APPENDICES

CHAMPAIGN COUNTY rpc REGIONAL PLANNING COMMISSION

CHAMPAIGN PARK DISTRICT

APPENDICES

1 CPD Existing Park Feature Maps
2 CPD TMP Performance Measures Tracking Sheets
3 Champaign County Greenways & Trails Plan Design Guidelines
4 CPD TMP Signage & Bike Parking Design Guidelines
5 Public Workshop #1 Results
6 Public Workshop #2 Results
7 Five Year Action Plan

APPENDIX 1

CPD Existing Park Feature Maps

Bannon Mini Park

2015 Park Feature Map
Champaign Park District Trails Master Plan

Legend

Park Elements

- Sculpture/Monument (1)
- Sign (1)
- Roads

Existing Greenways

- Public Park (1)

N

0 0.005 0.01 Miles

CHAMPAIGN PARK DISTRICT

Beardsley Park

2015 Park Feature Map
Champaign Park District Trails Master Plan

Legend

Park Elements

- Bench (3)
- Drinking Fountain (1)
- Dog Waste Station (1)
- Picnic Table (4)
- Playground Equipment (1)
- Sign (3)
- Waste Receptacle (6)
- Roads

Existing Greenways

- Public Park (1)

N

0 0.01 0.02 Miles

rpc REGIONAL PLANNING COMMISSION

CHAMPAIGN COUNTY GIS CONSORTIUM

CHAMPAIGN PARK DISTRICT

Bian Park

2015 Park Feature Map
Champaign Park District Trails Master Plan

Legend

Park Elements

- Dog Waste Station (1)
- Picnic Table (2)
- Sign (2)
- Waste Receptacle (1)
- Roads

Existing Greenways

- Public Park (1)

N

0 0.025 0.05 Miles

CHAMPAIGN PARK DISTRICT

Bridgewater Park

2015 Park Feature Map
Champaign Park District Trails Master Plan

Legend

Park Elements

- Bench (1)
- Sign (1)
- Waste Receptacle (1)
- Roads

Existing Greenways

- Public Park (1)

N

0 0.005 0.01 Miles

CHAMPAIGN PARK DISTRICT

Bristol Park

2015 Park Feature Map
Champaign Park District Trails Master Plan

Legend

Park Elements

- Bench (1)
- Picnic Table (1)
- Playground Equipment (1)
- Sign (1)
- Waste Receptacle (1)
- Roads

Existing Greenways

- Public Park (1)

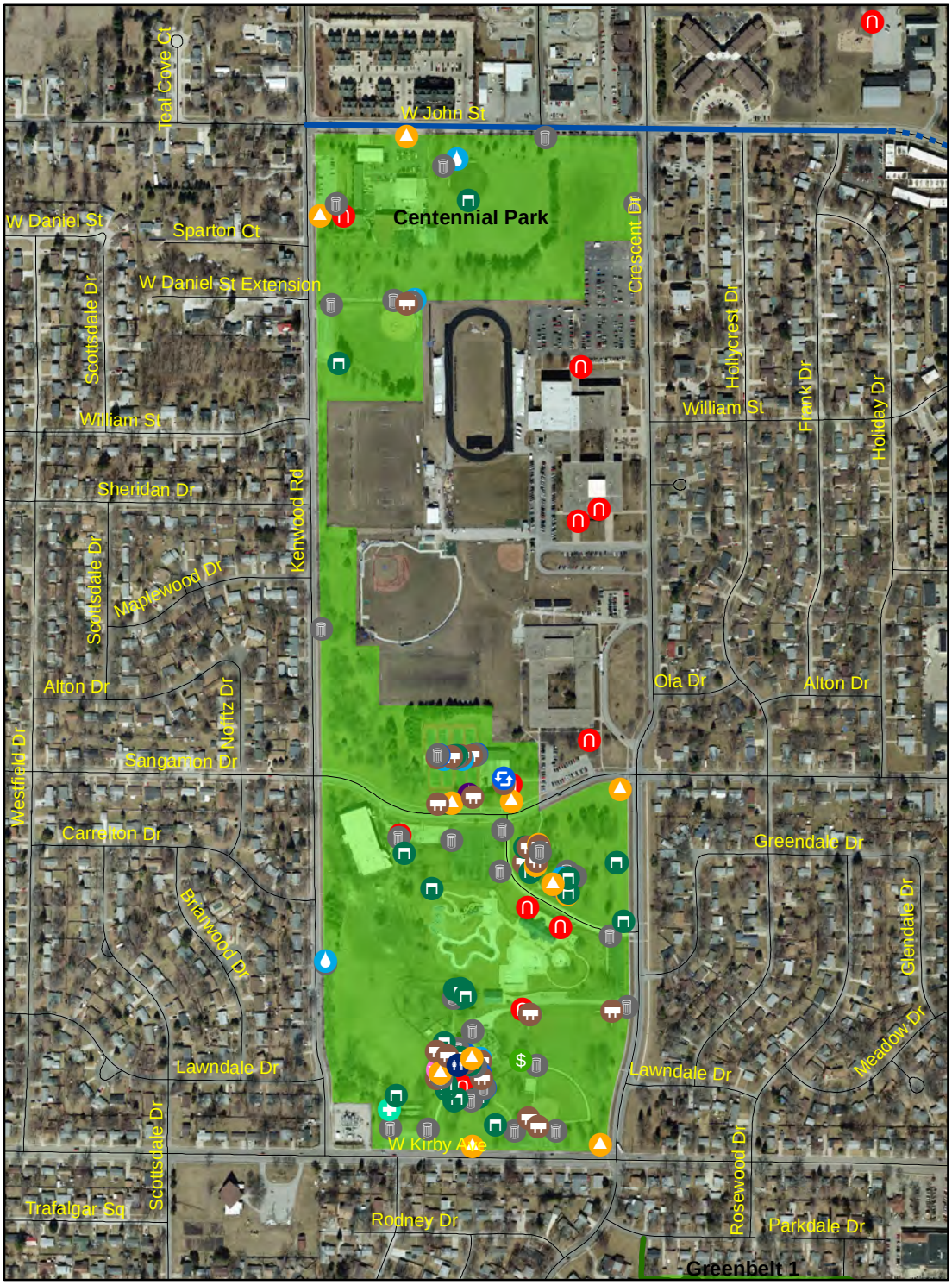
N

0 0.0075 0.015 Miles

CHAMPAIGN PARK DISTRICT

Centennial Park

2015 Park Feature Map
Champaign Park District Trails Master Plan



Legend

Park Elements

- Bench (24)
- Concession Stand (1)
- Drinking Fountain (7)
- Other Park Feature (1)
- Pavilion (1)
- Picnic Table (33)
- Playground Equipment (2)
- Recycling (8)
- Restroom (1)
- Sculpture/Monument (1)
- Sign (13)
- Waste Receptacle (40)
- Bike Parking (8)

Trails

- Shared-Use Path (off-street)
- Bike Lanes (on-street)
- Shared Lane Markings (sharrows)
- Roads

Existing Greenways

- Public Park (2)

N

0 0.1 0.2 Miles

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CHAMPAIGN PARK DISTRICT

Champaign Bark District

2015 Park Feature Map
Champaign Park District Trails Master Plan

Legend

Park Elements

- Bench (2)
- Drinking Fountain (2)
- Dog Waste Station (2)
- Picnic Table (9)
- Recycling (1)
- Sculpture/Monument (1)
- Sign (1)
- Waste Receptacle (4)
- Roads

Existing Greenways

- Public Park (2)

N

0 0.02 0.04 Miles

CHAMPAIGN PARK DISTRICT

Citizens Park

2015 Park Feature Map
Champaign Park District Trails Master Plan

Legend

Park Elements

Sign (1)

Roads

Existing Greenways

Public Park (1)

N

0 0.005 0.01 Miles

CHAMPAIGN PARK DISTRICT

Clark Park

2015 Park Feature Map
Champaign Park District Trails Master Plan

Legend

Park Elements

- Bench (9)
- Drinking Fountain (1)
- Dog Waste Station (1)
- Other Park Feature (1)
- Picnic Table (8)
- Playground Equipment (1)
- Sign (5)
- Waste Receptacle (3)
- Bike Parking (1)
- Roads

Existing Greenways

- Public Park (1)

N

0 0.0175 0.035 Miles

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CHAMPAIGN COUNTY GIS CONSORTIUM

CHAMPAIGN PARK DISTRICT

Davidson Park

2015 Park Feature Map
Champaign Park District Trails Master Plan

Legend

Park Elements

- Bench (1)
- Picnic Table (6)
- Playground Equipment (1)
- Sign (3)
- Waste Receptacle (1)
- Roads

Existing Greenways

- Public Park (1)

N

0 0.01 0.02 Miles

CHAMPAIGN PARK DISTRICT

Dodds Park

2015 Park Feature Map
Champaign Park District Trails Master Plan

Legend

Park Elements

- Bench (21)
- Concession Stand (3)
- Drinking Fountain (3)
- Dog Waste Station (1)
- Other Park Feature (8)
- Picnic Table (43)
- Playground Equipment (1)
- Recycling (6)
- Restroom (5)
- Sculpture/Monument (6)
- Sign (10)
- Trail Sign (2)
- Waste Receptacle (68)
- Bike Parking (1)

Trails

- Shared-Use Path (off-street)
- Roads

Existing Greenways

- Public Park (3)

N

0 0.1 0.2 Miles

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CHAMPAIGN COUNTY GIS CONSORTIUM

CHAMPAIGN PARK DISTRICT

Douglass Park

2015 Park Feature Map
Champaign Park District Trails Master Plan

Legend

Park Elements

- Bench (19)
- Drinking Fountain (2)
- Dog Waste Station (1)
- Fitness Equipment (3)
- Mile Marker Sign (6)
- Pavilion (3)
- Picnic Table (3)
- Playground Equipment (2)
- Sculpture/Monument (1)
- Sign (5)
- Waste Receptacle (14)
- Bike Parking (3)

Trails

- Shared-Use Path (off-street)
- Bike Route
- Roads

Existing Greenways

- Public Park (1)

N

0 0.045 0.09 Miles

CHAMPAIGN PARK DISTRICT

Eisner Park

2015 Park Feature Map
Champaign Park District Trails Master Plan

Legend

Park Elements

- Bench (5)
- Drinking Fountain (1)
- Picnic Table (8)
- Playground Equipment (2)
- Recycling (3)
- Restroom (1)
- Sign (3)
- Waste Receptacle (7)
- Roads

Existing Greenways

- Public Park (1)

N

0 0.0175 0.035 Miles

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CHAMPAIGN COUNTY GIS CONSORTIUM

CHAMPAIGN PARK DISTRICT

Firefighter's Park

2015 Park Feature Map
Champaign Park District Trails Master Plan

Legend

Park Elements
- Bench (8)
- Sign (1)
- Waste Receptacle (2)

Trails
- Bike Lanes (on-street)
- Roads

Existing Greenways
- Public Park (1)

N

0 0.005 0.01 Miles

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CHAMPAIGN COUNTY GIS CONSORTIUM

CHAMPAIGN PARK DISTRICT

Garden Hills Park

2015 Park Feature Map
Champaign Park District Trails Master Plan

Legend

Park Elements

- Bench (1)
- Drinking Fountain (1)
- Picnic Table (5)
- Playground Equipment (1)
- Sculpture/Monument (1)
- Sign (3)
- Trail Sign (1)
- Waste Receptacle (2)

Trails

- Shared-Use Path (off-street)
- Roads

Existing Greenways

- Public Park (1)

N

0 0.0175 0.035 Miles

CHAMPAIGN PARK DISTRICT

Garden Hills RR ROW

2015 Park Feature Map
Champaign Park District Trails Master Plan

Legend

Trails

- Shared-Use Path (off-street)
- Roads

Existing Greenways

- Public Park (5)

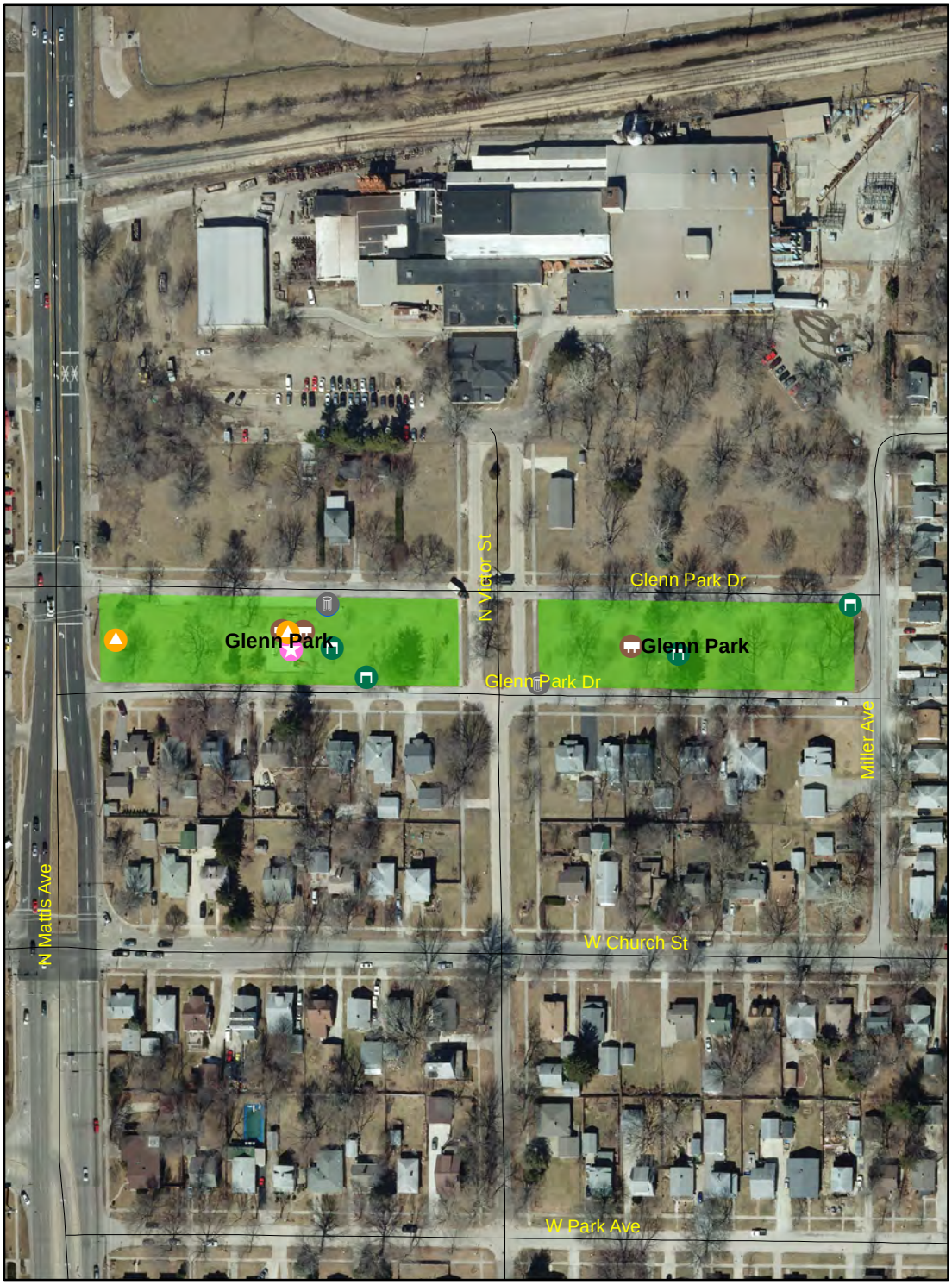
N

0 0.125 0.25 Miles

CHAMPAIGN PARK DISTRICT

Glenn Park

2015 Park Feature Map
Champaign Park District Trails Master Plan



Legend

Park Elements

- Bench (3)
- Picnic Table (4)
- Playground Equipment (1)
- Recycling (1)
- Sign (2)
- Waste Receptacle (2)
- Roads

Existing Greenways

- Public Park (1)

N

0 0.0375 0.075 Miles

CHAMPAIGN PARK DISTRICT

Green Street Entryway

2015 Park Feature Map
Champaign Park District Trails Master Plan

Legend

Roads

Existing Greenways

Public Park (1)

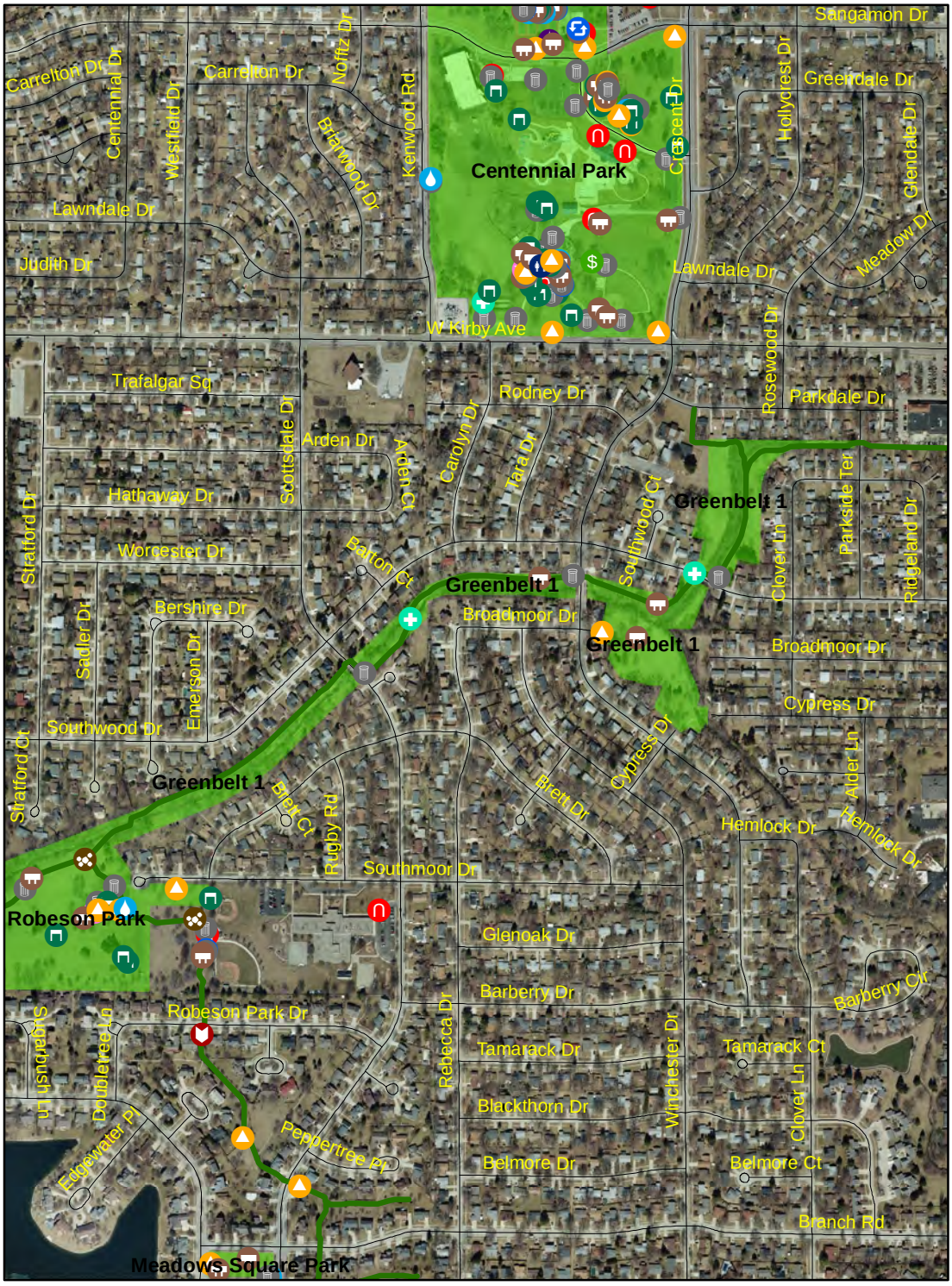
N

0 0.003 0.006 Miles

CHAMPAIGN PARK DISTRICT

Greenbelt 1

2015 Park Feature Map
Champaign Park District Trails Master Plan



Legend

Park Elements
- Bench (3)
- Other Park Feature (2)
- Sign (1)
- Waste Receptacle (3)

Trails
- Shared-Use Path (off-street)
- Roads

Existing Greenways
- Public Park (4)

CHAMPAIGN PARK DISTRICT

N

0 0.125 0.25

Hallbeck Park

2015 Park Feature Map
Champaign Park District Trails Master Plan

Legend

Park Elements

- Bench (2)
- Pavilion (1)
- Sign (1)
- Waste Receptacle (1)

Trails

- Shared-Use Path (off-street)
- Roads

Existing Greenways

- Public Park (2)

N

0 0.035 0.07 Miles

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CHAMPAIGN COUNTY GIS CONSORTIUM

CHAMPAIGN PARK DISTRICT

Harris Park

2015 Park Feature Map
Champaign Park District Trails Master Plan

Legend

Park Elements

- Bench (1)
- Picnic Table (2)
- Sign (1)
- Waste Receptacle (1)
- Roads

Existing Greenways

- Public Park (1)

N

0 0.005 0.01 Miles

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CHAMPAIGN COUNTY GIS CONSORTIUM

CHAMPAIGN PARK DISTRICT

Hazel Park

2015 Park Feature Map
Champaign Park District Trails Master Plan

Legend

Park Elements

- Bench (11)
- Drinking Fountain (1)
- Picnic Table (2)
- Playground Equipment (1)
- Recycling (1)
- Sculpture/Monument (1)
- Sign (2)
- Waste Receptacle (3)

Trails

- Shared Lane Markings (sharrows)
- Roads

Existing Greenways

- Public Park (1)

N

0 0.0225 0.045 Miles

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CHAMPAIGN COUNTY GIS CONSORTIUM

CHAMPAIGN PARK DISTRICT

Helms Park

2015 Park Feature Map
Champaign Park District Trails Master Plan

Legend

Trails

- Shared-Use Path (sidepath)
- Shared-Use Path (off-street)
- Roads

Existing Greenways

- Public Park (2)

N

0 0.005 0.01 Miles

CHAMPAIGN PARK DISTRICT

Henry Michael Park

2015 Park Feature Map
Champaign Park District Trails Master Plan

Legend

Roads

Existing Greenways

Public Park (1)

N

0 0.01 0.02 Miles

CHAMPAIGN PARK DISTRICT

Heritage Park

2015 Park Feature Map
Champaign Park District Trails Master Plan

Legend

Park Elements

- Bench (2)
- Picnic Table (9)
- Recycling (1)
- Sign (2)
- Trail Sign (1)
- Waste Receptacle (6)

Trails

- Shared-Use Path (off-street)
- Trail Closed
- Roads

Existing Greenways

- Public Park (2)

N

0 0.075 0.15 Miles

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CHAMPAIGN COUNTY GIS CONSORTIUM

CHAMPAIGN PARK DISTRICT

Hessel Park

2015 Park Feature Map
Champaign Park District Trails Master Plan

Legend

Park Elements

- Bench (18)
- Drinking Fountain (3)
- Dog Waste Station (4)
- Mile Marker Sign (6)
- Pavilion (6)
- Picnic Table (21)
- Playground Equipment (1)
- Recycling (11)
- Restroom (1)
- Sculpture/Monument (1)
- Sign (6)
- Waste Receptacle (27)
- Bike Parking (3)

Trails

- Shared-Use Path (off-street)
- Roads

Existing Greenways

- Public Park (1)

N

0 0.0325 0.065 Miles

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CHAMPAIGN COUNTY GIS CONSORTIUM

CHAMPAIGN PARK DISTRICT

Hosier Mini Park

2015 Park Feature Map
Champaign Park District Trails Master Plan

Legend

Park Elements

- Sculpture/Monument (1)
- Sign (1)
- Roads

Existing Greenways

- Public Park (2)

N

0 0.005 0.01 Miles

rpc REGIONAL PLANNING COMMISSION

CHAMPAIGN COUNTY GIS CONSORTIUM

CHAMPAIGN PARK DISTRICT

Human Kinetics Park

2015 Park Feature Map
Champaign Park District Trails Master Plan

Legend

Park Elements

- Sign (1)
- Waste Receptacle (5)
- Roads

Existing Greenways

- Public/Private Recreational (1)

N

0 0.025 0.05 Miles

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CHAMPAIGN COUNTY GIS CONSORTIUM

CHAMPAIGN PARK DISTRICT

Johnston Park

2015 Park Feature Map
Champaign Park District Trails Master Plan

Legend

Park Elements

- Bench (6)
- Drinking Fountain (1)
- Dog Waste Station (2)
- Picnic Table (7)
- Playground Equipment (1)
- Recycling (1)
- Sign (3)
- Waste Receptacle (7)
- Bike Parking (1)

Trails

- Shared-Use Path (off-street)
- Roads

Existing Greenways

- Public Park (1)

N

0 0.03 0.06 Miles

CHAMPAIGN PARK DISTRICT

Kaufman Park

2015 Park Feature Map
Champaign Park District Trails Master Plan

Legend

Park Elements

- Bench (9)
- Drinking Fountain (1)
- Pavilion (1)
- Picnic Table (20)
- Recycling (3)
- Restroom (2)
- Sculpture/Monument (1)
- Sign (10)
- Trail Sign (1)
- Waste Receptacle (11)

Trails

- Shared-Use Path (off-street)
- Trail Closed
- Roads

Existing Greenways

- Public Park (2)

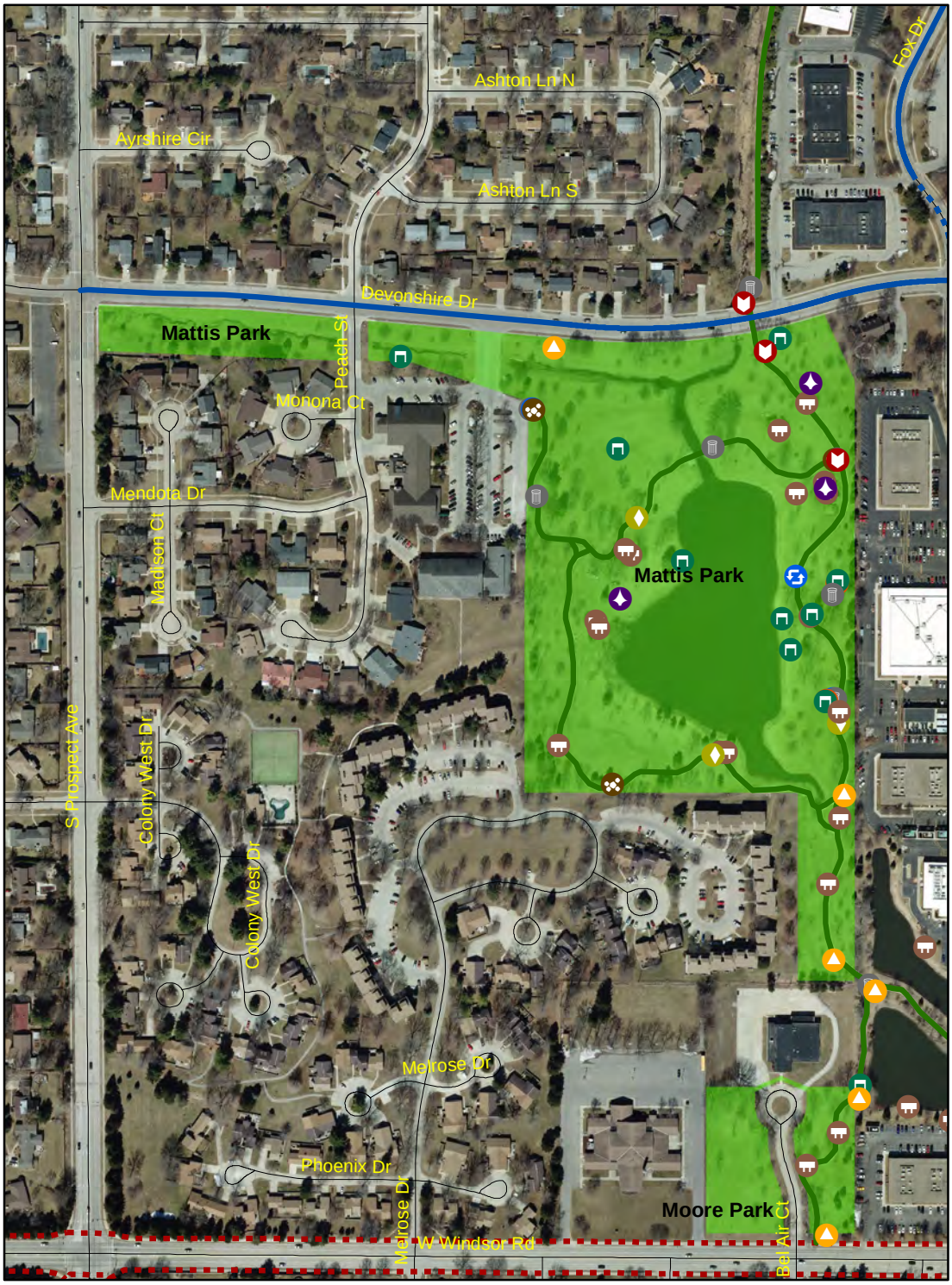
N

0 0.075 0.15 Miles

CHAMPAIGN PARK DISTRICT

Mattis Park

2015 Park Feature Map
Champaign Park District Trails Master Plan



Legend

Park Elements

- Bench (16)
- Dog Waste Station (3)
- Mile Marker Sign (3)
- Pavilion (2)
- Picnic Table (9)
- Recycling (3)
- Sculpture/Monument (3)
- Sign (3)
- Trail Sign (2)
- Waste Receptacle (6)

Trails

- Shared-Use Path (sidepath)
- Divided Shared-Use Path
- Shared-Use Path (off-street)
- Bike Lanes (on-street)
- Shared Lane Markings (sharrows)
- Roads

Existing Greenways

- Public Park (2)

N

0 0.05 0.1 Miles

CHAMPAIGN PARK DISTRICT

Mayfair Park

2015 Park Feature Map
Champaign Park District Trails Master Plan

Legend

Park Elements

- Bench (2)
- Drinking Fountain (1)
- Dog Waste Station (1)
- Picnic Table (3)
- Playground Equipment (1)
- Recycling (1)
- Sign (3)
- Waste Receptacle (2)
- Roads

Existing Greenways

- Public Park (1)

N

0 0.01 0.02 Miles

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CHAMPAIGN COUNTY GIS CONSORTIUM

CHAMPAIGN PARK DISTRICT

McCullum Park

2015 Park Feature Map
Champaign Park District Trails Master Plan

Legend

Park Elements

- Sculpture/Monument (1)
- Sign (1)

Trails

- Bike Lanes (on-street)
- Roads

Existing Greenways

- Public Park (2)

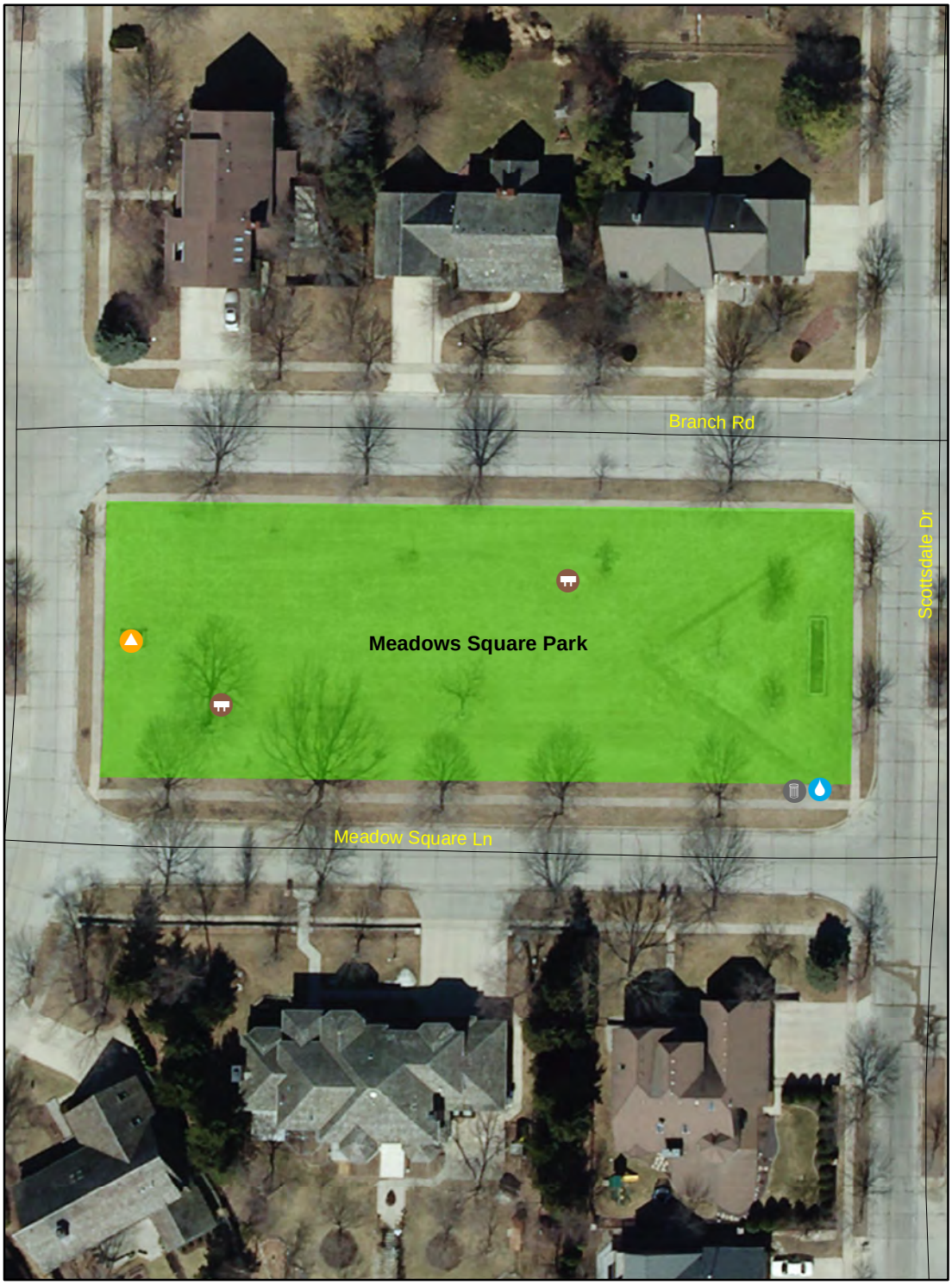
N

0 0.035 0.07 Miles

CHAMPAIGN PARK DISTRICT

Meadows Square Park

2015 Park Feature Map
Champaign Park District Trails Master Plan



Legend

Park Elements

- Bench (2)
- Drinking Fountain (1)
- Sign (1)
- Waste Receptacle (1)
- Roads

Existing Greenways

- Public Park (1)

N

0 0.01 0.02 Miles

CHAMPAIGN PARK DISTRICT

Millage Park

2015 Park Feature Map
Champaign Park District Trails Master Plan

Legend

Park Elements

- Bench (1)
- Drinking Fountain (1)
- Pavilion (1)
- Picnic Table (5)
- Playground Equipment (1)
- Recycling (1)
- Sign (3)
- Waste Receptacle (1)
- Roads

Existing Greenways

- Public Park (1)

N

0 0.0175 0.035 Miles

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CHAMPAIGN COUNTY GIS CONSORTIUM

CHAMPAIGN PARK DISTRICT

Mini Park IV

2015 Park Feature Map
Champaign Park District Trails Master Plan

Legend

Park Elements

- Bench (2)
- Sign (1)
- Roads

Existing Greenways

- Public Park (1)

N

0 0.005 0.01 Miles

CHAMPAIGN PARK DISTRICT

Mini Park V

2015 Park Feature Map
Champaign Park District Trails Master Plan

Legend

Park Elements

Sign (1)

Roads

Existing Greenways

Public Park (1)

N

0 0.005 0.01 Miles

CHAMPAIGN PARK DISTRICT

Mini Park VIII

2015 Park Feature Map
Champaign Park District Trails Master Plan

Legend

- Sign (1)
- Roads

Existing Greenways

- Public Park (2)

CHAMPAIGN PARK DISTRICT

N

0 0.0175 0.035 Miles

Moore Park

2015 Park Feature Map
Champaign Park District Trails Master Plan

Legend

Park Elements
- Bench (2)
- Picnic Table (1)
- Sign (2)

Trails
- Divided Shared-Use Path
- Shared-Use Path (off-street)
- Roads

Existing Greenways
- Public Park (1)

N

0 0.0125 0.025 Miles

CHAMPAIGN PARK DISTRICT

Morrissey Park

2015 Park Feature Map
Champaign Park District Trails Master Plan

Legend

Park Elements

- Bench (7)
- Drinking Fountain (1)
- Dog Waste Station (4)
- Mile Marker Sign (5)
- Picnic Table (9)
- Playground Equipment (1)
- Recycling (5)
- Sculpture/Monument (2)
- Sign (6)
- Waste Receptacle (8)

Trails

- Divided Shared-Use Path
- Shared-Use Path (off-street)
- Roads

Existing Greenways

- Public Park (1)

N

0 0.035 0.07 Miles

CHAMPAIGN PARK DISTRICT

Mullikin Park

2015 Park Feature Map
Champaign Park District Trails Master Plan

Legend

Park Elements

- Bench (3)
- Drinking Fountain (1)
- Dog Waste Station (1)
- Pavilion (1)
- Picnic Table (4)
- Playground Equipment (1)
- Recycling (1)
- Sign (4)
- Waste Receptacle (2)
- Roads

Existing Greenways

- Public Park (1)

N

0 0.0175 0.035 Miles

CHAMPAIGN PARK DISTRICT

Noel Park

2015 Park Feature Map
Champaign Park District Trails Master Plan

Legend

Park Elements

- Bench (1)
- Dog Waste Station (1)
- Picnic Table (6)
- Playground Equipment (1)
- Recycling (2)
- Sign (4)
- Waste Receptacle (5)
- Roads

Existing Greenways

- Public Park (1)

N

0 0.035 0.07 Miles

rpc REGIONAL PLANNING COMMISSION

CHAMPAIGN COUNTY GIS CONSORTIUM

CHAMPAIGN PARK DISTRICT

Porter Family Park

2015 Park Feature Map
Champaign Park District Trails Master Plan

Legend

Park Elements

- Bench (2)
- Drinking Fountain (0)
- Dog Waste Station (3)
- Map Sign (1)
- Pavilion (1)
- Picnic Table (6)
- Playground Equipment (1)
- Recycling (1)
- Sculpture/Monument (2)
- Sign (6)
- Waste Receptacle (6)
- Bike Parking (1)

Trails

- Shared-Use Path (off-street)
- Roads

Existing Greenways

- Public Park (2)

N

0 0.05 0.1 Miles

rpc REGIONAL PLANNING COMMISSION

CHAMPAIGN COUNTY GIS CONSORTIUM

CHAMPAIGN PARK DISTRICT

Powell Park

2015 Park Feature Map
Champaign Park District Trails Master Plan

Legend

Park Elements

- Bench (4)
- Drinking Fountain (1)
- Picnic Table (8)
- Playground Equipment (1)
- Recycling (1)
- Sign (3)
- Waste Receptacle (5)

Trails

- Shared-Use Path (off-street)
- Roads

Existing Greenways

- Public Park (1)

N

0 0.0225 0.045 Miles

rpc REGIONAL PLANNING COMMISSION

CHAMPAIGN COUNTY GIS CONSORTIUM

CHAMPAIGN PARK DISTRICT

Robeson Meadows West Detention

2015 Park Feature Map
Champaign Park District Trails Master Plan

Legend

Park Elements

- Dog Waste Station (2)

Trails

- Shared-Use Path (off-street)
- Bike Lanes (on-street)
- Roads

Existing Greenways

- Public Park (1)

N

0 0.075 0.15 Miles

CHAMPAIGN PARK DISTRICT

Robeson Meadows West Park

2015 Park Feature Map
Champaign Park District Trails Master Plan

Legend

Park Elements

- Bench (2)
- Drinking Fountain (1)
- Dog Waste Station (1)
- Playground Equipment (1)
- Recycling (1)
- Sign (4)
- Waste Receptacle (1)

Trails

- Shared-Use Path (off-street)
- Roads

Existing Greenways

- Public Park (1)

N

0 0.01 0.02 Miles

rpc REGIONAL PLANNING COMMISSION

CHAMPAIGN COUNTY GIS CONSORTIUM

CHAMPAIGN PARK DISTRICT

Robeson Park

2015 Park Feature Map
Champaign Park District Trails Master Plan

Legend

Park Elements

- Bench (6)
- Drinking Fountain (1)
- Dog Waste Station (2)
- Map Sign (1)
- Picnic Table (7)
- Playground Equipment (1)
- Recycling (1)
- Sculpture/Monument (1)
- Sign (4)
- Trail Sign (0)
- Waste Receptacle (4)
- Bike Parking (2)

Trails

- Shared-Use Path (off-street)
- Roads

Existing Greenways

- Public Park (2)

N

0 0.05 0.1 Miles

CHAMPAIGN PARK DISTRICT

Scott Park

2015 Park Feature Map
Champaign Park District Trails Master Plan

Legend

Park Elements

- Bench (7)
- Drinking Fountain (1)
- Pavilion (1)
- Picnic Table (1)
- Playground Equipment (1)
- Recycling (3)
- Sign (5)
- Trail Sign (1)
- Waste Receptacle (6)
- Bike Parking (1)

Trails

- Shared-Use Path (sidepath)
- Shared-Use Path (off-street)
- Roads

Existing Greenways

- Public Park (2)

N

0 0.015 0.03 Miles

rpc REGIONAL PLANNING COMMISSION

CHAMPAIGN COUNTY GIS CONSORTIUM

CHAMPAIGN PARK DISTRICT

Skelton Park

2015 Park Feature Map
Champaign Park District Trails Master Plan

Legend

Park Elements

- Bench (2)
- Sculpture/Monument (1)
- Sign (1)
- Waste Receptacle (1)
- Roads

Existing Greenways

- Public Park (1)

N

0 0.0125 0.025 Miles

CHAMPAIGN PARK DISTRICT

Spalding Park

2015 Park Feature Map
Champaign Park District Trails Master Plan

Legend

Park Elements

- Bench (6)
- Drinking Fountain (3)
- Dog Waste Station (3)
- Pavilion (1)
- Picnic Table (5)
- Playground Equipment (1)
- Recycling (1)
- Sign (0)
- Waste Receptacle (11)
- Bike Parking (2)
- Roads

Existing Greenways

- Public Park (2)

N

0 0.0325 0.065 Miles

rpc REGIONAL PLANNING COMMISSION

CHAMPAIGN COUNTY GIS CONSORTIUM

CHAMPAIGN PARK DISTRICT

Stampofski Park

2015 Park Feature Map
Champaign Park District Trails Master Plan

Legend

Park Elements

- Bench (1)
- Sculpture/Monument (1)

Trails

- Bike Lanes (on-street)
- Roads

Existing Greenways

- Public Park (1)

N

0 0.005 0.01 Miles

rpc REGIONAL PLANNING COMMISSION

CHAMPAIGN COUNTY GIS CONSORTIUM

CHAMPAIGN PARK DISTRICT

Sunset Ridge Park

2015 Park Feature Map
Champaign Park District Trails Master Plan

Legend

Park Elements

- Bench (11)
- Drinking Fountain (1)
- Dog Waste Station (1)
- Other Park Feature (1)
- Pavilion (1)
- Picnic Table (5)
- Playground Equipment (1)
- Recycling (4)
- Sculpture/Monument (1)
- Sign (6)
- Waste Receptacle (4)
- Bike Parking (2)

Trails

- Shared-Use Path (off-street)
- Roads

Existing Greenways

- Public Park (1)

N

0 0.0375 0.075 Miles

CHAMPAIGN PARK DISTRICT

Thompson Park

2015 Park Feature Map
Champaign Park District Trails Master Plan

Legend

Park Elements
- Sign (1)
- Waste Receptacle (1)

Trails
- Shared-Use Path (off-street)
- Roads

Existing Greenways
- Public Park (1)

N

0 0.0075 0.015 Miles

CHAMPAIGN PARK DISTRICT

Toalson Park

2015 Park Feature Map
Champaign Park District Trails Master Plan

Legend

Park Elements

- Bench (4)
- Drinking Fountain (1)
- Dog Waste Station (2)
- Pavilion (1)
- Picnic Table (7)
- Playground Equipment (1)
- Recycling (1)
- Sign (4)
- Waste Receptacle (6)

Trails

- Shared-Use Path (sidepath)
- Shared-Use Path (off-street)
- Roads

Existing Greenways

- Public Park (1)

N

0 0.03 0.06 Miles

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CHAMPAIGN PARK DISTRICT

Town Center Park

2015 Park Feature Map
Champaign Park District Trails Master Plan

Legend

Park Elements

Sign (1)

Roads

Existing Greenways

Public Park (1)

N

0 0.02 0.04 Miles

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CHAMPAIGN PARK DISTRICT

Trails at Abbey Fields Greenway

2015 Park Feature Map
Champaign Park District Trails Master Plan

Legend

Trails

- Shared-Use Path (off-street)
- Roads

Existing Greenways

- Public Park (1)

N

0 0.05 0.1 Miles

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CHAMPAIGN PARK DISTRICT

Trevett-Finch Park

2015 Park Feature Map
Champaign Park District Trails Master Plan

Legend

Park Elements

- Bench (2)
- Sign (2)
- Waste Receptacle (1)
- Roads

Existing Greenways

- Public Park (1)

N

0 0.0075 0.015 Miles

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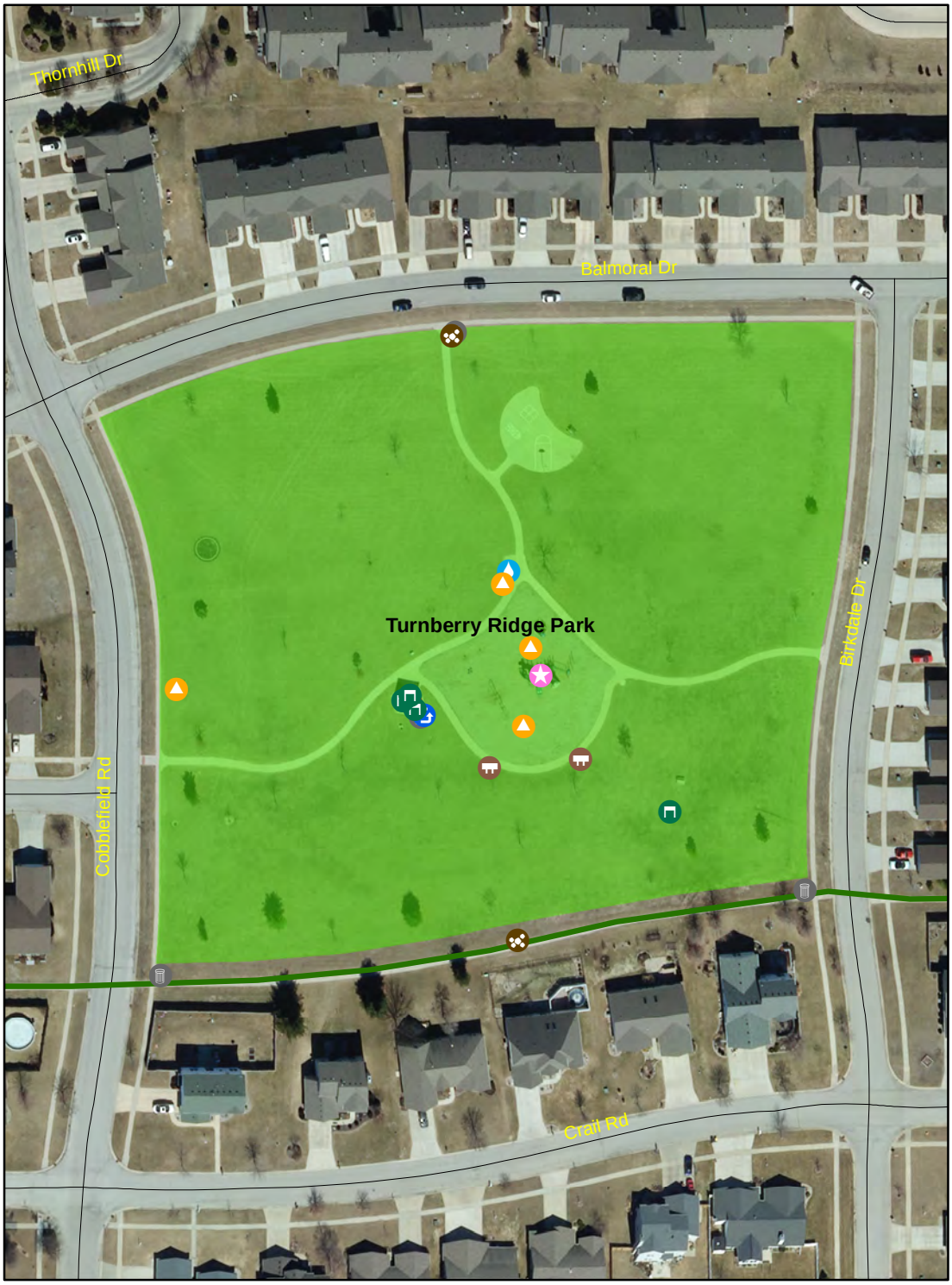
CHAMPAIGN PARK DISTRICT

Turnberry Ridge Park

2015 Park Feature Map
Champaign Park District Trails Master Plan



Legend

Park Elements

- Bench (2)
- Drinking Fountain (1)
- Dog Waste Station (2)
- Pavilion (1)
- Picnic Table (4)
- Playground Equipment (1)
- Recycling (1)
- Sign (4)
- Waste Receptacle (4)

Trails

- Shared-Use Path (off-street)
- Roads

Existing Greenways

- Public Park (1)

N

0 0.0225 0.045 Miles

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CHAMPAIGN COUNTY GIS CONSORTIUM

CHAMPAIGN PARK DISTRICT

Washington Park

2015 Park Feature Map
Champaign Park District Trails Master Plan

Legend

Park Elements

- Picnic Table (1)
- Sign (1)
- Bike Parking (0)
- Roads

Existing Greenways

- Public Park (1)

N

0 0.025 0.05 Miles

CHAMPAIGN PARK DISTRICT

Wesley Park

2015 Park Feature Map
Champaign Park District Trails Master Plan

Legend

Park Elements

- Bench (4)
- Picnic Table (1)
- Playground Equipment (1)
- Recycling (1)
- Sign (3)
- Waste Receptacle (2)

Trails

- Shared-Use Path (off-street)
- Roads

Existing Greenways

- Public Park (1)

N

0 0.015 0.03 Miles

CHAMPAIGN PARK DISTRICT

West Side Park

2015 Park Feature Map
Champaign Park District Trails Master Plan

Legend

Park Elements

- Bench (24)
- Drinking Fountain (2)
- Dog Waste Station (4)
- Mile Marker Sign (3)
- Pavilion (1)
- Picnic Table (6)
- Playground Equipment (2)
- Recycling (8)
- Sculpture/Monument (7)
- Sign (7)
- Waste Receptacle (23)
- Bike Parking (4)

Trails

- Bike Lanes (on-street)
- Shared Lane Markings (sharrows)
- Roads

Existing Greenways

- Public Park (1)

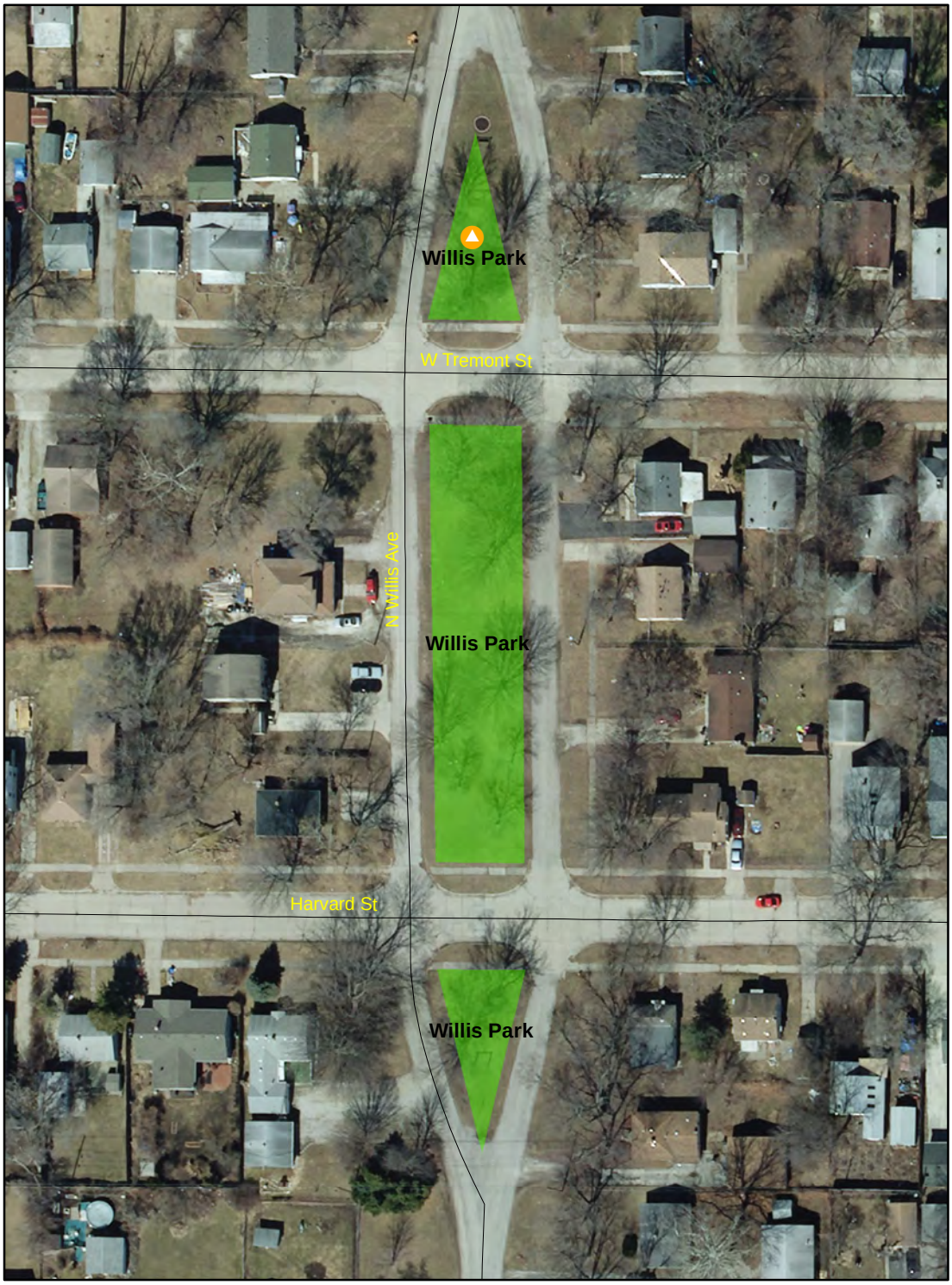
N

0 0.035 0.07 Miles

CHAMPAIGN PARK DISTRICT

Willis Park

2015 Park Feature Map
Champaign Park District Trails Master Plan



Legend

Park Elements

- Sign (1)
- Roads

Existing Greenways

- Public Park (1)

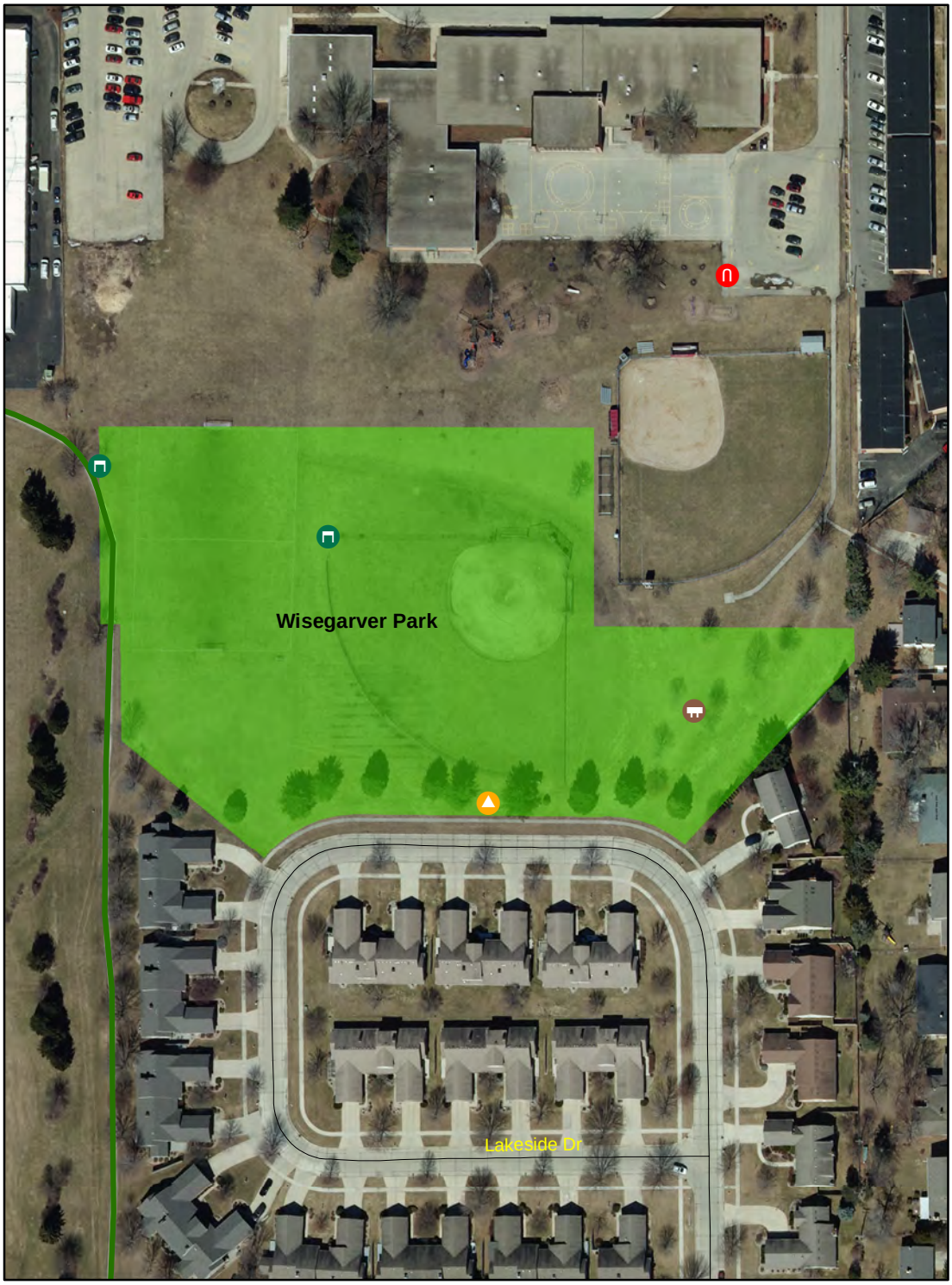
N

0 0.015 0.03 Miles

CHAMPAIGN PARK DISTRICT

Wisegarver Park

2015 Park Feature Map
Champaign Park District Trails Master Plan



Legend

Park Elements

- Bench (1)
- Picnic Table (2)
- Sign (1)
- Bike Parking (0)

Trails

- Shared-Use Path (off-street)
- Roads

Existing Greenways

- Public Park (1)

N

0 0.0275 0.055 Miles

CHAMPAIGN PARK DISTRICT

Zahnd Park

2015 Park Feature Map
Champaign Park District Trails Master Plan

Legend

Park Elements

- Bench (3)
- Concession Stand (1)
- Drinking Fountain (1)
- Pavilion (2)
- Picnic Table (4)
- Playground Equipment (1)
- Recycling (2)
- Restroom (1)
- Sign (4)
- Waste Receptacle (17)
- Roads

Existing Greenways

- Public Park (1)

N

0 0.0375 0.075 Miles

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CHAMPAIGN PARK DISTRICT

APPENDIX 2

CPD TMP Performance Measures Tracking Sheets

THEME: Accessibility, Connectivity

Goal 1: Continue with the collaborative development of a district-wide / regional trail system including strong connections between present and future CPD parks, loop trails within parks and linkages within the regional trail system.

Objective	Performance Measure	Responsible Parties	Best Time to Collect Data	2017	2018	2019	2020	2021	2022	Total
1. Provide regional trail connections from CPD trails to the Kickapoo Rail Trail by 2030.	A. Number of trail connections made to the regional trail network	Champaign Park District, City of Champaign, Champaign County Forest Preserve District (CCFPD), developers	Every January 1st							**0**
2. Provide trail connections between parks and major destinations: - By 2020: -O'Malley's Alley Trail to Centennial Park - By 2030: -Midtown Champaign to North Champaign via Boneyard Creek	A. Number of trail connections made between parks and major destinations	Champaign Park District, City of Champaign, developers	Every January 1st							**0**
	B. Number of trail connections made between parks	Champaign Park District, City of Champaign, developers	Every January 1st							**0**
3. Provide loop trails in parks: Spalding Park by 2020; and Zahnd Park by 2030.	A. Number of loop trails	Champaign Park District	Every January 1st							**0**
4. Construct 10 miles of trails proposed in the CPD Trails Master Plan by 2025.	A. Number of miles of new trail facilities	Champaign Park District, City of Champaign, developers, railroad companies, CCFPD	Every January 1st							**0**

THEME: Safety, User-Friendliness

Goal 2: Develop a system of trails that is user-friendly by providing amenities that make parks accessible to all residents and visitors.

Objective	Performance Measure	Responsible Parties	Best Time to Collect Data	2017	2018	2019	2020	2021	2022	Total
1. Add 2 new miles of trail facilities that provide the minimum number of amenities: benches, bike parking, drinking fountains, lighting, maps, mile markers, trail signs, and waste receptables.	A. Miles of new trails built with the minimum number of amenities	Champaign Park District	At the end of each construction project, or every January 1st							**0**
2. Retrofit at least 1 mile of existing trails with the amenities inventoried for this plan, adhering to Champaign County Greenways and Trails Design Guidelines where applicable, by 2020.	A. Miles of existing trails retrofitted to meet minimum amenity standards	Champaign Park District, City of Champaign	At the end of each construction project, or every January 1st							**0**
3. Install trail signs and markings on all new trail facilities according to the Champaign County Greenways & Trails Design Guidelines by 2020.	A. Miles of trail infrastructure projects built with signs according to the Champaign County Greenways & Trails Design Guidelines	Champaign Park District, City of Champaign	At the end of each construction project, or every January 1st							**0**
4. Provide covered bike parking at at least 3 CPD parks and facilities by 2020.	A. Number of designated parks with covered bike parking installed	Champaign Park District	At the end of each construction project, or every January 1st							**0**
	B. Number of CPD facilities with covered bike parking installed	Champaign Park District	At the end of each construction project, or every January 1st							**0**
5. Partner with the Champaign Police Department to promote safety and security of existing and proposed trail facilities by 2018.	A. Police reports related to vandalism on park trails	Champaign Police Department, Champaign Park District, City of Champaign	Every January 1st							**0**
	B. Police reports related to personal safety on park trails	Champaign Police Department, Champaign Park District, City of Champaign	Every January 1st							**0**

THEME: Education

Goal 3: Educate residents about the benefits and availability of trail facilities.

Objective	Performance Measure	Responsible Parties	Best Time to Collect Data	2017	2018	2019	2020	2021	2022	Total
1. Produce and distribute a regularly updated map that includes existing trail facilities in Champaign at least every 3 years.	A. Frequency of map publication and distribution	Champaign Park District, Champaign County Bikes (CCB), Champaign County Regional Planning Commission	As maps are released or every January 1st							**0**
2. Distribute educational, encouragement, and enforcement materials focusing on trail accessibility and proximity at a minimum of 2 new public events per year by 2018.	A. Number of events with materials available	Champaign Park District, CCB, Champaign Center Partnership, City of Champaign, CUMTD, University of Illinois, CCRPC, C-U SRTS Project	As events occur or every January 1st							**0**
	B. Number of materials distributed	Champaign Park District, CCB, Champaign Center Partnership, City of Champaign, CUMTD, University of Illinois, CCRPC, C-U SRTS Project	As events occur or every January 1st							**0**
3. Provide 3 educational and encouragement programs for all ages about the benefits of walking, biking, and appreciation of green space by 2020.	A. Number of educational and encouragement programs provided	Champaign Park District, Champaign County Bikes, University of Illinois	As programs occur or every January 1st							**0**
	B. Portion of all age ranges served	Champaign Park District, Champaign County Bikes, University of Illinois	As programs occur or every January 1st							**0**
4. Distribute a biennial survey to Champaign residents to identify trail system priorities to be included in the Champaign Park District Capital Improvement Plan by 2018.	A. Number of surveys distributed	Champaign Park District	As surveys are distributed or every January 1st							**0**
	B. Number of surveys collected	Champaign Park District	As surveys are collected or every January 1st							**0**
5. Make 3 new trail education, encouragement, and enforcement materials available on the CPD website by 2018.	A. Number of materials available on website	Champaign Park District	As materials are linked or every January 1st							**0**
6. Make available trail education, encouragement, and enforcement materials in at least 1 language besides English by 2020.	A. Number of multilingual materials	Champaign Park District	As materials are released or every January 1st							**0**

THEME: Environment (Natural)

Goal 4: Preserve and enhance the natural environment through the development and operation of greenways coinciding with Champaign Park District trails.

Objective	Performance Measure	Responsible Parties	Best Time to Collect Data	2017	2018	2019	2020	2021	2022	Total
1. Use the Champaign trail system to connect 2 natural features such as bodies of water, wooded areas, and open spaces by 2030.	A. Number of new trail connections between natural areas	Champaign Park District, City of Champaign, developers	At the end of each construction project, or every January 1st							**0**
2. Develop at least 2 miles of trail facilities that allow users to interpret and experience the natural environment along greenways through signage and/or trail creation by 2030.	A. Number of miles of trail facilities developed with minimum signage and natural area requirements	Champaign Park District, City of Champaign	At the end of each construction project, or every January 1st							**0**
3. Implement 1 new annual trail cleanup event for greenways and natural areas by 2018.	A. Number of trail cleanup events implemented	Champaign Park District	As events occur or every January 1st							**0**

THEME: Coordination, Implementation

Goal 5: Coordinate the planning and implementation of all Champaign park trails system projects with the City of Champaign's Transportation Master Plan and proposed sidewalk improvements, as well as the Champaign County Greenways and Trails Plan in a manner that emphasizes rational and cost-effective measures.

Objective	Performance Measure	Responsible Parties	Best Time to Collect Data	2017	2018	2019	2020	2021	2022	Total
1. Recognize the significance of prioritized projects listed within the Champaign County Greenways and Trails Plan by implementing 3 High Priority projects that are also listed in the CPD Trails Master Plan by 2020.	A. Number of projects implemented that are listed as High Priority in the Champaign County Greenways and Trails Plan	Champaign Park District, City of Champaign, CCRPC	At the end of each construction project, or every January 1st							**0**
2. Develop a coordinated review process between the City of Champaign and the Champaign Park District for development proposals where park trails are proposed by 2018.	A. Number of new development projects receiving trail evaluations	Champaign Park District, City of Champaign	As development applications are processed							**0**
3. Promote and establish at least 1 connection from Champaign parks to future statewide systems of greenways and trails by 2040.	A. Number of trail connections leading outside Champaign	Champaign Park District, City of Champaign, CCFPD	End of each construction season							**0**
4. By 2020, 2 different grant applications will be submitted by the Champaign Park District for trail projects funding as part of new trail development projects as appropriate.	A. Number of grant applications submitted	Champaign Park District	As applications are submitted or every January 1st							**0**
5. Dedicate at least 5% of the Champaign Park District Capital Improvement Plan (CIP) money allocated for trail construction and maintenance projects annually.	A. Percentage of Champaign Park District CIP dedicated to trail improvements	Champaign Park District	Annual development of Capital Improvement Plan (CIP)							**0**
6. Produce a list of completed and current trail facility construction projects at the end of each construction year to 2 groups/boards/commissions.	A. List of completed trail facility construction projects	Champaign Park District	End of each construction season							**0**
	B. List of current trail facility construction projects	Champaign Park District	End of each construction season							**0**
7. Provide CPD funding for at least 1 trail facility along new or existing roadways adjacent to parks by 2020.	A. Miles of new roadway projects with trail installation	Champaign Park District, City of Champaign	At the end of each construction project, or every January 1st							**0**
	B. Number of existing roadway reconstruction projects with trail installation	Champaign Park District, City of Champaign	At the end of each construction project, or every January 1st							**0**
8. Assign at least the equivalent of 0.5 FTE staff from CPD to work on the implementation of the Champaign Park District Trails Master Plan including planning, design, engineering, education, enforcement, and encouragement by 2018.	a. Staff time allocated to implementation of the CPD Trails Master Plan	Champaign Park District	As work and events occur, or every January 1st							**0**

APPENDIX 3

Champaign County Greenways & Trails Plan Design Guidelines

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 Commission interviewed participating 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

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.

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.
    - 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:
    - Asphalt,
    - Concrete, and
    - 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 pavement 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.

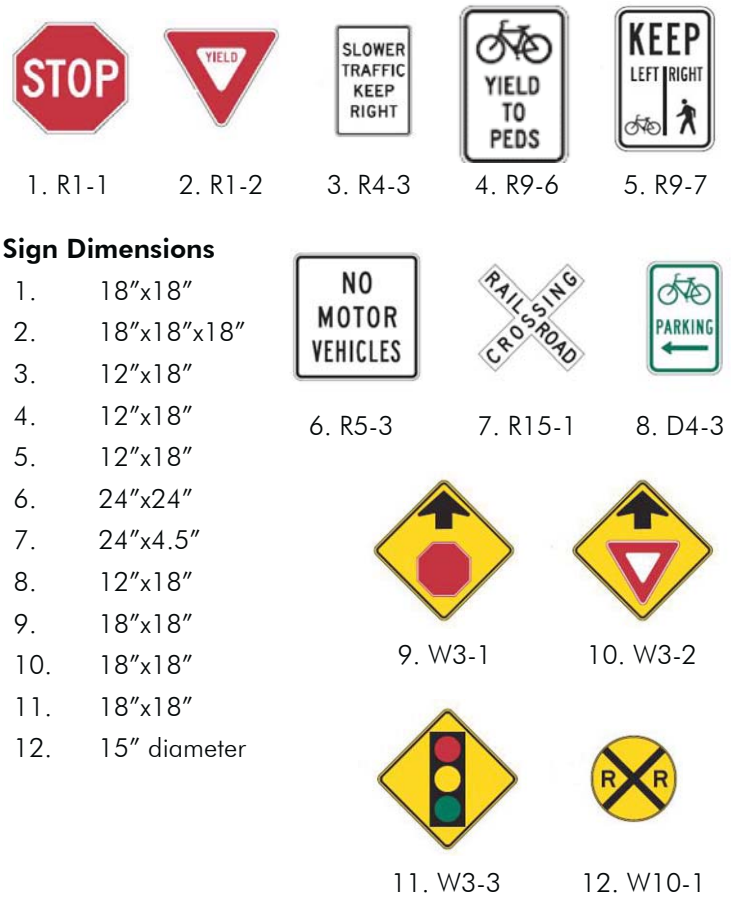
Shared-Use Trail Signage

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

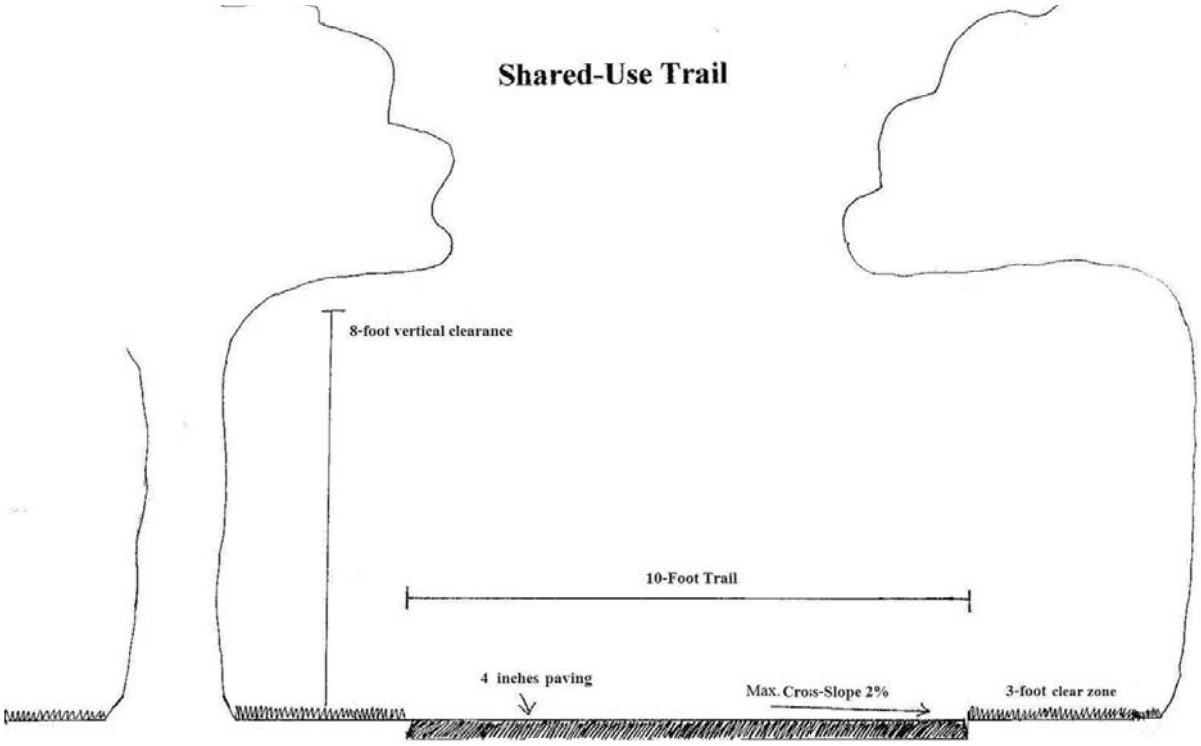
All surface markings on shared-use trails should be retroreflectorized and made of skid-resistant material for safety. Obstructions in the traveled way of a shared-use trail should be marked with retroreflectorized material. Striping should not be used on shared-use trails to separate directions; yield 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.



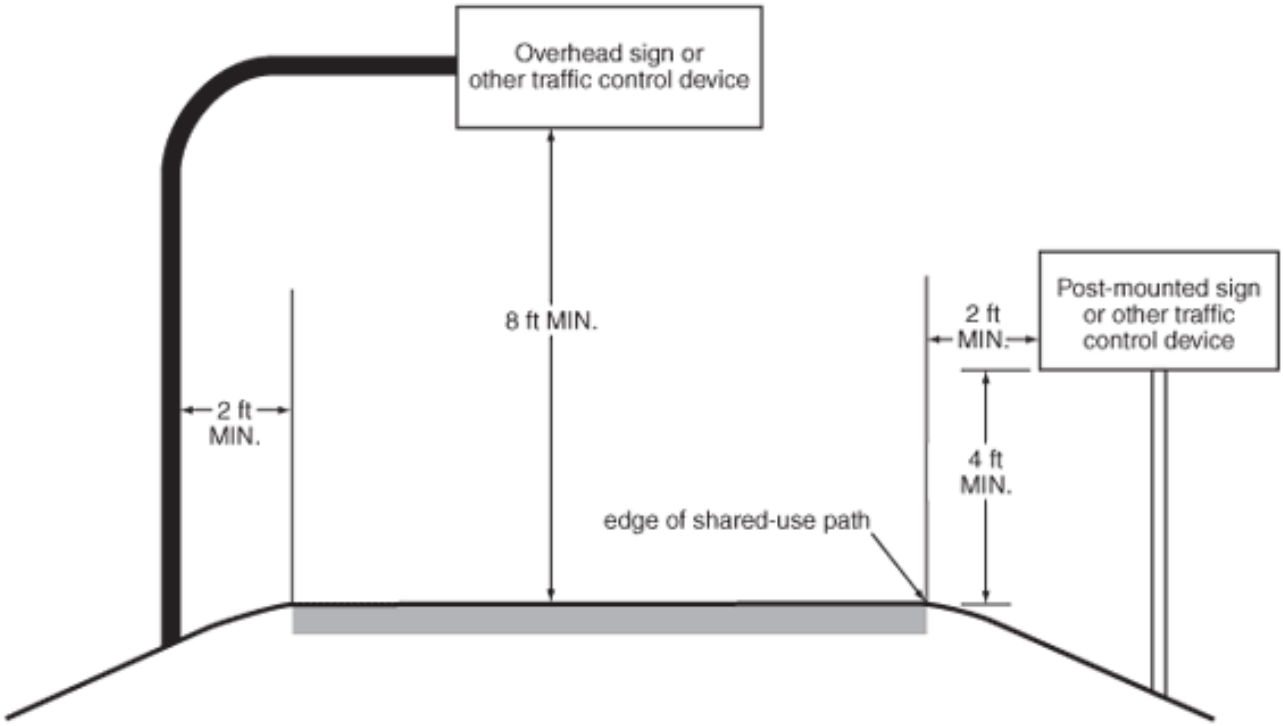
Sign Dimensions

1.	18"x18"
2.	18"x18"x18"
3.	12"x18"
4.	12"x18"
5.	12"x18"
6.	24"x24"
7.	24"x4.5"
8.	12"x18"
9.	18"x18"
10.	18"x18"
11.	18"x18"
12.	15" diameter

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



Shared-Use Trail Dimensions Diagram



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

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.
  - 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.
  - 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.

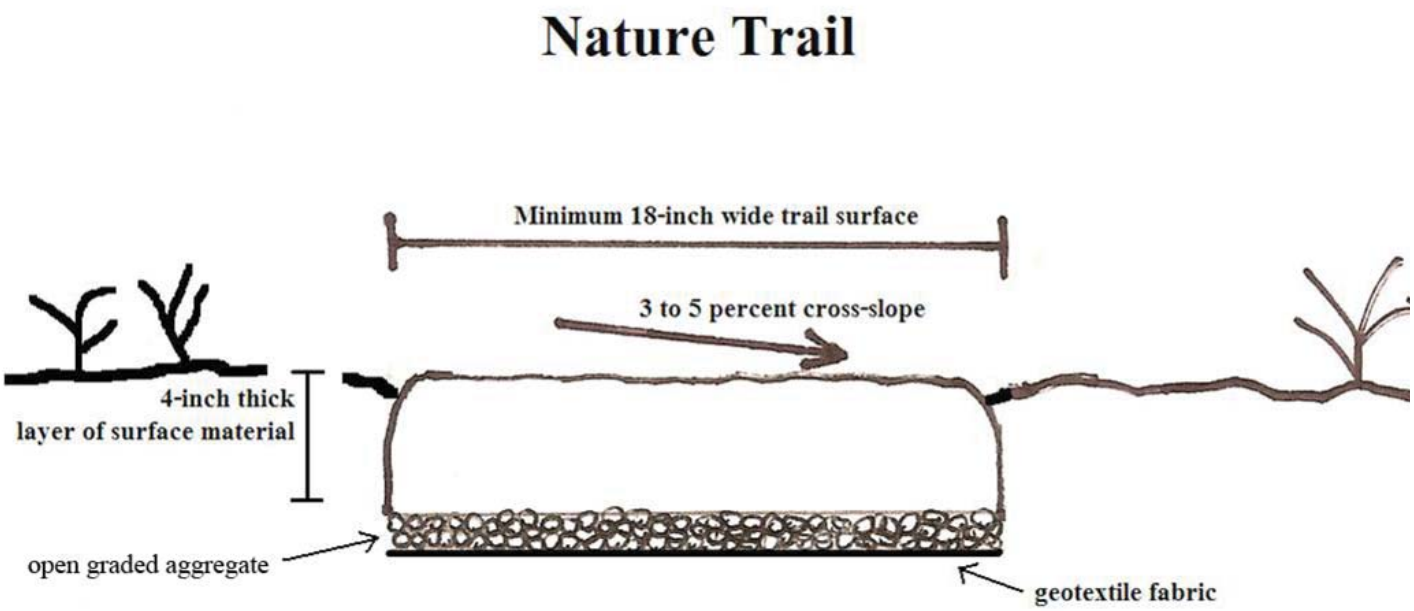
Trail Surface

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

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

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 mowed 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.

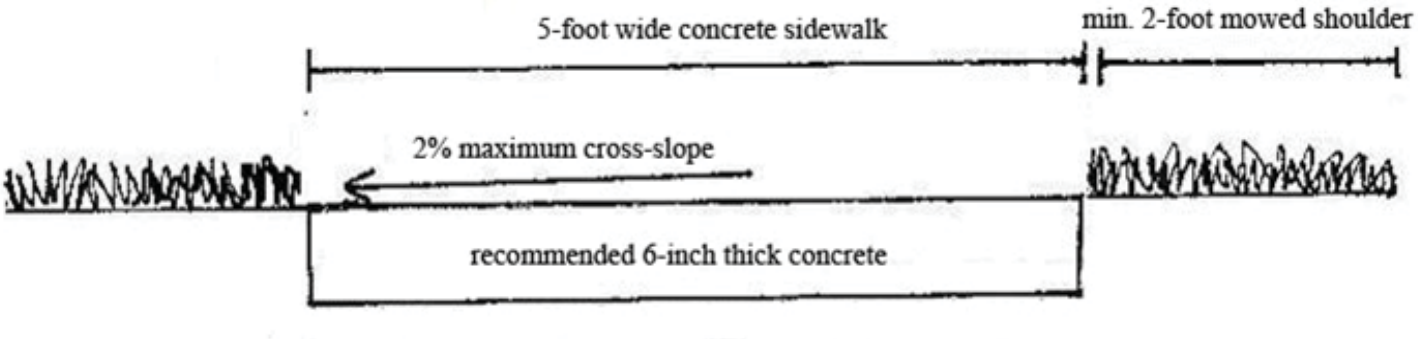
Engineering

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.



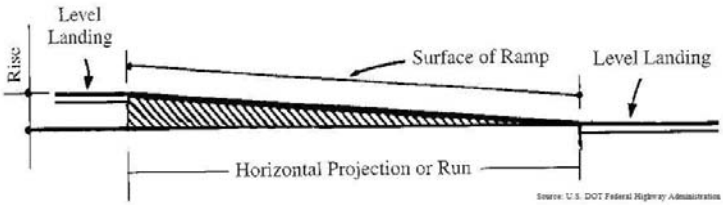
Sidewalk Dimensions Diagram

Ramps

- Ramp specifications shall follow the Illinois Accessibility Code:
  - The least possible slope should be used for any ramp.
  - The maximum slope of a ramp in new construction shall be 8.3%.
  - 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.



Ramp Cross-Section

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.

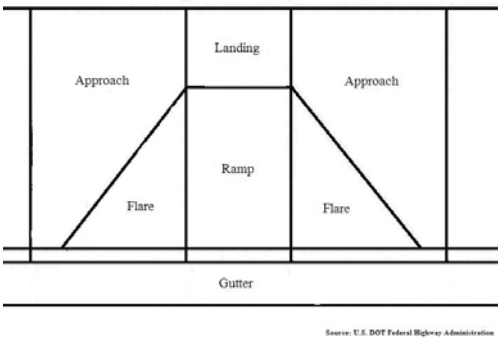
Subgrade and Sidewalk Surface

Subgrade

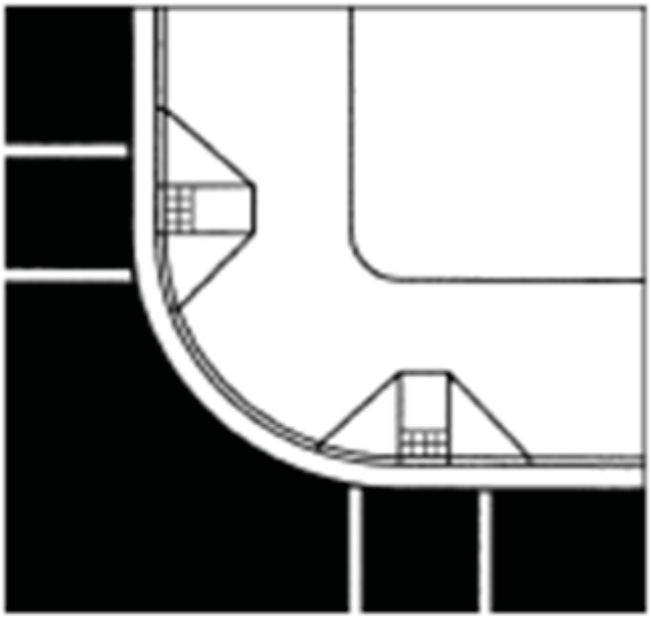
- Vegetation should be cleared from the 5-foot wide sidewalk path.

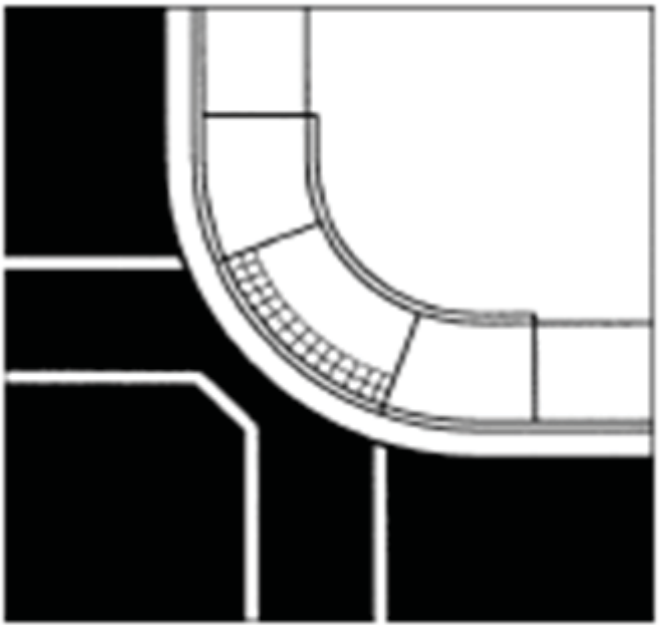
Sidewalk Surface

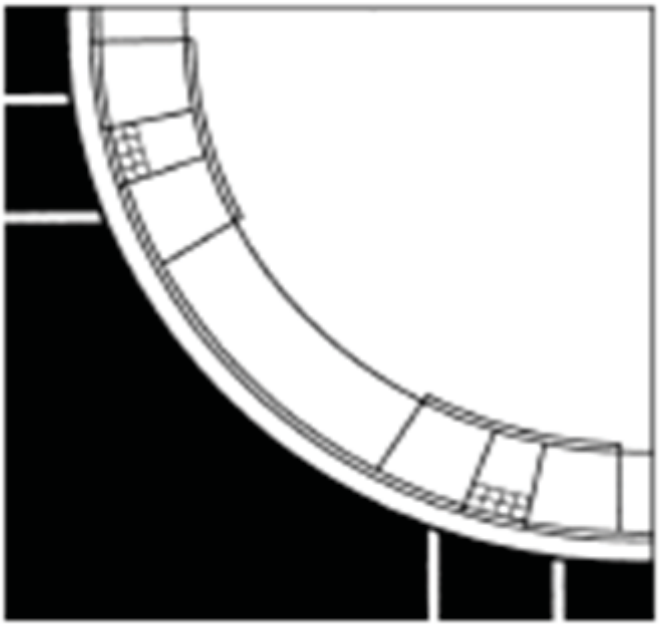
- The sidewalk surface should be concrete.
- The concrete surface should be 6 inches thick.
- The sidewalk surface should be jointed to control cracking.
- A rough brushed surface is recommended to increase traction.



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.

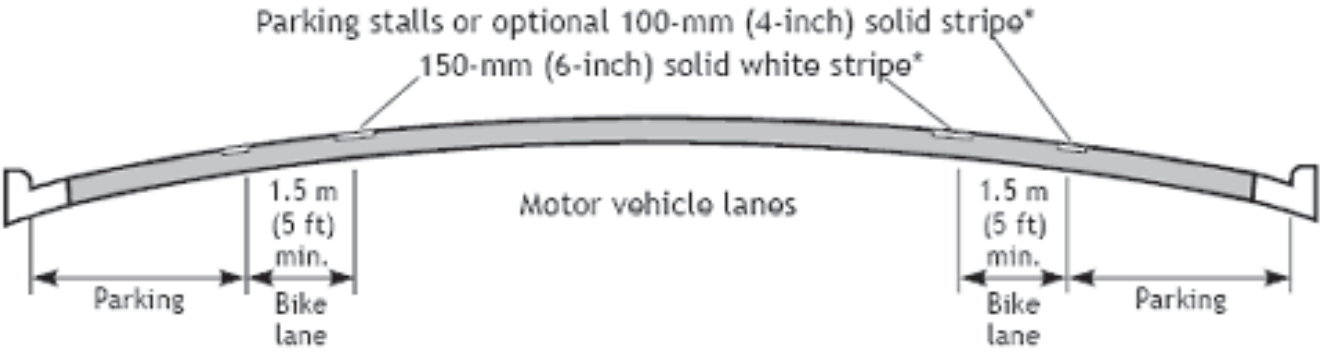
Slope/Drainage

- 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 bike-proof.
- Curb inlets should be used to eliminate exposure of bicyclists to grates.

Subgrade, Subbase, and Bikeway Surface

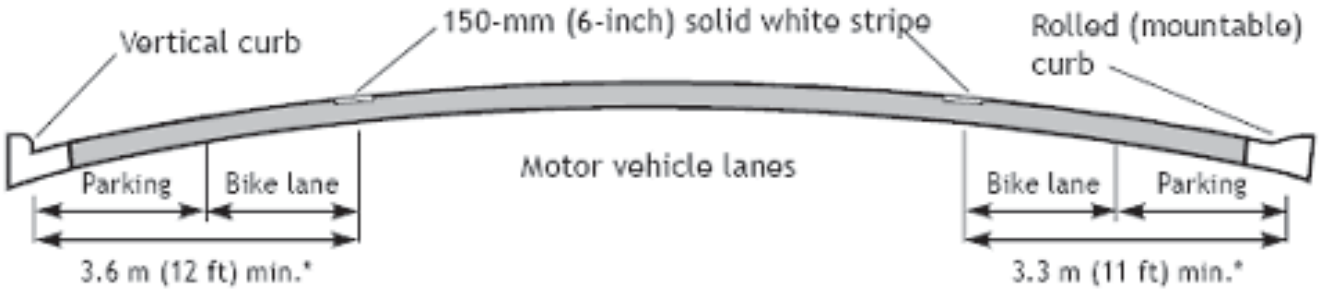
- To follow the road engineering standards adopted by each agency.
- Paved shoulders marked as bike lanes should be smooth and maintained to provide a desirable riding surface.

(1) On-Street Parking



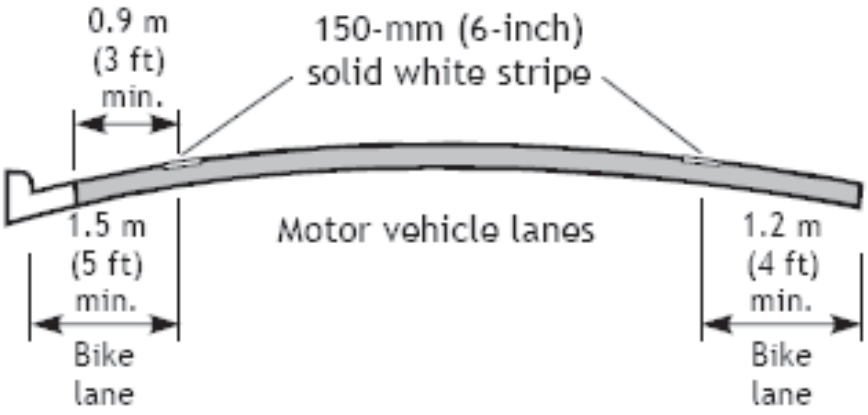
* The optional solid stripe may be advisable where stalls are unnecessary (because parking is light) but there is concern that motorist may misconstrue the bike lane to be a traffic lane.

(2) Parking Permitted without Parking Stripe or Stall



* 3.9 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

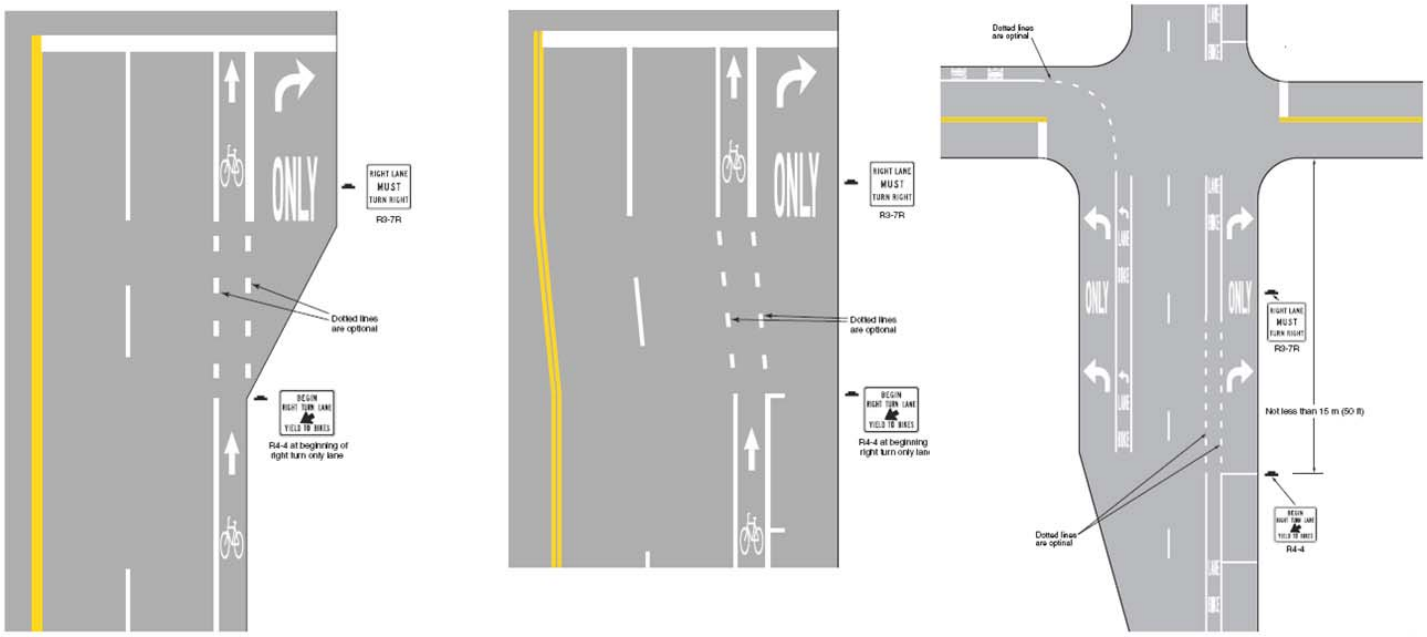


Source: American Association of State Highway and Transportation Officials (AASHTO)

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:
  - A through bicycle lane shall not be positioned to the right of a right turn only lane.
  - 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.
  - No markings should be painted across pedestrian crosswalks or in the intersections.
  - If used, the bicycle lane symbol marking should be placed immediately after intersections and as appropriate.



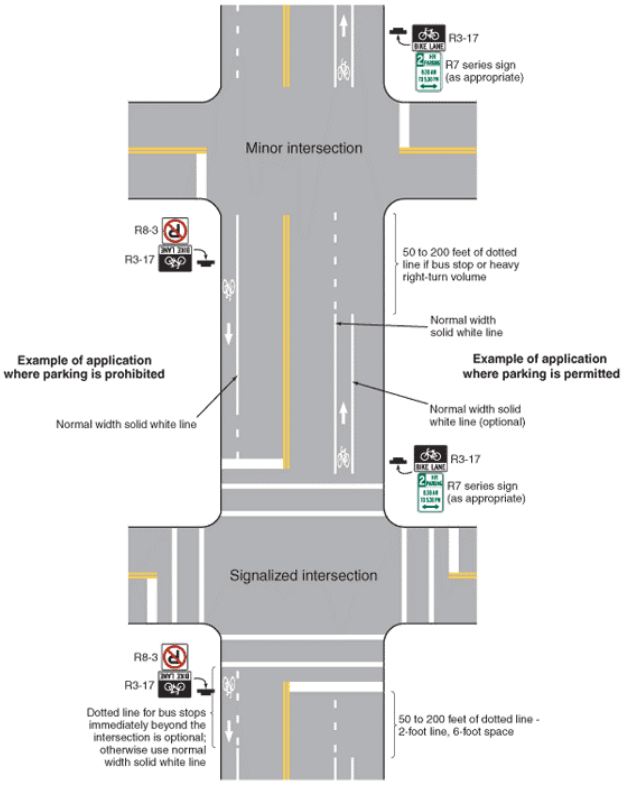
Above left: Example of bicycle lane treatment at a right-turn only lane

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

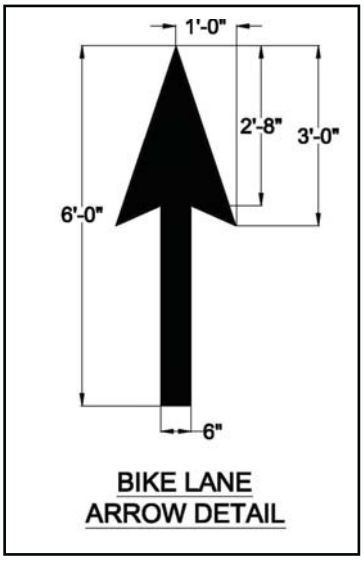
Above right: Example of intersection pavement markings—designated bicycle lane with left-turn area, heavy turn volumes, parking, one-way traffic, or divided highway

Right: Typical pavement markings for bike lane on two-way street

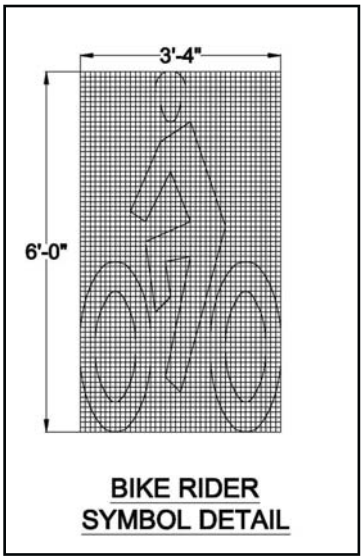
Source: MUTCD 2009; Figures 9C-4, 9C-5, 9C-1, and 9C-6



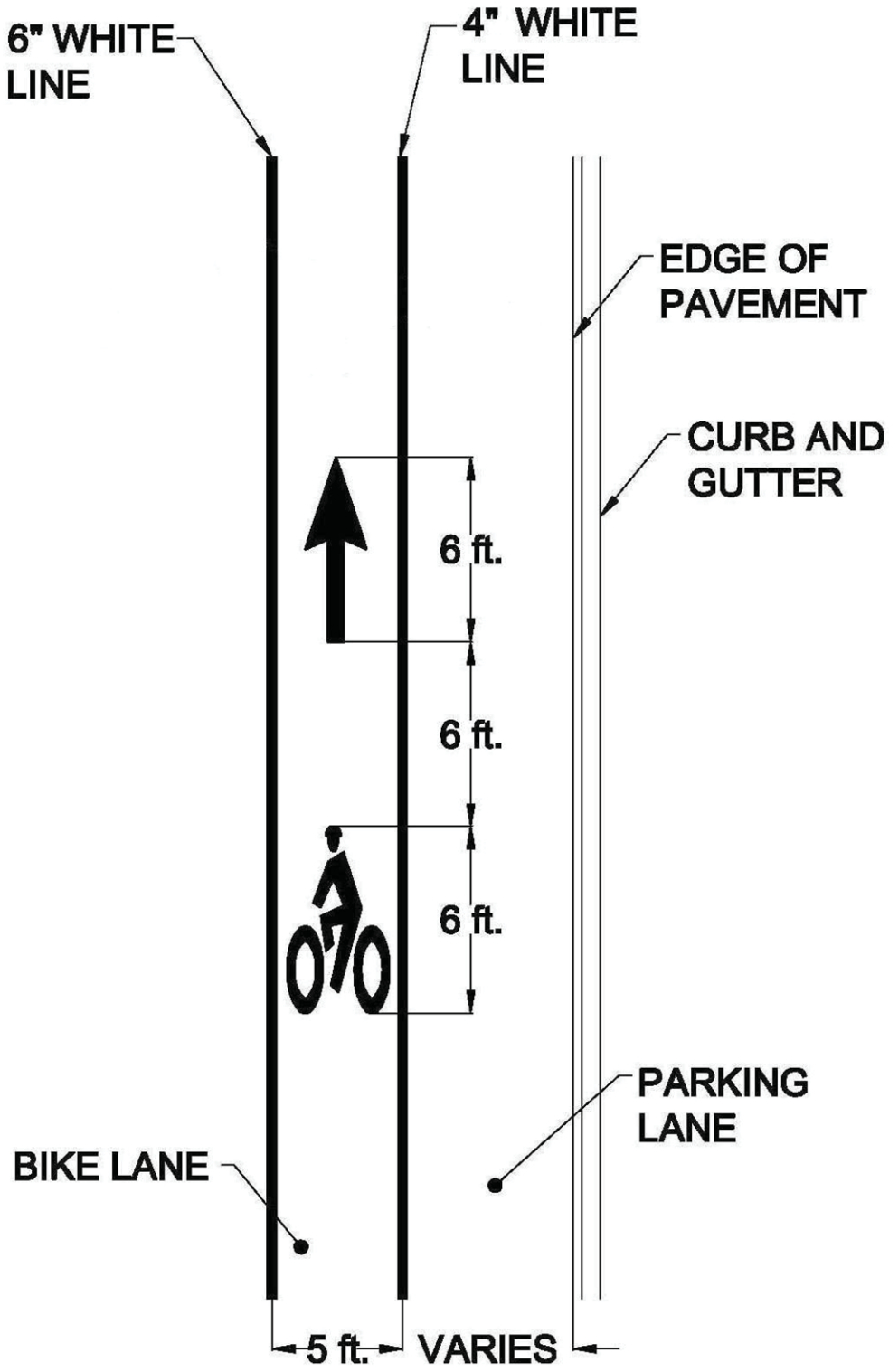
Bicycle Lane Symbol Layout



BIKE LANE
ARROW DETAIL



BIKE RIDER
SYMBOL DETAIL



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.

1. R3-17

2. R3-17aP

3. R3-17bP

4. R4-4

5. R7-9a

6. D4-3

7. R5-1b

Sign Dimensions

1. 30" x 24"
2. 30" x 12"
3. 30" x 12"
4. 36" x 30"
5. 12" x 18"
6. 12" x 18"
7. 12" x 18"
8. 12" x 12"
9. 24" x 24"
10. 18" x 24"

8. R9-3cP

9. W11-1

10. W16-1P

Source: MUTCD

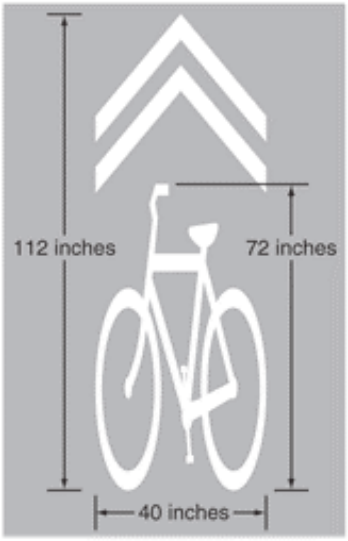
13.3.2 Shared Lane Markings (sharrows)

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.



Source: MUTCD 2009

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.

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.

Sign Dimensions:
30" x 30"
Source: MUTCD 2009

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.

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.
- 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:
    - How to access and cross a bridge.
    - How to navigate through an area with a complex street layout.
    - 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

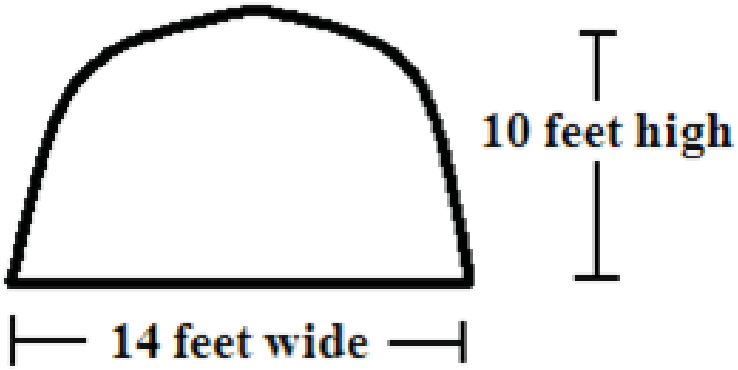
- The decking should be made of 4-inch thick pressure-treated planks (2 inches thick for pedestrian-only bridges).
- Planks should be laid perpendicular to the substructure's beams.
- Planked should be laid with gaps of 1/8 to 1/4 inch between planks for drainage and to maintain accessibility.

Railings

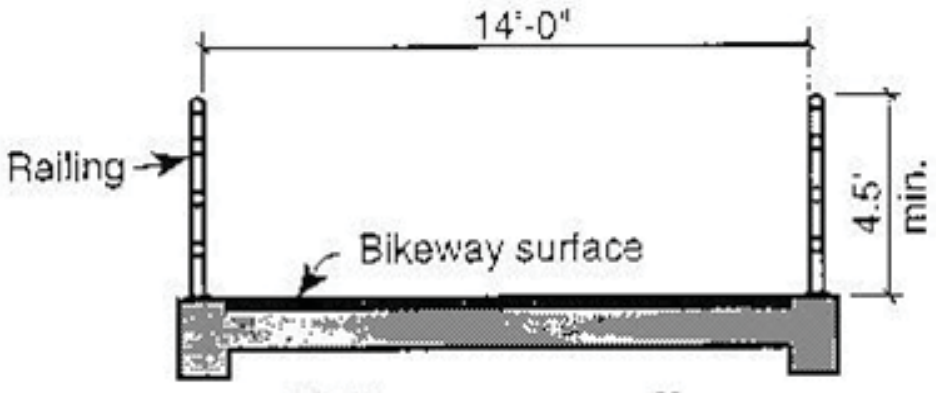
- Vertical posts should be evenly spaced, no more than 6 feet apart.
- Railings should support a vertical load of 50 pounds per linear foot of rail height.
- Top rail height should be at least 54 inches above the deck surface for bicyclists (at least 42 inches for pedestrian-only bridges).
- Middle rail 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.



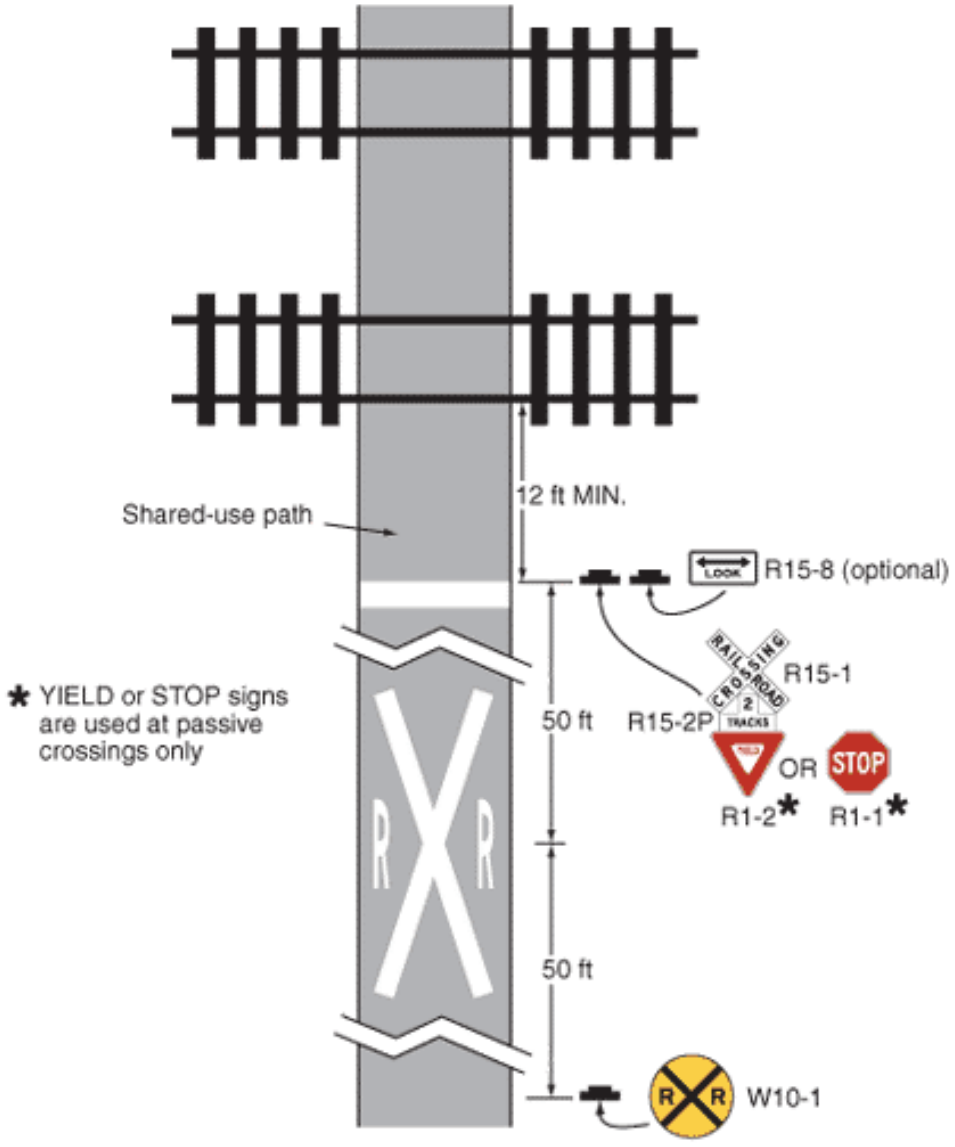
Cross Section: Tunnel Crossing



Cross Section: Bridge 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

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.

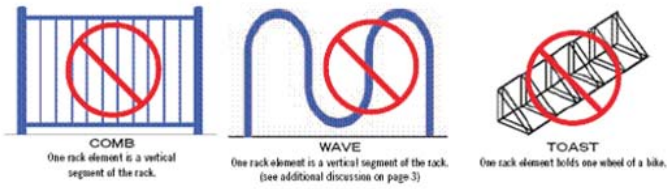
Bicycle Parking

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

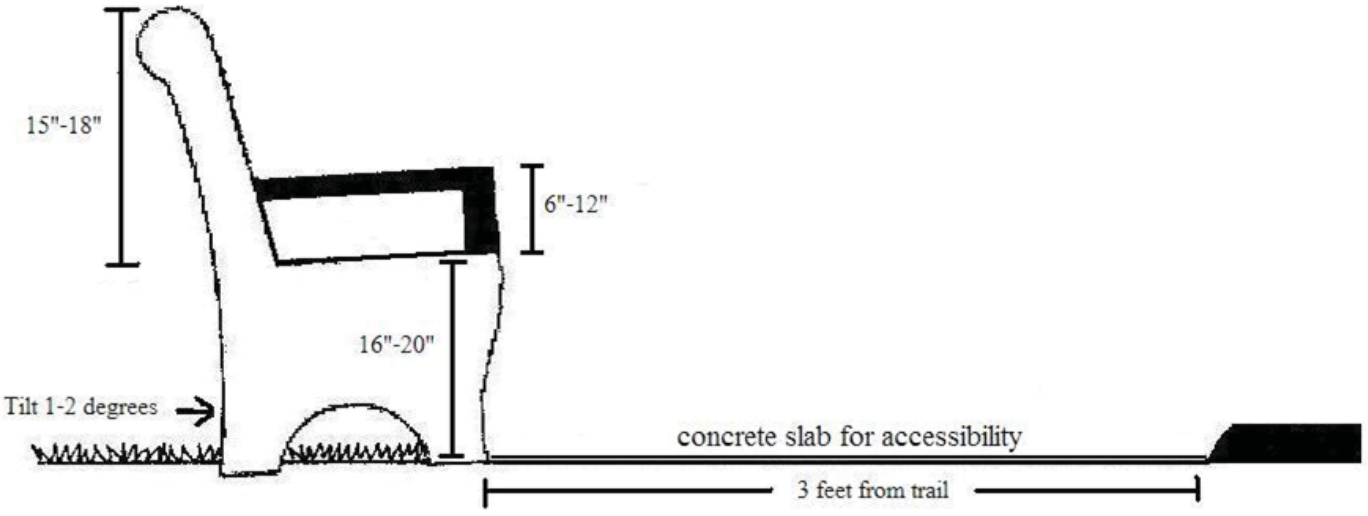
- Landscaping at trailheads and along trail corridors should be in reference to the agency's landscaping ordinance.
- Wherever feasible, use noninvasive native plant species without invasive roots.
- Vegetation may be planted beyond the grading area to discourage users from wandering beyond the trail 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:
    - Length should be 72 to 90 inches.
    - Seat should be 16-20 inches above the ground.
    - Back supports should be 15 to 18 inches high and extend the bench's full length.
    - 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.

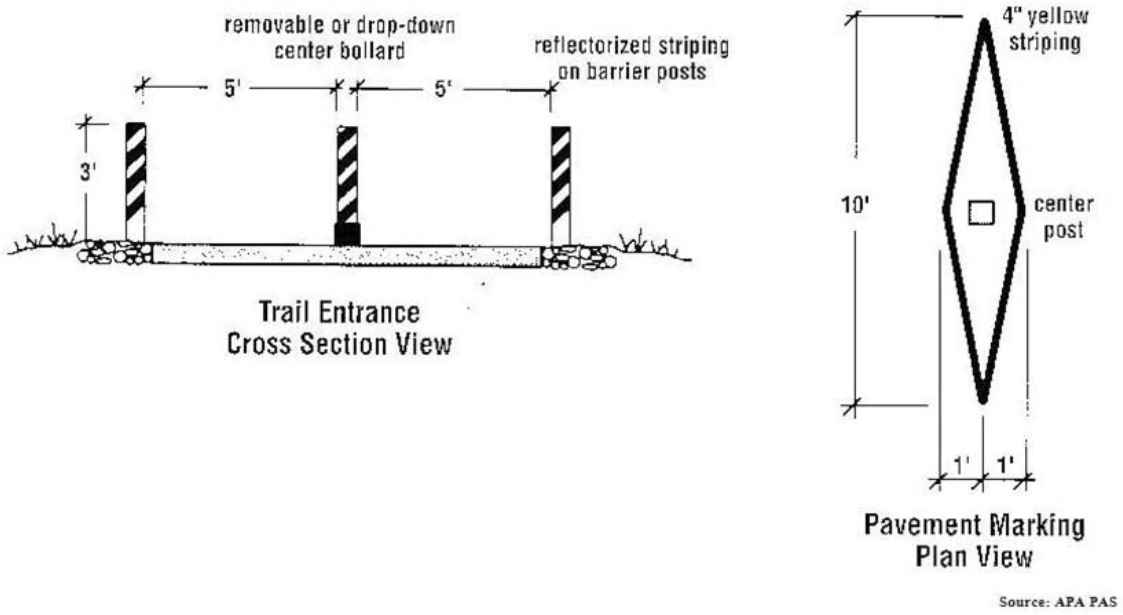


Cross Section: Benches

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.



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

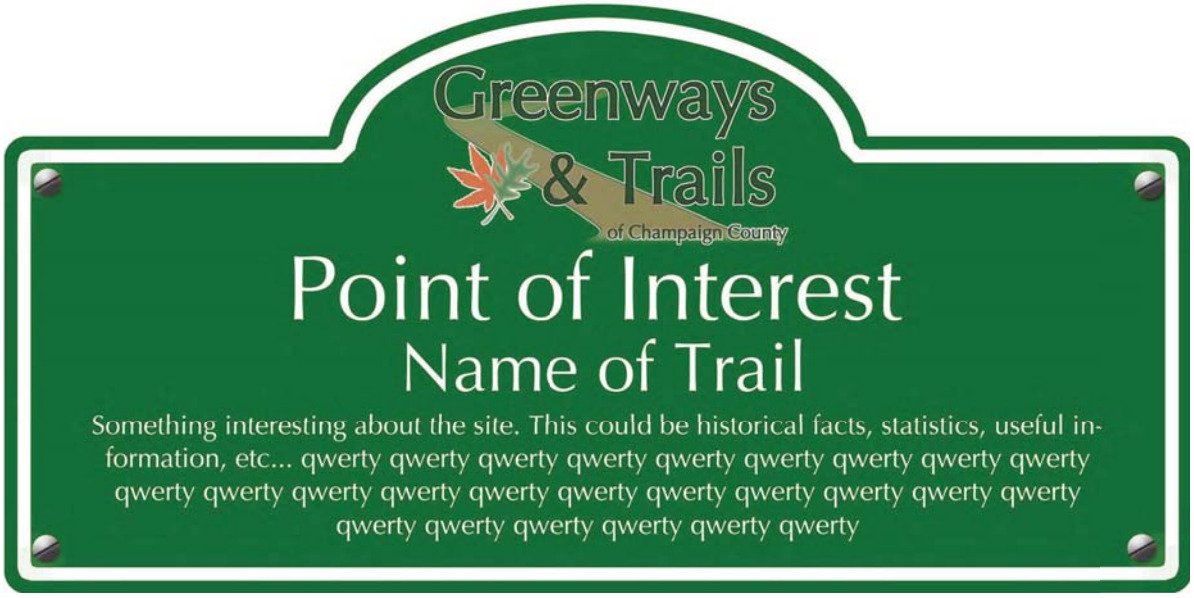
Note: Logo should have white border when placed on green signage.

13.6.2 Stamp Logo on Oval Sign

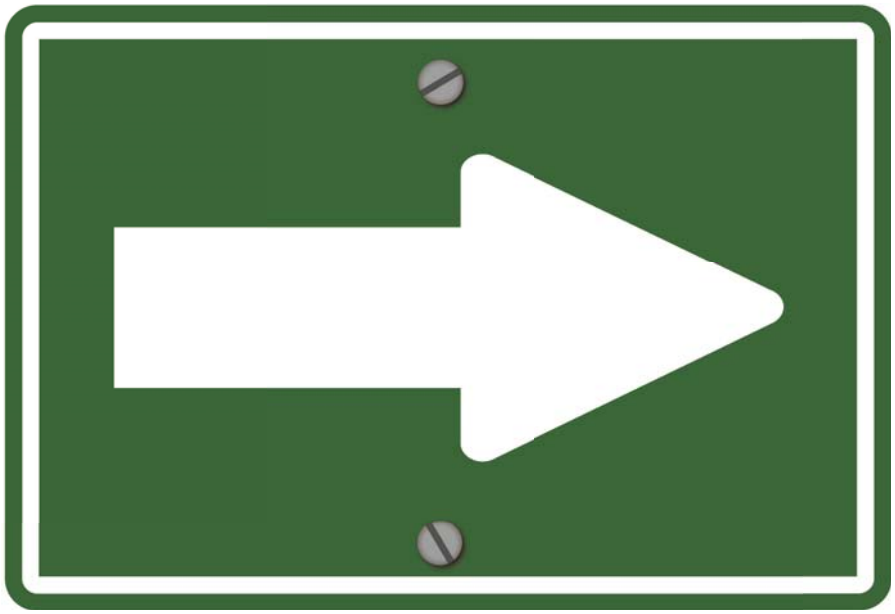
Oval Sign: 15″ x 11″
Logo: Stamp

13.6.3 All Other Sign Images

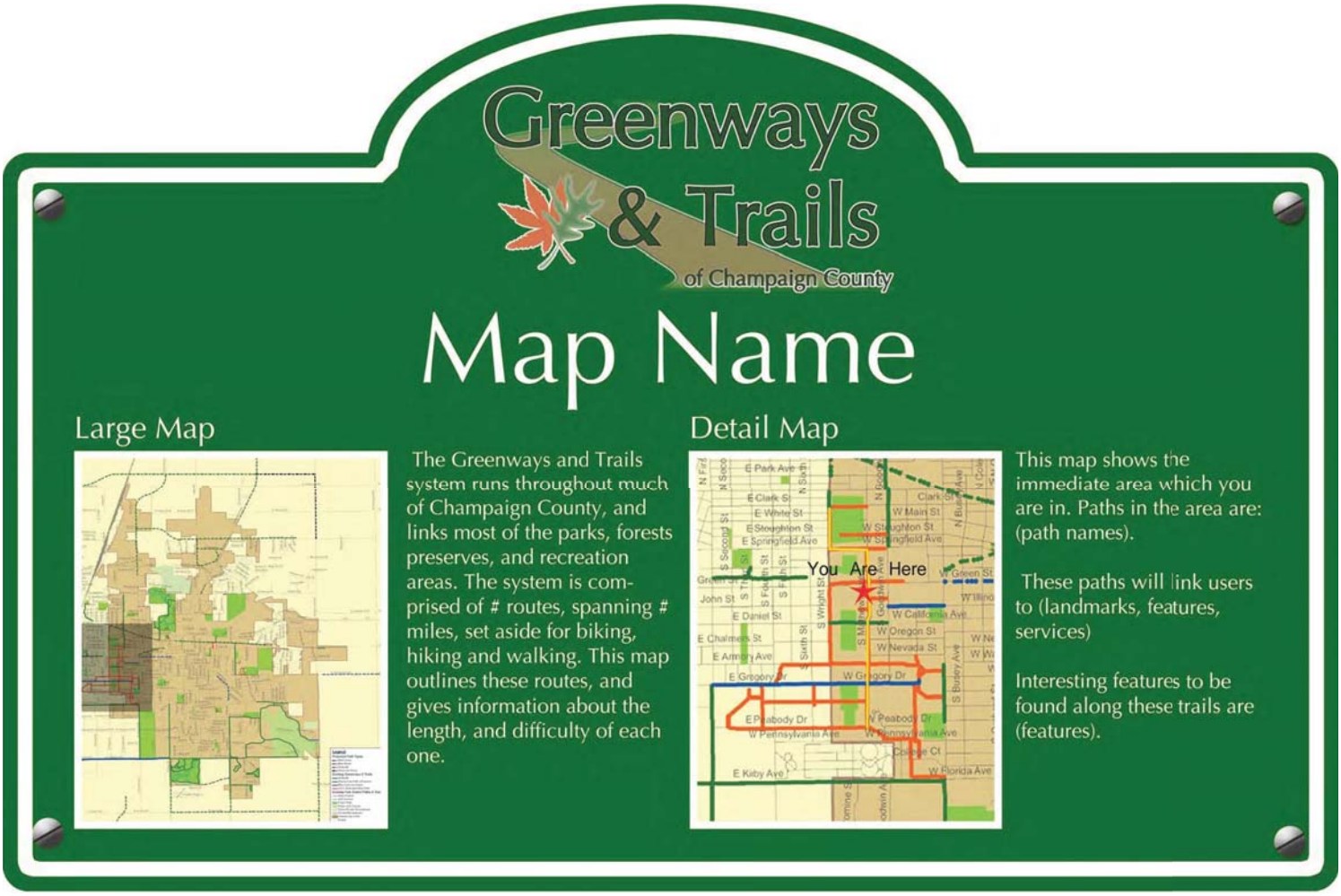
Mile Marker Sign: 18″ x 9″
Logo: Stamp



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

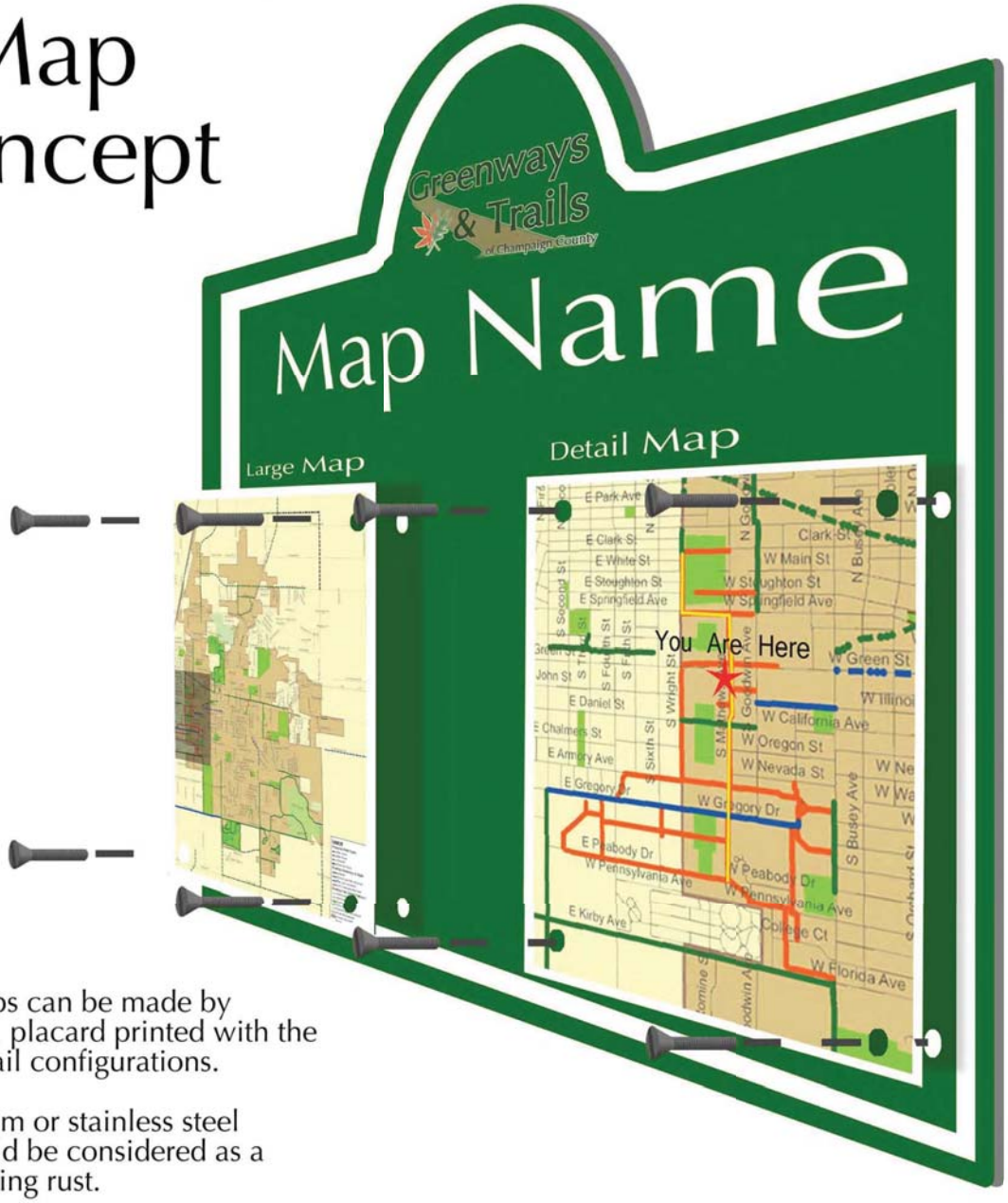


Arrow Sign: 7.5″ x 11″



Map Sign: 24" x 36"
Logo: Signage

Removable Map Concept



Updates to maps can be made by replacing metal placard printed with the most current trail configurations.

Use of aluminum or stainless steel hardware should be considered as a means of avoiding rust.

APPENDIX 4

CPD TMP Signage & Bike Parking Design Guidelines

A1. SHARED-USE PATH (OFF-STREET TRAIL) SIGNAGE

Figure A1 Boulware Trail through Mattis Park

Shared-use paths, or trails, are physically separated from motor vehicle traffic, except at road crossings. Trails accommodate a variety of users, including pedestrians, bicyclists, rollerbladers, people with baby strollers, skateboarders, and others, for both recreation and transportation purposes. Trails away from roads, on easements or their own rights-of-way, tend to be more pleasant and popular.

Shared-use paths include off-street trails, sidepaths, fitness trails, rails-to-trails, and rails-with-trails.

Following are the Champaign Park District design standards for shared-use paths, which incorporate the Champaign County Greenways & Trails shared-use path design standards:

SIGNAGE

Shared-use path signage, especially MUTCD Signs R1-1 and R1-2 in Table A1, should be shielded from road user visibility to decrease confusion. Sign R5-3 should be installed at the entrance to a shared-use path. 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.

MUTCD Sign W11-15 in Table A2 should be used on roads where they cross shared-use paths. Sign W11-15P should be mounted below the W11-15 sign ahead of the crossing. Sign W16-9P can also be mounted below the two aforementioned signs ahead of the crossing. Sign W16-7P should be mounted below Sign W11-15 at the trail crossing.

Signage Dimensions: Shared-Use Paths			
Signs	**Name and Dimensions**	**Signs**	**Name and Dimensions**
	MUTCD Sign R1-1 Stop 18″ x 18″		MUTCD Sign R15-1 Grade Crossing (Crossbuck) 24″ x 4.5″
	MUTCD Sign R1-2 Yield 18″ x 18″ x 18″		MUTCD Sign W3-1 Stop Ahead 18″ x 18″
	MUTCD Sign R4-3 Movement Restriction 12″ x 18″		MUTCD Sign W3-2 Yield Ahead 18″ x 18″
	MUTCD Sign R9-6 Bicycle Regulatory 12″ x 18″		MUTCD Sign W3-3 Signal Ahead 18″ x 18″
	MUTCD Sign R5-3 No Motor Vehicles 24″ x 24″		MUTCD Sign W10-1 Grade Crossing Advance Warning 24″ diameter

Table A1 Shared-Use Path sign dimensions (Source: MUTCD Figures 9B-2 and 9B-3)

Signage Dimensions: Shared-Use Path Crossing			
Signs	**Name & Dimensions**	**Signs**	**Name & Dimensions**
	MUTCD Sign W11-15 Combination Bike and Pedestrian Crossing 30″ x 30″		MUTCD Sign W16-7P Diagonal Arrow (plaque) 24″ x 12″
	MUTCD Sign W11-15P Trail Crossing (plaque) 24″ x 18″		MUTCD Sign W16-9P Ahead (plaque) 24″ x 12″

Table A2 Shared-Use Path Crossing sign dimensions
(Source: MUTCD Figure 9B-3)

Lateral sign clearance should be a minimum of 2′ 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′, measured from the bottom edge of the sign to the near edge of the path surface. Overhead signs should have a clearance of 8′ from the bottom edge of the sign to the path surface directly under the sign (or higher to accommodate maintenance vehicles). See Figure A2.

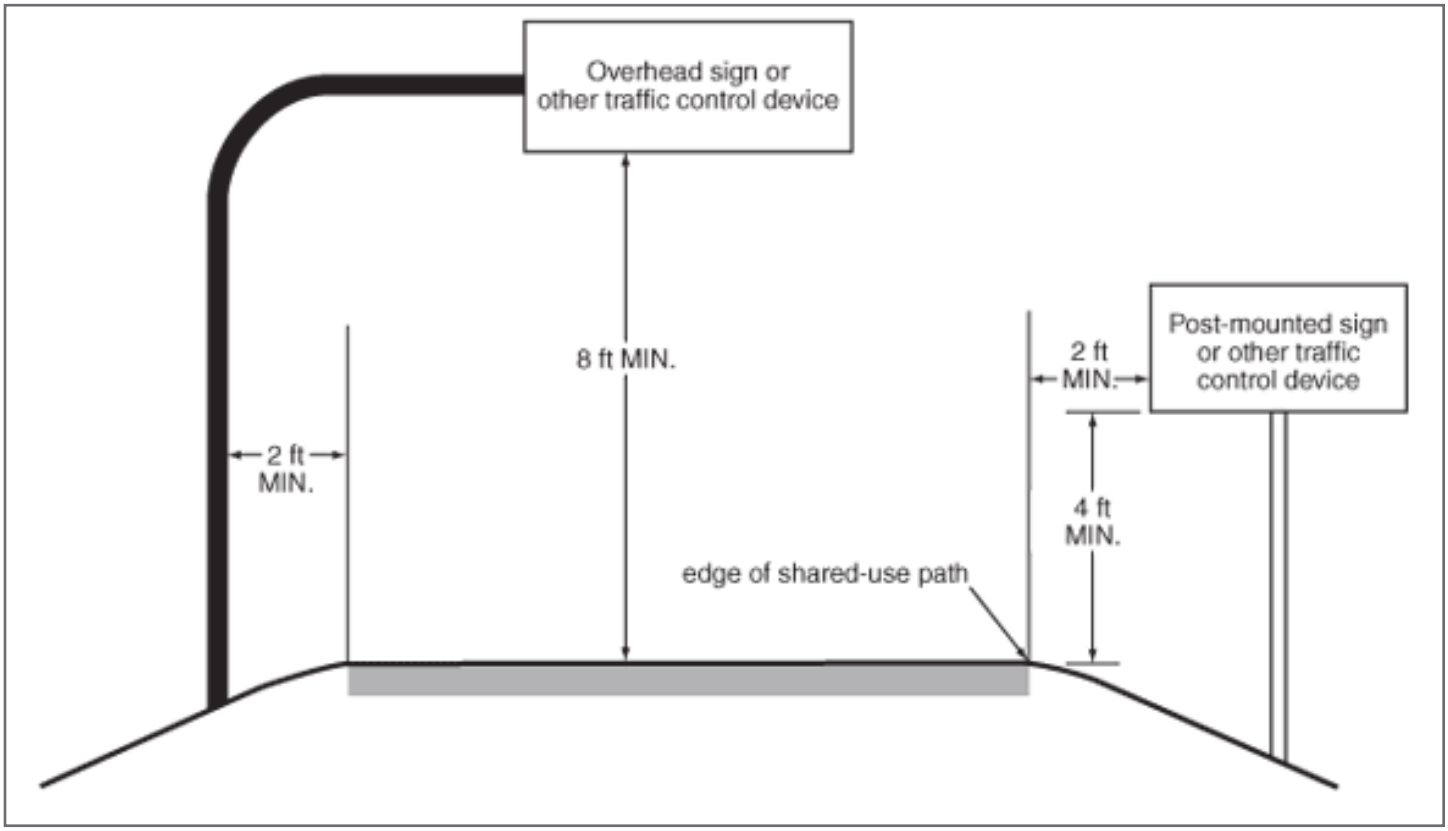


Figure A2 Sign Placement Diagram on Shared-Use Paths (Source: MUTCD Figure 9B-1)

Although the MUTCD allows for Bike Route (D11-1) signs to be installed on any type of bikeway (on-street and off-street), it is not recommended to install these signs on shared-use paths. Bike Route signs along sidepaths also face vehicular traffic, and signs can confuse motorists, especially if the sign is on the opposite side of the road. These signs can also confuse bicyclists, who may not be sure if the sidepath or road is the designated bicycle facility.

Trail signage for shared-use paths were developed as part of the *Champaign County Greenways & Trails Plan*, and should be installed along all off-street bikeways in Champaign. Installing these signs will also create consistency along trails between the Champaign Park District, City of Champaign, Urbana Park District, University of Illinois, Champaign County Forest Preserve District, and other participating jurisdictions.

The most appropriate sign to install along shared-use paths is the Trail Mile Marker Sign (see Figure A3):

- The sign should be 18" in height and 9" wide.
- Unnamed linear and loop shared-use paths should be named after one of the following places that are adjacent to the trail or where the trail leads:
  - Adjacent street name (especially for sidepaths, e.g. Kirby Avenue Trail)
  - Streets that the trail connects (e.g. Garden Hills Drive Trail)
  - Where a street ends and continues as a trail (e.g. Fields South Drive Trail)
  - Neighborhoods (e.g. Ashland Park Trail)
  - Areas of Champaign (e.g. North Champaign Trail)
  - Parks
  - Railroads
  - Water body (e.g. Phinney Branch Trail)
  - Other destinations
- Supplemental distance/time, destination, and directional signage that match these trail signs should also be installed (see Figure A4).

Other Champaign County Greenways & Trails sign types that can be installed along Champaign shared-use paths are:

- Oval sign
- Point of Interest sign
- Arrow sign
- Map sign (includes removable map concept to display updated maps)

Figure A3 Trail Mile Marker Sign, 18" x 9" (Source: *Champaign County Greenways & Trails Design Guidelines*)

Figure A4 Trail Destination, Distance, and Direction Sign

TRAILHEAD & REST AREA FACILITIES

Please refer to the *Champaign County Greenways & Trails Design Guidelines* (Appendix B) for more information on the following features that could be installed along trails:

- Accessible bathrooms
- Benches
- Bollards
- Drinking fountains
- Information kiosks
- Landscaping
- Lighting
- Motorized vehicle parking
- Trash receptacles
- Trail art

A2. BIKE ROUTE SIGNAGE

Figure A5 Eads Street in Urbana leading to Douglass Park in Champaign

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.
- 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:
    - How to access and cross a bridge.
    - How to navigate through an area with a complex street layout.
    - 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.

The *1999 AASHTO Guide for the Development of Bicycle Facilities* lists the following reasons for designating signed 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.

Figure A6 Bike Route sign with wayfinding signage that consists of destination, distance, and direction

SIGNAGE

When the Champaign Park District and City of Champaign installs Bike Route signs, supplemental destination, distance/time, and direction sign plates should also be placed beneath them.

The signs in Table A3 should **only** be used on streets designated as Bike Routes.

D11-1 signs should **only** be placed on streets that are designated Bike Routes.

D1-1a, D1-2a, and D1-3a signs should be used to list all destinations on Bike Routes, and their corresponding distance and direction from the sign location.

Directional arrows will typically be horizontal or vertical; however, a sloping arrow may be used if it conveys a clearer indication of the direction bicyclists should travel.[1]

SIGN BENEFITS

Following are several benefits of installing Bike Route wayfinding signage based on the *NACTO Urban Bikeway Design Guide,* especially to Interested but Concerned bicyclists:

- Identifies lower traffic routes to destinations
- Overcomes a "barrier to entry" for infrequent bicyclists
- Signage that includes mileage and travel time to destinations may help minimize the tendency to overestimate the amount of time it takes to travel by bicycle
- Visually indicates to motorists that they are driving along a Bike Route and should use caution
- Passively markets the bicycle network by providing unique and consistent imagery throughout Champaign-Urbana

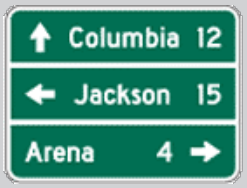
Signage Dimensions: Bike Route Wayfinding	
Signs	**Name & Dimensions**
	MUTCD Sign D11-1 Bike Route 24" x 18"
	MUTCD Sign D1-1a Destination (1 line) Varies x 18"
	MUTCD Sign D1-2a Destination (2 lines) Varies x 30"
	MUTCD Sign D1-2a Destination (2 lines) Varies x 30"

Table A3 Bike Route wayfinding sign dimensions (Source: MUTCD Figure 9B-4)

1. AASHTO. *Guide for the Development of Bicycle Facilities.* American Association of State Highway and Transportation Officials, Washington, DC, 2012.

SIGN PLACEMENT & CATEGORIES

Bicycle guide signs should be visible to bicyclists and oriented so bicyclists have sufficient time to comprehend the sign and change their course, when needed.[1] Consideration should be made to prevent signage from being blocked by vegetation and parked cars.

MUTCD standards shall be followed for sign installation, notably Section 9B.01 Application and Placement of Signs, and Section 9B.20 Bicycle Guide Signs. Section 9B.01 provides guidance on mounting height and lateral placement from the edge of the roadway. Information from Section 9B.20 has been incorporated into Table A3.

Based on guidance from the ***AASHTO Bike Guide***, Bike Route signs should be placed at the following locations:

- Where a Bike Route turns at an intersection
- Where a Bike Route crosses another Bike Route or bikeway
- Where a Bike Route crosses major roadways, especially at signalized intersections
  - o It may be appropriate to place signs at both the near and far side, or at multiple locations
- At least every 1/4 mile

Adherence to a spacing standard helps create a legible network and a degree of predictability for bicyclists.

The ***NACTO Urban Bikeway Design Guide*** lists three types of Bike Route signs: Confirmation, Decision, and Turn.

Confirmation signs in Champaign should at minimum consist of the MUTCD D11-1 Bike Route sign, and can also include destination and distance/time information. NACTO recommends installing Confirmation signs along Bike Routes at the following locations:

- Every 2 to 3 blocks
- On the far side of major street intersections
- Within 150 feet of a Decision or Turn sign
- After turns, to confirm destinations

Decision signs (see Figure A7) in Champaign should include the MUTCD D11-1 Bike Route sign and MUTCD D1-1a, D1-2a, or D1-3a supplemental signs, and be installed at decision points along the Bike Route.

Decision signs should be placed on the near side of intersections in advance of a junction with another bikeway, and along a route to indicate a nearby destination. Decision signs should include destinations, directional arrows, and distance and/or time, and should therefore be the most frequent Bike Route sign type used in Champaign.

Figure A7
Bike Route Decision sign
(Credit: NACTO Urban Bikeway Design Guide, http://nacto.org/publication/urban-bikeway-design-guide/bicycle-boulevards/signs-and-pavement-markings/)

Turn signs are placed on the near side of intersections where bike routes turn. However, it is recommended to install Decision signs at Bike Route turns in Champaign instead of Turn signs.

For consistency, and to fully realize the benefits of Bike Route signs previously stated, it is recommended to always install MUTCD D1-1a, D1-2a, or D1-3a signs beneath every D11-1 sign installed in Champaign.

WAYFINDING SIGN ASSEMBLY

Key destinations or the cross street at the end of the Bike Route designation are suggested for wayfinding signage. Based on guidance from NACTO, the following types of destinations can be included on wayfinding signage. They are generally ranked to assist the Champaign Park District and City of Champaign with choosing destinations when assembling signs.

1. Local or regional parks and trails
2. Bikeways
3. Schools/college campuses
4. Civic/community destinations
5. Commercial centers
6. Hospitals

City of Champaign staff should coordinate with Champaign Park District staff when assembling wayfinding signage that directs bicyclists to parks.

Based on guidance from NACTO (see Figure A8), the Champaign Park District and City of Champaign should follow these guidelines for assembling Bike Route wayfinding signage:

- Place the closest destination in the top slot.
- Destinations that are further away can be placed in slots two and three. This allows the nearest destination to "fall off" the sign and subsequent destinations to move up the sign as the bicyclist approaches.
- Rank destinations using the list above to determine which should be listed on a sign where more than three destinations are nearby.
- For longer routes, show immediate destinations rather than include all destinations on a single sign.
- Stack or abbreviate destination names to accomodate longer destination names before reducing text size.
- At greater distances, list area destinations (e.g. downtown, neighborhoods) as a general location.
- Consider reserving space for future destinations or bikeways. This can be done by always installing MUTCD D1-3a signs.
- If bicycling time is included, it should assume a typical speed of 10 MPH.

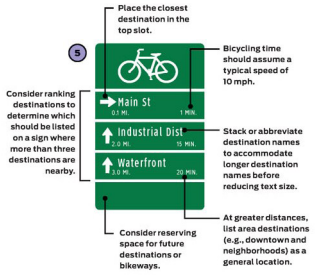


Figure A8
Bike Route wayfinding sign assembly guidance

(Credit: NACTO Urban Bikeway Design Guide)

WAYFINDING SIGNAGE ON NON-BIKE ROUTES

For guidance on placement of wayfinding signage on shared-use paths, see Section A1.

Although the MUTCD allows for Bike Route (D11-1) signs to be installed on any type of bikeway (on-street and off-street), it is not recommended to install these signs on shared-use paths. Bike Route signs along sidepaths also face vehicular traffic, and signs can confuse motorists, especially if the sign is on the opposite side of the road. These signs can also confuse bicyclists, who may not be sure if the sidepath or road is the designated bicycle facility.

Trail signage for shared-use paths were developed as part of the *Champaign County Greenways & Trails Plan*, and should be installed along all off-street bikeways in Champaign. Supplemental distance, destination, and directional signage that match these trail signs should also be installed.

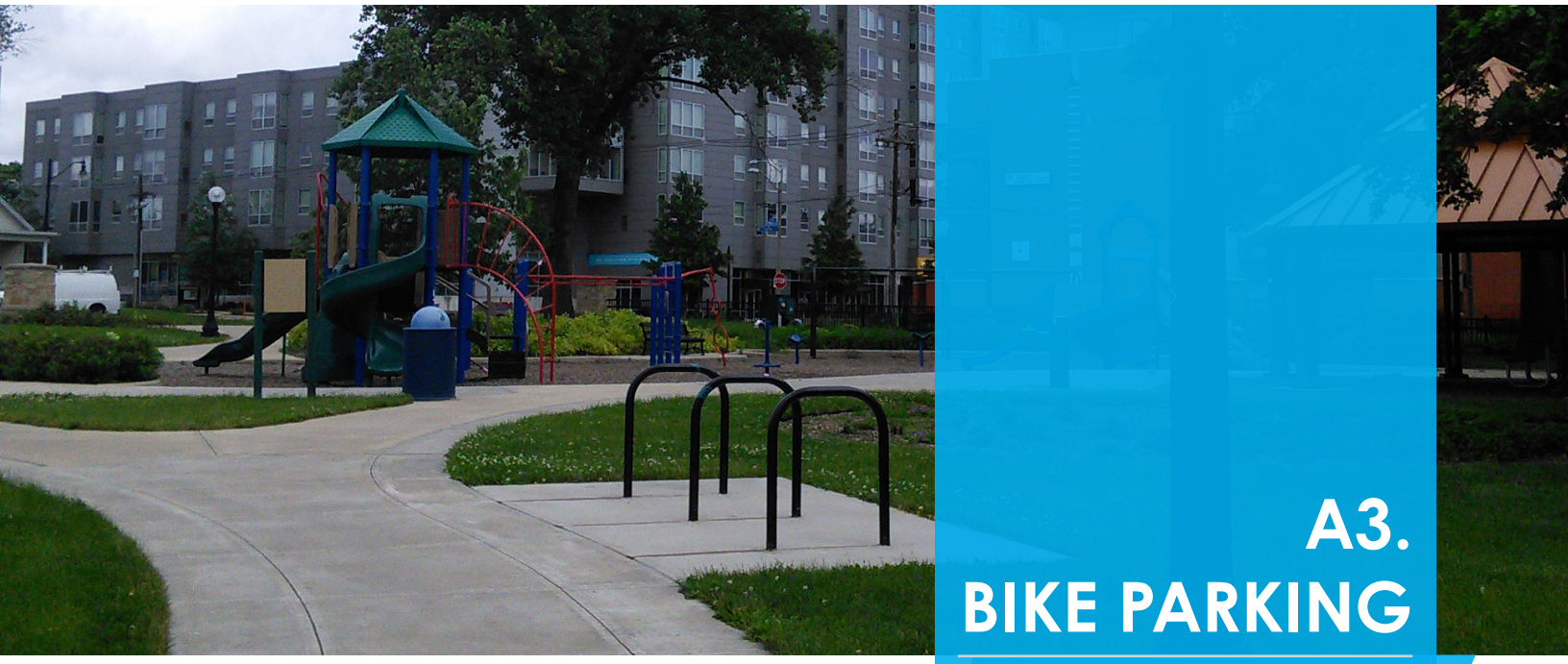
SIGN CONSOLIDATION

The *AASHTO Bike Guide 2012* states "when appropriate, bicycle guide signs may be placed on existing posts and light poles to reduce sign and post clutter. However, the MUTCD prohibits displaying certain types of signs on the same post and should therefore be consulted."

This plan recommends wayfinding signs that list destinations, distances, and directions on one sign to reduce the burden of sign maintenance on the Champaign Park District.

PEDESTRIAN FACILITIES

All on-street Bike Routes should have an adjacent pedestrian path (e.g. sidewalk) constructed or already existing. This would serve the same users that shared-use paths accomodate. Wayfinding signage can also serve pedestrians, although they may not walk as far as bicyclists will bike.



A3. BIKE PARKING

Figure A9 Inverted U bike racks in Scott Park

Providing secure bicycle parking is a necessary part of a bikeway network, allowing people to use their bikes for transportation and reducing parking in undesirable places. Successful bicycle parking requires a good bike rack in a good location within 50 feet of an entrance.

Bike parking should be located at trailheads and destinations along trails and bikeways, 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.

TYPES

A good bicycle rack provides support for the bike frame and allows both the frame and wheels to be secured with one lock. The most common styles include the "inverted-U" and the "post and loop" (accommodates two bikes each; see Figure A10).

Old-fashioned "school racks," which secure only one wheel, are a poor choice for today's bicycles (see Figure A11).

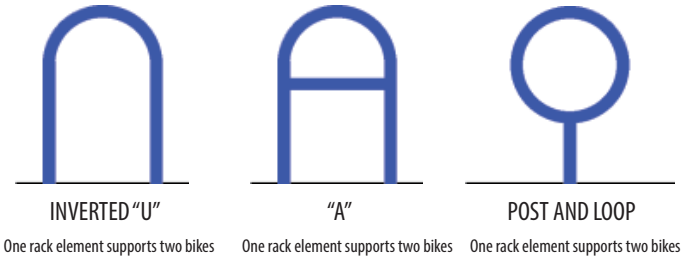


Figure A10 Recommended bike racks
(Source: APBP Bike Parking Guidelines)

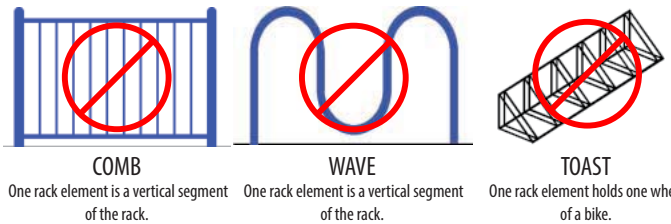


Figure A11 Not recommended bike racks
(Source: APBP Bike Parking Guidelines)

The Association of Pedestrian and Bicycle Professionals (APBP) provides comprehensive information on bike parking in the 2nd Edition of its *Bicycle Parking Guidelines*, published in 2010. This document further categorizes acceptable and non-acceptable bike parking types:

Recommended bike parking types (see Figure A10):
- Inverted U ("A" rack when it includes a crossbar)
- Post and Ring (i.e. Post and Loop)
- Inverted U Series

Acceptable bike parking types:
- Wall-Mounted Racks
- Wheelwell - Secured
- Tree Guard Bicycle Racks
- Modified Coathanger
- Two-Tier or Double Decker

Unacceptable bike parking types (see Figure A11):
- Undulating (i.e. Wave)
- Schoolyard (i.e. Grid, Comb)
- Sprial
- Wheelwell
- Coathanger
- Swing Arm Secured

The unacceptable bike parking types do not meet some of the critical design criteria in the APBP *Bicycle Parking Guidelines* 2nd Edition.

Other considerations for bicycle parking include:
- Sheltered bike parking (i.e. Covered bike parking)
- In-street bike parking facilities (i.e. Bike Corrals)
- Bike parking in public right-of-way
- Event bike parking
- Bike transit centers

Dero and Park-A-Bike (especially the Varsity Bike Dock) are two companies whose bike parking types have been installed in Champaign-Urbana and on the University of Illinois campus. The Varsity Bike Dock is a secured wheelwell, an acceptable bike parking type (see Figure A12).

Figure A12 Varsity Bike Docks (Credit: Park-A-Bike)

LENGTH OF STAY

All bike parking facilities fall into two categories: short-term (two hours or less) and long-term (more than two hours). Short-term bike parking accomodates convenience and ease of use, while long-term bike parking provides security and weather protection.[2] The San Francisco Municipal Transportation Agency (SFMTA) lists various short-term and long-term bike parking types in its *Bicycle Parking Standards, Guidelines, and Recommendations* document (see Figure A13).

2. APBP. *Bicycle Parking Guidelines, 2nd Edition*. Association of Pedestrian and Bicycle Professionals, Cedarburg, WI, 2012.

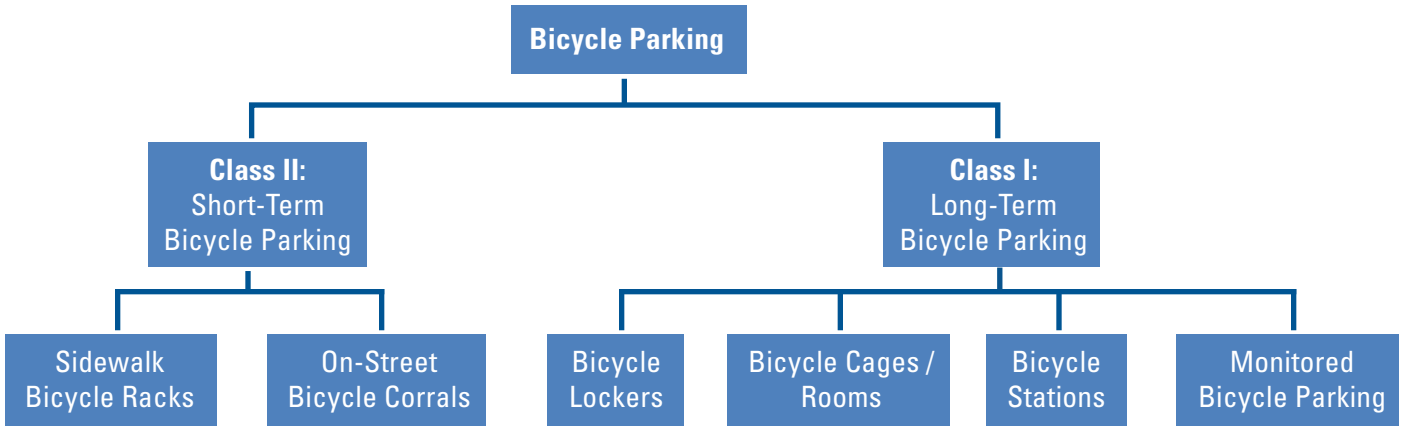


Figure A13 Bicycle Parking Typology Diagram (Credit: San Francisco Municipal Transportation Agency)

DIMENSIONS

According to the AASHTO Bike Guide, bicyclists will seek to park as close as practical to their final destination. Therefore, bike parking should be conveniently placed in a highly visible location within 50 feet or as close to the building entrance as practical. Bike parking should also be placed at both the trip origin and destination.

Following are the Champaign Park District design standards for bike parking, which incorporate the *Champaign County Greenways & Trails (GT) Plan's* bike parking design standards:

- 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.

SIGNAGE

MUTCD Sign D4-3 (see Table A4) may be installed where it is desirable to show the direction to a designated bicycle parking area, from either an on-street or off-street bikeway.

Signage Dimensions: Bike Parking	
Signs	**Name & Dimensions**
	MUTCD Sign D4-3 Bicycle Parking Area 12" x 18"

Table A4 Bike Parking sign dimensions
(Source: MUTCD Figure 9B-4)

APPENDIX 5

Public Workshop #1 Results

Champaign Park District Trails Master Plan (CPD TMP)
Public Comments – Round #1: Fall 2015

Pages 1-6 compiles all comments received from September 24-October 2, 2015. This includes comments received at Public Workshop #1 on September 24, 2015 via comment cards and maps. This also includes comments received by email and phone and in person from people who were not able to attend Public Workshop #1.

Pages 7-21 compiles all desired trails & bikeways marked on group maps at Public Workshop #1. It also compiles all land & easement acquisition priorities voted on at Public Workshop #1.

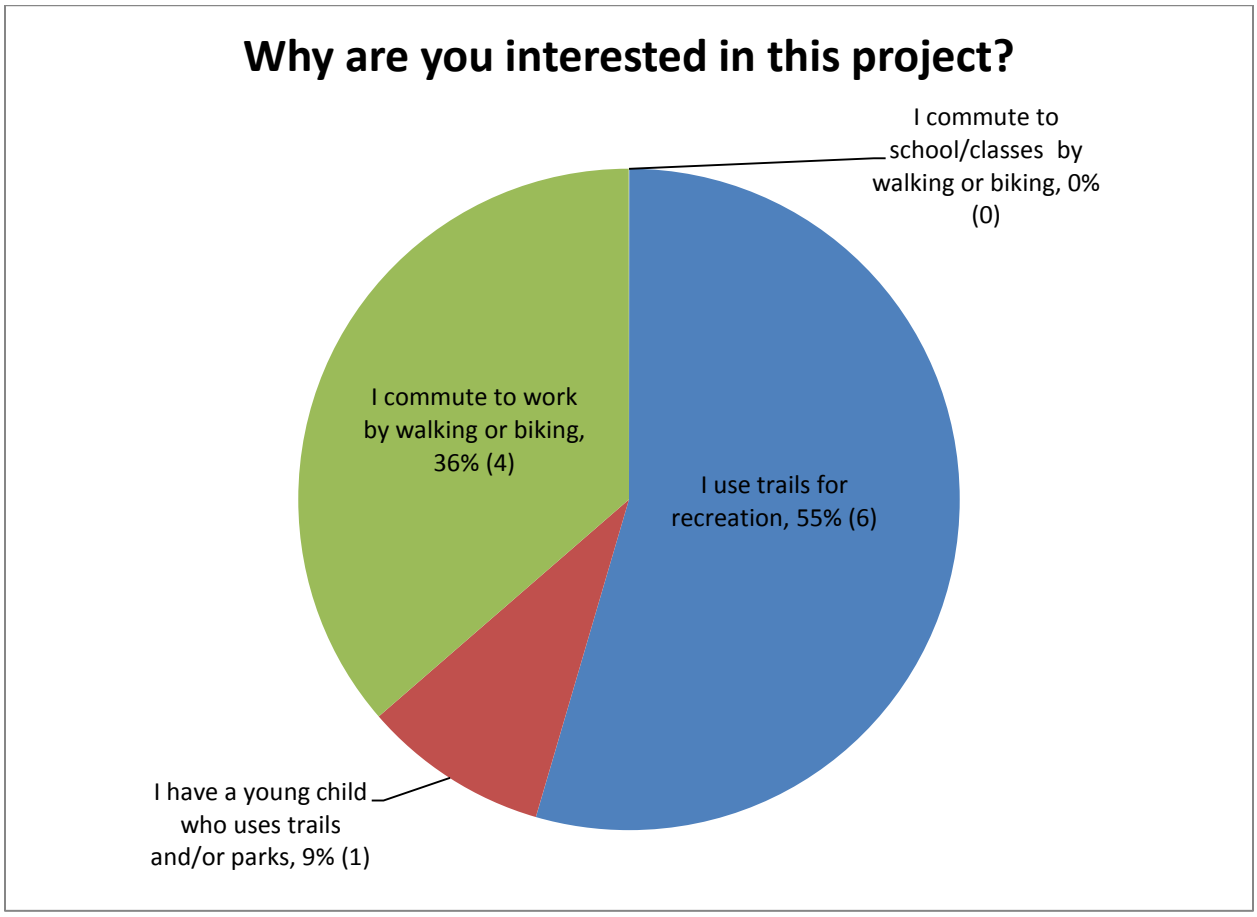
Participation

20 people submitted comments in Round #1 of public input for this plan:

- 13 people attended Public Workshop #1 on September 24, 2015.
- 4 people submitted comments by email.
- 3 people submitted comments at the CCRPC office.

Interest

When asked why participants were interested in the CPD TMP, over half use trails for recreation, while another 36% use active transportation for commuting to work.



Following are additional comments on why people are interested in this project:

PROJECT INTEREST (Q3)	
Comment	Subject
I live between Hessel and Mattis Parks. I love my neighborhood, primarily because of my access to these parks. I am a runner, and enjoy running through both, usually on the same run.	Access, Running
I'm an engineer who designs trails.	Engineering
Open space is for future generations. Buy it NOW.	Future
I believe it is an amenity that adds to the overall well-being of citizens.	Health
The trails are a big deal for me. I jog a 5 mile route mostly on trails, and I also push my mom in her wheelchair and walk with my dad (with canes) on the trails.	Jogging, Seniors, Walking, Wheelchairs
I have middle and high school children who would love to bike to more places.	Teens

Written Comments

The following lists all questions asked, and all responses sorted by subject.

Question #1: Do you have any comments about Champaign park/trail features (e.g. benches, bike parking, restrooms, water fountains) and/or desired connections?

FEATURES & CONNECTIONS COMMENTS (Q1)	
Comment	Subject
Thanks for your attention to trails -- they really do improve life in Champaign!	Appreciation, Quality of Life
Thanks for grinding down ridges in the trails where the cement has shifted (or in some places you have replaced the cement) -- this makes the trails pleasant to negotiate with wheelchairs, and also keeps me from tripping if I am tired jogging and not lifting my feet enough.	Appreciation, Trail Surface, Wheelchairs
Thanks for the garbage cans along the Robeson Trail -- they make it possible for me to pick up garbage when I notice it jogging, and put it in a nearby garbage can. I don't want to carry garbage for 5 miles, but I am happy to pick some up when the garbage cans are so near!	Appreciation, Waste Receptacles
Art along trails.	Art
Like to see some statues in some area like Meadowbrook Park trails in Urbana.	Art
Like to see some benches in some area like Meadowbrook Park trails in Urbana.	Benches
Trails & bike lanes are needed along First Street south of Windsor Road, and on the north side of Windsor Road between First and Neil Streets.	Bike Lanes, Trail Location
Disc golf! I enjoy disc golf greatly, but I have to travel to one extreme side of the twin cities to play (Dodds or Lohman). I believe a course at Mattis Park or Hessel Park would be ideal. When I go there to practice, many people approach me and ask what I'm playing. You need about an acre a hole and costs are usually never more than $1,000 a hole at most.	Disc Golf
Fitness equipment along trails.	Fitness Equipment
Fitness equipment on trails	Fitness Equipment
More fitness stations like at Douglass Park. I actually find those to be a bit overboard...the signs explaining to people how to do pullups and such. All you need is two posts and a pipe for pullups. So perhaps some "grown-up" versions of the fitness trails already out there. This would encourage more people to use the Boulware Trail, Mattis Park, and Hessel Park. Also, not buying a fancy fit station but installing simple pull up bars, dip bars and such would cost very very little. I could even run a fund raiser for you to help out. I can't imagine the total install costing more than a couple thousand dollars.	Fitness Equipment
Interstate Drive to Clearview subdivision with overpass connection. West John (area) to Turnberry Ridge overpass connection.	Overpasses
Connect parks when possible.	Park Connections
I really like connecting parks throughout the city!	Park Connections
It would be nice to have continuous bike path from Mattis Park to Hessel Park.	Park Connections
I am interested in the Savoy Park District planned trail from Colbert Park to Curtis [Road] and South First Street - UIUC bike path (future?).	Park Connections, Savoy, Trail Location

FEATURES & CONNECTIONS COMMENTS (Q1)	
Comment	Subject
I personally have an interest in reconnecting Heritage and Kaufman's Lake parks. I live in Gramercy Park Apartments and enjoy scouting for birds, talking to the fishermen, and cutting brush. I love to see young families. Particularly young returning veterans with strollers cutting through under the I-72 overpasses with their wives and babies. These veterans are so very polite and give even me a great sense of security.	Park Connections, Trail Closure
A year-round use shelter that can be rented out by residents providing a damage deposit and a rental fee (perhaps discounted for Champaign City residents) that includes a large floor space, folding tables, chairs, heat, A/C, bathrooms, wifi, and a kitchen available for an additional fee. Could be used for family reunions, wedding showers, classes, dances, whatever.	Shelter
Need to fix the connection between Heritage Park and Kaufman Lake.	Trail Closure
Signage on trails would be great.	Trail Signage

Question #2: Do you have any comments on land acquisition for the Champaign Park District?

LAND ACQUISITION COMMENTS (Q2)	
Comment	Subject
More land in areas in Northwest Champaign	Park Location
Northeast/Northwest/North area appears to need more parks. Possibility of smaller parks Downtown - infill.	Park Location, Park Size
A dog park, or portion of an existing park, fenced in for dogs on the North side of town. I live in Ashland Park, and I have to travel either to the far side of Urbana, or the extreme SW corner of Champaign to let my dog off the leash. There are a lot of dog owners up north, I wonder if a small portion of Toalson Park or the ground purchased by the city for the high school that has been voted down twice would work?	Park Location, Park Type
Long, linear parks are an important type of park - good for runners, bikers, walking groups, and bike commuters. Two are needed, maybe three. One to link to the Kickapoo Rail Trail, one to link to Mahomet, and one along the Kaskaskia headwaters.	Park Location, Park Type
Would like to see fewer smaller parks, and one more regional size park where there are several amenities.	Park Size, Park Type
Parks are an important asset to a community. As more people move into cities - parks can play an important role!	Value

Question #4: Are there any other issues, concerns, or suggestions you would like to bring to our attention about existing conditions or about this project?

OTHER COMMENTS (Q4)	
Comment	Subject
Playground within 1/4 mile of every resident as a goal. Park within a 1/2 mile of every resident.	Access
I'm impressed by the trails we have now, and hope we can add many more	Appreciation, Trail Mileage
Please improve the two low bridges on the Robeson Trail. I have seen both pedestrians and bicyclists wipe out at the slimey bridges, after it rains.	Bridges, Safety
It would be nice to connect existing trails! Also be able to connect to Downtown Urbana & Champaign along railroad or drainages.	Connectivity, Trail Location
Creative places to new parks, and in Downtown.	Creativity
DRIVER EDUCATION (most obviously in high school but also keep trying to reach older drivers). CYCLIST EDUCATION: the ticketable offenses include not having lights at night. I frequently see bikes without lights after dark.	Education
Any improvement of infrastructure which with the addition of some police bike patrols will make Champaign, Illinois a better place to live. This in turn will add to incentives and additions to the tax rolls.	Engineering, Enforcement, Financial Benefits
Have a 5K event through the Boulware Trail, Mattis Park, and Hessel Park....I'm in the preliminary stages of planning one...would love to help you do this. Other parks get plenty of this (Meadowbrook, Dodds)...we could spread the know of Mattis Park and Hessel Park this way.	Event, Marketing
Please put up crosswalk signs, and mark crosswalks, where the trails cross streets. I realize some motorists ignore those signs and markings, but other well-intentioned motorists will slow or stop for pedestrians crossing the street if they notice them. Here are some places that need the signs if our City is interested in a safer and pedestrian friendlier atmosphere: (1) Mark crosswalk at end of Simon Trail on Devonshire. (2) Mark crosswalk at Broadmoor on Simon Trail. (3) Mark crosswalk at end of Robert Drive to Morrissey Park trail. (4) Mark trail crossing (or better yet, install a Hessel Park-style safety island) for crossing Mattis Avenue from Simon Trail to Robeson Trail. (5) Mark Robesson Trail crossings at all streets it crosses; right now only 2 out of 4 are marked.	Intersections, Safety
Perhaps assist with a small donation of finances or labor to the Kickapoo Rail Trail which is running between Danville and Urbana through Kickapoo State Park: http://www.kickapoorailtrail.org/	Kickapoo Rail Trail
Bike lane striping and pavement condition needs better maintenance throughout the city. Shoulders & bike lanes need sweeping.	Maintenance
Thanks for putting your email out there for feedback. If I can help/volunteer in any way with any of the Mattis Park, Hessel Park, or Boulware Trail project ideas to help them come to fruition while saving the Champaign Park District money, let me know.	Public Involvement
This is a fantastic project - get more people involved	Public Involvement
Looking forward to (UIUC?) bike path along South First Street between Curtis and Windsor.	Trail Location

OTHER COMMENTS (Q4)	
Comment	Subject
At Morrissey Park, the end of the trail at Robert Drive is hard to negotiate with wheelchair. If the curb could be ground down more, or if the curb could be replaced with a proper smooth grade, that would be helpful. In most places, the parks and the city has much smoother access to sidewalks.	Wheelchairs

MAP COMMENTS

Desired Trails & Bikeways

Public Workshop #1 participants were given large maps of Champaign, broken into four quadrants. Participants were asked to map where they'd like to see trails and bikeways, only noting specific treatments if they wished. Trails in parks would be under the jurisdiction of the Champaign Park District, and bikeways on roads would be under the jurisdiction of the City of Champaign.

The focus of this exercise was to see which parks residents wanted to see connected, how to connect those parks, and where residents wanted to see trails independent of parks. The following table and maps present the results.

DESIRED TRAILS & BIKEWAYS						
ID	Name	From	To	Type	Comments	PW1 Votes
1	Greenbelt Bikeway Closure under I-72	Heritage Park	Kaufman Park		FIX - NEED	**5**
2	Kenwood Road	O'Malley's Alley Trail	John St			**3**
3	Crescent Drive	Kirby Ave	Parkdale Dr			**2**
4	John Street corridor	Neil St	Oak St		Connect	**2**
5	Kenwood Road	O'Malley's Alley Trail	Kirby Ave		West side of Centennial Park	**2**
6	Market Street	Apricot Dr	Bradley Ave	Bike Lanes		**2**
7	Mattis Avenue	Norfolk Southern RR	Paula Dr			**2**
8	Parkdale Drive	Roby Trail	Crescent Dr			**2**
9	Pipeline Trail	Springfield Ave	Kirby Ave			**2**
10	Springfield Avenue Corridor	Duncan Rd	Rising Rd			**2**
11	Windsor Road	Champaign Bark District	Pipeline Trail			**2**
12	Balmoral Drive corridor across I-57	Turnberry Ridge Park	Johnston Park			**1**
13	Beardsley Avenue	Neil St	Market St			**1**
14	Bloomington Road	Prospect Ave	Bradley Ave	Bike Lanes		**1**
15	Boneyard Creek	Moreland Blvd corridor	Bristol Park			**1**
16	Boneyard Creek	Eureka St	Washington St			**1**
17	Bradley Avenue	Neil St	State St			**1**
18	Bradley Avenue	Market St	Goodwin Ave	Bike Lanes		**1**
19	Bradley Avenue	Greenbelt Bikeway	Staley Rd			**1**
20	Bradley Avenue Trail	Clock St	Red Oak Ct	Trail		**1**
21	Cambridge Drive at Kirby Avenue	North of Kirby Ave	International Prep Academy		Crossing	**1**

DESIRED TRAILS & BIKEWAYS						
ID	Name	From	To	Type	Comments	PW1 Votes
22	Canadian National Railroad	Mattis Ave	Country Fair Dr		Connect Glenn Park to Heritage Park	**1**
23	Canadian National Railroad (east side)	Bradley Ave	Wesley Park			**1**
24	Church Street	Elm St	Miller Ave			**1**
25	Clock Street	Garwood St	Bradley Ave			**1**
26	Cooper Slough	Clearview Detention Pond Path	Norfolk Southern RR			**1**
27	Cooper Slough	Norfolk Southern Railroad	Parkland Way			**1**
28	Copper Slough	O'Malley's Alley Trail	I-57			**1**
29	Country Fair Drive	Canadian National RR	Greenbelt Bikeway Spur		Connect Glenn Park to Heritage Park	**1**
30	Curtis Road	First St	Dohme Park			**1**
31	Devonshire Drive	Mattis Ave	O'Donnell Dr			**1**
32	Devonshire-Phinney Connection	Devonshire Dr	Phinney Branch			**1**
33	Doisy Lane	Nobel Dr	Toalson Ln			**1**
34	Duncan Road	Windsor Rd	Hallbeck Park			**1**
35	East of Cherry Hills subdivision	Windsor Rd	Wynstone Dr		If this develops	**1**
36	East side of Porter Family Park	Stonebridge Dr	Champaign Bark District			**1**
37	Elm Street	Norfolk Southern RR	Church St			**1**
38	Elm Street	Grandview Dr	Stanage Ave			**1**
39	Eureka Street	Elm St	State St			**1**
40	Eureka Street	Wesley Park	Sixth St			**1**
41	Farber Drive corridor	Interstate Dr	Fairfax Dr		Already a dirt path	**1**
42	Fields South Drive corridor	S terminus of Fields South Dr	Future Curtis Road Bike/Ped Bridge			**1**
43	First Street	Windsor Rd	Curtis Rd		NOW is the time to solve this connectivity/safety	**1**
44	Fourth Street	Bradley Ave	University Ave	Bike Lanes		**1**
45	Future Curtis Road Bike/Ped Bridge over I-57	Fields South Dr corridor	Wendover Pl corridor			**1**
46	Garwood Street	Market St	Clock St			**1**
47	Georgetown Drive	Harbor Point Dr	Harrington Dr			**1**
48	Greenbelt Bikeway Spur Extension	Parkland Way	Mattis Ave			**1**

DESIRED TRAILS & BIKEWAYS						
ID	Name	From	To	Type	Comments	PW1 Votes
49	Harbor Point Drive	Mattis Ave	Georgetown Cir			**1**
50	Harrington Drive	O'Donnell Dr	Robert Dr			**1**
51	Harris Avenue	Bloomington Rd	Washington St	Bike Lanes		**1**
52	Hessel Boulevard	Elm St	Neil St		Good bike crossing area at Neil St	**1**
53	I-57 corridor (east side)	Springfield Ave	Kirby Ave			**1**
54	Interstate Drive	Mattis Ave	Neil St	Bike Lanes		**1**
55	Interstate Drive corridor	Mattis Ave	Clearview Detention Pond Path		I-57 crossing	**1**
56	Joanne Lane corridor across I-57	Bloomington Rd	Anthony Dr			**1**
57	John Street	Willis Ave	Russell St		Repave	**1**
58	Kaskaskia River	Bloomington Rd	Old Church Rd			**1**
59	Kirby Avenue	Crescent Dr	Kenwood Rd		South side of Centennial Park	**1**
60	Market Place Mall NW easement	Town Center Park	Market Place Mall Loop Road			**1**
61	Market Street	Kenyon Rd	Apricot Dr	Bike Lanes		**1**
62	Market Street	Bradley Ave	Beardsley Ave			**1**
63	Mattis Avenue	Interstate Dr	Paula Dr	Bike Lanes	New overpass coming on I-74 and I-57	**1**
64	Mattis Avenue	Windsor Rd	Curtis Rd			**1**
65	Mattis Avenue	Hedge Rd	Norfolk Southern RR			**1**
66	Mattis Avenue	Glenn Park Dr	Canadian National RR		Connect Glenn Park to Heritage Park	**1**
67	Mattis Avenue over I-57	I-57	I-57		New overpass coming with ped/bike path!	**1**
68	Menards East Entry Road	Town Center Blvd	Menards		Missing link in North Champaign Trail	**1**
69	Miller Avenue	Church St	Glenn Park Dr			**1**
70	Moreland Boulevard corridor over I-74	Marketview Dr	Boneyard Creek			**1**
71	Neil Street	Bradley Ave	Beardsley Ave			**1**
72	Norfolk Southern Railroad	Garden Hills RR ROW	Boneyard Creek			**1**
73	Norfolk Southern Railroad	I-57	I-57		New overpass coming with ped/bike path!	**1**
74	Norfolk Southern Railroad	Copper Slough	Mattis Ave			**1**

DESIRED TRAILS & BIKEWAYS						
ID	Name	From	To	Type	Comments	PW1 Votes
75	North of Oakdale Drive	Pipeline Trail	W of Glen Abbey Dr			**1**
76	O'Donnell Drive	Devonshire Dr	Harrington Dr			**1**
77	Parkland Way	Greenbelt Bikeway Spur to Olympic Tribute	Mattis Ave			**1**
78	Parkland Way	[Parkland College] Perimeter Rd	Dodds Park			**1**
79	Perimeter Road	Parkland College N Parking Lot	Parkland Way			**1**
80	Phinney Branch	Roby Trail	Mattis Ave			**1**
81	Phinney Branch to Barkstall School	Windsor Rd	Barkstall School			**1**
82	Pipeline Trail	Windsor Rd	Curtis Rd			**1**
83	Prospect Avenue	Windsor Rd	Curtis Rd			**1**
84	Rising Road	Pipeline Diagonal Trail 2	Porter Family Park			**1**
85	Robeson Meadows West Detention Perimeter	Wendover Pl	South end of Robeson Meadows West Detention			**1**
86	Robeson Meadows West Trail corridor	Robeson Meadows West Detention	Future Curtis Road Bike/Ped Bridge			**1**
87	Sabin Avenue	Washington St	Church St			**1**
88	Second Street	Washington St	University Ave			**1**
89	Sixth Street	Bradley Ave	Eureka St	Bike Lanes		**1**
90	South side of Zahnd Park	Staley Rd	Fields South Dr			**1**
91	Stadium Drive	Neil St	First St		Good bike crossing area at Neil St	**1**
92	Staley Road	Boulder Ridge Dr	Springfield Ave			**1**
93	Sunset Ridge Park to Parkland College	Sunset Ridge Park	[Parkland College] Perimeter Rd			**1**
94	Turnberry Ridge Trail I-57 Crossing	Waters Edge Rd	I-57 Corridor (east side)			**1**
95	Valley Road	Kirby Ave	Boulware Trail			**1**
96	Washington Street	Harris Ave	State St	Bike Lanes		**1**

DESIRED TRAILS & BIKEWAYS						
ID	Name	From	To	Type	Comments	PW1 Votes
97	Waverly Drive at Kirby Avenue				Crossing	**1**
98	Wendover Place corridor	Sandhill Ln	Future Curtis Road Bike/Ped Bridge			**1**
99	Windsor Road	Pipeline Trail	Fields South Dr			**1**
100	Windsor Road North Sidepath	Neil St	First St			**1**

General & Point Map Comments

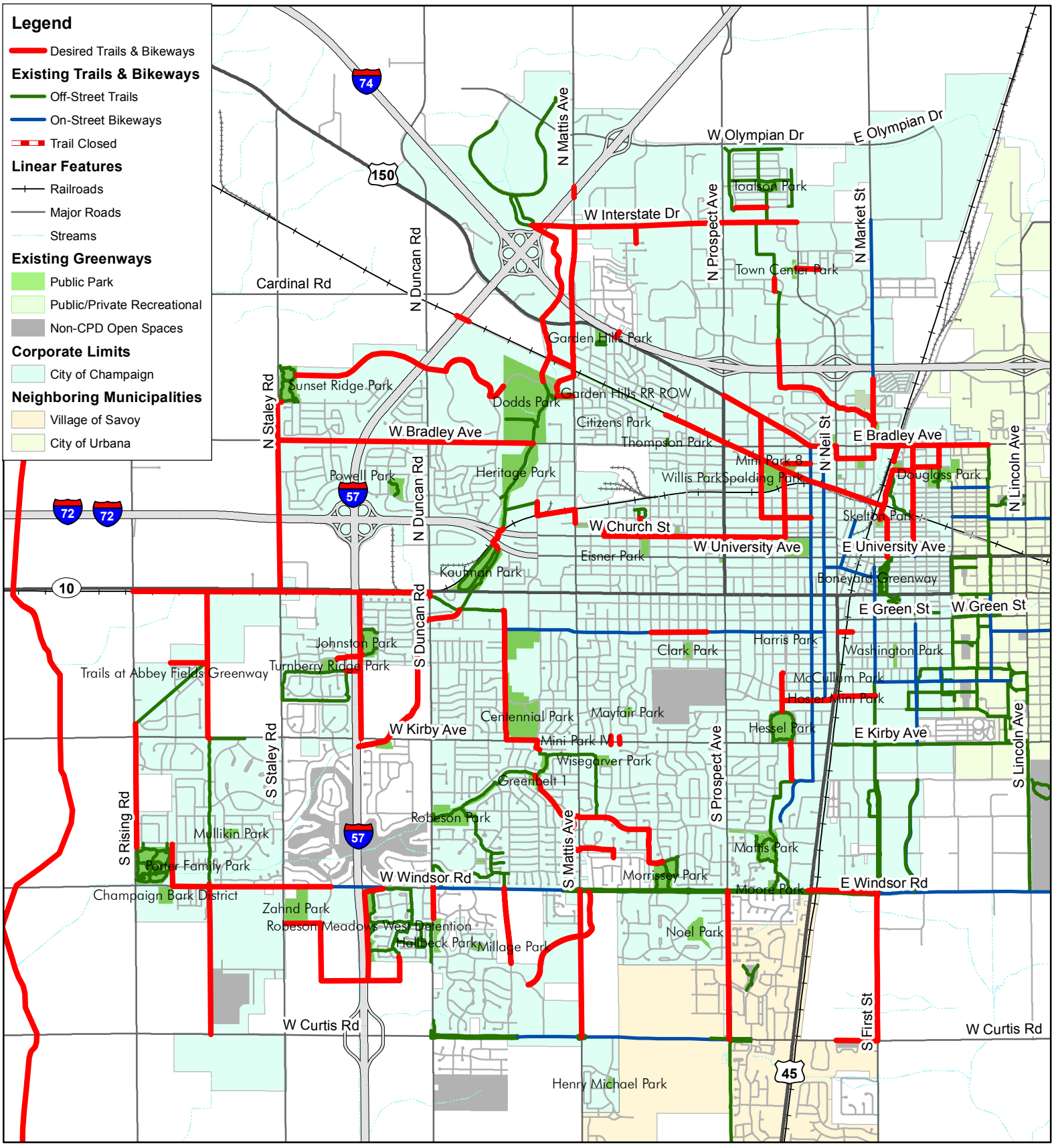
The following lists all general and point comments written on the group maps at Public Workshop #1.

GENERAL & POINT MAP COMMENTS	
Comment	Subject
Bike lanes on Springfield Ave.	Bike Lanes
Bike racks at Hazel Park	Bike Parking
Bike racks at Kaufman Park	Bike Parking
Bike racks at Zahnd Park	Bike Parking
1st Street! [Between Windsor and Curtis Roads] Savoy Bike/Ped Master Plan is looking at this. Now is the time to solve this connectivity/safety need.	Connectivity, Safety, Savoy, Trail Location
[Hessel Blvd./Stadium Dr. at Neil St.]: Good bike crossing area	Intersections
No Turn on Red where trails cross intersections!	Intersections, Safety
[Place the] new high school here [at the Champaign Country Club]!	Schools
Sharrows on Springfield Ave.	Sharrows

Champaign Park District Trails Master Plan

Public Workshop #1

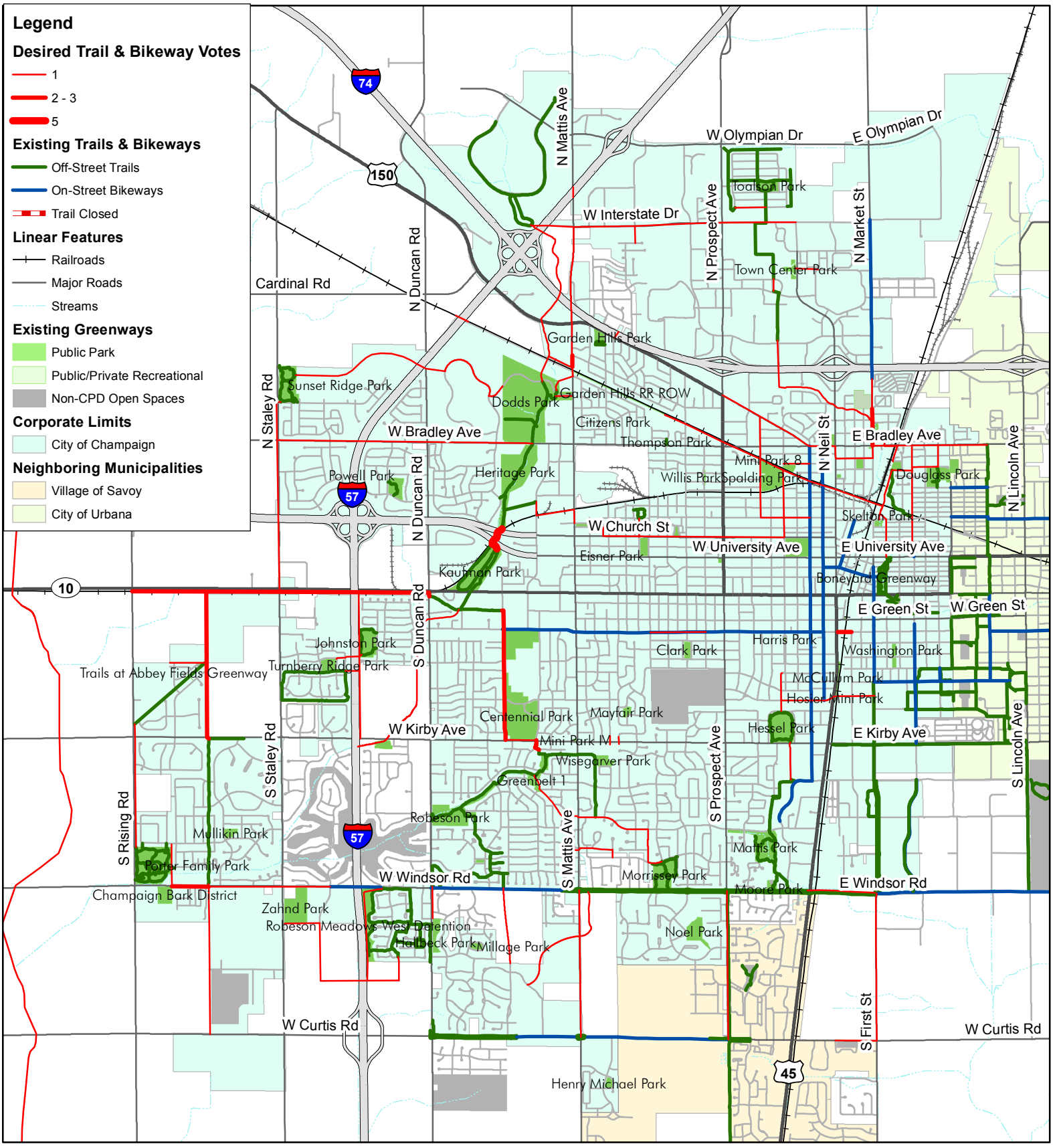
Desired Trails & Bikeways Map



Champaign Park District Trails Master Plan

Public Workshop #1

Desired Trails & Bikeways Map by Votes

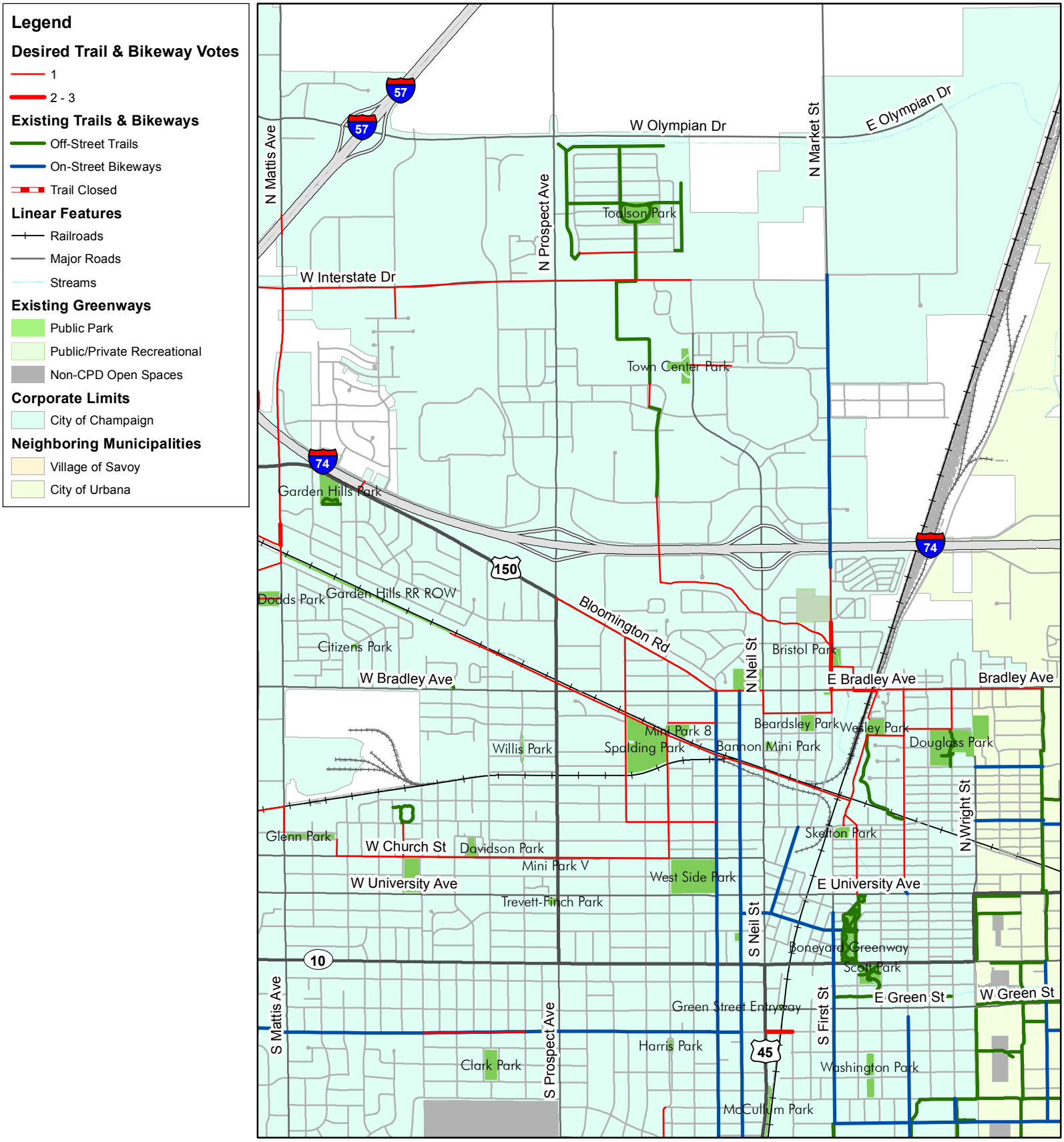


CHAMPAIGN PARK DISTRICT

Champaign Park District Trails Master Plan

Public Workshop #1

Northeast Champaign Desired Trails & Bikeways Map by Votes



CHAMPAIGN COUNTY rpc REGIONAL PLANNING COMMISSION

CHAMPAIGN COUNTY GIS CONSORTIUM

CHAMPAIGN PARK DISTRICT

0 0.25 0.5 1 Miles

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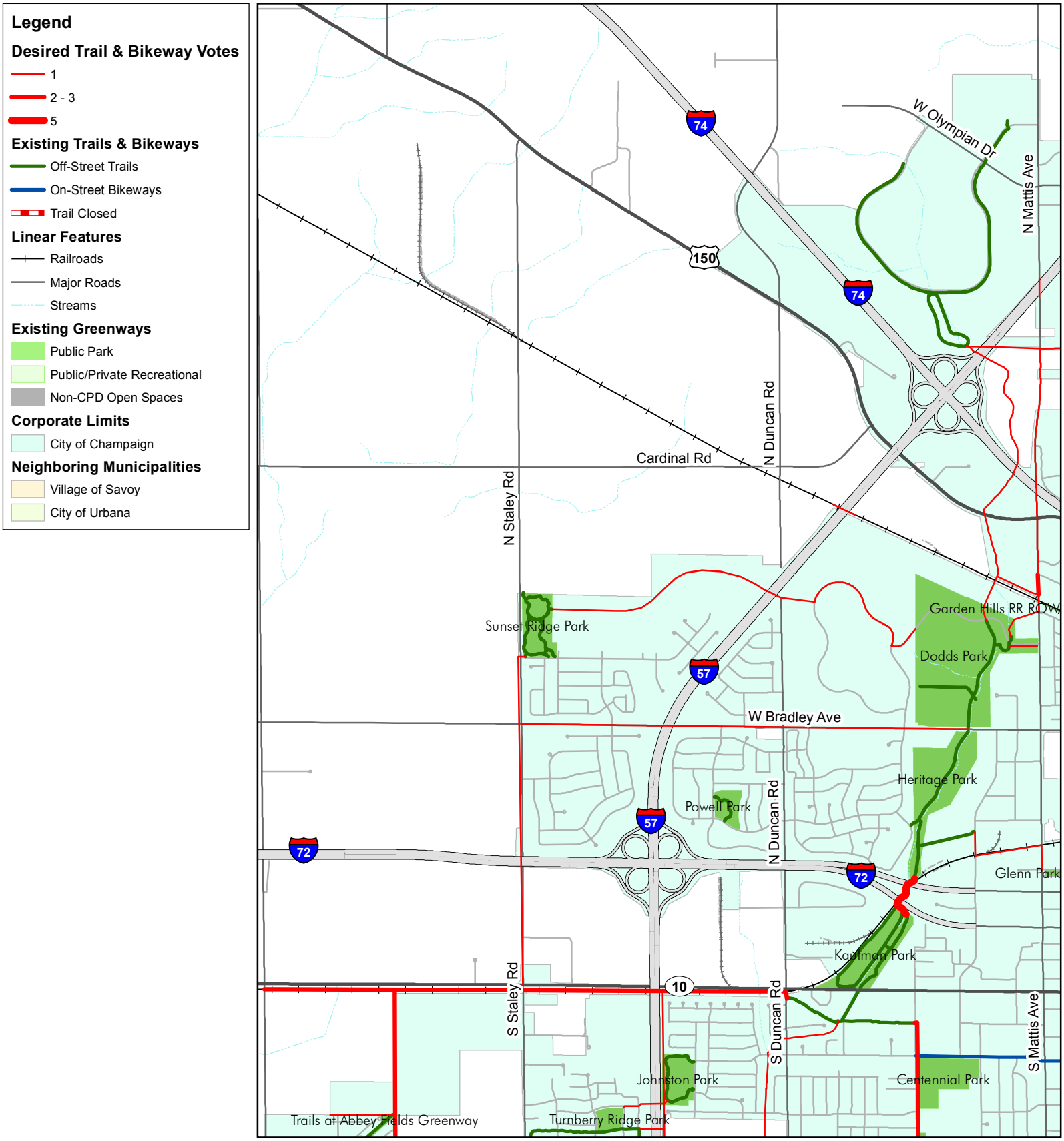
Champaign Park District Trails Master Plan

Public Workshop #1

Northwest Champaign Desired Trails & Bikeways Map by Votes



CHAMPAIGN COUNTY rpc REGIONAL PLANNING COMMISSION

CHAMPAIGN COUNTY GIS CONSORTIUM

CHAMPAIGN PARK DISTRICT

0 0.25 0.5 1 Miles

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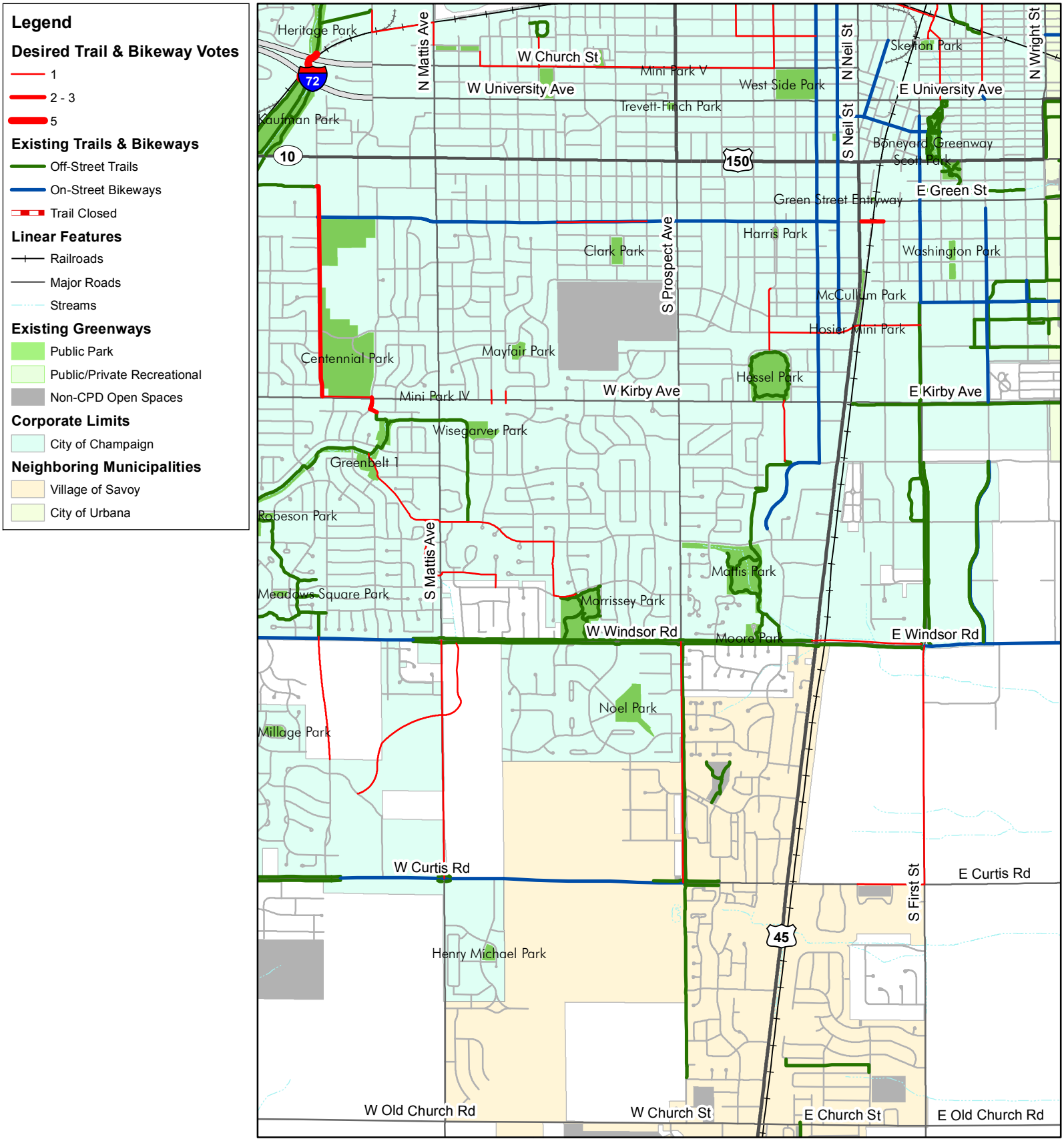
Champaign Park District Trails Master Plan

Public Workshop #1

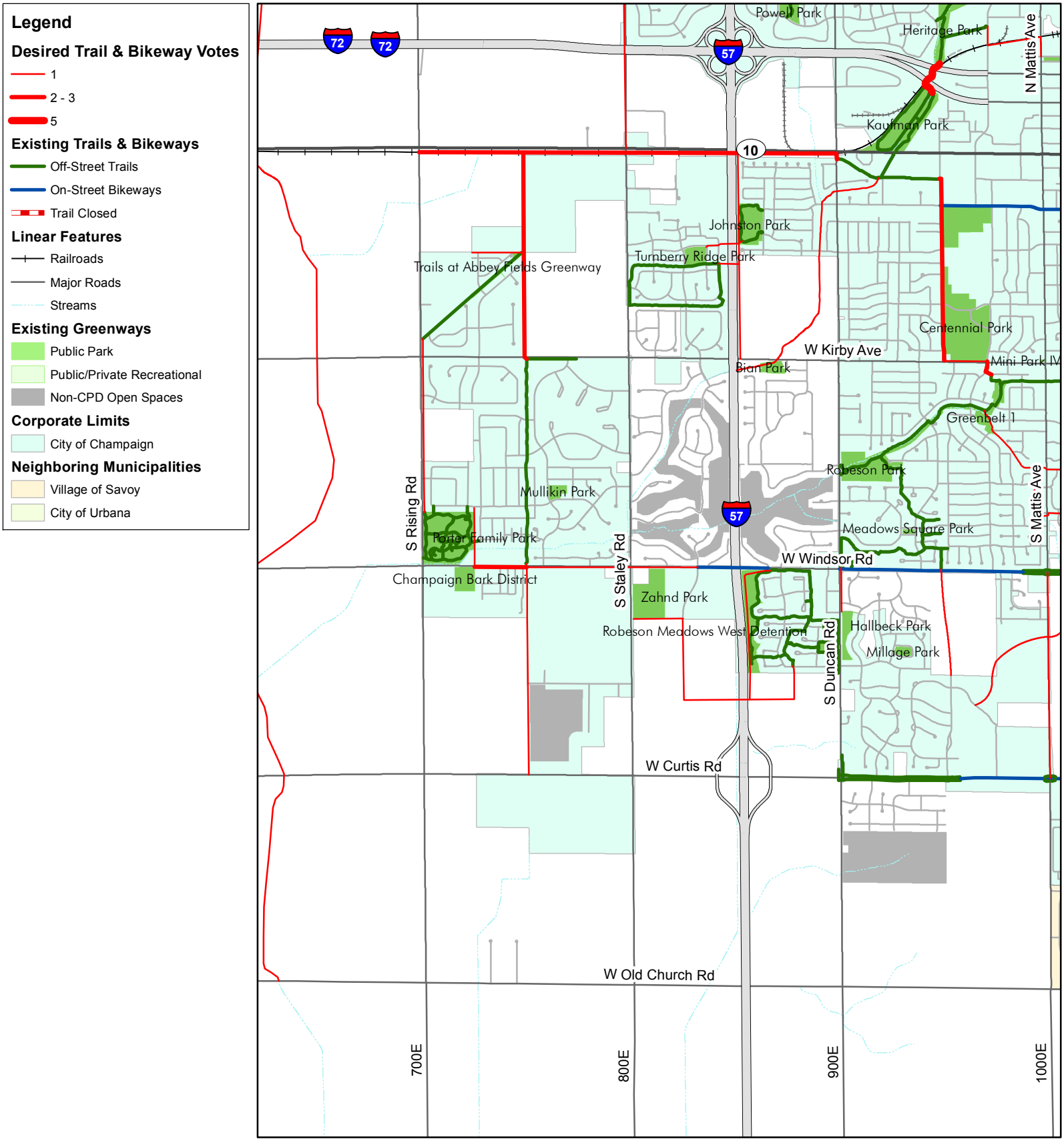
Southeast Champaign Desired Trails & Bikeways Map by Votes



Champaign Park District Trails Master Plan

Public Workshop #1

Southwest Champaign Desired Trails & Bikeways Map by Votes



CHAMPAIGN PARK DISTRICT

0 0.25 0.5 1 Miles

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Land Acquisition Votes

Twenty areas for potential land or easement acquisition around Champaign were presented at Public Workshop #1. Participants were asked to vote for their top four desired areas for acquisition by the Champaign Park District. The following table ranks the results.

LAND ACQUISITION VOTES				
Voting ID	**Name**	**Ownership**	**Land Owner**	**PW1 Votes**
5	Kaskaskia River corridor	Private	Private	**10**
20	Phinney Branch greenway	Private	Private	**8**
12	Infill opportunity west of Duncan Road	Private	Private	**7**
19	Garden Hills - along and south of RR	Private	Private	**6**
18	Dobbins Downs	Public & Private	Champaign County, Private	**4**
6	Former Champaign Municipal Landfill on US 150	Public	City of Champaign	**4**
9	Clearview subdivision - neighborhood park	Private	Private	**3**
4	Upper Boneyard Greenway	Public & Private	City of Champaign, Private	**3**
14	Curtis Road Interchange Area	Private	Private	**2**
8	Future residential E of North Neil Street	Private	Private	**2**
7	Future residential N of Olympian Drive	Private	Private	**1**
13	Near Barkstall School	Private	Private	**1**
2	North half of Illinois Terminal West Lot	Public	City of Champaign	**1**
15	Pipeline Trail South Extension	Private	Private	**1**
11	Trails at Abbey Fields greenway expansion	Public	Champaign Park District	**1**
1	Downtown Plaza	Public	City of Champaign	**0**
3	Downtown South Gateway	Private	Atkins Group	**0**
17	Market Place Mall Retention Pond	Private	General Growth Properties	**0**
10	Sunset Ridge Park expansion	Private	Private	**0**
16	Zahnd Park expansion	Private	Private	**0**

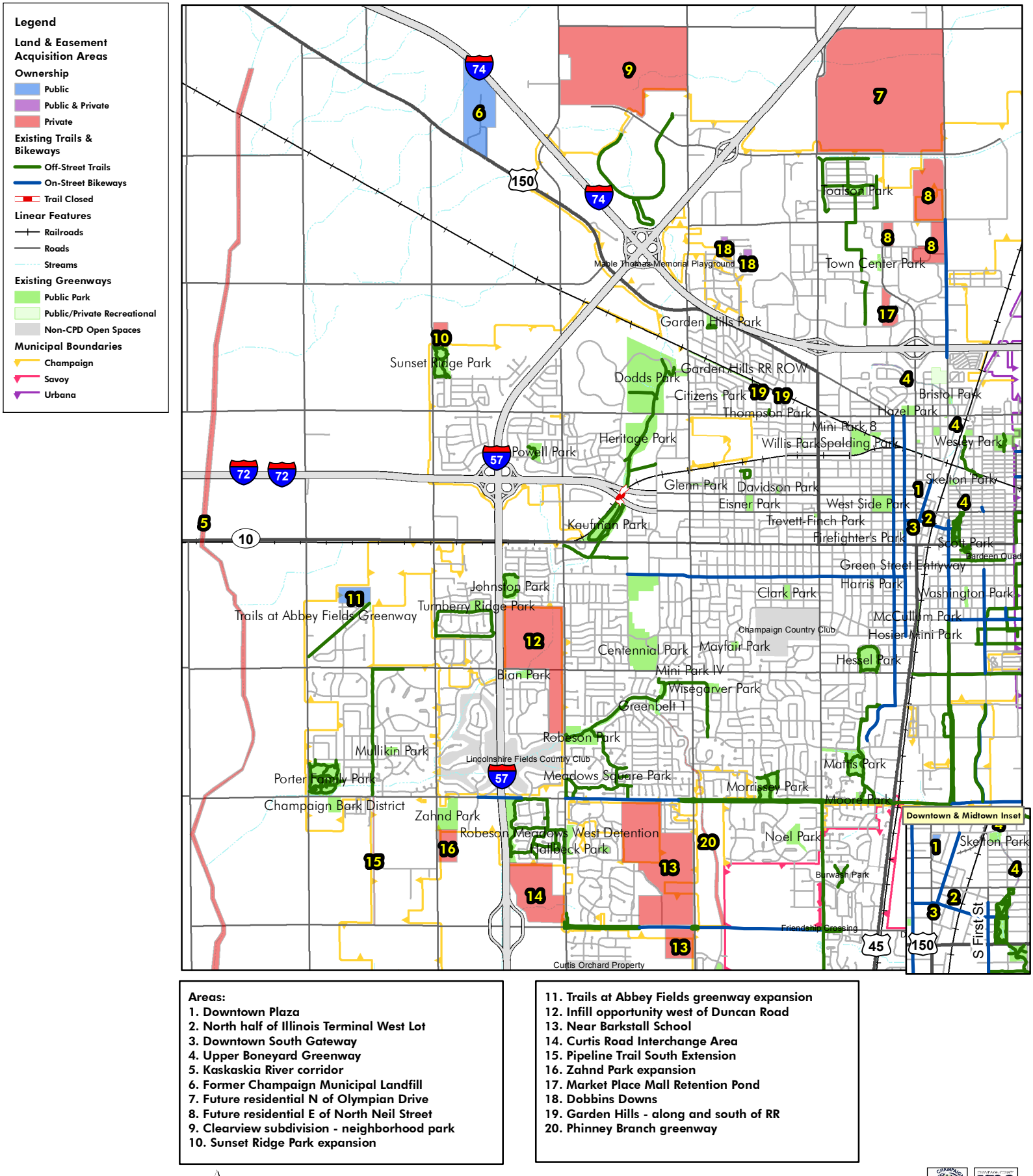
Public Workshop #1 participants also voted for some areas that were not presented. Votes for these areas are listed in the following table.

WRITE-IN LAND ACQUISITION VOTES		
Area	**Land Owner**	**PW1 Votes**
Area east of Spalding Park, between the Norfolk Southern RR, Canadian National RR, and State Street	Champaign Park District, City of Champaign, Private	**1**
Champaign Country Club	Private	**1**
Church & Prospect area	Private	**1**
McKinley Aquatics Center	Private	**1**
Also listed in Desired Bikeways & Trails table & maps:		
Greenbelt Bikeway Closure Under I-72	IDOT, Private	**3**
Glenn Park to Heritage Park Connection around Canadian National Railroad	Private	**1**
Pipeline Trail North Extension	Private	**1**
West Springfield Avenue / Canadian National Railroad corridor	Private	**1**

Champaign Park District Trails Master Plan

Public Workshop #1 - Land & Easement Acquisition Voting Map

VOTE by placing a sticker next to your Top 4 Choices



Areas:

1. Downtown Plaza
2. North half of Illinois Terminal West Lot
3. Downtown South Gateway
4. Upper Boneyard Greenway
5. Kaskaskia River corridor
6. Former Champaign Municipal Landfill
7. Future residential N of Olympian Drive
8. Future residential E of North Neil Street
9. Clearview subdivision - neighborhood park
10. Sunset Ridge Park expansion
11. Trails at Abbey Fields greenway expansion
12. Infill opportunity west of Duncan Road
13. Near Barkstall School
14. Curtis Road Interchange Area
15. Pipeline Trail South Extension
16. Zahnd Park expansion
17. Market Place Mall Retention Pond
18. Dobbins Downs
19. Garden Hills - along and south of RR
20. Phinney Branch greenway

N

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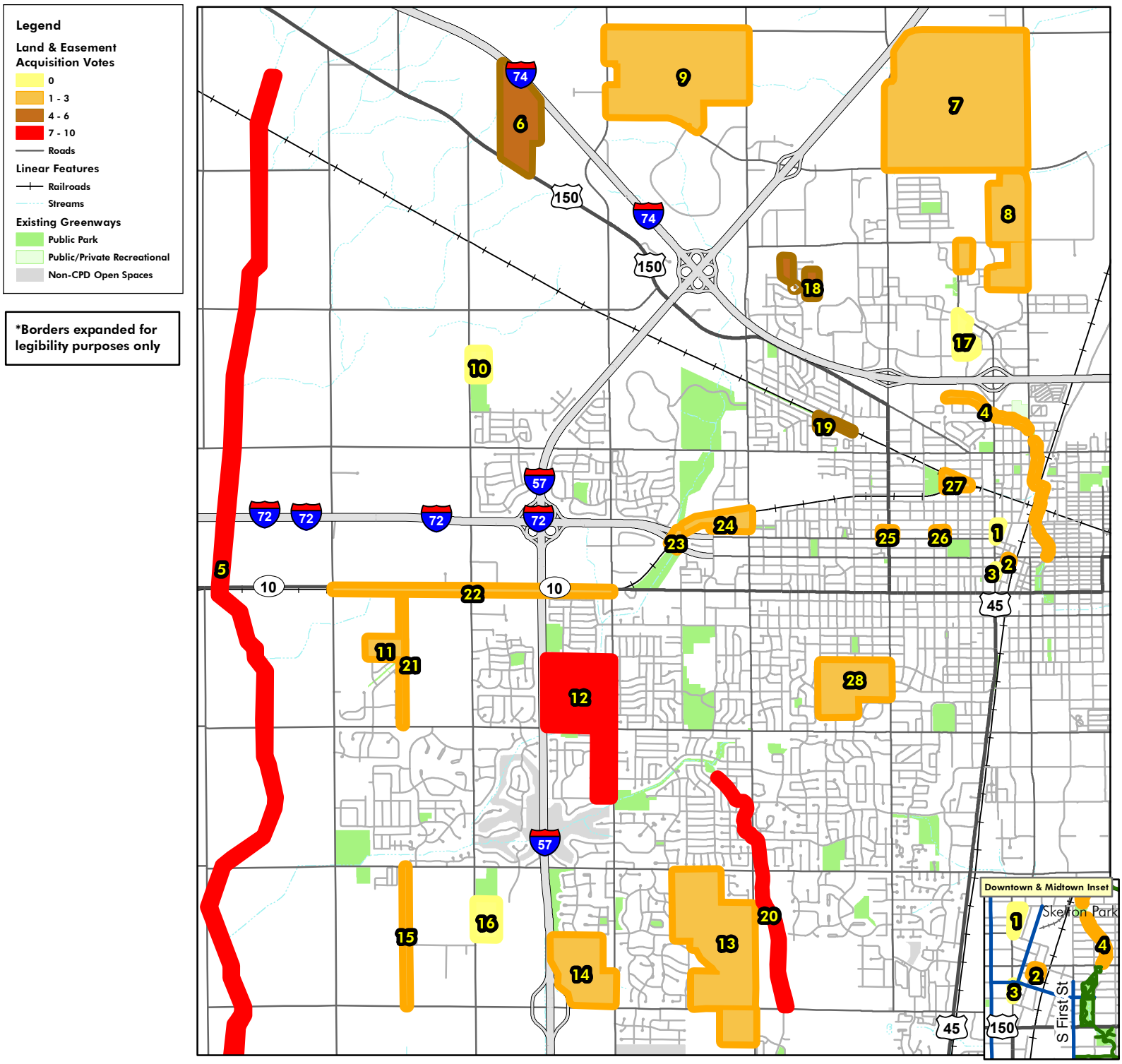
CHAMPAIGN PARK DISTRICT

Champaign Park District Trails Master Plan
Public Workshop #1
Land & Easement Acquisition Voting RESULTS Map



Areas Presented for Voting:
1. Downtown Plaza (0)
2. North half of Illinois Terminal West Lot (1)
3. Downtown South Gateway (0)
4. Upper Boneyard Greenway (3)
5. Kaskaskia River corridor (10)
6. Former Champaign Municipal Landfill (4)
7. Future residential N of Olympian Drive (1)
8. Future residential E of North Neil Street (2)
9. Clearview subdivision - neighborhood park (3)
10. Sunset Ridge Park expansion (0)

11. Trails at Abbey Fields greenway expansion (1)
12. Infill opportunity west of Duncan Road (7)
13. Near Barkstall School (1)
14. Curtis Road Interchange Area (2)
15. Pipeline Trail South Extension (1)
16. Zahnd Park expansion (0)
17. Market Place Mall Retention Pond (0)
18. Dobbins Downs (4)
19. Garden Hills - along and south of RR (6)
20. Phinney Branch greenway (8)

New Ideas from the Public:
21. Pipeline Trail Extension North (1)
22. West Springfield Avenue / Candian National Railroad corridor (1)
23. Greenbelt Bikeway Closure Under I-72 (3)
24. Glenn Park to Heritage Park Connection (1)
25. Church & Prospect area (1)
26. McKinley Aquatics Center (1)
27. Area east of Spalding Park (1)
28. Champaign Country Club (1)

CHAMPAIGN PARK DISTRICT

APPENDIX 6

Public Workshop #2 Results

Champaign Park District Trails Master Plan (CPD TMP)
Public Comments – Round #2: Winter 2016

Participation

Champaign residents and trail users were invited to review, prioritize, and comment on draft recommendations for the Champaign Park District Trails Master Plan in Winter 2016.

11 people attended Public Workshop #2 for this plan, held on January 21, 2016 at the Springer Cultural Center.

That workshop's materials were posted on the project website and made available for voting from January 25 through February 1, 2016; however, no comments were received.

Document Contents

Pages 2-4 compile all comments received via comment card.

Pages 5-8 ranks all votes placed on linear and point infrastructure recommendations, and also includes written map comments.

Pages 9-13 are maps showing the votes placed on linear and point infrastructure recommendations.

Page 14 proposes new recommendations based on comments received at Public Workshop #2.

Pages 15-20 ranks all votes placed on non-infrastructure recommendations.

Written Comments

The following lists all questions asked, and all responses sorted by subject.

Question #1: Do you have any additional comments, suggestions, or priorities for trails or parks in Champaign?

TRAIL & PARK PRIORITY COMMENTS (Q1)	
Comment	Subject
Would like to have art sculptures along the trails.	Art
I like the idea of rail trails as a long-term objective, but for the short term, I think the priority should be on increasing/improving facilities in low-income and underserved neighborhoods.	Equity, Rail-Trails
I'm most familiar with Scott Park and I think it sets a great precedent for parks in the area. In a small amount of space there are natural areas, trails, a pavilion, playground, etc. Great connectivity with cross park trails.	Park Model
I wish I could vote for all of them. The bike trails in town are a huge amenity and I would love to have lots more.	Quantity of trails
#1 is First Street from Windsor Rd. to Curtis Rd. to open up the bike community for folks in Savoy and on South First Street.	Trail Corridor
Also, generate overall interest in linear parks/trails along waterways and within natural areas	Trail Corridor
Centennial Park Shared-Use Path	Trail Corridor
Greenbelt Bikeway	Trail Corridor
Pipeline Trail extension	Trail Corridor

Question #2: Do you have any other non-infrastructure strategies that you did not see addressed?

NON-INFRASTRUCTURE COMMENTS (Q2)	
Comment	Subject
More shops to encourage women, especially commuters.	Commuting
Mobile trail application development	Trail App

Question #3: If you could make one recommendation to the Champaign Park District to improve the experience of using trails in Champaign, what would you recommend?

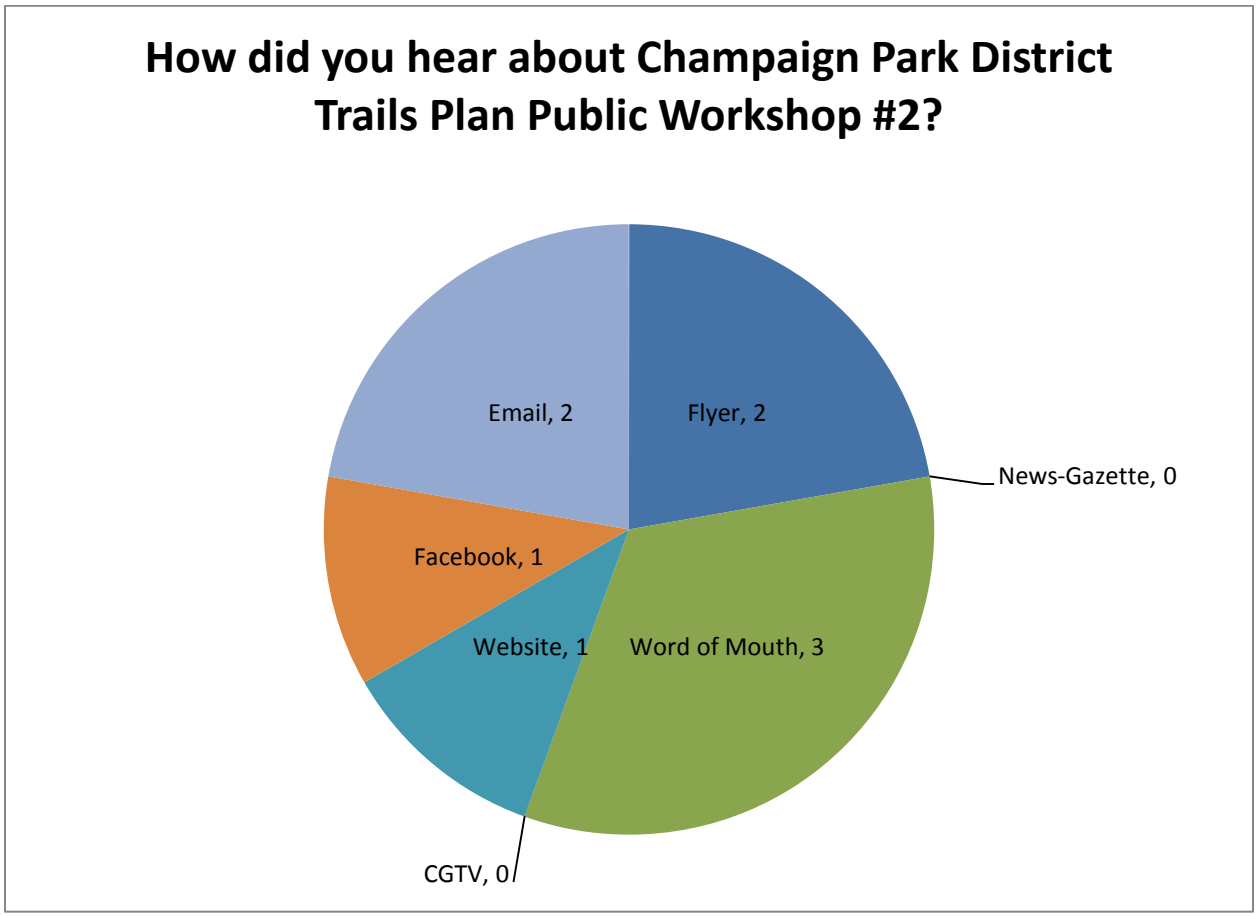
MAIN RECOMMENDATION COMMENTS (Q3)	
Comment	Subject
Increase trail connections to common destinations - grocery stores, post office, parks, etc.	Destinations
What's directly along the trails is important, too. Landscaping, natural areas, and useful signage are enticing to users.	Environment, Trail Signage
Make sure bike paths are maintained, i.e. watch out for potholes and trash. Also, plow them for snow & ice.	Maintenance
Connect the parks w/ trails	Park Connections
More paths in the parks	Park Trails
More large loops or linear off-road trail systems	Trail Corridor
Focus on filling gaps and constructing missing connections before building new facilities.	Trail Gaps

Question #4: Are there any other issues, concerns, or suggestions you would like to bring to our attention about this project?

OTHER COMMENTS (Q4)	
Comment	Subject
Better publicity for the meeting? I know it's hard to figure out how to get people's input.	Publicity

Question #5: How did you hear about this meeting? Check all that apply.

When asked how participants heard about Public Workshop #2, most heard by word of mouth. Some heard by email, flyer, website, or Facebook. None saw it in the News-Gazette or on Champaign Government Television (CGTV) Channel 5.



MAP COMMENTS

Prioritized Trails & Bikeways

Public Workshop #2 participants were given large maps of Champaign, broken into four quadrants. Participants were asked to vote for their top three desired trail or bikeway improvements in each quadrant. Trails in parks would be under the jurisdiction of the Champaign Park District, and bikeways on roads would be under the jurisdiction of the City of Champaign.

The following table and maps present the results. Recommended trails and bikeways that received no votes were left off of this table, although they will still be included as recommendations in the plan.

PRIORITIZED TRAILS & BIKEWAYS						
ID	Name	From	To	Facility	Comments	PW2 Votes
1	Greenbelt Bikeway Closure under I-72	Heritage Park	Kaufman Park	Shared-Use Path	FIX - NEED	**9**
2	Phinney Branch	Roby Trail	Mattis Ave	Shared-Use Path		**8**
3	Phinney Branch	Mattis Ave	Windsor Rd	Shared-Use Path		**8**
4	Centennial Park Shared-Use Path	John St at Kenwood Rd	Kirby Ave at Crescent Dr	Shared-Use Path	West & south sides of Centennial Park	**7**
5	Phinney Branch	Windsor Rd	Kenny Ave	Shared-Use Path		**7**
6	Phinney Branch	Kenny Ave	Curtis Rd	Shared-Use Path		**7**
7	Market Street	Apricot Dr	Bradley Ave	Bike Lanes		**6**
8	Market Street	Kenyon Rd	Apricot Dr	Bike Lanes		**6**
9	Market Street	Bradley Ave	Beardsley Ave	Bike Lanes		**6**
10	Market Street	Beardsley Ave	Washington St	Bike Lanes		**6**
11	Moreland Boulevard corridor over I-74	Marketview Dr	Boneyard Creek	Shared-Use Path		**6**
12	Boneyard Creek	Eureka St corridor	Washington St	Shared-Use Path		**4**
13	Boneyard Creek Trail	Washington St	University Ave	Shared-Use Path		**4**
14	Kaskaskia River	Bloomington Rd	Old Church Rd	Shared-Use Path		**4**
15	MLK Trail to Boneyard Creek Connector			Shared-Use Path		**4**
16	Pipeline Trail	Springfield Ave	Kirby Ave	Shared-Use Path		**4**
17	Roby Trail	Mattis Ave	Duncan Rd	Widen Shared-Use Path		**4**
18	Valley Road	Kirby Ave	Boulware Trail	Bike Route		**4**
19	Bradley Avenue	Neil St	State St	Bike Lanes		**3**
20	Bradley Avenue	Market St	Goodwin Ave	Bike Lanes		**3**

PRIORITIZED TRAILS & BIKEWAYS						
ID	Name	From	To	Facility	Comments	PW2 Votes
21	Bradley Avenue	Market St	Neil St	Bike Lanes		**3**
22	Bradley Avenue	State St	Mattis Ave	Bike Lanes		**3**
23	Copper Slough Trail	O'Malley's Alley Trail	I-57	Shared-Use Path		**3**
24	First Street	Windsor Rd	Curtis Rd	Shared-Use Path	Got to do this!	**3**
25	Pipeline Trail	Windsor Rd	Curtis Rd	Shared-Use Path		**3**
26	Springfield Avenue Corridor	Duncan Rd	Rising Rd	Rail-Trail		**3**
27	Boneyard Creek Trail	Moreland Blvd corridor	Bristol Park	Shared-Use Path		**2**
28	Bradley Avenue	Greenbelt Bikeway	Staley Rd	Bike Lanes		**2**
29	Church Street	Elm St	Miller Ave	Bike Lanes		**2**
30	Church Street	Miller Ave	Victor St	Bike Lanes		**2**
31	Country Fair Drive	Canadian National RR	John St	Bike Lanes		**2**
32	Devonshire Drive	Mattis Ave	O'Donnell Dr	Bike Route		**2**
33	Devonshire Drive	Prospect Ave	O'Donnell Dr	Bike Route		**2**
34	Garden Hills Drive	Garden Hills Park		Bike Route		**2**
35	Greenbelt Bikeway	Parkland Way	RR	Widen Shared-Use Path		**2**
36	Kenwood Road	O'Malley's Alley Trail	John St	Shared-Use Path		**2**
37	Kirby Avenue	Duncan Rd	Staley Rd	Bike Lanes		**2**
38	MLK Trail	Fourth St	Ash St	Widen Shared-Use Path		**2**
39	University Avenue	Victor Ave	State St	Bike Lanes		**2**
40	Windsor Road	Champaign Bark District	Pipeline Trail	Bike Lanes		**2**
41	Windsor Road	Pipeline Trail	Fields South Dr	Bike Lanes		**2**
42	Windsor Road	Champaign Bark District	Rising Rd	Bike Lanes		**2**
43	Bradley Avenue	Mattis Ave	Greenbelt Bikeway	Bike Lanes		**1**
44	Cooper Slough Trail	Norfolk Southern Railroad	Parkland Way	Shared-Use Path		**1**
45	Country Fair Drive	Canadian National RR	Greenbelt Bikeway Spur	Bike Lanes	Connect Glenn Park to Heritage Park	**1**
46	Country Fair Drive	Bradley Ave	Canadian National RR	Bike Lanes		**1**

PRIORITIZED TRAILS & BIKEWAYS						
ID	Name	From	To	Facility	Comments	PW2 Votes
47	Future Curtis Road Bike/Ped Bridge over I-57	Fields South Dr corridor	Wendover Pl corridor	Shared-Use Path		**1**
48	Garden Hills Rail-Trail			Rail-Trail		**1**
49	Greenbelt Bikeway Spur	Greenbelt Bikeway	Clearwater Dr	Widen Shared-Use Path		**1**
50	Heritage Park West Path	Greenbelt Bikeway	Greenbelt Bikeway	Shared-Use Path		**1**
51	Hessel Boulevard	Elm St	Neil St	Bike Route	Good bike crossing area at Neil St	**1**
52	John Street	Kenwood Rd	Duncan Rd	Bike Lanes		**1**
53	Mayfair Road	Parkview Dr	Devonshire Dr	Bike Route		**1**
54	McKinley Avenue	John St	Armory Ave	Bike Route		**1**
55	Norfolk Southern Railroad	Garden Hills RR ROW	Boneyard Creek	Rail-Trail		**1**
56	Perimeter Road	Parkland Way	Clayton Blvd	Bike Route		**1**
57	Rail-Trail	Mattis Ave	Country Fair Dr	Rail-Trail	Connect Glenn Park to Heritage Park	**1**
58	Rail-Trail	Wright St	Fourth St	Rail-Trail		**1**
59	Rail-Trail	MLK Trail	Boneyard Creek	Rail-Trail		**1**
60	Rail-Trail	Country Fair Dr	Greenbelt Bikeway	Rail-Trail		**1**
61	Robeson Meadows West Trail corridor	Robeson Meadows West Detention	Future Curtis Road Bike/Ped Bridge	Shared-Use Path		**1**
62	Spalding Park Path A	Harris Ave	Spalding Park Path B	Shared-Use Path		**1**
63	Spalding Park Path B	Harris Ave	Spalding Park Path C	Shared-Use Path		**1**
64	Spalding Park Path C	Spalding Park Path B	Spalding Park Path H	Shared-Use Path		**1**
65	Spalding Park Path D	Spalding Park Path C	Spalding Park Path A	Shared-Use Path		**1**
66	Spalding Park Path E	Spalding Park Path C	Spalding Park Path G	Shared-Use Path		**1**
67	Spalding Park Path F	Spalding Park Path D	Spalding Park Path G	Shared-Use Path		**1**
68	Spalding Park Path G	Spalding Park Path F	Spalding Park Path F	Shared-Use Path		**1**
69	Spalding Park Path H	Spalding Park Path G	Spalding Park tennis court	Shared-Use Path		**1**
70	St. Mary's Road	Wright St	Neil St	Bike Lanes		**1**

Point Map Comments

The following lists all point trail improvements voted on at Public Workshop #2.

PRIORITIZED POINT IMPROVEMENTS				
ID	Location	Recommendation	Jurisdiction	PW2 Votes
1	Springfield Avenue at Greenbelt Bikeway	Install flashing lights	IDOT	**5**
2	Kaufman Park	Replace boathouse with enhanced shelter	CPD	**1**
3	Roby Trail at Crescent Drive	Install trail crossing signs	City of Champaign	**0**
4	Roby Trail over Phinney Branch	Improve Roby Trail bridge	CPD	**0**
5	Simon Trail at Broadmoor Drive	Install trail crossing signs	City of Champaign	**0**
6	Simon Trail at Mattis Avenue	Install trail crossing signs & flashing lights	City of Champaign	**0**

General Map Comments

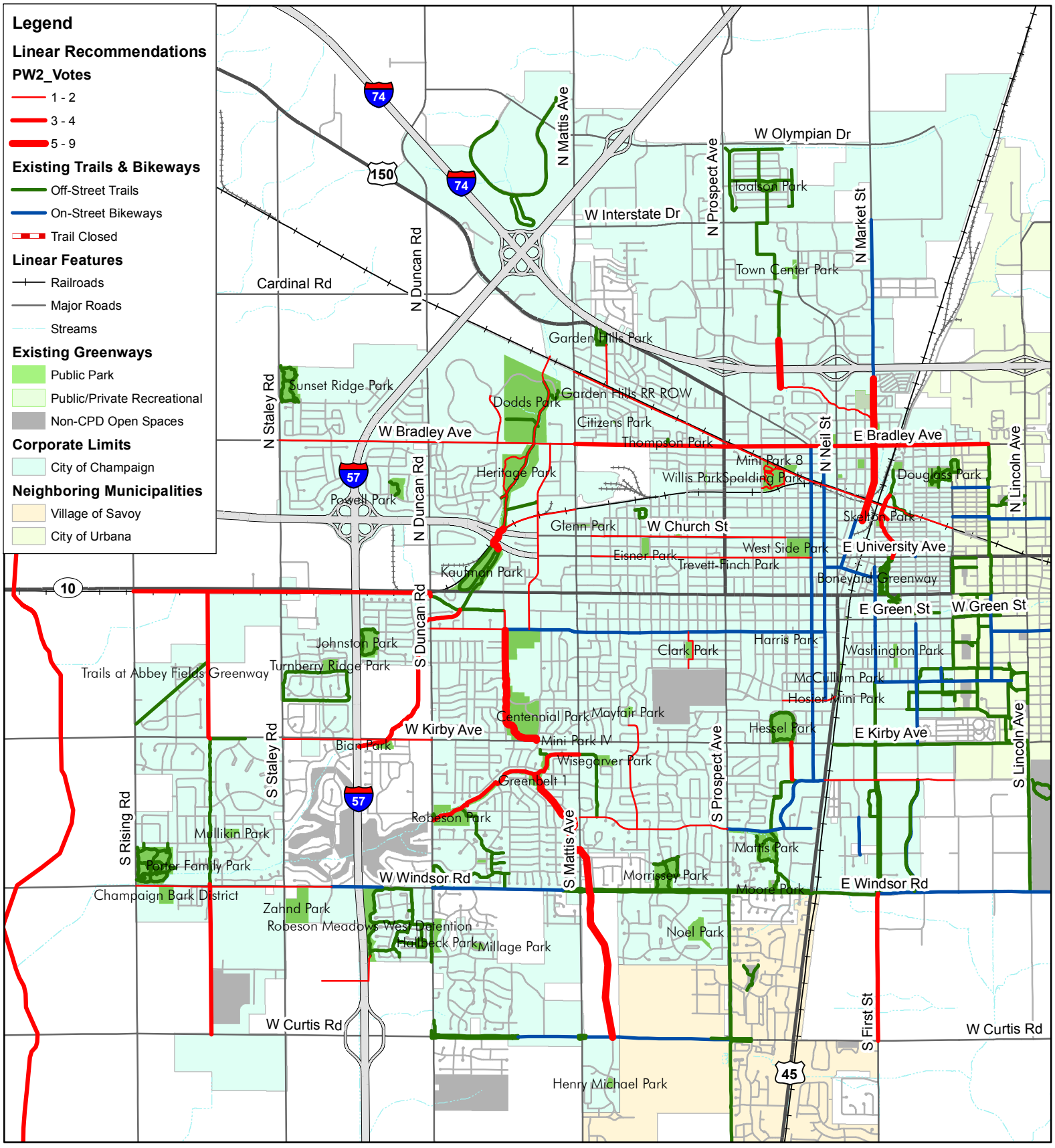
The following lists all other comments written on the large maps at Public Workshop #2.

MAP COMMENTS	
Comment	Subject
Add covered bike parking or upgrade existing bike parking to covered bike parking at CPD facilities.	Bike Parking
Robeson Meadows West Detention trail south terminus, north of the I-57/Curtis Road interchange: IDOT Ped/Bike Bridge, connecting to new Carle offices on northwest side of the interchange. Ask the Champaign Planners - Ben, Lacey, Rob - about this bridge.	Bridge, Destinations, Trail Corridor
Improve bike access to Prairie Gardens	Destinations
Route to Lake of the Woods: Bradley Avenue to Rising Road to Pintail Road	Destinations, Roads
Connections to Parkland College on Bradley Avenue and Perimeter Road. Need to make commuting easier for the 60% of the population that is Interested but Concerned in bicycling.	Destinations, Roads
Duncan Road north of Springfield Avenue not good to bike on	Roads
First Street between Windsor & Curtis Roads: Got to do this!	Trail Corridor

Champaign Park District Trails Master Plan

Public Workshop #2

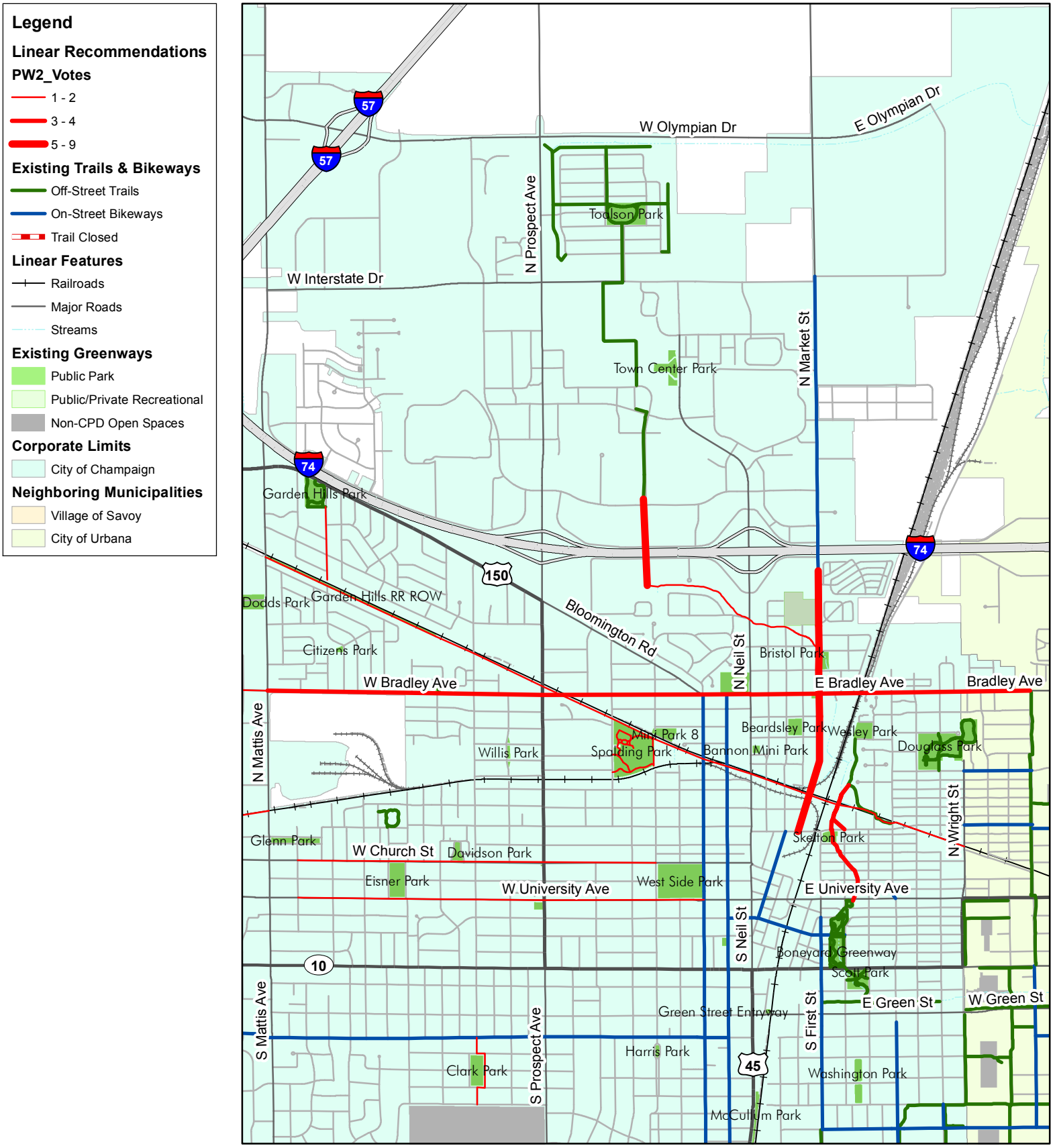
Prioritized Trails & Bikeways Map by Votes



Champaign Park District Trails Master Plan

Public Workshop #2

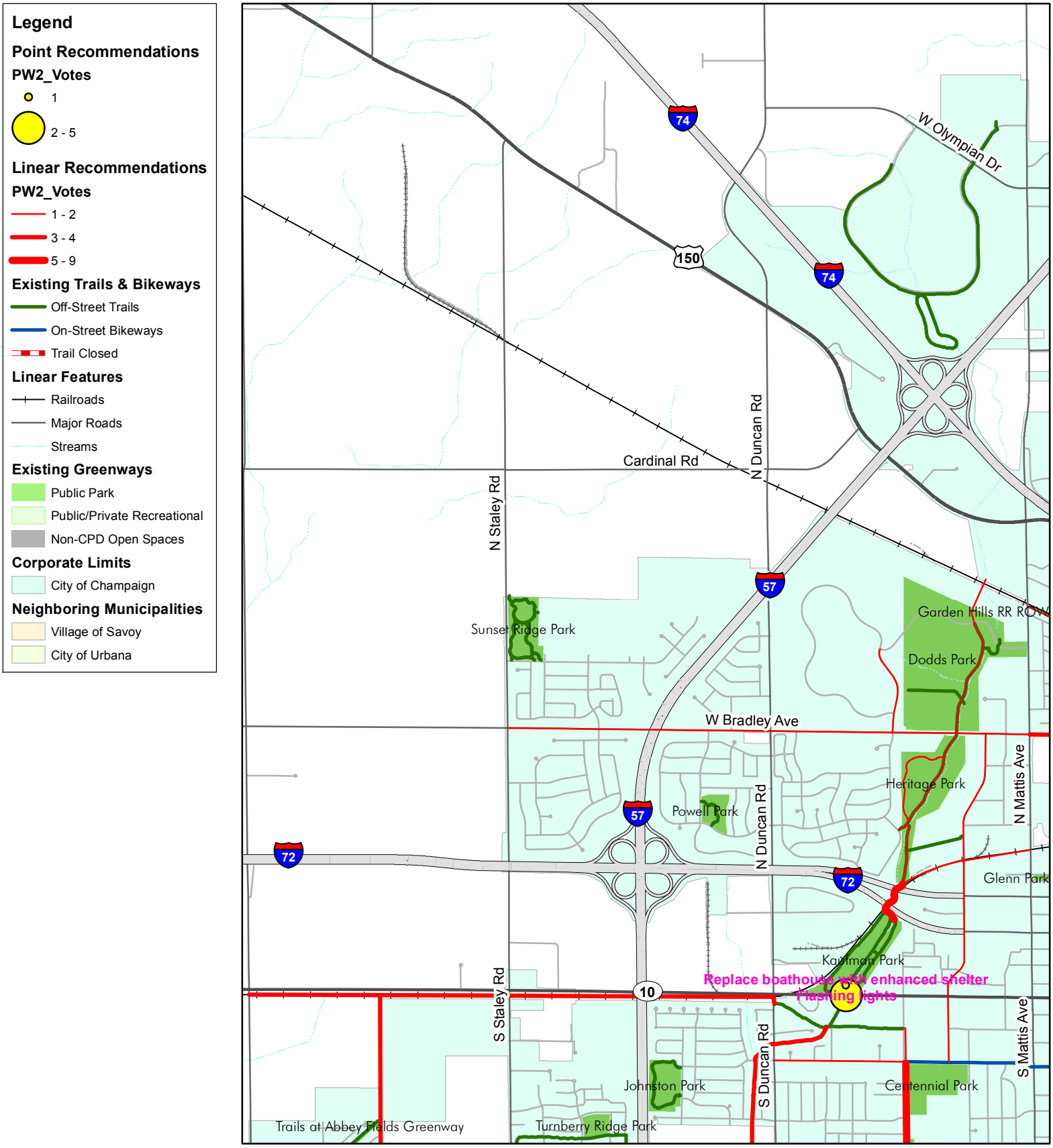
Northeast Champaign Prioritized Trails & Bikeways Map by Votes



Champaign Park District Trails Master Plan

Public Workshop #2

Northwest Champaign Prioritized Trails & Bikeways Map by Votes



CHAMPAIGN PARK DISTRICT

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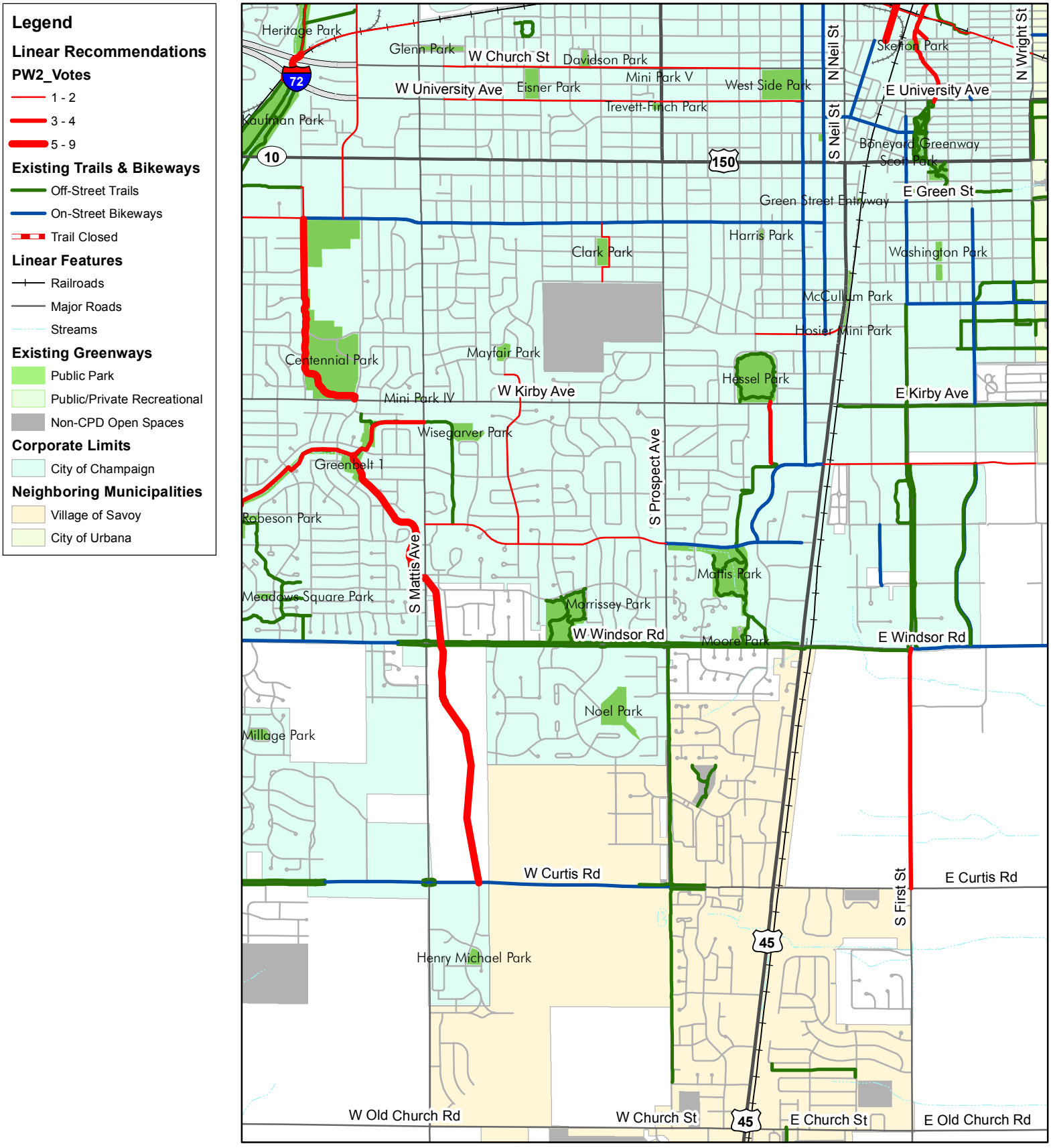
Champaign Park District Trails Master Plan

Public Workshop #2

Southeast Champaign Prioritized Trails & Bikeways Map by Votes

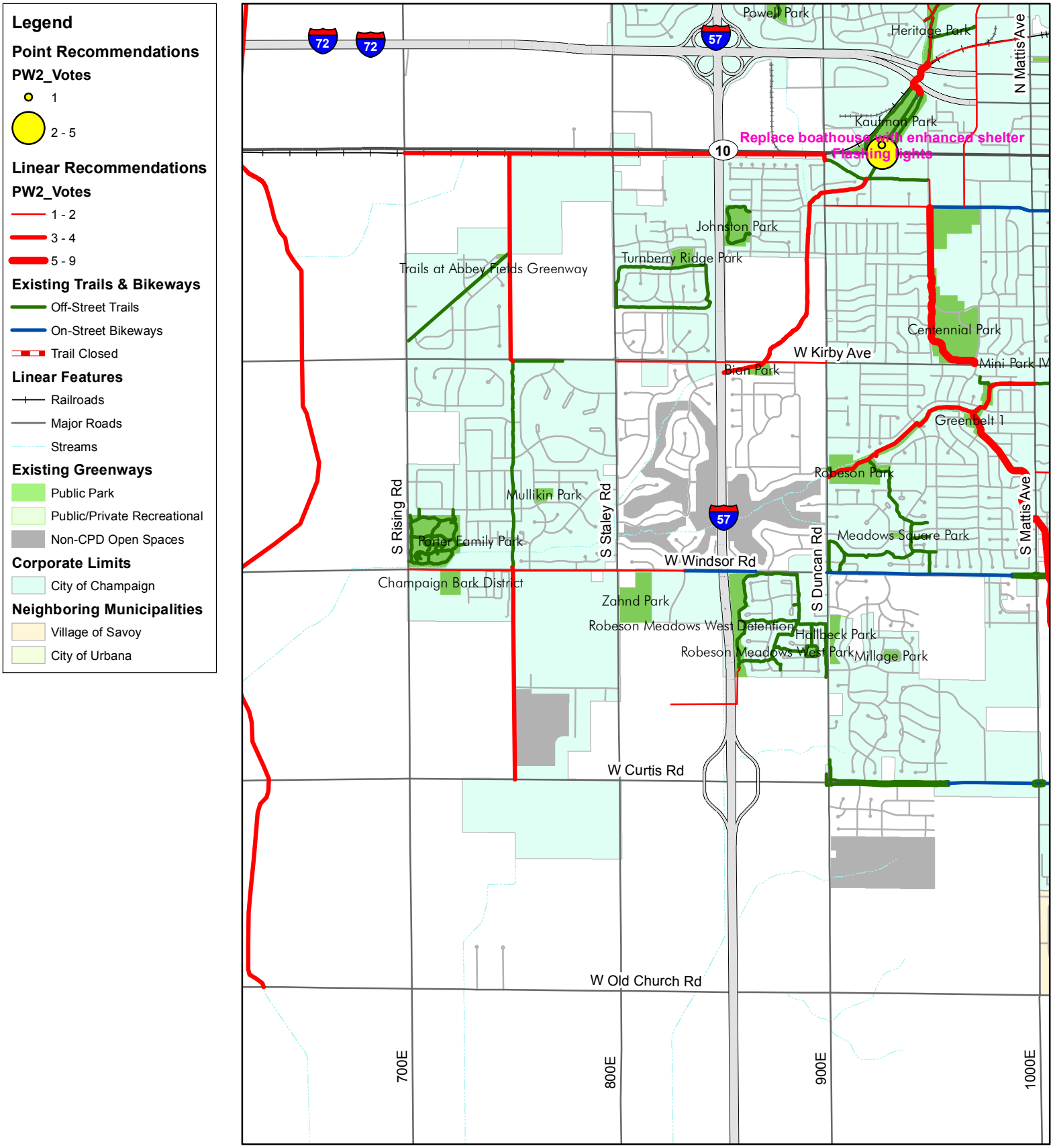


CHAMPAIGN PARK DISTRICT

Champaign Park District Trails Master Plan

Public Workshop #2

Southwest Champaign Prioritized Trails & Bikeways Map by Votes



CHAMPAIGN PARK DISTRICT

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Proposed New Recommendations – Locations Unspecified

Based on comments from Public Workshop #2, CCRPC staff recommends adding the following recommendations to this plan. At this time, locations are not identified, and may remain recommendations for the full CPD jurisdiction.

1) Bicycle Safety Town: Identify an approximately 5 acre location in Champaign-Urbana to install a permanent bicycle safety town, with a closed course designed to allow children to learn and practice how to safely and legally bicycle on streets.
    a. *Potential Partners:* Champaign Park District, Champaign Unit #4 School District
2) Covered Bike Parking: Install covered bike parking at Champaign Park District facilities by installing new covered bike parking and/or upgrading existing bike parking.
    a. *Potential Partners:* Champaign Park District
3) Public Art: Install public art along trails throughout Champaign, especially in community and neighborhood parks and along long trails.
    a. *Potential Partners:* Champaign Park District, 40 North

NON-INFRASTRUCTURE RECOMMENDATIONS

Pages 16-20 compiles individual votes marked on the five non-infrastructure recommendation boards. Participants were given three votes for proposed non-infrastructure recommendations in each of the following categories:

- Education
- Encouragement
- Enforcement
- Evaluation
- Maintenance

The results are tabulated below.

Education Recommendations	Total Votes
Map Updates and Distribution: Continue updating and distributing maps with existing bicycle and trail facilities as the network continues to grow, including but not limited to: Champaign County Greenways and Trails Map, and the Champaign-Urbana Bike Guide & Map. Produce an online map or mobile application with existing trails. Work with existing online map sources (e.g. Google) to ensure accuracy of existing trails.	6
Driver's Education Curriculum: Work with local schools and driving schools to incorporate bicycle education into driver's education curriculum, using tools such as the Illinois Bike Safety Quiz.	4
K-12 Bicycle Education Curriculum: Work with local schools to incorporate bicycle education into the existing curriculum at the Champaign School District and private schools, such as physical education and health.	4
Availability of Materials in Other Languages: Make bicycle education, encouragement, and enforcement materials available on municipal agency websites in at least 1 language besides English.	3
Law Enforcement Officer Training: Support law enforcement officer attendance at professional development opportunities regarding the enforcement of bicycle and pedestrian laws, especially as they change.	3
Public Participation: Continue to provide at least one opportunity per new bikeway or trail project for citizens to express concerns over bicycling or trail issues and public reaction to new treatments.	3
Adult Bicycle Education: Offer bicycle education opportunities for adults to educate them about rules of the road, how to properly handle a bicycle in traffic, and how to respectfully share the road with other users.	1
Bicycle Rodeos: Increase volunteer base in order to institutionalize bicycle rodeos at public events and schools for children to learn and improve bicycling skills. Install a permanent bicycle rodeo station in a parking lot.	1
Professional Development: Support municipal agency staff attendance of professional development opportunities, such as the Illinois Bike Summit and other conferences, to provide learning, networking, and planning opportunities regarding bicycles and pedestrians.	1
Road User Safety Campaigns: Continue to convey the message to encourage bicyclists and motorists to obey traffic laws and show respect to other road users.	1
Bicycle Ambassador Program: Partner with the University of Illinois to organize a bicycle ambassador program to educate residents at public events.	0

Encouragement Recommendations	Total Votes
Open Streets initiative (car-free streets): Temporarily close streets to motorized traffic and incorporate trails so that that people may use them for healthy and fun physical activities like walking, bicycling, dancing, jogging, playing and socializing. Pursue use of existing CPD events (e.g. Downtown Streetfests) to hold open streets events.	6
Trail & Bike Route Signage: Install standardized trail signage along off-road bikeways and trails, and standardized bike route signage on on-road bikeways only, using local and nationally accepted design standards including the Champaign County Greenways & Trails Design Guidelines. All signs should include destination, distance and/or time, and direction information to better inform users.	6
Bicycle Friendliness Promotion: Promote Champaign as a bicycle friendly community, and local bicycle friendly businesses to demonstrate community support for and usage of active transportation. Encourage the City of Champaign to improve its Bicycle Friendly Community designation from Bronze to Silver or Gold.	5
Support for Advocacy Organizations: Support existing advocacy organizations to increase their capacity to carry out bike and trail encouragement activities. This includes volunteer and financial support from local organizations for the C-U Safe Routes to School (SRTS) Project, as this program will struggle to survive without SRTS grant funding.	4
Public-Private Partnerships: Engage local businesses in trail maintenance (e.g. adopt-a-trail, adopt-a-mile, trail cleanup days) and/or trail encouragement events (e.g. fun runs, bike rides, trail dedications), especially businesses adjacent to trails (e.g. Jimmy John's, Amdocs, Intel, Fox Development).	2
Trail Dedication Events & Rides: Hold events to celebrate new and/or rehabilitated trails, such as ribbon-cutting ceremonies and bike rides, especially to showcase destinations along the route.	2
Champaign-Urbana Bike Month: Continue to celebrate Champaign-Urbana Bike Month in May by hosting Bike Month, Bike to Work Day, Bike to School Day, Bikes on Campus Day and other planned activities.	1
National Trails Day: Work with neighborhood groups and school communities to celebrate National Trails Day in various areas of Champaign on the first Saturday in June, including a fun run and/or bike ride along trails between parks.	1

Enforcement Recommendations	Total Votes
Enforce Motorist Violations: Continue issuing warning citations and/or ticket motorists for traffic offenses against bicyclists, such as failing to stop for bicyclists at intersections. Develop methods to educate motorists on using the road safely with people using other travel modes.	8
Off-Campus Light the Night Event: Pursue opportunities such as the National Night Out celebration to install free bike lights in the fall in other areas of Champaign, especially low-income neighborhoods, coupled with an education component, to keep bicyclists compliant with bike light and riding laws.	8
Light the Night: Continue annual installation of free bike lights in the fall on the University of Illinois campus coupled with an education component, to keep bicyclists compliant with bike light and riding laws.	4
Trail Safety & Security: Create partnership between the Champaign Park District and the Champaign Police Department to promote safety and security of existing and proposed trail facilities.	3
Bicycle Diversion Program: Continue education and enforcement campaign to allow bicyclists to waive a first-time fine using the Ride Illinois' Bike Safety Quiz.	2
Enforce Bicyclist Violations: Continue issuing warning citations and/or ticket bicyclists for traffic offenses, such as riding against traffic, disregarding traffic signals (unless the cyclist has legally waited 2 minutes for a light to change) and stop signs, and riding without lights at night. Continue to develop methods to educate bicyclists on safe and legal bicycling before ticketing bicyclists (e.g. Bicycle Diversion Program).	1

Evaluation Recommendations	Total Votes
Economic Impact of Trails: Take advantage of opportunities to measure the economic impact of trail and bicycle facilities and events on Champaign's economy.	8
Trail Counts: Conduct counts before and after trails and bikeways are installed.	5
Trails Plan Updates: Update the Champaign Park District Trails Master Plan (CPD TMP) every 5 years, completing the next plan update by 2020, and making plan amendments between plan updates if necessary.	5
Annual Performance Measure Assessment: Identify a lead Champaign Park District staff member(s) to assess the progress of this plan's goals and objectives using this plan's performance measures, as projects occur and/or each year after January 1st. Submit a report to the Champaign Park District Board of Commissioners, post it to the Champaign Park District website, and incorporate information into the press release about completed and current trail construction projects.	3
Pedestrian & Bicyclist Crash Studies: Continue to analyze pedestrian and bicyclist crash data as part of the CUUATS Selected Crash Intersection Locations (SCIL) Report.	3

Maintenance Recommendations	Total Votes
Greenway Protection: Protect green corridors providing and connecting open space.	8
Facility Accessibility & Safety: Prioritize improvements including accessibility to all facilities, facility safety, and improvements to field conditions.	5
Address Weather-Related Obstacles: Through good design practices, minimize weather related obstacles such as ice and mud.	4
Maintenance Planning: Implement maintenance plans on trails and bikeways promoting safety, increasing efficiency, and minimizing lifetime costs.	4
Trail Maintenance: Prioritize consistent upkeep and maintenance of trails.	3
Reporting Trail Condition Issues: Increase public awareness of how to report trail condition issues to the Champaign Park District.	1
Trail Amenities: Regularly evaluate existing amenities along trails such as drinking fountains, restrooms/changing rooms, trail maps, seating and interpretive signage.	1
Preventive Maintenance: Define ongoing preventive maintenance needs based on current facility conditions and build sustainable budgets based on this information.	0
Trail Inspections: Schedule trail inspection on a regular basis. Frequency will depend on the amount of trail usage, location, age and availability of staff.	0
Volunteer Programs: Create and organize volunteer programs to provide additional trail maintenance support.	0

APPENDIX 7

Five Year Action Plan

Champaign Park District

Trails Master Plan

5 Year Action Plan

Completed by

Trails Cross Department Team

March 2017

PROCESS

This Champaign Park District Trails Master Plan was created in partnership with the Regional Planning Commission and made recommendations for a proposed trail system for the Champaign Park District and its partners to implement in Champaign. The recommendations were based upon the previous steps of the planning process, which include public outreach activities and research and analysis of the Champaign parks and trails. All possible alternatives for the trail system were presented throughout these processes and have gone through consultation and updating. The recommendations presented were are aligned with the overall goals and objectives of this plan. Besides public consultation, these results are a collaboration between CUUATS staff and Champaign Park District staff, as well as direction from the Champaign Park District Trails Master Plan (CPD TMP) steering committee.

As part of the process in developing the new 2016-2019 Champaign Park District Strategic Plan, the Park District staff created Cross Department Teams to work on the various goals within the 2016-2019 Strategic Plan. One of the goals included is the implementation action plan of the new Trails Master Plan created by the Regional Planning Commission.

The Trails Cross Department Team taking direction from the Board of Commissioners developed the following five year action plan from the recommendations within the CPD Trails Master Plan. The committee worked hard at developing a plan that would be feasible but also allow the Park Board the flexibility of adding or removing projects. The plan focuses on projects that can be completed within a five year time frame.

The Trails Cross Department Team includes the following Staff:
Bailey Walden, Operations
Joe DeLuce, Administration
Melissa Place, Accounting
Nate Massey, Operations
Neil Sudduth, Operations
Phil Dodd, Operations
Shannon Meissner, Recreation
Tim Schuldt, Operations
Christopher Wendt, Aquatics
Wendy Zindars, Risk Management

Trails Master Plan: 5 Year Action Plan

Trail Rehabilitation The Greenbelt Bikeway trail under Interstate 72 between Heritage and Kaufman Parks should be rehabilitated. This 0.2 mile trail closure breaks up a 2 mile linear trail connecting three community parks in west Champaign. This was the most requested improvement at both public workshops for this plan. CPD will have to coordinate with IDOT and the Canadian National Railroad to rehabilitate this section of closed trail.

- Engineering Firm evaluating the possible solutions and estimated cost, determine the appropriate solution and develop a plan of action, determine the priority for this projects versus other capital projects and determine possible grant opportunities as possible funding source for this project.
- Estimated Project Cost: $500,000 Alternate Bridge addition $300,000

Flashing Lights It is recommended that flashing lights for motorists be installed at the following trail crossings. The City of Champaign could be a possible partner on this project.

- Mattis Avenue at the Roby/Simon Trail, just south of Kirby Avenue, Springfield Avenue (IL 10) at the Greenbelt Bikeway in Kaufman Park, Bradley Avenue at the crossing between Dodds and Heritage Parks on the Greenbelt Bikeway Trail.
- Estimated Project Cost: $50,000

Trail Crossing Improvements It is recommended that the City of Champaign install Trail Crossing Signs to increase motorist visibility of trail users at the following intersections:

- Broadmoor Drive at Simon Trail, Mattis Avenue at Roby/Simon Trail, Crescent Drive at Roby Trail and Kenwood Road at O'Malley's Alley Trail.
- Estimated Project Cost: $10,000

Trail Bridge Replacement The Roby Trail Bridge over the Phinney Branch needs to be replaced. The width does not meet the minimum recommended 8' trail width. The bridge approaches accumulate mud easily. The bridge has no railings. When the Phinney Branch water levels rise, water floods the bridge.

- Estimated Project Cost: $200,000

Trail Widening and Repairs to Existing Trails and Paths

The following existing CPD trails need to be widened to a preferred recommended 8' width or need repairs to the concrete. Widening shared-use paths will properly facilitate bi-directional and multi-modal traffic. The committee is recommending the priority for these improvements include:

- Roby Trail, Simon Trail, and Turnberry Ridge Trail.
- Estimated Project Cost: These cost estimates come from the Implementation Table on page 127 of the CPD Trails Plan:
- Roby Trail: $294,003

- Simon Trail: $126,081
- Turnberry Ridge Trail: $301,442
  Total Estimated Cost: $721,526

Support Amenities Provide support amenities for trails: benches, lighting, mile markers, trail signs, waste receptacles, and water fountains.

- Estimated Project Cost:
  - Bench: $700 each
  - Lighting: $3,600 each
  - Mile Markers: $161 each
  - Trail Signs: $161 each
  - Waste Receptacles: $350 each
  - Water Fountains: $2,685 each (source: GlobalIndustrial.com – pedestal mounted outdoor drinking fountain w/ pet fountain)

- Estimated Project Cost: $10-20,000 per year for the next 5 years

Proposed Loop Trails As part of the CPD Strategic Plan Vision 2020, the goal to develop trails included a directive to add loop trails inside parks. Loop trails will provide a wider variety of options for people to tour Champaign parks, thereby exercising and experiencing the natural beauty of the parks while using the trails.

- Estimated Project Cost: $1,150,000 for the four loop trails listed below.

New loop trails are recommended in the following parks:

Zahnd Park Length: 0.85 miles, Existing Section: 0 miles, Proposed Section: 0.85 miles, Description: Shared-use trails are proposed around the baseball fields and detention basin on the east side of the park. Connections are proposed to the Stephens Family YMCA and Fields South Drive. Recommendation: Shared-Use Trails (Long-Term) Connecting Facilities: Windsor Road Bike Lanes (Proposed), Staley Road Bike Lanes (Proposed), Zahnd- YMCA Paths (Proposed), Curtis Road Interchange Bike/Pedestrian Bridge (Proposed) Other nearby Destinations: Stephens Family YMCA, Windsor West Apartments.

- Estimated Project Cost: $300,000

Champaign Bark District Length: 0.31 miles, Existing Section: 0 miles, Proposed Section: 0.31 miles of gravel or crushed rock trail, Description: A dog walking path is proposed around the perimeter of the enclosed large dog section of the Champaign Bark District dog park. This path will be for the exclusive use of pedestrians with dogs. Recommendation: Dog Walking Path (Long-Term), Connecting Facilities: Windsor Road Bike Lanes (Proposed).

- Estimated Project Cost: $200,000

Noel Park Length: 0.52 miles, Existing Section: 0 miles, Proposed Section: 0.52 miles, Description: A shared-use trail is proposed around the perimeter of the park for neighborhood residents to use for exercise. Recommendation: Shared-Use Trail (Long-Term), Other nearby Destinations: Windsor Galleria, Devonshire South subdivision.

- Estimated Project Cost: $250,000

Spalding Park Length: 0.83 miles, Existing Section: 0 miles, Proposed Section: 0.83 miles, Description: Shared-use trails are proposed around the park upon the renovation of this park. The Spalding- Mini Park 8 Connector Trail across the Norfolk Southern Railroad to connect Spalding Park to Mini Park 8 is also recommended. Recommendation: Shared-Use Trails (Long-Term), Connecting Facilities: Harris Avenue Bike Route (Proposed), Elm Street Bike Route (Proposed), Rail-Trails (Proposed), Other nearby Destinations: Franklin Middle School, Judah Christian School, Mini Park 8, Stratton Elementary School.

- Estimated Project Cost: $400,000

Proposed Linear Trails As part of the CPD Strategic Plan Vision 2020, the goal to develop trails included a directive to develop connecting trails in greenway corridors to connect as many parks as possible. Both intrapark and interpark linear trails offer the same health, nature, and recreational benefits of loop trails.

Dodds Park Length: 1.93 miles, Existing Section: 1.32 miles, Proposed Sections: 0.61 miles, Description: Shared-use trails are proposed in the Dodds Park Soccer Complex on the south side of the park to create more accessible pathways for the complex. It is recommended to extend the Greenbelt Bikeway north along the Copper Slough and east along the Norfolk Southern Railroad to connect to the Garden Hills RR ROW. Recommendations: Shared-Use Trails (Long-Term), Connecting Facilities: Greenbelt Bikeway (Existing), Dodds Park Path (Existing), Parkland Way Bike Route (Proposed), Garden Hills Rail-Trail (Proposed), Other nearby destinations: Parkland College.

- Estimated Project Cost: $300,000

Bike Parking Recommendations Bike parking spaces should be installed in all Champaign community parks, neighborhood parks, and CPD facilities where they do not already exist. These park classifications and facilities have the longest length of stay and have the most features that attract visitors. Those visitors should have a safe place to secure a bicycle, for those already arriving by bike, and to attract others to do so. Bike parking should follow the accepted standards. Existing CPD bike parking that does not meet these standards for acceptable types and proximity to the main entrance of CPD facilities should be replaced. Bike parking spaces should be installed in the following locations:

Community Parks: Eisner Park and Heritage Park
Neighborhood Parks: Garden Hills Park, Millage Park, Morrissey Park, Mullikin Park, Noel Park, Powell Park, and Toalson Park
CPD Facilities: Kaufman Park Boathouse

Miscellaneous Improvements

Bresnan Meeting Center: Implement the plan to improve the accessibility to the entrance to the Bresnan Meeting Center from the parking lot.

Trail Grants: Apply for various trail grants as they become available to assist with accomplishing the five year trails master plan.

Education Recommendations: Education and awareness of bicyclists, motorists and pedestrians is vital to increasing bicycling and walking while improving safety and encouraging trail use. It is important to educate not only the bicyclists and pedestrians but motorists as well, so that each group will be aware of their legal rights and responsibilities, safety precautions they can take, and be cognizant of other users.

Map Updates and Distribution: Continue updating and distributing maps with existing bicycle and trail facilities as the network continues to grow, including but not limited to: Champaign County Greenways and Trails Map, and the Champaign-Urbana Bike Guide & Map. Produce an online map or mobile application with existing trails. Work with existing online map sources (e.g. Google) to ensure accuracy of existing trails. Potential Partners: CCB, Ride Illinois, Champaign County Regional Planning Commission (CCRPC), Champaign Park District, City of Champaign, mobile app developers, and Google.

Availability of Materials in Other Languages: Make bicycle education, encouragement, and enforcement materials available on municipal agency websites in at least 1 language besides English. Potential Partners: Champaign Park District, City of Champaign, Champaign Unit #4 School District, CUMTD, CCRPC, CCB.

Public Participation: Continue to provide at least one opportunity per new trail or bikeway project for citizens to express concerns over trail or bicycling issues and public reaction to new treatments. Potential Partners: Champaign Park District Board; City of Champaign.

Bicycle Safety Town: Identify an approximately 5 acre location in Champaign- Urbana to install a permanent bicycle safety town, with a closed course designed to allow children to learn and practice how to safely and legally bicycle on streets. Potential Partners: Champaign Park District, Champaign Unit #4 School District, Urbana Park District, City of Champaign, City of Urbana, and CUMTD.

Encouragement Recommendations: Promotion programs are also important to promote and encourage the use of trails and on-street connection facilities. Encouraging people to bike or walk more improves air quality by reducing the number of cars, and improves health among residents. Encouragement recommendations include:

Trail & Bike Route Signage: Install standardized trail signage along off-road bikeways and trails, and standardized bike route signage along on-road bikeways only, using local and nationally accepted design standards including the Champaign County Greenways & Trails Design Guidelines. All signs should include destination, distance and/or time: Potential Partners: Champaign Park District, City of Champaign, University of Illinois, and the Champaign County Forest Preserve District (CCFPD).

National Trails Day: Work with neighborhood groups and school communities to celebrate National Trails Day in various areas of Champaign on the first Saturday in June, including a fun run and/or bike ride along trails within and between parks. Potential Partners: Champaign Park District, neighborhood groups, schools.

Public-Private Partnerships: Engage local businesses in trail maintenance (e.g. adopt-a-trail, adopt-a-mile, trail cleanup days) and/or trail encouragement events (e.g. fun runs, bike rides, trail dedications), especially businesses adjacent to trails (e.g. Jimmy John's, Amdocs, Intel, Fox Development). Potential Partners: Champaign Park District, businesses (e.g. Jimmy John's, Amdocs, Intel, Fox Development), Champaign Center Partnership.

Public Art: Install public art along trails throughout Champaign, especially in community and neighborhood parks and along long trails. Potential Partners: Champaign Park District, Public Art League.

Enforcement Recommendations: Enforcement tactics are necessary to create a safe environment for bicycling and walking when using the trail and road system. These recommendations aim to compel public obedience to exercise trail etiquette, follow rules of the road, and to reduce common car-bike and car-pedestrian collision types at trail crossings and road crossings near parks. Recommendations are ranked by public priority.

Trail Safety & Security: Create partnership between the Champaign Park District and the Champaign Police Department to promote safety and security of existing and proposed trail facilities. Potential Partners: Champaign Park District, and the Champaign Police Department.

Off-Campus Light the Night Event: Pursue opportunities such as the National Night Out celebration to install free bike lights in the fall in other areas of Champaign, especially low-income neighborhoods, coupled with an education component, to keep bicyclists compliant with bike light and riding laws. Potential Partners: Champaign Park District, City of Champaign, CCB, The Bike Project (TBP), and neighborhood groups.

Evaluation Recommendations: Various qualities of the trail and bikeway system should be assessed regularly for success and improvement. This section proposes some evaluation procedures:

Trail Counts: Conduct counts before and after trails and bikeways are installed. Potential Partners: Champaign Park District, CCRPC, Illinois Department of Transportation (IDOT), and the City of Champaign.

Annual Performance Measure Assessment: Identify a lead Champaign Park District staff member(s) to assess the progress of this plan's goals and objectives using this plan's performance measures, as projects occur and/or each year after January 1st. Submit a report to the

Champaign Park District Board of Commissioners, post it to the Champaign Park District website, and incorporate information into the press release about completed and current trail construction projects.

Champaign Park District Trails Master Plan High Priority Recommendations

1. **Rehabilitate Greenbelt Bikeway crossing under I-72 Coordination**

2. **Flashing Lights: It is recommended that flashing lights for motorists be installed at the following trail crossing: Springfield Avenue (IL 10) at the Greenbelt Bikeway in Kaufman Park**

3. **Spalding Park Shared-use trails are proposed around the park upon the renovation of this park.**

4. **Provide support amenities for trails: benches, lighting, mile markers, trail signs, waste receptacles, and water fountains.**