progress	Champaign's and Urbana's respective Complete Streets policies will ensure that pedestrians are considered during road construction and repair. The five-year updates of the LRTP will encourage pedestrian facilities near new road construction where feasible. The five corridor studies also address this issue.
4: The development and operation of greenways and trails will preserve	<ol> <li>Require an "environmental friendliness" evaluation of all</li> </ol>	A. Create a set of criteria that can be applied to all projects in the Greenways & Trails Plan based on best planning practices.	GT member agencies	Unmet	Although design standards are detailed in the GT Design Guidelines, Logos and Signage document, there are no criteria directly connecting GT projects to environmental impacts.
and emance the natural environment.	greenways and trails projects.	<ul> <li>B. Improve upon any negative impacts found during evaluation through design changes, geographic location, or other options.</li> </ul>	GT member agencies	Unmet	Since a document with general guidelines for environmentally sound planning and construction does not exist, this is currently a variable across jurisdictions.
	2. GT member agencies will support other agencies' efforts toward maintaining and improving the	<ul> <li>A. Support tree planting, prairie preservation and wildlife habitat conservation programs that follow acceptable management practices.</li> </ul>	GT member agencies, environmental groups, private parties	In progress	CCFPD acquired the 160-acre Sangamon River Forest Preserve in 2008 with oak savannah, floodplain forest, and wetlands. Urbana has received national recognition by being named a Tree City USA by the National Arbor Day Foundation every year since 1976. Urbana is currently creating a Climate Action Plan.
	environment in Champaign County.	B. Consider habitat-fostering measures in the construction of open space facilities.	GT member agencies, environmental groups, private parties	In progress	CCFPD acquired the 160-acre Sangamon River Forest Preserve in 2008 with oak savannah, floodplain forest, and wetlands.

s, In progress	ences, Of the 86 projects identified by the amended <i>GT Plan</i> (12/11), 13 connect to greenways and trails within the existing system through proposed trails, bike lanes or bike routes.	The CCFPD, Champaign Park District and Urbana Park District and Urbana Park District all sponsor educational activities and classes throughout the year. There are six educational/activity centers, eight gardens and one museum for educational purposes throughout the greenways and parks in Champaign County.	According to current measurements, 24% of member agency greenways have at least one of these features, but this could be increased.	a. The City of Champaign developed a Trails Plan in 2011. The plan outlines several greenways, railtrails, and multi-use trails that are ranked high, medium or low which are included in the project prioritization checklist. The City of Champaign also lists partners to aid the completion of the projects such as Champaign Park District, CGFPD, CCDC, and CUMTD.  Dark District, CGFPD, CCDC, and CUMTD.  Park District, CGFPD, CCDC, and CUMTD.  Park Pictive of Mahomet has made an effort to complete projects mentioned in the 2004 GT plan. The Barber Park Project was ranked high in priority and the 2004 plan mentioned it was underway.	The construction of the Curtis Road sidepath in Champaign and Savoy is an example of meeting this encies In progress goal. The Urbana Bicycle Master Plan and Champaign Moving Forward also recommended the same bikeway connections between the cities.	The City of Champaign has an annexation ordinance regarding construction of the Pipeline Trail when adjacent land is developed, but there is currently no model ordiance for all GT member agencies.	encies Unmet No such mechanism is in place.	Member agencies have been transparent with project information at GT meetings, CUUATS meetings, and CATS meetings.
A. Based on inventory and analysis done for this Plan, seek GT member agences, financial and local support for pedestrian and bicycle access to developers, private appropriate public, non-agricultural natural areas.	B. Determine what linkages can be made to those areas from the GT member agences, existing greenways and trails system and identify priority developers, private connections to them.	<b>A.</b> Support the provision of public environmental classes that target all residents, but especially children.	B. Provide facilities that promote cleanliness in greenways and trails areas such as trash bins, restrooms, hand-washing stations, GT member agencies etc.	A. Utilize the Project Prioritization Checklist established during the greenways and trails planning process to prioritize implementation GT member agencies and fundraising efforts by member agencies.	<ul> <li>B. Combine projects that can be geographically linked for implementation.</li> </ul>	GT member agencies	GT member agencies	GT member agencies
3. Increase the number of connections between natural features such as bodies of water, wooded areas and ones changes.	areas, and open spaces.	4. Educate the public about the natural areas within the system with the intention of encouraging a respect for the natural environment in users	or the system.	Consider and rank all projects in order to improve the system in a logical, cost-effective manner.	5: Planning and implementation of all greenways and trails	system projects will be 2. Create model ordinance provisions done in a coordinated manner emphasizing additions to other parts of Champaign rational and cost-	effective measures that 3. Develop a coordinated greenways promote the economic developments.	vitality of Champaign 4. Improve information sharing and County and its residents. transparency between Greenways & Trails member agencies about possible projects that could benefit from having bicycle, pedestrian,

Currently two Rails-to-Trails projects are underway in Champaign County: the 33-mile Heartland Pathways and the 25-mile Conrail corridor.	The two projects listed above extend from Seymour into Piatt County and from Urbana to Danville (in Vermilion County) respectively. There is cross-county and cross-government coordination to secure rights of way for the trails.	Champaign's and Urbana's respective Complete Streets policies are a step towards a marketable bike path system for the Champaign-Urbana urbanized area. Additionally, the U of I, Urbana, and Champaign worked together on the Campus Bike Plan to ensure that each agency's proposed network meshed, and once the plan is complete, these entities will have a unified proposed bicycle path system. However, all member agencies should include greenways and trails in their promotional and communication materials.	Standardized signage is detailed in the <i>GT Design</i> Guidelines, Logos and Signage document, but no signs have been installed. CCRPC maintains the GT website, and updates and distributes the GT Map with education information, but Web presence and educational materials can always be further enhanced.		Member agencies present project information at GT meetings, CUUATS meetings, and CATS meetings.	Champaign's and Urbana's respective Complete Streets policies will ensure that pedestrians are considered during road construction and repair. The five-year updates of the LRTP will encourage pedestrian facilities near new road construction where feasible.	The City of Champaign, City of Urbana, Village of Savoy, Village of Mahomet, Champaign County, and the Champaign County Forest Preserve District have applied for numerous HSIP, ITEP and SRTS grants, and many have been awarded.
In progress	In progress	In progress	In progress	Unmet	In progress	In progress	Met
GT member agencies	GT member agencies	GT member agencies, Chamber of Commerce, Convention and Visitors Bureau	GT member agencies, Chamber of Commerce, Convention and Visitors Bureau	GT member agencies	GT member agencies	GT member agencies	GT member agencies
A. Pursue connections along abandoned railroad rights of way which offer significant rail-to-trail possibilities	B. Coordinate with neighboring jurisdictions to acquire and develop abandoned railroad rights of way.	A. Promote the implementation of a marketable bike path system for the twin cities, Savoy, and the University district.	B. Market the system with standardized signage, indusion in visitor guides, web presence, and other educational materials.		A. Keep abreast of upcoming transportation projects and how they could contribute to the greenways and trails system.	B. Advocate for the inclusion of greenways and trails in new road projects and roadway repairs.	C. Apply for funding to enhance road repair and construction aside from allocations from local agencies.
5. Promote the connection of	champaign County with the central Illinois region, contributing to a future statewide system of greenways and trails	<ol> <li>To market Greenways and Trails in Champaign County as a full and integrated system that draws regional attention.</li> </ol>		2. The Greenways & Trails Technical & Policy Committees will develop a marketing and publicity plan for the Greenways & Trails system.		3. Greenways and Trails member agencies will apply for greenways and trails projects funding as part of road, infrastructure, and new development	projects as appropriate.
			6: Greenways and Trails member agencies will provide educational materials and	information about the countywide greenways and trails system to all integrated persons			



**Appendix 5:** 

**Public Meeting #2 Results** 



Active Choices: Greenways & Trails Plan Update Results of Public Meeting #2: Spring 2013

*Pages 1-20* compiles all comments received between April 23<sup>rd</sup> and May 10<sup>th</sup>, 2013 via comment cards and emails from people who were not able to attend the workshops. *Pages 21-28* compiles all the public outreach methods and advertisements for the Spring 2013 comment period.

#### **Participation**

37 people participated in the Active Choices second public meeting comment period:

- 26 at Illinois Terminal on April 23<sup>rd</sup>
- 11 via email or mail from April 24<sup>th</sup> to May 10<sup>th</sup>

## Desired Trails & Bikeways

Participants were given three votes for proposed trails and bikeways in each of the following areas:

- Champaign
- Urbana
- Savoy
- Mahomet
- Champaign County

Votes were translated to the following scores:

Vote	Score
1	3
2	2
3	1
Additional votes	1

The results are tabulated below.



		Top 5 Desir	ed Trails/Bikeways from Al	l Areas		
Rank	Street/Path	From	То	Treatment(s)	Score	Area
1	Railroad Path	Smith Rd.	High Cross Rd.	Shared-Use Path	34	Urbana
2	Kickapoo Rail-Trail	High Cross Rd., Urbana	Ogden (village)	Shared-Use Path	32	County
3	Wabash Rail-Trail	Barker Rd.	Mattis Ave.	Shared-Use Path	28	County
4	Railroad Path	Wright St.	Lincoln Ave.	Shared-Use Path	25	Urbana
5	Railroad Path	Lincoln Ave.	Smith Rd.	Shared-Use Path	22	Urbana
6	Norfolk Southern Rail-Trail			Shared-Use Path	21	Mahomet
7	Urbana to Homer Lake Path	Cottonwood Rd.	Homer Lake Forest Preserve	Shared-Use Path	19	County
7	Washington Street (Urbana)	High Cross Rd.	Cottonwood Rd.	Bike Lanes	19	County
8	Market Street	Olympian Dr.	Marketview Dr.	Bike Lanes	18	Champaign
8	Wabash Rail-Trail	Mattis Ave.	Wright St.	Shared-Use Path	18	Champaign
9	Market Street	Marketview Dr.	Washington St.	Bike Lanes	15	Champaign
10	Kickapoo Rail-Trail	Ogden (village)	Kickapoo State Park	Shared-Use Path	14	County
10	Upper Embarras River Trail			Shared-Use Path	14	County
10	Main Street	Coler Ave.	Goodwin Ave.	Bike Route	14	Urbana
10	Main Street Path	Goodwin Ave.	Wright St.	Shared-Use Path	14	Urbana
11	US 45 East Sidepath	Perkins Rd.	O'Brien Dr.	Shared-Use Path	13	Urbana
12	Market Street	Ford Harris Rd.	Olympian Dr.	Bike Lanes	12	Champaign
12	US 150 Path	Champaign	Mahomet	Shared-Use Path	12	Champaign, County, Mahomet
12	First Street Trail	Windsor Rd.	Curtis Rd.	Shared-Use Path	12	County
12	First Street Trail	Curtis Rd.	Church St.	Shared-Use Path	12	Savoy
13	White Street	Wright St.	Second St.	Bike Lanes	11	Champaign
14	City of New Orleans Rail-Trail			Shared-Use Path	10	Savoy
15	River Bend Forest Preserve paths			Shared-Use Path	9	Mahomet
15	First Street Trail	Church St.	Airport Rd.	Shared-Use Path	9	Savoy
15	Prospect Avenue Path Extension			Shared-Use Path	9	Savoy
16	Barber Park Path			Shared-Use Path	8	Mahomet
16	IL 47 Path	Franklin St.	North City Limits	Shared-Use Path	8	Mahomet



		Top 5 Desired	Trails/Bikeways from All Are	eas (cont.)		
Rank	Street/Path	From	То	Treatment(s)	Score	Area
16	Lake of the Woods Road	Windwood Ln.	Lake of the Woods Path (west)	Shared-Use Path	8	Mahomet
17	Boneyard Trail	Clark St.	Washington St.	Shared-Use Path	7	Champaign
17	Church Street	Mattis Ave.	Elm St.	Bike Lanes	7	Champaign
18	Lake of the Woods Road	Lake of the Woods Path (east)	Fogel Rd.	Shared-Use Path	6	Mahomet
19	Prairie Fields Trail	Curtis Rd.	Colbert Park	Shared-Use Path	4	Savoy
20	Champaign-Savoy Border Trail			Shared-Use Path	3	Savoy
20	Curtis Road Path			Shared-Use Path	3	Savoy

# Key:

# Same path listed in multiple areas

		Champ	aign Desired Trails/Bikewa	ıys		
Rank	Street/Path	From	То	Treatment(s)	Score	Area
1	Market Street	Olympian Dr.	Marketview Dr.	Bike Lanes	18	Champaign
1	Wabash Rail-Trail	Mattis Ave.	Wright St.	Shared-Use Path	18	Champaign
2	Market Street	Marketview Dr.	Washington St.	Bike Lanes	15	Champaign
3	Market Street	Ford Harris Rd.	Olympian Dr.	Bike Lanes	12	Champaign
3	US 150 Path	Champaign	Mahomet	Shared-Use Path	12	Champaign
4	White Street	Wright St.	Second St.	Bike Lanes	11	Champaign
5	Boneyard Trail	Clark St.	Washington St.	Shared-Use Path	7	Champaign
5	Church Street	Mattis Ave.	Elm St.	Bike Lanes	7	Champaign
6	Clark Street	Randolph St.	State St.	Bike Lanes	6	Champaign
6	Clark Street	State St.	Prairie St.	Sharrows	6	Champaign
6	Clark Street	Prairie St.	Russell St.	Bike Route	6	Champaign
6	John Street	Willis Ave.	Russell St.	Sharrows	6	Champaign
6	John Street	Russell St.	Mattis Ave.	Bike Lanes	6	Champaign
6	Russell Street	Clark St.	White St.	Bike Route	6	Champaign
6	University Avenue	Mattis Ave.	State St.	Bike Lanes	6	Champaign
6	White Street	Russell St.	Victor St.	Bike Route	6	Champaign
7	Bradley Avenue	East City Limits	Clayton Blvd.	Bike Lanes	5	Champaign
7	Church Street	State St.	Elm St.	Sharrows	5	Champaign
7	Church Street	Mattis Ave.	Country Fair Dr.	Bike Lanes	5	Champaign
7	First Street	Kirby Ave.	Gerty Dr.	Shared-Use Path	5	Champaign



	Champaign Desired Trails/Bikeways (cont.)						
Rank	Street/Path	From	То	Treatment(s)	Score	Area	
7	Green Street	State St.	Fourth St.	Bike Lanes	5	Champaign	
7	Green Street	Fourth St.	Wright St.	Bike Route	5	Champaign	
7	Prospect Avenue	Marketview Dr.	Bloomington Rd.	Bike Lanes	5	Champaign	
8	Curtis Road Multi- Use Trail	Duncan Rd.	Kaskaskia River	Shared-Use Path	4	Champaign	
8	North Champaign Trail I-74 Bridge			Shared-Use Path	4	Champaign	
8	Washington Street	Market St.	First St.	Sharrows	4	Champaign	
9	Church Street	Second St.	Wright St.	Bike Route	3	Champaign	
9	City of New Orleans Rail-Trail			Shared-Use Path	3	Champaign	
9	Duncan-I-57 Trail			Shared-Use Path	3	Champaign	
9	First Street	Washington St.	Church St.	Bike Lanes	3	Champaign	
9	Greenbelt Connector	Greenbelt Bikeway	O'Malley's Alley Trail Spur	Shared-Use Path	3	Champaign	
9	Heritage Park Trail			Shared-Use Path	3	Champaign	
9	John Street	Mattis Ave.	Duncan Rd.	Bike Lanes	3	Champaign	
9	John Street	Duncan Rd.	Goldenview Dr.	Bike Route	3	Champaign	
9	Kenwood Connector	Kirby Ave.	Southwood Dr.	Shared-Use Path	3	Champaign	
9	Kenwood Road	John St.	Kirby Ave.	Shared-Use Path	3	Champaign	
9	Kirby Avenue Trail	Duncan Rd.	Staley Rd.	Shared-Use Path	3	Champaign	
9	Mattis Avenue	Williamsburg Dr.	Anthony Dr.	Bike Lanes	3	Champaign	
9	Prospect Avenue	Bradley Ave.	Kirby Ave.	Bike Lanes	3	Champaign	
9	University Avenue	Country Fair Dr.	Mattis Ave.	Bike Lanes	3	Champaign	
9	White Street	Victor St.	Mattis Ave.	Bike Route	3	Champaign	
10	Boneyard Trail	Washington St.	MLK Trail	Shared-Use Path	2	Champaign	
10	Bradley Avenue	Clayton Blvd.	Pipeline Trail	Bike Lanes	2	Champaign	
10	Carson Avenue	Columbia Ave.	Washington St.	Bike Route	2	Champaign	
10	Church Street	First St.	Second St.	Bike Route	2	Champaign	
10	Church Street	Neil St.	Randolph St.	Bike Route	2	Champaign	
10	Church Street	Randolph St.	State St.	Sharrows	2	Champaign	
10	CN Champaign Rail- Trail	·		Shared-Use Path	2	Champaign	
10	Columbia Avenue	Neil St.	Carson Ave.	Bike Route	2	Champaign	
10	CPD Bike Route North	Champaign Police Department	First St.	Bike Route	2	Champaign	



	Champaign Desired Trails/Bikeways (cont.)							
Rank	Street/Path	From	To	Treatment(s)	Score	Area		
10	First Street	Washington St.	University Ave.	Bike Lanes	2	Champaign		
10	First Street	Gregory Dr.	Kirby Ave.	Bike Lanes	2	Champaign		
10	Glenn Park Drive	Miller Ave.	Victor St.	Bike Route	2	Champaign		
10	Kirby Avenue Complete Street	Duncan Rd.	Staley Rd. Bike Lanes		2	Champaign		
10	Main Street	Neil St.	Chestnut St.	Bike Route	2	Champaign		
10	Main Street Underpass	Chestnut St.	Champaign Police Department	Bike Route	2	Champaign		
10	Mattis Avenue	Anthony Dr.	North City Limits	Bike Lanes	2	Champaign		
10	McKinley Avenue	Bloomington Rd.	Armory Ave.	Bike Route	2	Champaign		
10	Miller Avenue	Washington St.	Glenn Park Dr.	Bike Route	2	Champaign		
10	Olympian Drive	Prospect Ave.	East City Limits	Shared-Use Path	2	Champaign		
10	Phinney Branch Greenway	Roby Trail	Curtis Rd.	Shared-Use Path	2	Champaign		
10	Prospect Avenue	Ford Harris Rd.	Olympian Dr.	Undetermined, Bike Lanes	2	Champaign		
10	Prospect Avenue	Bloomington Rd.	Bradley Ave.	Undetermined	2	Champaign		
10	Prospect Avenue	Kirby Ave.	Windsor Rd.	Bike Lanes	2	Champaign		
10	Washington Street	Carson Ave.	Miller Ave.	Bike Route	2	Champaign		
10	West Springfield Avenue Rail-Trail			Shared-Use Path	2	Champaign		
10	Windsor Road	First St.	Neil St.	Shared-Use Path	2	Champaign		
11	Any routes to major employers of low wage workers				1	Champaign		
11	Duncan Road	Windsor Rd.	Curtis Rd.	Bike Lanes, Shared- Use Path	1	Champaign		
11	Kaskaskia River Greenway	US 150	Curtis Rd.	Shared-Use Path	1	Champaign		
11	Neil Street	Olympian Dr.	Kenyon Rd.	Bike Lanes	1	Champaign		
11	Sangamon Drive	Duncan Rd.	Mayfair Rd.	Bike Route	1	Champaign		
11	St. Mary's Road	Neil St.	Wright St.	Bike Lanes, Shared- Use Path	1	Champaign		
11	To/from Parkland College				1	Champaign		
11	University Avenue	State St.	Randolph St.	Bike Lanes	1	Champaign		
11	Washington Street	Wright St.	First St.	Bike Route	1	Champaign		
11	Washington Street	Market St.	Walnut St.	Sharrows	1	Champaign		



	Champaign Desired Trails/Bikeways (cont.)									
Rank	Street/Path	From	То	Treatment(s)	Score	Area				
11	Windsor Road	Duncan Rd.	Pipeline Trail	Shared-Use Path, Bike Lanes	1	Champaign				
11	Wright Street	Armory Ave.	University Ave.	Bike Lanes	1	Champaign				
11	Wright Street	University Ave.	Grove St.	Bike Route	1	Champaign				

		Champaign Co	unty Desired Trails/Bikewa	ys		
Rank	Street/Path	From	То	Treatment(s)	Score	Area
1	Kickapoo Rail-Trail	High Cross Rd., Urbana	Ogden (village)	Shared-Use Path	32	County
2	Wabash Rail-Trail	Barker Rd.	Mattis Ave.	Shared-Use Path	28	County
3	Urbana to Homer Lake Path	Cottonwood Rd.	Homer Lake Forest Preserve	Shared-Use Path	19	County
3	Washington Street (Urbana)	High Cross Rd.	Cottonwood Rd.	Bike Lanes	19	County
4	Kickapoo Rail-Trail	Ogden (village)	Kickapoo State Park	Shared-Use Path	14	County
4	Upper Embarras River Trail			Shared-Use Path	14	County
5	First Street Trail	Windsor Rd.	Curtis Rd.	Shared-Use Path	12	County
5	US 150 Path	Champaign	Mahomet	Shared-Use Path	12	County
6	Kickapoo Rail-Trail	Kickapoo State Park	Danville	Shared-Use Path	10	County
7	Homer Lake to Homer Trail	Homer Lake Forest Preserve	Homer (village)	Shared-Use Path	6	County
7	South Farms Path			Shared-Use Path	6	County
7	US 45 Path	Olympian Dr., Urbana	Century Blvd., Rantoul	Shared-Use Path	6	County
8	IL 130 Path	Windsor Rd.	Philo (village)	Shared-Use Path	5	County
9	CR 1100N Stream Trail			Shared-Use Path	4	County
10	US 45 Savoy to Tolono Trail	Savoy	Tolono	Shared-Use Path	3	County
11	Prospect Avenue	Waxwing Rd.	Olympian Dr.	Bike Lanes	2	County
11	Sangamon River Forest Preserve Nature Trails			Nature Trail	2	County
11	South Farms Path Extension			Shared-Use Path	2	County
12	Embarras River Trail South Extension			Shared-Use Path	1	County



		Maho	met Desired Trails/Bikeways	s		
Rank	Street/Path	From	То	Treatment(s)	Score	Area
1	Norfolk Southern Rail-Trail			Shared-Use Path	21	Mahomet
2	US 150 Path	Champaign	Mahomet	Shared-Use Path	12	Mahomet
3	River Bend Forest Preserve paths			Shared-Use Path	9	Mahomet
4	Barber Park Path			Shared-Use Path	8	Mahomet
4	IL 47 Path	Franklin St.	North City Limits	Shared-Use Path	8	Mahomet
4	Lake of the Woods Road	Windwood Ln.	Lake of the Woods Path (west)	Shared-Use Path	8	Mahomet
5	Lake of the Woods Road	Lake of the Woods Path (east)	Fogel Rd.	Shared-Use Path	6	Mahomet
6	Fisher-Mahomet Trail			Shared-Use Path	2	Mahomet
7	Franklin Street			Shared-Use Path	1	Mahomet
7	State Street			Shared-Use Path	1	Mahomet

	Savoy Desired Trails/Bikeways							
Rank	Street/Path	From	То	Treatment(s)	Score	Area		
1	First Street Trail	Curtis Rd.	Church St.	Shared-Use Path	12	Savoy		
2	City of New Orleans Rail-Trail			Shared-Use Path	10	Savoy		
3	First Street Trail	Church St.	Airport Rd.	Shared-Use Path	9	Savoy		
3	Prospect Avenue Path Extension			Shared-Use Path	9	Savoy		
4	Prairie Fields Trail	Curtis Rd.	Colbert Park	Shared-Use Path	4	Savoy		
5	Champaign-Savoy Border Trail			Shared-Use Path	3	Savoy		
5	Curtis Road Path			Shared-Use Path	3	Savoy		
6	Prairie Fields Trail	Colbert Park	Airport Rd.	Shared-Use Path	2	Savoy		



		Urba	na Desired Trails/Bikeways	5		
Rank	Street/Path	From	То	Treatment(s)	Score	Area
1	Railroad Path	Smith Rd.	High Cross Rd.	Shared-Use Path	34	Urbana
2	Railroad Path	Wright St.	Lincoln Ave.	Shared-Use Path	25	Urbana
3	Railroad Path	Lincoln Ave.	Smith Rd.	Shared-Use Path	22	Urbana
4	Main Street	Coler Ave.	Goodwin Ave.	Bike Route	14	Urbana
4	Main Street Path	Goodwin Ave.	Wright St.	Shared-Use Path	14	Urbana
5	US 45 East Sidepath	Perkins Rd.	O'Brien Dr.	Shared-Use Path	13	Urbana
6	Bradley Avenue	West City Limits	Lincoln Ave.	Bike Lanes	12	Urbana
7	Main Street	Pfeffer Rd.	Scottswood Dr.	Bike Route	11	Urbana
7	Main Street	Scottswood Dr.	Springfield Ave.	Bike Lanes	11	Urbana
7	Main Street	Springfield Ave.	Coler Ave.	Bike Route	11	Urbana
8	Bradley Avenue	Lincoln Ave.	Coler Ave.	Bike Lanes	9	Urbana
8	Florida Avenue	Race St.	Lincoln Ave.	Shared-Use Path	9	Urbana
8	Green Street	Race St.	Wright St.	Bike Lanes	9	Urbana
9	Lincoln Avenue	Olympian Dr.	Bradley Ave.	Shared-Use Path	8	Urbana
9	Vine Street	Main St.	Windsor Rd.	Share the Road	8	Urbana
10	US 45 East Sidepath	O'Brien Dr.	Olympian Dr.	Shared-Use Path	7	Urbana
11	Florida Avenue	Philo Rd.	Vine St.	Bike Lanes	6	Urbana
11	Florida Avenue	Vine St.	Race St.	Bike Lanes	6	Urbana
12	IL 130 Path	University Ave.	Village Inn Pizza	Shared-Use Path	5	Urbana
12	Pomology Path			Shared-Use Path	5	Urbana
13	Florida Avenue	Kinch St.	Philo Rd.	Bike Lanes	4	Urbana
14	Boneyard Creek Path			Shared-Use Path	3	Urbana
14	Colorado Avenue	Philo Rd.	Vine St.	Share the Road	3	Urbana
14	Florida Avenue	High Cross Rd.	Kinch St.	Shared-Use Path	3	Urbana
14	Olympian Drive	West City Limits	Lincoln Ave.	Shared-Use Path	3	Urbana
14	Race Street Sidepath Extension			Shared-Use Path	3	Urbana
14	Washington Street	High Cross Rd.	Philo Rd.	Bike Lanes	3	Urbana
15	Broadway Avenue	Main St.	Country Club Rd.	Bike Lanes, Shared- Use Path	2	Urbana
15	Brownfield Road	Perkins Rd.	Airport Rd.	Share the Road	2	Urbana
15	Country Club Road	Coler Ave.	Cunningham Ave.	Shared-Use Path	2	Urbana
15	Perkins Road	Cunningham Ave.	Brownfield Rd.	Share the Road	2	Urbana
15	Saline Branch Path			Shared-Use Path	2	Urbana



	Urbana Desired Trails/Bikeways (cont.)								
Rank	Street/Path	From	То	Treatment(s)	Score	Area			
16	Airport Road Extension Sidepath			Shared-Use Path	1	Urbana			
16	Curtis Road Sidepath	Race St.	High Cross Rd.	Shared-Use Path	1	Urbana			
16	Florida Avenue	Lincoln Ave.	Vine St.	Shared-Use Path, Bike Lanes	1	Urbana			

The following routes received votes, despite not currently being recommended in the Active Choices Plan.

	New Recommendations							
Street/Path	From	То	Comment	Area				
Neil Street	Kirby Ave.	Downtown	Road Diet	Champaign				
Washington Street	Neil St.	Walnut St.		Champaign				
Market Street	I-57	Ford Harris Rd.	I live in the country - I want to ride into town and not die! Interstates and overpasses from north of town are now major hazardous barriers. We live north of Champaign.	County				
Lincoln Avenue	Florida Ave.	University Ave.	Bike lanes	Urbana				
Lincoln Avenue	University Ave.	-	Road diet	Urbana				
Vine Street	Florida Ave.	Michigan Ave.	Bike Lanes to Urbana Middle School	Urbana				
Vine Street	Florida Ave.	Michigan Ave.	Shared-Use Path to Urbana Middle School	Urbana				



## Comments

The following lists all comments collected by subject, with subject tallies and geographic areas also listed.

# **Transportation**

Question #1: Rank your top 3 desired trails or bikeways in the following geographic areas.

## Key:

# Comment listed under multiple subjects

Street/Path	From	То	Comment	Tally/Area
ROUTES				17
Boneyard Trail	Clark St.	Washington St.	Convenient	Champaign
Church Street / Main Street	Wright St.	State St.	Convenient	Champaign
Duncan Road	Windsor Rd.	Curtis Rd.	Growing in importance	Champaign
First Street	University Ave.	Washington St.	Bike lane just stops	Champaign
John Street			I liked the old path circa 1990	Champaign
Wabash Rail-Trail	Mattis Ave.	East City Limits	This would be great!	Champaign
White Street	Wright St.	Second St.	Convenient	Champaign
-	-	-	Love the paths and routes	County
Kickapoo Rail-Trail	Urbana	Danville	This will be so important!	County
Kickapoo Rail-Trail	Urbana	Danville	24.5 mile multi-use trail	County
Urbana to Homer Lake Path	Urbana	Homer Lake Forest Preserve	This would be excellent!	County
Urbana to Homer Lake Path	Urbana	Homer (village)	A natural route!	County
First Street	Windsor Rd.	Church St.	Super important!!!	Savoy
Airport Road Extension Sidepath	-	-	If that could be built despite the road not going through	Urbana
Railroad Path	Wright St.	Lincoln Ave.	This would be great!	Urbana
US 45 East Sidepath	Perkins Rd.	O'Brien Dr.	Urgently needed	Urbana
US 45 East Sidepath	Perkins Rd.	O'Brien Dr.	Needed badly	Urbana
TREATMENT				12
Bradley Avenue	East City Limits	Pipeline Trail	Make bike lanes protected bike lanes	Champaign
Church Street	Elm St.	Country Fair Dr.	Bike Lanes	Champaign
Phinney Branch Greenway	Roby Trail	Curtis Rd.	I like Greenways	Champaign
Prospect Avenue	Bradley Ave.	Kirby Ave.	Road Diet	Champaign
Prospect Avenue	Windsor Rd.	Marketview Dr.	Bike Lanes	Champaign
University Avenue	Randolph St.	Country Fair Dr.	Bike Lanes	Champaign



Street/Path	From	То	Comment	Tally/Area
Sangamon River Forest Preserve Nature Trails	-	-	Walking Trail	County
Bradley Avenue	Lincoln Ave.	West City Limits	Protected bike lanes	Urbana
Florida Avenue	High Cross Rd.	Lincoln Ave.	Bike Lanes	Urbana
Lincoln Avenue	Olympian Dr.	Bradley Ave.	Sidepath	Urbana
Main Street	Pfeffer Rd.	Wright St.	Bike Lanes	Urbana
Railroad Path	High Cross Rd.	Smith Rd.	Bike path	Urbana
CONNECTIVITY				10
White Street / Clark Street	Wright St.	Mattis Ave.	Currently, the connectivity between Urbana and Champaign through the campus area is less than ideal along Main/White/Clark and the few blocks south and north of these roads	Champaign
Windsor Road	First St.	Neil St.	Key for connectivity!!	Champaign
-	-	-	A complete system of bikeways ought to be the goal so folks in the rural areas can safely ride into town	County
-	-	-	Connect the public green spaces.	County
Norfolk Southern Rail- Trail	Mahomet	Champaign	Connecting Mahomet is very good.	County
IL 47 Path	Franklin St.	North City Limits	Connectivity to Lake of the Woods	Mahomet
IL 47 Path	-	-	Connects Lake of the Woods to Downtown!	Mahomet
Main Street	Coler Ave.	Wright St.	Currently, the connectivity between Urbana and Champaign through the campus area is less than ideal along Main/White/Clark and the few blocks south and north of these roads	Urbana
Railroad Path	Smith Rd.	Wright St.	Super connectivity!!	Urbana
Railroad Path	-	-	Although to me it makes more sense to connect Tatman Ct. through to Pfeffer Rd. at least for bikes, if not for cars	Urbana
DESTINATIONS				10
-	-	-	To/from Parkland College	Champaign
Heritage Park Trail	-	-	To Parkland College	Champaign
Mattis Avenue	Williamsburg Dr.	North City Limits	We need the connection to retail. Mattis bisects the community.	Champaign
Prospect Avenue	Bloomington Rd.	Marketview Dr.	We need the connection to retail. Prospect bisects the community.	Champaign



61 1/2		_	Public Meeting #2 Votes, Comments & Outr	1
Street/Path	From	То	Comment	Tally/Area
Market Street	I-57	Washington St. (Champaign)	We live north of Champaign	County
Franklin Street	-	-	Good path to Mahomet schools	Mahomet
IL 47 Path			Connects Lake of the Woods to Downtown!	Mahomet
State Street	-	-	Good path to Mahomet schools	Mahomet
First Street Trail	-	-	North to Campus	Savoy
Broadway Avenue	Main St.	Country Club Rd.	Getting kids to Crystal Lake Pool and Busey Woods Nature Center	Urbana
BARRIERS				9
Kirby Avenue Trail	Duncan Rd.	Staley Rd.	And getting across I-57	Champaign
Market Street	Ford Harris Rd.	Washington St.	Interstates and overpasses from north of town are now major hazardous barriers	Champaign
Mattis Avenue	Williamsburg Dr.	Anthony Dr.	Currently no good way to get North of I-74	Champaign
Mattis Avenue	Williamsburg Dr.	North City Limits	We need the connection to retail. Mattis bisects the community.	Champaign
Prospect Avenue	Bloomington Rd.	Marketview Dr.	We need the connection to retail. Prospect bisects the community.	Champaign
St. Mary's Road	Neil St.	Wright St.	Needs Neil St. crossing!	Champaign
Market Street	I-57	Washington St. (Champaign)	I live in the country - I want to ride into town and not die! Interstates and overpasses from north of town are now major hazardous barriers.	County
Prospect Avenue	Waxwing Rd.	Olympian Dr.	I live in the country - I want to ride into town and not die! Interstates and overpasses from north of town are now major hazardous barriers.	County
Lincoln Avenue	Olympian Dr.	Bradley Ave.	Interstates and overpasses north of town are now major hazardous barriers	Urbana
NEUTRAL				4
-	-	-	I don't know the area.	County
-	-	-	I do not know the area well enough to comment	Mahomet
-	-	-	I don't know the area	Mahomet
				_
-	-	-	I do not know the area well enough to comment	Savoy



Street/Path	From	То	Comment	Tally/Area
SAFETY				3
Market Street	I-57	Washington St. (Champaign)	I live in the country - I want to ride into town and not die! Interstates and overpasses from north of town are now major hazardous barriers.	County
Prospect Avenue	Waxwing Rd.	Olympian Dr.	I live in the country - I want to ride into town and not die! Interstates and overpasses from north of town are now major hazardous barriers.	County
Green Street	Wright St.	Race St.	Hazardous now	Urbana
ACCESS				2
-	-	-	A complete system of bikeways ought to be the goal so folks in the rural areas can safely ride into town	County
Kickapoo Rail-Trail	Smith Rd.	East of High Cross Rd.	Multiple trail head in Urbana!	Urbana
CONTINUITY				2
-	-	-	It would be an asset to be able to travel N-S and E-W safely on well maintained roads	Champaign
-	-	-	It would be an asset to be able to travel N-S and E-W safely on well maintained roads	Urbana
MAINTENANCE				2
-	-	-	It would be an asset to be able to travel N-S and E-W safely on well maintained roads	Champaign
-	-	-	It would be an asset to be able to travel N-S and E-W safely on well maintained roads	Urbana
GREENWAYS				1
-	-	-	Connect the public green spaces.	County
USERS				1
Any routes to major employers of low wage workers	-	-	We should not overlook the people and the routes they need	Champaign



#### **Environment**

Question #2: Do you have any comments on the proposed environment information presented at this Open House?

SUBJECT/Comment	Tally/Area
POSITIVE	4
Champaign County is going to be a really great community in the years to come because of thoughtful planning!	County
All great info	
Looks good	
Yes - agree	
TREATMENT	3
I prefer bike lanes over paths for commuting purposes. Multi use is more appropriate for accessing streams, creeks. Example, Mahomet> complete streets/lanes/routes, not just trails!	County, Mahomet
There's a big disconnect between environmental info and route maps. Most of the routes shown on maps are on street or side paths which are neither "greenways" nor trails. I'm thinking specifically of Urbana's network.	County, Urbana
Shared bike and parking lanes don't seem very safe - they would force cyclist to weave in and out of traffic around parked cars	
NEUTRAL	2
Unfortunately, I did not attend the open house	
Was not at open house	
CONNECTIVITY	1
Needs connectivity	



#### **Additional Comments**

Question #3: Please provide us with any additional comments about proposed Champaign County Greenways & Trails conditions that you may have:

SUBJECT/Comment	Tally/Area
TREATMENT	13
Can I put in a general vote for off-street shared use paths, like the ones on Windsor west of Neil? My second choice are on-street bike paths, like the ones on State & Randolph. I travel on all these streets frequently and find them really easy to bike and drive on, with few conflicts. I'm not a big fan of sharrows, since I don't think they do much to reassure the casual bike rider, and I think most drivers don't notice them at all.	Champaign
I bike in to the University from McKinley and Paula. The bike ride really isn't bad but that rail trail would be wonderful. I think it would also encourage students to come out to Champaign more often, if there was a trail.	Champaign
I will also say that on less traveled streets, it is *great* to have traffic lights where a bike can trip the signal! I bike on Mayfair across Kirby every day to & from work, and I love not having to pull up to the sidewalk to push the walk button.	Champaign
Multi-use and bike paths are very nice but when separated from a road, they have a different usage model. I like sharrows and lanes when commuting or getting around town. Paths are nice when walking, jogging, or biking slow with family for fun. So, they are great for parks and rail-trails. When near roads like First St. then cars think you should be off the road yet the path can be dangerous mixing fast/commuting biking with pedestrians. I am very concerned about the types of bike lanes implemented. The current ones are usually in the door zone and can cause right-hook dangers or bikes turning left from the bike lane on the right. I feel much less safe on State and Randolph after the bike lanes were installed. Please have new lanes buffered or away from a parking lane and encourage turning left from the left lane.	Champaign
Track street lights at intersections that have bike routes/lanes that are keyed to change based on weight of vehicle (1st and Springfield)	Champaign



r dane meeting n2 votes, commente o	
Both Urbana and Champaign have made a lot of progress on making streets friendlier to cyclists over the past 5-6 years. It would be nice to focus on sidepath/multiuse trail development in the coming years, to draw more of the recreational users to ride throughout more of the community. Meadowbrook Park in Urbana, for example, is a popular destination for recreational cyclists. Connecting this up with more of the community and out into the county through proposed recreational and sidepath trails like the Upper Embarass Trail (which would serve to connect Meadowbrook in Urbana to Champaign and down to Savoy with a scenic, recreational path), Race St. Extension, Curtis Road paths in Champaign and Urbana, First St. Path extension, IL 130 Path, etc these additions may have significant impact on the community in terms of both recreational impact, and pulling recreational users to commute between municipalities without having to compete with motor vehicles on the streets. The creation of the Kickapoo Rail Trail is also excellent for this.	Champaign, County, Kickapoo Rail-Trail, Savoy, Urbana
I was reading about the proposed bicycle infrastructure improvements in Champaign- Urbana, and a few of the routes really stood out to me. In particular, putting shared-use paths on the rail routes; these are an unusual combination of "direct route across town" and "not shared with motor vehicles" - excellent. I also am glad to see thought given to Church / University between Country Fair and State St. Thanks!	Champaign, Urbana
We need education provided to the County Board about the benefits to rural communities of bicycle tourism and to engage their support for rural facilities.	County
Bike Safety for students: We are concerned about safety for students especially in elementary school and middle school. We would like to see that the city tries to connect all routes using a combination of bike lanes and sidewalks as much as possible. For example, the bike lanes will be implemented on Florida Ave this summer. We hope that the city will offer a safe route from the intersection of Florida and Vine by either: 1) Creating bike lanes on Vine from Florida to the middle school. 2) Creating a shared-use bike/walkway.	Urbana
In general, I think bike paths in relatively low traffic residential neighborhoods should be a low priority because they can be safely biked already. I think the priorities should be to connect major areas of which cannot be safely biked (i.e. where major thourghfares without wide, paved shoulders i.e. US 45) and to connect people to where they want to go (i.e. Urbana people to the Post Office and Walmart).	Urbana
How is this different than a bicycle master plan? Is there a way to insert vegetation (like tree planting) with side paths to make greenways instead of just bikeways?	
Love multi-use paths in favor of bike lanes on streets. Lanes on streets scare me. We feel much safer on paths that are just for biking/running.	
More separated and off-road bike/pedestrian infrastructure is needed for risk-averse cyclists.	



ROUTES	8
I bike in to the University from McKinley and Paula. The bike ride really isn't bad but that rail trail would be wonderful. I think it would also encourage students to come out to Champaign more often, if there was a trail.	Champaign
I will also say that on less traveled streets, it is *great* to have traffic lights where a bike can trip the signal! I bike on Mayfair across Kirby every day to & from work, and I love not having to pull up to the sidewalk to push the walk button.	Champaign
I'm not sure I'm qualified to vote, since I'm not at all active on this list. But I do try to bike to work almost every day, and around town as time & my energy permit! I'm relatively happy with my own routes, and I don't see anything on this map for Mattis south of Bradley, which is the one thing that would make some of my travel easier.	Champaign
This could be the most exciting trail development to hit Champaign County in quite a long time.	Kickapoo Rail-Trail
The shared use path (proposed) going around the UI President's house near Florida and Lincoln should be removed from the map - it is outdated and not in the current campus bike plan.	University of Illinois
Bike Safety for students: We are concerned about safety for students especially in elementary school and middle school. We would like to see that the city tries to connect all routes using a combination of bike lanes and sidewalks as much as possible. For example, the bike lanes will be implemented on Florida Ave this summer. We hope that the city will offer a safe route from the intersection of Florida and Vine by either: 1) Creating bike lanes on Vine from Florida to the middle school. 2) Creating a shared-use bike/walkway.	Urbana
Connection points to library, parks and major attractions: Currently, it is very difficult to ride bicycles from south Urbana to the Anita Purves [Nature] Center or from North Urbana to Meadowbrook Park. Some areas are fine, but others are quite dangerous or not kid friendly. For example, we can use Anderson or Race til we reach Illinois to go northbound. After that, it is really difficult to find a way to ride to the Library or Anita Purves Nature Center. If the City could provide a route for families to ride, we believe that there will be more families coming out to ride their bicycles.	Urbana
The "Pomology Path," which I recall being in the original CCRPC study when Urbana's Bicycle Master Plan was being developed, is on land that has since changed hands from the University to private ownership. I'm not sure if this path would remain a possibility because of that change in ownership of the underlying land, even though it would be quite a useful route.	Urbana



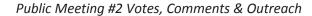
Public Meeting #2 Votes, Comments &	Cutteuch
USERS	6
I bike in to the University from McKinley and Paula. The bike ride really isn't bad but that rail trail would be wonderful. I think it would also encourage students to come out to Champaign more often, if there was a trail.	Champaign
Both Urbana and Champaign have made a lot of progress on making streets friendlier to cyclists over the past 5-6 years. It would be nice to focus on sidepath/multiuse trail development in the coming years, to draw more of the recreational users to ride throughout more of the community. Meadowbrook Park in Urbana, for example, is a popular destination for recreational cyclists. Connecting this up with more of the community and out into the county through proposed recreational and sidepath trails like the Upper Embarass Trail (which would serve to connect Meadowbrook in Urbana to Champaign and down to Savoy with a scenic, recreational path), Race St. Extension, Curtis Road paths in Champaign and Urbana, First St. Path extension, IL 130 Path, etc these additions may have significant impact on the community in terms of both recreational impact, and pulling recreational users to commute between municipalities without having to compete with motor vehicles on the streets. The creation of the Kickapoo Rail Trail is also excellent for this.	Champaign, County, Kickapoo Rail-Trail, Savoy, Urbana
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I'm still learning about all facets of C-U and the issues that intersect with bicycling. One area is our communites' workers that use bikes for transportation out of necessity and not choice. We need to document and improve the routes they use from home to employers and to shopping and schools.	
More separated and off-road bike/pedestrian infrastructure is needed for risk-averse cyclists.	



DESTINATIONS  DESTINATIONS	4
DESTINATIONS	4
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CONNECTIVITY	3
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E's	2
Economic Development	1
We need education provided to the County Board about the benefits to rural communities of bicycle tourism and to engage their support for rural facilities.	County
Education	1
We need education provided to the County Board about the benefits to rural communities of bicycle tourism and to engage their support for rural facilities.	County
POSITIVE	2
Thanks for all of the maps and opportunity to provide input.	
Thanks for all you are doing!	
GREENBELT	1
The final goal ought to be to establish an emerald necklace around the cities that in turn would be a growth boundary.	
IMPLEMENTATION	1
The sooner the better.	
SAFETY	1
Bike Safety for students: We are concerned about safety for students especially in elementary school and middle school. We would like to see that the city tries to connect all routes using a combination of bike lanes and sidewalks as much as possible. For example, the bike lanes will be implemented on Florida Ave this summer. We hope that the city will offer a safe route from the intersection of Florida and Vine by either: 1) Creating bike lanes on Vine from Florida to the middle school. 2) Creating a shared-use bike/walkway.	Urbana





#### Outreach

The April 2013 workshop was advertised in the following places:

- 1. News-Gazette legal ad
- 2. News-Gazette retail ad
- 3. Daily Illini retail ad
- 4. CCRPC website
  - a. CCRPC Homepage
  - b. Planning & Community Development News webpage
  - c. CUUATS Homepage
  - d. GT News & Meetings webpage
- 5. CUUATS Facebook page
- 6. Meeting flyers posted around town
  - a. Champaign
    - i. Hessel Park
    - ii. West Side Park
    - iii. Café Kopi
    - iv. Aroma
    - v. Quality
    - vi. Boltini
    - vii. Illinois Terminal
    - viii. Art Theater
    - ix. Evolve Fitness Club
    - x. Studio Helix
    - xi. Champaign Public Library
    - xii. Champaign Cycle
    - xiii. Durst Cycle
    - xiv. Windsor West apartments
  - b. Urbana
    - i. Lincoln Square
    - ii. Urbana Free Library
    - iii. Charter Fitness
    - iv. Meadowbrook Park
    - v. Crystal Lake Park
    - vi. Bikeworks
    - vii. Durst Cycle
    - viii. County Market employee break room
    - ix. Schnucks employee break room
    - x. One North/South apartments
    - xi. Town & Country apartments
    - xii. Urbana Public Works
  - c. University of Illinois campus
    - i. Illini Union
    - ii. Quad
    - iii. Davenport Hall
    - iv. YWCA
    - v. Temple Buell Hall



- vi. Campus Bike Project
- vii. Edward Madigan Laboratory
- 7. Champaign County Bikes (CCB) listserv
- 8. Champaign-Urbana Fit Families (CUFF) listserv
- 9. Champaign Government Television (CGTV) slides
- 10. Urbana Public Television (UPTV) slides
- 11. Champaign neighborhood groups email
- 12. Urbana neighborhood listservs
- 13. City of Urbana website
- 14. Urbana Park District email
- 15. Urbana School District distribution
- 16. Thomasboro Grade School
- 17. CUMTD social media
- 18. Illinois Bike Plan Timeline webpage

#### Newspaper Advertisements Public Workshop #2

Retail Ad Champaign-Urbana News-Gazette Wednesday, April 17, 2013 Sunday, April 21, 2013

#### EARTH WEEK OPEN HOUSE:

#### Active Choices: Champaign County Greenways & Trails Plan Public Meeting #2

A Champaign County Regional Planning Commission (CCRPC) project funded by an Illinois Department of Transportation (IDOT) grant.

#### Illinois Bike Transportation Plan

The Illinois Department of Transportaion (IDOT) has contracted with Alta Planning + Design to complete this planning process.





#### Join us to:

- Learn about proposed trail, bikeway, and environment conditions in Champaign County
- Find out how to stay involved in both projects

Tuesday, April 23, 2013 • 5:00 - 7:00 p.m. Illinois Terminal, 4th Floor 45 E. University Ave., Champaign

RSVP is requested but not necessary.

To RSVP or for more information:
Gabe Lewis, CCRPC Transportation Planner glewis@ccrpc.org

328-3313

1173098

Retail Ad The Daily Illini Wednesday, April 17, 2013

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Illinois Bike Transportation Plan
Transforming Transportation for Tomorrow

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328-3313

117309

# CERTIFICATE OF PUBLICATION IN

#### The News-Gazette

The undersigned, THE NEWS-GAZETTE, INC. by its authorized agent, does hereby certify that said corporation is the publisher of The News-Gazette and that the same is the daily secular newspaper of general circulation published in Champaign, Champaign County, Illinois, and said newspaper is a newspaper as defined by 715 ILCS 5/5 (1992) and 715 ILCS 10/1 (1992); said publisher further certifies that the annexed notice was published in said newspaper, on the following date(s);

04/17/2013 04/21/2013

#### THE CHAMPAIGN COUNTY REG

Said publisher further certifies that the date of the first paper containing the said notice was on the first date hereinabove set forth and that the date of the last paper continuing the said notice was on the last date hereinabove set forth.

The News-Gazette, Inc.

Publisher of The News-Gazette

Authorized Agent

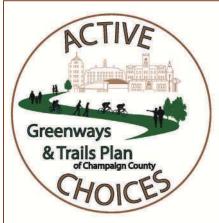
The Champaign County Regional Planning Commission (CCRPC) and Alta Planning+Design will be hosting a joint OPEN HOUSE for the GREENWAYS AND TRAILS PLAN PUBLIC MEETING #2 and the ILLINOIS BIKE TRANSPORTATION PLAN.

Tuesday, April 23, 2013 5:00 to 7:00 p.m. 4th Floor, Illinois Terminal 45 East University Avenue Champaign, Illinois

This meeting is open to the public. Reservations are not required, but are appreciated. To RSVP or to request special accommodations, please contact Gabe Lewis, CGRPC Transportation Planner at (217) 328-3313. www.ccrpc.org<a href="https://www.ccrpc.org">https://www.ccrpc.org</a>

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ACTIVE
CHOICES:
Champaign
County
Greenways &
Trails Plan
PUBLIC
MEETING #2

# Illinois Bike Transportation Plan





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Champaign County Regional
Planning Commission strives to
provide an environment
welcoming to all persons
regardless of physical or mental
challenges, race, gender, or
religion. Please call
217-328-3313 to request special
accommodations at least
2 business days in advance.

To RSVP or for more information:
Gabe Lewis
CCRPC Transportation Planner
glewis@ccrpc.org
(217) 328-3313

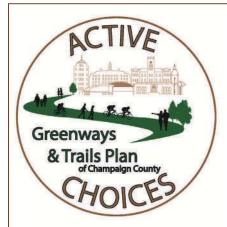
RSVP is requested but not necessary.



EARTH WEEK

Both projects are funded by:







OPCIONES
ACTIVAS:
Condado de
Champaign
Plan de Vías
Verdes &
Senderos
REUNIÓN
PUBLICA #2

# Illinois Plan de Transporte de Bicicletas





## CASA ABIERTA

Martes, April 23, 2013 5:00 - 7:00 p.m. Illinois Terminal, 4<sup>th</sup> Piso 45 E. University Ave., Champaign

#### Únete a nosotros para:

- Aprender acerca de propuestos senderos, vías de bicicletas y condiciones del medio ambiente en el Condado de Champaign
- Enccontrar maneras de seguir participando en los dos planes

La Comisión Regional de
Planificación de Champaign County
se esfuerza por ofrecer un ambiente
acogedor para todas las personas
independientemente de retos físicos
o mentales, raza, sexo o religión.
Por favor llame a 217-328-3313
para solicitar adaptaciones
especiales al menos con 2 días
hábiles de anticipación.

Para reservar o si necesita mayor información, por favor contacte a:

Rita Morocoima-Black CCRPC Director de Planificación y Desarrollo de la Comunidad rmorocoi@ccrpc.org 328-3313

Reservaciones son solicitadas, pero no necesarias.



SEMANA DE LA TIERRA

Los dos proyectos estan financiandos por:









# **§ Illinois Bike Transportation Plan** Transforming Transportation for Tomorrow

# OPEN HOUSE

luesday, April 23, 2013 5:00 - 7:00 p.m.

45 E. University Ave., Champaign Illinois Terminal, 4<sup>th</sup> Floor

**WEETING #**8



Television (CGTV) and Urbana Public Television (UPTV) Champaign Government advertisement

# Join us to:

🖈 Learn more about proposed trail, bikeway and environment conditions in Champaign County 🚲 🖈 Find out how to stay involved in both projects 🏍

special accommodations at least religion. Please call Gabe Lewis Planning Commission strives to regardless ot physical or mental Champaign County Regional at 217-328-3313 to request 2 business days in advance. challenges, race, gender, or welcoming to all persons provide an environment

To RSVP or for more information:

Gabe Lewis

**CCRPC Transportation Planner** www.ccrpc.org/greenways glewis@ccrpc.org 217-328-3313

RSVP is requested but not necessary.



Both projects are funded by:



# County wants input on paths, trails

WCIA-TV Channel 3 News story

Like { 0 Tweet { 0

② 05/05/2013 05:00 PM

① 05/06/2013 10:24 AM



T! 🗖 🗗







CHAMPAIGN COUNTY -- If you want to see more green around the county, now's your chance to make your voice heard. The county's Regional Planning Commission is looking at bikes and trails in the area.

It wants to see where more improvements should be made in the next few years. People who live here say more people are using two-wheeled or two-footed transportation than before.

"A lot more people are interested in using walking or biking for smaller trips to reduce their carbon footprint and to use a cheaper mode of transportation. When they're not driving, they don't spend any money on gas," said Transportation Planner Gabe Lewis.

There's almost 90% more green space around Champaign-Urbana than there was just ten years ago. You can check out the maps of current trails and potential plans online.

You can also vote on where you want to see more bikes and trails between now and Friday. If you'd like to participate click here! (http://www.ccrpc.org/greenways/documents.php)

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Page: 1

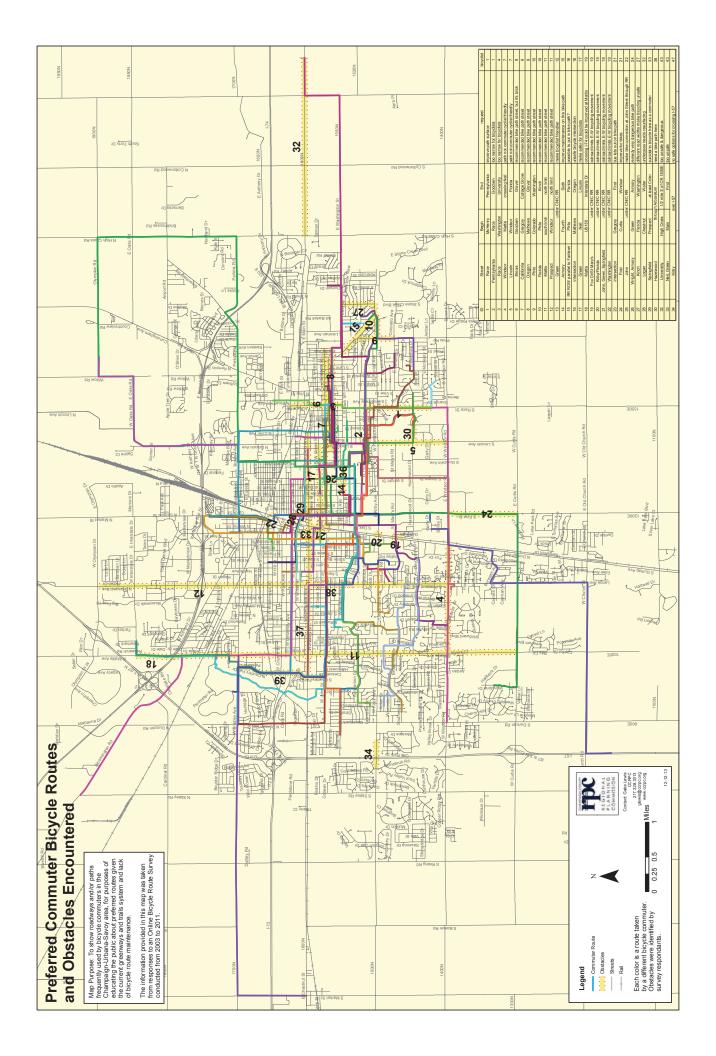
1 of 2 6/12/2014 3:02 PM

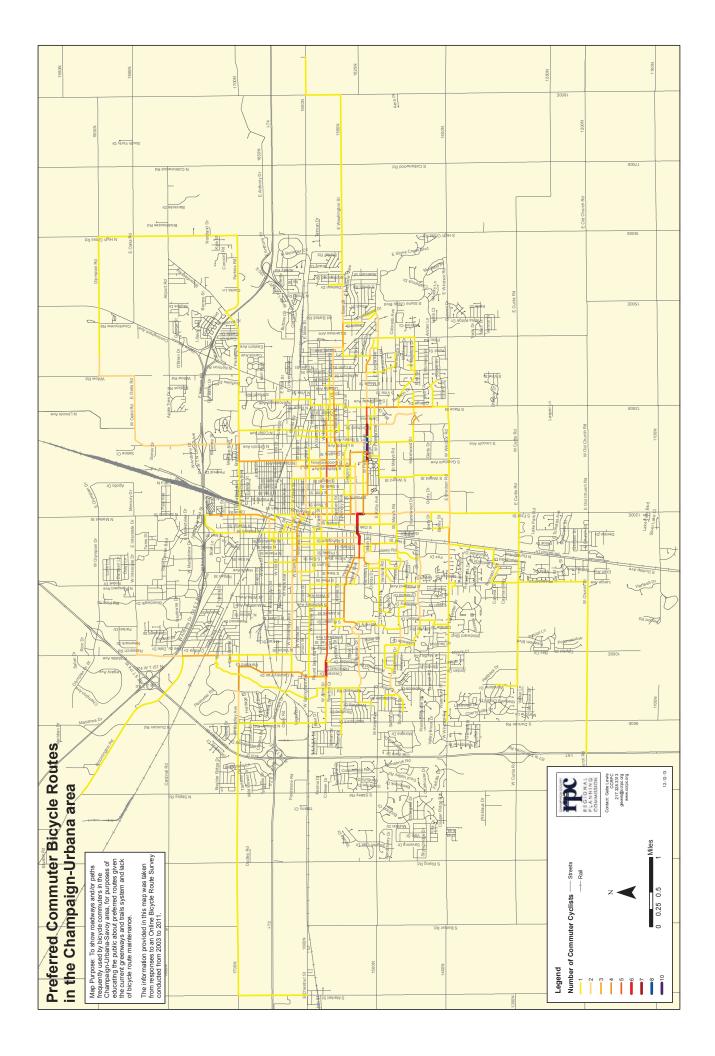


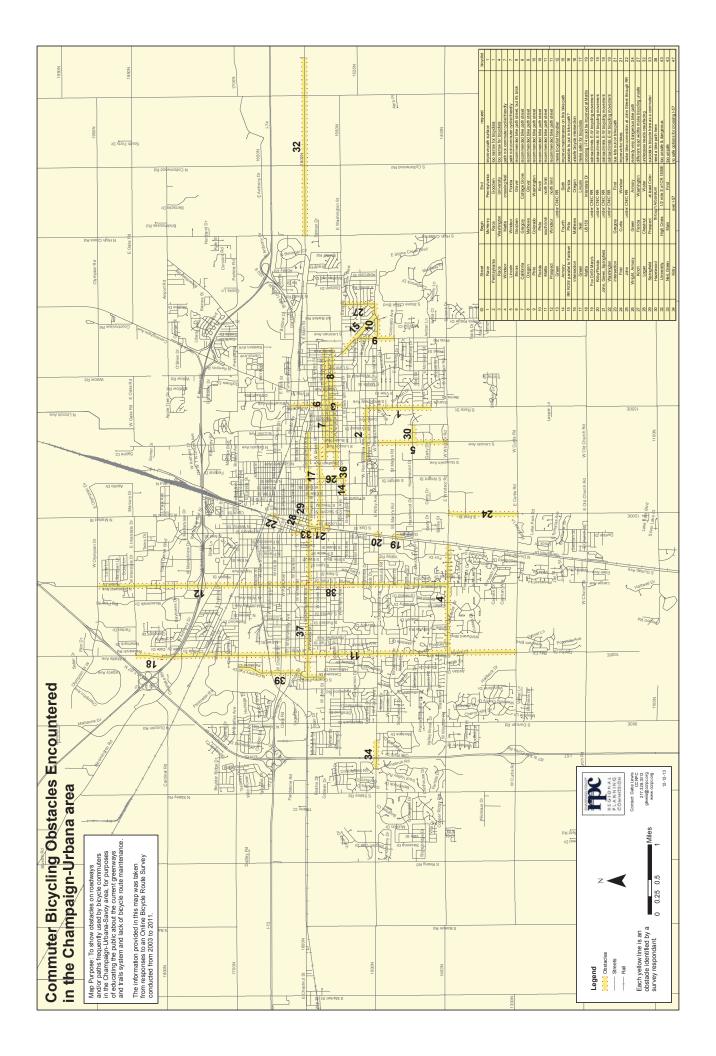
## **Appendix 6:**

**CUUATS Online Bike Route Survey Results 2003-2011** 

CCRPC/CUUATS developed an online bicycle route survey during the 2004 Champaign County Greenways & Trails Plan process, to gather public comments on commuter routes and bicycling obstacles encountered in the Champaign-Urbana area. This online survey remained open after the plan was finished, and responses continued to be received through 2011. Following are maps compiling these public comments.









Appendix 7:

Draft Plan Public Comments

Fall 2013

The draft Active Choices: Champaign County Greenways & Trails Plan document was made available to the public for a 30 day public comment period from Tuesday, November 19, 2013 to Wednesday, December 18, 2013.

Notice of this public comment period was advertised in the [Champaign-Urbana] News-Gazette, [Champaign] County Star, Mahomet Citizen, and The [St. Joseph] Leader newspapers.

The plan was made available on the Champaign County Regional Planning Commission (CCRPC) website at http://www.ccrpc.org/greenways/documents, and linked to the CCRPC homepage.

A physical copy of the draft plan document was also placed at the following locations for the duration of the public comment period:

- Champaign County Regional Planning Commission (CCRPC), 1776 E. Washington St., Urbana, IL
- 2. Champaign Public Library: 200 W. Green St., Champaign, IL
- 3. Urbana Free Library: 210 W. Green St., Urbana, IL
- 4. Mahomet Public Library: 1602 E. Oak St., Mahomet, IL
- 5. St. Joseph Township-Swearingen Memorial Library: 201 N. Third St., St. Joseph, IL

The following comments were received in December 2013.

Active Choices: Champaign County Greenways & Trails Plan 13 December 2013 Public Comments from one person

1) Chapter 12, Goal 4: Environment (natural)

**Comment:** "I suggest adding an objective about ranking projects that provide environmental benefits. Could be tied to the 'environmental friendliness' evaluation... but needs should actually inform decision making, rather than just an evaluation."

2) Section 14.1.2 Project Prioritization, Checklist Factors

**Comment:** "Improves travel safety (1) and provides access for bicyclists and pedestrians [9] are the same measure. I think there is opportunity to make a much more robust prioritization methodology that might be used to inform local agencies, rather than react. The public input component is great and could maybe be weighted higher or additional measures related to public input (how long has the item been discussed). Economic and environmental measures would also enhance the prioritization."

3) Section 14.1.2 Project Prioritization, Checklist Factors

**Comment:** "Consider removing the detail from the plan so that the factors might be changed/updated without amending the plan. Make the use of project prioritization an element of the plan, but specifics should be technical elements that can be updated as needed."

From: <u>Pattsi Petrie</u>
To: <u>Gabriel Lewis</u>

Subject: Re: FW: Announcement of a Meeting for the Greenways & Trails (GT) Joint Technical and Policy Committees -

December 19, 2013 - 1:30 p.m.

Date: Friday, December 20, 2013 11:33:47 AM

Gabe, congratulations on the approval of the report yesterday. I choose not to mention the follow during the meeting, but will here for the record. Less than a 100 individuals, which actually might be duplicate count, commented on a plan that could possibly have a life of 5-years. Since there is no funding on the horizon for an update in 2-3 years, my confidence level as to reliability as a county wide express of priorities is very low. And if the original plan was produced under similar circumstances and then this update of that original plan just compounds the lack of reliability levels.

Not only do I want this comment on the record, but I strongly encourage an adjustment as to how the public is engaged during various comment periods. Your report that there were no public comments during mid Nov to mid Dec. is a huge flag. I know that there was pressure to put closure on the project due to the funding guidelines. But expecting people to take time to comment during the holidays is just unrealistic.

Enjoy your holidays, P2

On Thu, Dec 19, 2013 at 11:21 AM, Gabriel Lewis < GLewis@ccrpc.org > wrote:

This is a reminder that our meeting is this afternoon at 1:30 pm. Please keep in mind that we need at least 5 voting Policy members or proxies to have quorum. If you have any questions, please let me know.

Thanks! Gabe

From: Pamela Schroeder

Sent: Friday, December 13, 2013 3:55 PM

Subject: Announcement of a Meeting for the Greenways & Trails (GT) Joint Technical and Policy Committees - December 19, 2013 - 1:30 p.m.

Greenways & Trails Technical and Policy Committee Members,

The next Greenways & Trails Joint Technical and Policy Committee Meeting is scheduled for Thursday, December 19, 2013, at 1:30 p.m. in the John Dimit Meeting Room at Brookens Administrative Center, 1776 E Washington St., Urbana.

The agenda and related Committee meeting materials can be found at this link: <a href="http://www.ccrpc.org/greenways/news.php">http://www.ccrpc.org/greenways/news.php</a>

Under Meetings~ click "2013 Meetings"
Under Meeting Materials~ click "12-19-13"

Please let me know if you can or cannot attend.

Pam Schroeder Administrative Secretary Champaign County Regional Planning Commission Planning & Community Development 1776 E Washington Street Urbana IL 61802 217-819-4035

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--

Pattsi Petrie, PhD, AICP

P2 Consulting
Champaign County Board member, district 6
Retired, Department of Urban and Regional Planning/DURP
University of Illinois at Urbana-Champaign/UIUC
<mailto:pattsi@uiuc.edu>

Professional Education and Outreach Programs <a href="http://www.urban.uiuc.edu/ce/cm">http://www.urban.uiuc.edu/ce/cm</a>

Past Chair APA Planning Women Division <a href="http://www.urban.uiuc.edu/apa-pw">http://www.urban.uiuc.edu/apa-pw</a>