

# URBANA PARK DISTRICT TRAILS MASTER PLAN

DRAFT REPORT

October 28, 2015



**rpc** CHAMPAIGN COUNTY  
REGIONAL PLANNING  
COMMISSION

 **Urbana Park District**





# URBANA PARK DISTRICT TRAILS MASTER PLAN

## PLAN FUNDED BY & PREPARED FOR

Urbana Park District (UPD)

## PLAN PREPARED BY

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# TABLE OF CONTENTS

<b>1 Introduction .....</b>	<b>7</b>	4.8 Canaday Park.....	42
<b>2 Existing Plans and Policies .....</b>	<b>8</b>	<i>Neighborhood Parks</i>	
2.1 State Level.....	8	4.9 Lohmann Park.....	44
2.2 County Level .....	8	4.10 Chief Shemauger Park .....	46
2.3 Local Level .....	9	4.11 Blair Park.....	48
2.4 Contiguous Planning Areas.....	11	4.12 Carle Park .....	50
<b>3 Existing Conditions Analysis .....</b>	<b>12</b>	4.13 South Ridge Park .....	52
3.1 Population and Socioeconomic Conditions.....	12	4.14 King Park.....	54
3.1.1 Regional Context and Overview .....	12	4.15 Crestview Park .....	56
3.2 General Population Characteristics.....	13	4.16 Larson Park (formerly Wheatfield Park) .....	58
3.2.1 Age .....	13	4.17 Victory Park .....	60
3.2.2 Race and Ethnicity .....	13	<i>Special Use Facilities</i>	
3.3 Socio-Economic Conditions .....	14	4.18 Hickory Street Site .....	62
3.4 Existing Parks and Open Spaces.....	15	4.19 Leal Park .....	64
3.4.1 Urbana Parks Classification .....	15	4.20 Phillips Recreation Center .....	66
3.4.2 Urbana Park Ownership.....	16	4.21 Hagen Site .....	68
3.5 Existing Trails Inventory .....	17	4.22 Sunnycrest Tot Lot.....	69
3.6 Bicycle Counts.....	17	4.23 Patterson Parklet .....	71
3.7 Crystal Lake Park Visitor Counts.....	19	<i>Natural Area</i>	
3.8 Safety: Pedestrian and Bike Crashes near Park Facilities .....	20	4.24 Binkerd's Grove.....	73
3.9 Access to Transit .....	22	<b>5 Creating a Vision .....</b>	<b>74</b>
<b>4 Park Inventory and Trail “Gap” Analysis.....</b>	<b>24</b>	<b>6 Facility Types .....</b>	<b>81</b>
<i>Signature Parks</i>		6.1 Off-Street Facilities .....	81
4.1 Crystal Lake Park.....	28	6.1.1 Shared-Use Trails.....	82
4.2 Meadowbrook Park .....	30	6.1.2 Pedestrian Trails .....	83
4.3 Perkins Road / Judge Webber Park .....	32	6.1.3 Bicyclist Trails.....	83
4.4 Weaver Park .....	34	6.2 On-Street Facilities.....	84
<i>Community Parks</i>		6.3 Point Facility Types .....	85
4.5 AMBUCS Park .....	36	<b>7 Community Outreach .....</b>	<b>86</b>
4.6 Prairie Park .....	38	7.1 Pedestrian and Bicycle Survey (PABS) .....	86
4.7 Brookens Sports Complex .....	40	7.1.1 Trail Use .....	87



# TABLE OF CONTENTS (CONTINUED)

---

7.1.2 Purpose of Trail Use .....	87
7.1.3 Trail Length .....	87
7.1.4 Trail Types .....	88
7.1.5 Trips to Parks .....	88
7.1.6 Encouragement for Biking .....	88
7.2 Public Meeting Series #1 .....	89
7.3 Public Meeting #2 .....	91
<b>8 Recommendations .....</b>	<b>93</b>
8.1 Recommended Trail & Bike Network.....	93
8.1.1 Existing Trail Improvements .....	97
8.1.2 Urbana Green Loop .....	97
8.1.3 Loop Trails Within Parks .....	106
8.1.4 Linear Trails Within Parks .....	117
8.1.5 Loop Trails Between Parks .....	120
8.1.6 Rail Corridor Trails.....	123
8.1.7 Stream Corridor Trails .....	124
8.1.8 Fitness Trails .....	125
8.1.9 Study Areas .....	126
8.2 Trail Construction and Maintenance .....	127
8.2.1 Design Guidelines .....	127
8.2.2 Maintenance .....	127
8.3 Non-Infrastructure Recommendations .....	128
8.3.1 Education Recommendations .....	128
8.3.2 Encouragement Recommendations.....	129
8.3.3 Enforcement Recommendations .....	129
8.3.4 Evaluation Recommendations.....	130
<b>9 Implementation .....</b>	<b>131</b>
9.1 High Priority Infrastructure Recommendations .....	131
9.2 Implementation Maps & Matrices .....	131
9.3 Potential Funding Sources .....	147

## Appendices

A Crystal Lake Park Visitor Counts 2015
B UTMP Performance Measures Tracking Sheets
C Design Guidelines, Trail & Bikeway Signage + Bike Parking
D 2013-14 Urbana Pedestrian and Bicycle Survey (PABS) Report
E Public Meeting Series #1 Results
F Public Meeting #2 Results
G Urbana Park Master Plans
H Design Guidelines, Champaign County Greenways & Trails Plan 2014



# LIST OF TABLES

---

Table 1 Signature Parks .....	15
Table 2 Community Parks .....	15
Table 3 Neighborhood Parks .....	15
Table 4 Special Use Facilities .....	16
Table 5 Natural Area .....	16
Table 6 Total Urbana Park District trail miles per park - sorted highest to lowest. ....	17
Table 7 Crystal Lake Park Visitor Counts 2015 .....	19
Table 8 CUMTD bus stops within a quarter-mile walking distance from UPD parks .....	22
Table 9 CUMTD bus routes within a quarter-mile walking distance from UPD parks .....	23
Table 10 Urbana Park District trail facilities by park. Inventoried Summer 2013, Updated 2015. ....	24
Table 11 Trail Type Preferences .....	88
Table 12 Biking to parks encouragement preferences & behaviors .....	88
Table 13 Proposed URBANA GREEN LOOP.....	101
Table 14 Urbana Green Loop segments by Responsible Agency .....	105
Table 15 Implementation Matrix by Treatment.....	136
Table 16 Implementation Matrix by Responsible Agency .....	139
Table 17 Implementation Matrix by Timeframe.....	144

# LIST OF FIGURES

---

Figure 1 City of Urbana and the surrounding region .....	12
Figure 2 Urbana population by age, 2010 Decennial Census .....	13
Figure 3 Urbana population by race, 2010 Decennial Census .....	13
Figure 4 Median Household Income - Urbana, Illinois (2010 U.S. Decennial Census) .....	14
Figure 5 Urbana Park Type Map.....	16
Figure 6 24-hour bicycle counts conducted along paved trails within Urbana Park District Parks .....	18
Figure 7 24-hour bicycle counts along shared use paths in Urbana .....	18
Figure 8 Crystal Lake Park Visitor Count Locations 2015 .....	19
Figure 9 Urbana bicycle crash locations (85 total) within a 5 year period from 2008 to 2012 .....	20
Figure 10 Urbana pedestrian crash locations (101 total) within a 5 year period from 2008 to 2012 .....	21
Figure 11 Champaign-Urbana Mass Transit District (CUMTD) routes.....	23
Figure 12 A map depicting identified trail gaps in the Urbana Park District. ....	25
Figure 13 Identified trail gaps in North Urbana .....	26
Figure 14 Identified trail gaps in South Urbana .....	27



# LIST OF FIGURES (CONTINUED)

Figure 15 Urbana Trails Master Plan Goals and Objectives Diagram .....	74
Figure 16 Recommended trail and bike facility types .....	81
Figure 17 Do you ever use park trails in Urbana? .....	87
Figure 18 Purpose of trail use .....	87
Figure 19 Respondents' preference for trail length .....	87
Figure 20 Travel modes to parks .....	88
Figure 21 Individual public requested routes .....	89
Figure 22 Pedestrian and Bicycle destinations vote count .....	90
Figure 23 Public preferred recommended routes .....	91
Figure 24 "Wordle" of Public Comments received in Public Meetings #1 and #2 .....	92
Figure 25 UTMP Recommendation Types .....	93
Figure 26 Proposed Short-, Medium-, and Long-Term Recommendations.....	94
Figure 27 Proposed Short-, Medium-, and Long-Term Recommendations in North Urbana .....	95
Figure 28 Proposed Short-, Medium-, and Long-Term Recommendations in South Urbana .....	96
Figure 29 Davis, CA Bike Loop .....	97
Figure 30 Proposed URBANA GREEN LOOP .....	99
Figure 31 Proposed URBANA GREEN LOOP by Facility Types .....	100
Figure 32 Recommended rail and stream trail corridors .....	123
Figure 33 Fitness trail priorities .....	125
Figure 34 Study areas.....	126
Figure 35 Off-street Trail Signage.....	127
Figure 36 On-street Bikeway Signage .....	127
Figure 37 UTMP High Priority Infrastructure Recommendations .....	131
Figure 38 UTMP Infrastructure Recommendation Timeframes .....	132
Figure 39 0-5 Year Trail and Bike Network Improvements .....	133
Figure 40 6-10 Year Trail and Bike Network Improvements.....	134
Figure 41 11+ Year Trail and Bike Network Improvements .....	135
Figure 42 Busey Woods Boardwalk exit .....	151





Various recreational facilities in Crystal Lake Park, Urbana.

## 1 INTRODUCTION

The Urbana Park District offers residents a recreational system that includes 24 parks distributed over 580 acres, 6 facilities, and hundreds of sports, fitness, aquatics, community, and environmental programs. However, there is not a system of trails that connects every park to make them accessible to all residents of the community. With the number of existing parks and flat topography in Urbana, it is important to enable walking and bicycling access for residents of the community to these open spaces. Walking and bicycling contribute to the improved public health and well-being of Urbana's citizens, good air quality, and reduces congestion.

The Urbana Park District's mission is to "improve the quality of life of Urbana's citizens through a responsive, efficient and creative park and recreation system." The mission has several associated strategic objectives, one of them being to "meet the community's priorities for value and environmental ethic by acquiring, providing, maintaining and improving safe, high-quality, accessible parks,

recreation facilities and programs." The same document also focuses on six "big moves" that would help meet the needs of the community and maintain the existing assets of the District, one of them being to "continue with the collaborative development of a trail system including strong connections between present and future Urbana Park District parks, loop trails within parks and linkages with the regional trail system."

The three elements (mission, strategic objectives, and moves) mentioned above define the framework for the development of a Trails Master Plan for the Urbana Park District. This framework will help guide the creation of linkages for existing, proposed, and future trail facilities for walking and bicycling within the community. It will also establish connectivity for walking and biking between Urbana Park District facilities and adjacent attractions and destinations.

The Urbana Park District Trails Master Plan will guide park district decisions on trails within its jurisdiction and will strive to coordinate their efforts with the City of Urbana, those of adjacent open space districts, and adjacent municipalities to create a more integrated, better connected trail system on a regional scale. This plan establishes goals and objectives as well as performance measures that will guide the implementation of proposed recommendations that will further enhance the connectivity of area trails for the enjoyment of area residents and visitors.

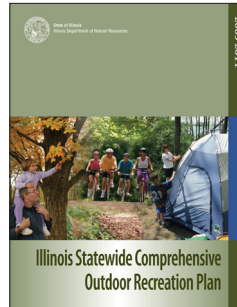
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## EXISTING PLANS AND POLICIES

## 2.1 STATE LEVEL

**Illinois Statewide Comprehensive Outdoor Recreation Plan (IDNR, 2009 and 2014):**

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

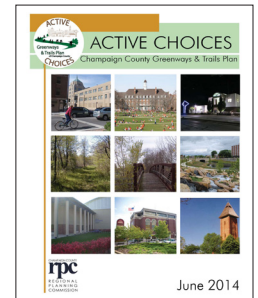
**Connection to the Urbana Park District Trails Master Plan:**

According to the 2008 Illinois Outdoor Recreation Survey, 85 percent of statewide respondents agree that more trails should be developed (pg. 11). This sentiment was also found to be slightly higher among urban county respondents (including Champaign County) at 87 percent. Walking, hiking, and biking on trails were cited by respondents as some of the most important outdoor activities. Walking and bicycle riding on roads and trails were cited by respondents as the outdoor recreation activities with the most growth potential. The plan lists trails protection, development, and connection (especially linked to natural systems and greenways) as one of the Land and Water Conservation Fund's top priorities.

## 2.2 COUNTY LEVEL

**Active Choices: Champaign County Greenways and Trails (GT) Plan (CCRPC, 2014):**

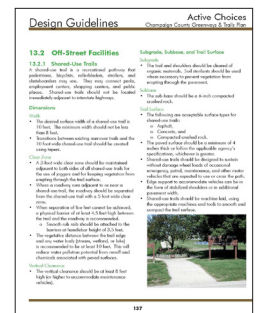
This plan is a guiding document for the development of a countywide greenways and trails system for Champaign County residents and visitors. The purpose of this plan is to facilitate interagency cooperation for the development of a regional system of greenways and trails in the County by establishing potential projects, funding mechanisms, and an implementation schedule.

**Connection to the Urbana Park District Trails Master Plan:**

This document outlines existing trail infrastructure, including bicycle and shared use facilities, on municipal and regional levels. Many future trail facilities are also proposed. Consideration of these proposed features within the Urbana Trails Master Plan will strengthen regional planning efforts by matching relevant strategies for trail development.

**Champaign County Greenways and Trails Design Guidelines, Logos & Signage (CCRPC, 2008; amended 2014):**

This was created as a standalone document in 2008, and incorporated into the Active Choices GT Plan in 2014 (see above). This document is meant to facilitate the development of all non-motorized paths throughout Champaign County. The standardized design guidelines, logos and signage within this document will help create a recognizable, consistent, safe and convenient system of greenways and trails in the County.

**Connection to the Urbana Park District Trails Master Plan:**

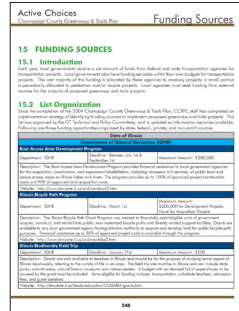
This document is beneficial in creating a unified system of greenways and trails within Champaign County. Signage installed using these design guidelines will help users identify Urbana's municipal trails and links across jurisdictions.





### Champaign County Greenways and Trails Funding Sources List (CCRPC, 2008; amended 2014):

This was created as a standalone document in 2008, and incorporated into the Active Choices GT Plan in 2014 (see above). This document outlines potential funding sources to support implementation of Champaign County's regional system of greenways and trails. It includes federal, state, private and non-profit development sources with agency names, websites, funding descriptions, deadlines, and maximum award amounts.



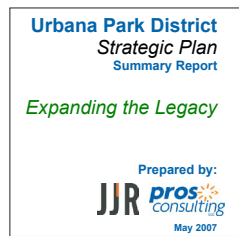
#### Connection to the Urbana Park District Trails Master Plan:

This document is important for identifying funding sources for the Urbana Park District and City of Urbana to help facilitate the development of trails within their jurisdictions.

## 2.3 LOCAL LEVEL

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

The Urbana Park District Strategic Plan has established a strategic vision, mission, priorities, goals, policies, and work plans to guide the next ten years of decision making for the Urbana Park District from 2007-2017. Significant stakeholder and public input, a demographic analysis, an operational review, a needs analysis, a facilities development plan and a strategic action plan supported its development.

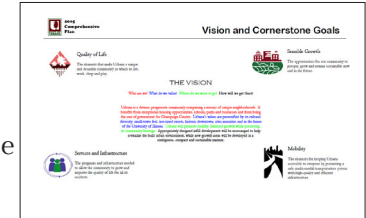


#### Connection to the Urbana Park District Trails Master Plan:

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

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

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

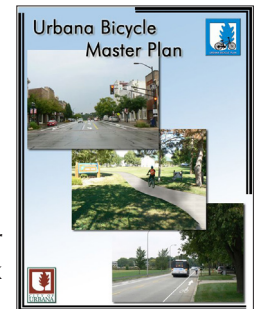


#### Connection to the Urbana Park District Trails Master Plan:

The Urbana Comprehensive Plan and Update supports the development of trails in the region and promotes links to existing trails through new development, thus connecting Urbana's park system in the process.

### Urbana Bicycle Master Plan (CCRPC, 2008; UPDATE 2014):

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

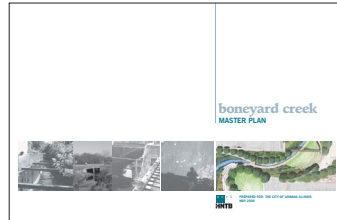


#### Connection to the Urbana Park District Trails Master Plan:

This plan leverages efforts from the 2004 Champaign County Greenways and Trails Plan by addressing the potential for implementing recommended bicycle facility improvements in Urbana. The document presents existing and proposed (future) bicycle and shared use facilities at the municipal level in Urbana while identifying opportunities for regional connectivity. Consideration of these facilities within the Urbana Trails Master Plan will strengthen local and regional planning efforts by matching relevant strategies for trail development between Urbana Park District facilities.

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

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



#### ***Connection to the Urbana Park District Trails Master Plan:***

The plan focuses primarily on the stretch of the Boneyard Creek that runs from Main Street to Maple Street and directly intersects with Patterson Parklet while presenting connection opportunities within less than a quarter mile of Phillips Recreation Center, Leal Park, Crystal Lake Park, Chief Shemauger Park, and the Hickory Street Site. The Plan also suggests future greenway extensions connecting the University of Illinois to the west and Saline Branch to the east.

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

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

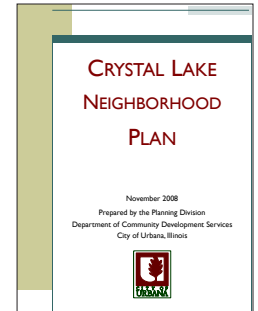


#### ***Connection to the Urbana Park District Trails Master Plan:***

This plan outlines specific opportunities and challenges presented by the University Avenue corridor. Relevant topics to Urbana Park District parks include the Boneyard Creek Master Plan, the Norfolk Southern Railroad, Carle medical campus, pedestrian and bicycle facilities, and Level of Service (LOS) at the University Avenue intersections of Cunningham Avenue, Broadway Avenue, and Race Street. General pedestrian and bicycle infrastructure recommendations include signed bike routes, shared-use paths, on-street bike lanes and a Rails-to-Trails pathway in areas parallel to and intersecting University Avenue.

### **Crystal Lake Neighborhood Plan (City of Urbana, 2008):**

The Crystal Lake Neighborhood Plan serves as a guiding document for future land uses and improvements in the Crystal Lake Park area of Urbana. One trend identified from public input and technical analysis is a desire for connectivity to Downtown and other uses. Nineteen goals were developed, as well as implementation strategies for land use & development, housing, and mobility.

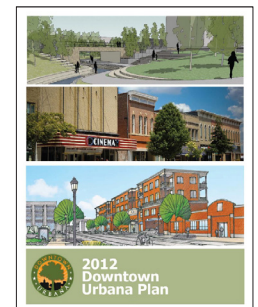


#### ***Connection to the Urbana Park District Trails Master Plan:***

Plan recommendations include a shared-use path around Crystal Lake Park and Busey Woods, linking Crystal Lake and Leal Parks, preserving residential access to Crystal Lake Park, and long term integration of homes and properties on Franklin Street into Crystal Lake Park. This plan also cites the 2007 Crystal Lake Park Master Plan, which calls for improving the visibility of the park through connections to neighborhoods and Downtown.

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

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



#### ***Connection to the Urbana Park District Trails Master Plan:***

The plan advocates developing public open spaces and streetscapes and improving mobility in downtown. Specifically, the plan references the Boneyard Creek Improvement Project as a way to create an attractive green space connected to pedestrian and bicycle infrastructure to enhance multimodal transportation capabilities. Furthermore, the rail line to the north of downtown is seen as a way to enhance local and regional transportation. Wayfinding signage is also planned for downtown to direct pedestrians and bicyclists to various destinations. Urbana Park District facilities that will benefit from enhanced trail connectivity as an indirect result of these developments include: Phillips Recreation Center, Patterson Parklet, Leal Park, Hickory Street Site, Judge Webber Park, Victory Park, and Crystal Lake Park.

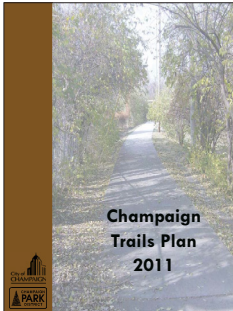


## 2.4 CONTIGUOUS PLANNING AREAS

### Champaign Trails Plan

**(City of Champaign, Champaign Park District, 2011):**

The Champaign Trails Plan has responded to residents' expressed desire for more trails throughout Champaign during recent surveys. The document provides a vision for a well-connected trail system in Champaign with recommendations for locations, design standards, and funding. This plan was a joint effort between the City of Champaign and the Champaign Park District.



### **Connection to the Urbana Park District Trails Master Plan:**

This plan identifies opportunities for regional trail connectivity between Champaign and Urbana. Relevant trail links outlined in the plan include the Boneyard Greenway, Wabash Rail Trail, and Olympian Drive Multi-Use Trail. These recommendations include extending trails from Champaign to trail infrastructure and destinations within the Urbana Park District.

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

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



### **Connection to the Urbana Park District Trails Master Plan:**

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

### Champaign Park District Trails Master Plan (CCRPC, 2015):

The Champaign Park District has contracted with the Champaign County Regional Planning Commission to develop a trails master plan for its jurisdiction in 2015.



### **Connection to the Urbana Park District Trails Master Plan:**

This upcoming planning process, combined with regional coordination efforts involved with the Champaign County Greenways & Trails Plan implementation process, will provide the Urbana Park District and Champaign Park District the opportunity to develop trails that connect between their jurisdictions, possibly creating a regional loop trail or extending the Kickapoo Rail Trail.

## 3

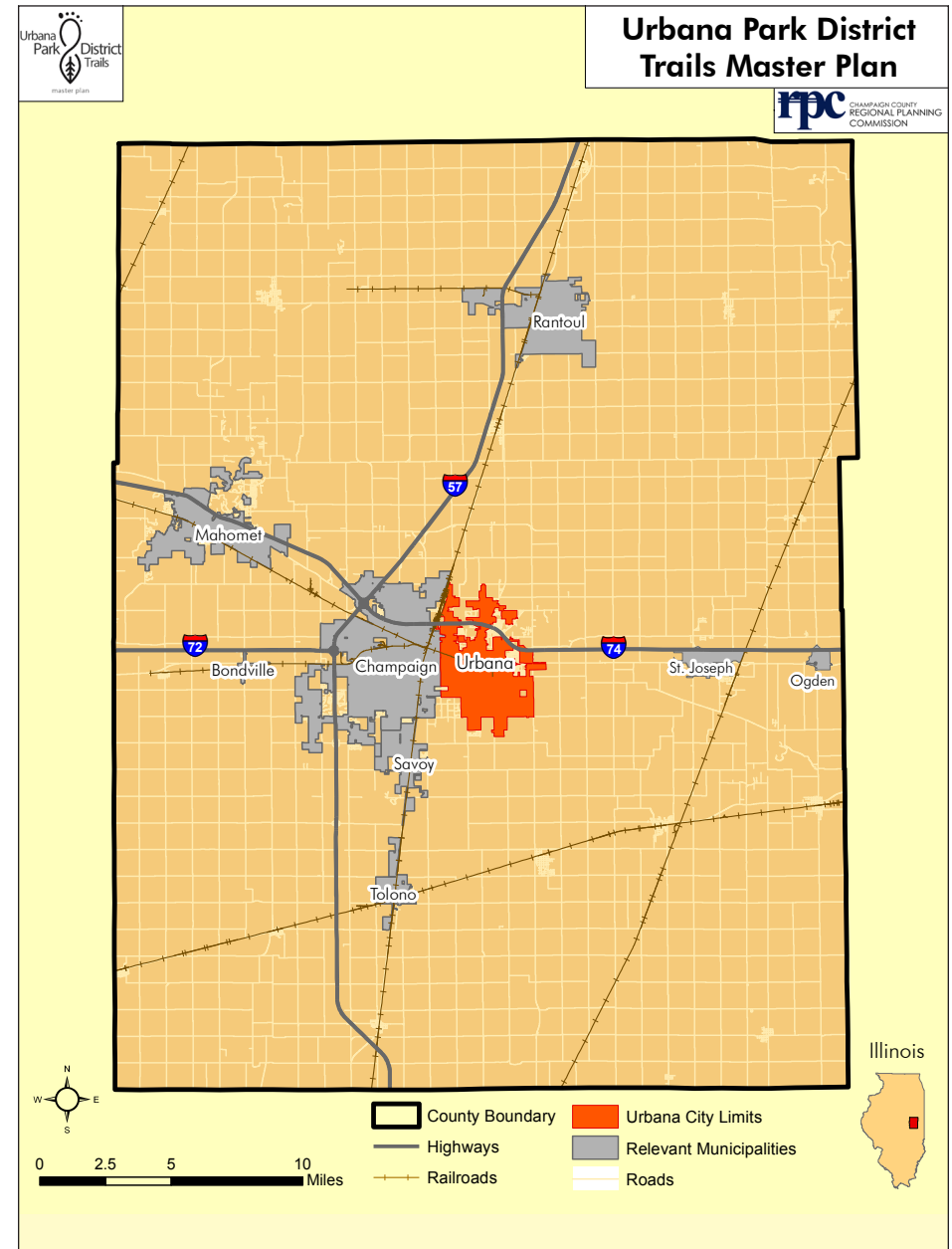
## EXISTING CONDITIONS ANALYSIS

### 3.1 POPULATION AND SOCIOECONOMIC CONDITIONS

#### 3.1.1 REGIONAL CONTEXT AND OVERVIEW

The City of Urbana, located in east-central Illinois, is the second most populous and second largest municipality in Champaign County. As of 2010, Urbana had a population of 41,250 and currently covers nearly 12 square miles. The city is located approximately 135 miles south of Chicago, Illinois, 120 miles west of Indianapolis, Indiana, and 180 miles northeast of Saint Louis, Missouri (see Figure 1).

**Figure 1** City of Urbana and the surrounding region  
Relevant municipalities include those located within the Champaign-Urbana Metropolitan Planning Area (Urbana, Champaign, Savoy, Bondville, Tolono, and Mahomet) and Rantoul (population 12,941 - 2010 U.S. Census), St. Joseph (population 3,967 - 2010 U.S. Census), and Ogden (population 810 - 2010 U.S. Census)



## 3.2 GENERAL POPULATION CHARACTERISTICS

According to the U.S. Decennial Census, Champaign County, Illinois had a population of 201,081 people in 2010. 41,250 of these residents reside within Urbana, consisting of 16,961 households and an average household size of just over 2 persons.

### 3.2.1 AGE

The 2010 Census shows that the largest group of Urbana residents is between 20 and 29 years of age (see Figure 2). This category includes students at the University of Illinois at Urbana-Champaign. There are more males in the age groups from 0 to 9 and 20 to 39 years of age and more females in the age groups from 10 to 19 and over 40 years of age.

This demographic emphasizes the importance of planning for Urbana's large student population when considering future development of park facilities.

### 3.2.2 RACE AND ETHNICITY

The City of Urbana maintains a diverse population. While the majority (63 percent) of the city's population is white, Asians and African Americans account for the second and third largest racial groups, each representing 17 percent of the overall population respectively (see Figure 3). Residents identifying as Native American, Hawaiian or Pacific Islander, "other," or two or more races collectively accounted for 3 percent of Urbana's inhabitants. Both Champaign County and Urbana show similar trends in Hispanic versus Non-Hispanic populations, which are 6 and 94 percent, respectively.

In conjunction with park systems, diverse communities have been found to participate in larger group sizes, have greater representation of nuclear and extended families, and place greater emphasis on the social benefits of outdoor recreation.<sup>1</sup> Urbana's cultural and ethnic diversity represents an opportunity to develop an appreciation for the variety of recreational preferences and styles associated with different racial and ethnic groups, build new alliances within varied communities, and incorporate themes that reflect the diversity of the cultures represented in the population.

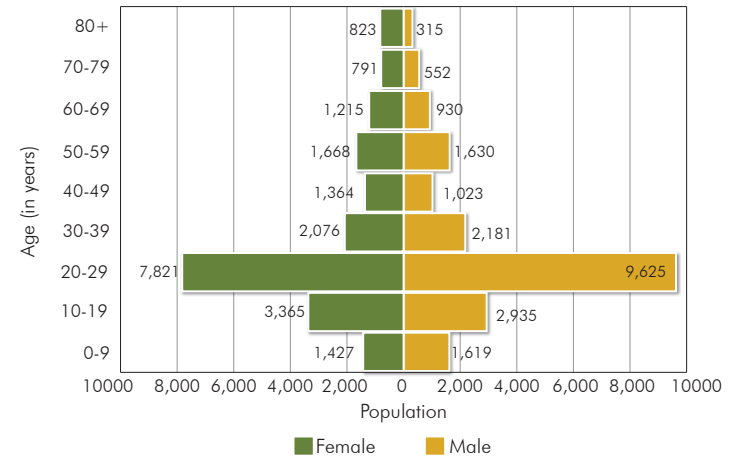


Figure 2 Urbana population by age, 2010 Decennial Census

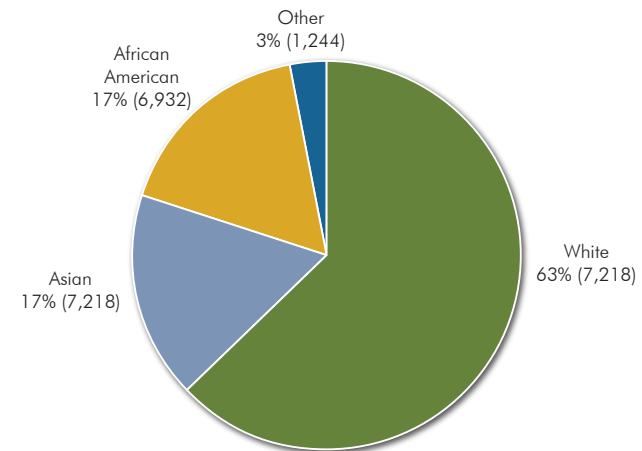


Figure 3 Urbana population by race, 2010 Decennial Census

<sup>1</sup> Floyd, Myron. 1999. Race, Ethnicity and Use of the National Park System. Social Science Research Review. Volume 1, Number 2. Spring/Summer. Texas A&M University.

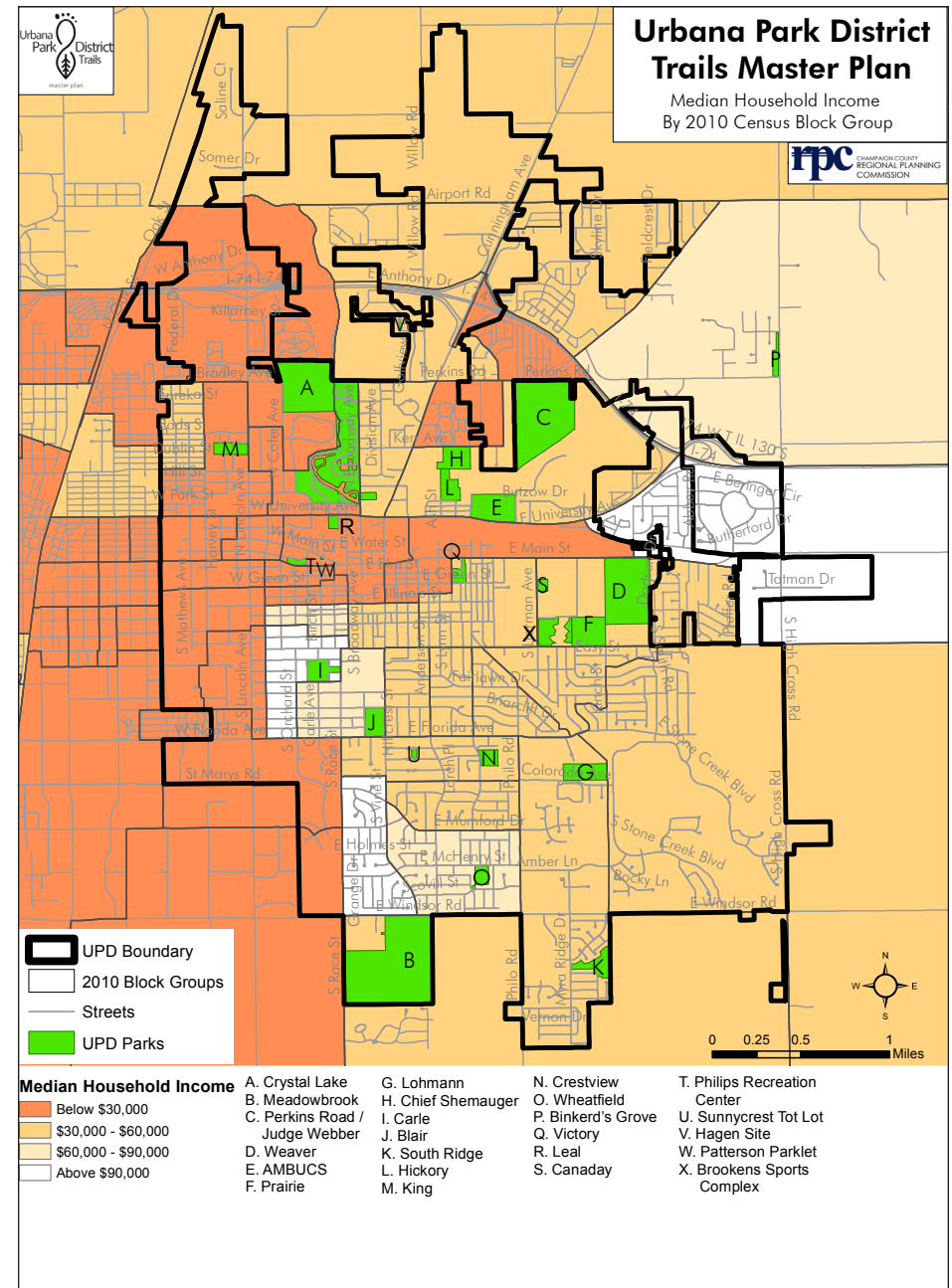


### 3.3 SOCIO-ECONOMIC CONDITIONS

2010 decennial census data was used to identify median household income by block groups within the Urbana municipal area. Household income is one factor used to identify trail development and services to residents based upon traditional representation and propensity to utilize facilities. For instance, neighborhoods with lower income levels are traditionally underrepresented by access to trail systems but also hold abundant potential for usage due to high demands for a variety of transportation options and increased connectivity to surrounding areas.<sup>2</sup>

As shown in **Figure 4**, the majority of low income block groups are found within the western portion of the Urbana Park District and are served primarily by King Park, Crystal Lake Park, Leal Park, and Phillips Recreation Center. Other low income pockets are located to the north and center of the Park District and are situated contiguously to Judge Webber Park, Chief Shemauger Park, Victory Park, and Weaver Park.

**Figure 4** Median Household Income - Urbana, Illinois  
(2010 U.S. Decennial Census).  
Low income block groups are found within the western portion of the Urbana Park District with additional pockets to the north and center.



<sup>2</sup> Lindsey, Greg, et al. 2004. Access, Equity, and Urban Greenways: An Exploratory Investigation. Professional Geographer. Volume 53, Issue 3, pages 332-346.

## 3.4 EXISTING PARKS AND OPEN SPACES

### 3.4.1 URBANA PARKS CLASSIFICATION

The Urbana Park District maintains an array of 24 unique parks and open spaces that have been classified according to their respective uses within surrounding neighborhoods and communities. These classifications, initially developed within the Urbana Park District Strategic Plan, serve to provide guidelines for design, development, maintenance and operations of parks. Relevant to promoting a unified trail system, park classifications determine how individual parks are generally intended to serve and interact with the surrounding area. The following relevant categories are described below: Signature, Community, and Neighborhood, Special Use Facility, and Natural Area.

#### SIGNATURE PARKS

Signature parks are large park facilities that serve Urbana's entire population and beyond. Suitable sizes range from 50 acres and larger, and they are designed for four or more hours length of stay. Signature parks will include a defined natural area and a variety of park features with which trails interact such as sports fields and complexes, playgrounds, water activities, swimming, picnicking, and indoor recreation and special use facilities.

**Table 1 Signature Parks**

Signature Parks	Area (acres)
Crystal Lake	144
Meadowbrook	130
Perkins Road / Judge Webber	84
Weaver	60

#### COMMUNITY PARKS

Community parks are larger than neighborhood parks and serve several neighborhoods. Suitable sizes range from 20 to 50 acres and have a service area up to 2 miles in radius. Length of stay is two to three hours. The community park may include areas for intense recreation activity such as competitive sports, swimming, tennis, playgrounds, volleyball, etc. There may also be passive recreation opportunities such as walking, viewing, sitting and picnicking with small to medium sized shelters, water fountains, benches, etc. Locations for indoor recreation facilities and special use facilities are also included in community parks. Lighting, parking and restrooms are provided. Community parks can also serve a secondary function as a neighborhood park for the surrounding area.

**Table 2 Community Parks**

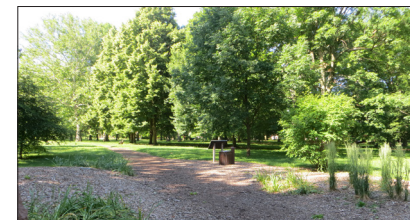
Community Parks	Area (acres)
AMBUCS	22
Prairie	20
Brookens Sports Complex	11.5
Canaday	3

#### NEIGHBORHOOD PARKS

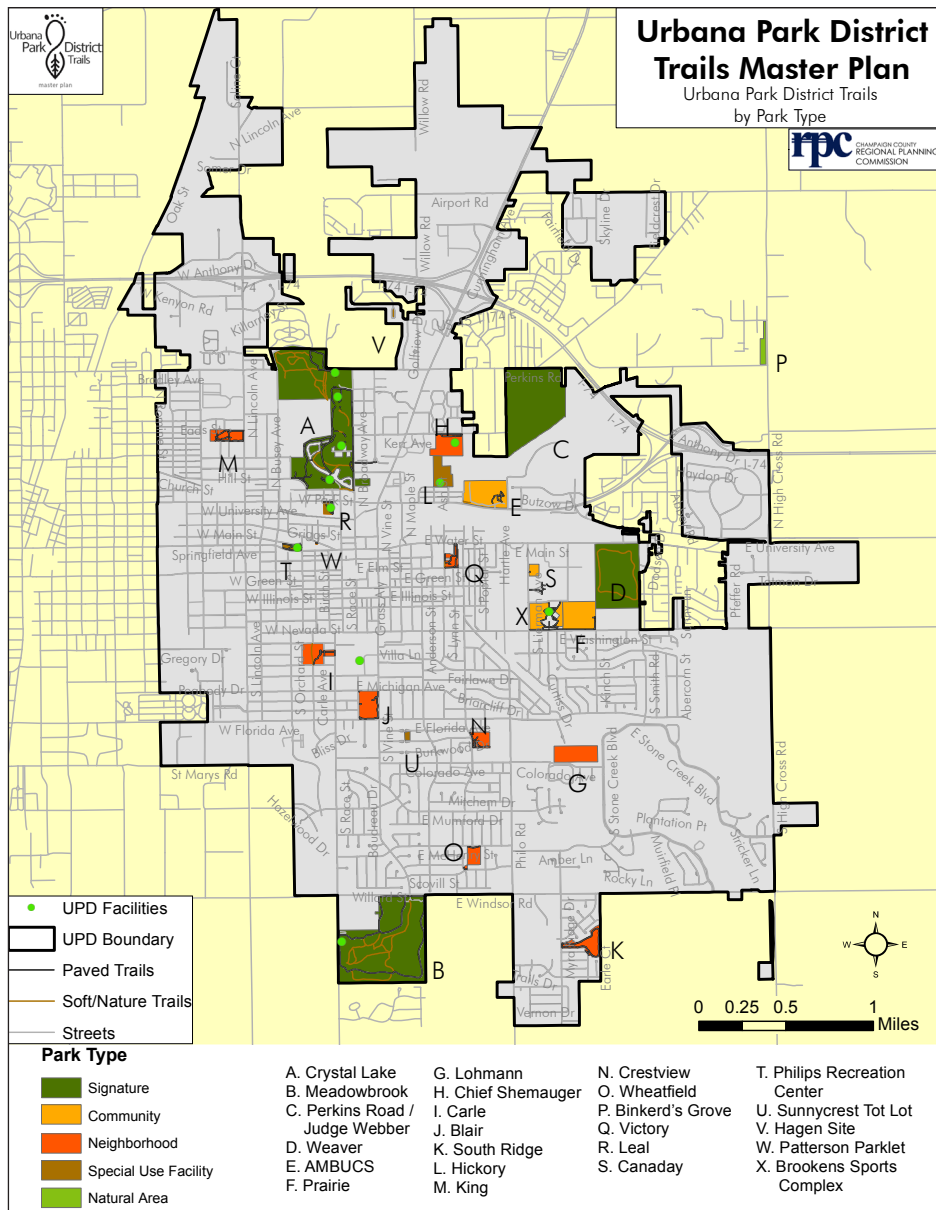
Neighborhood parks serve a variety of age groups within a limited area or "neighborhood." Suitable sizes for future park development range from 10 to 20 acres, depending on available land, with a service area of a half-mile radius, a 15 minute walk, and approximately 5,000 persons. Length of stay is one hour or less. The neighborhood park is an area for active recreation such as practice field games, court games, playgrounds and passive recreation such as walking, picnicking, viewing, etc. Facilities are unlighted (except for security lighting), and there is limited or no parking or restrooms.

**Table 3 Neighborhood Parks**

Neighborhood Parks	Area (acres)
Lohmann	15
Chief Shemauger	13
Blair	11
Carle	11
South Ridge	11
King	8
Crestview	6
Larson (formerly Wheatfield)	5
Victory	5



Neighborhood parks, such as Carle Park (shown above), are the most common park type in the Urbana Park District.



**Figure 5** Urbana Park Type Map

Neighborhood parks are Urbana's most ubiquitous park type, while most Community parks are located to the east and Signature parks to the north and south. Additionally, Crystal Lake Park contains the most UPD facilities of any single park with (four), with all others containing either one or zero.

## SPECIAL USE FACILITIES

Special use facilities are for concentrated recreation activities. These may include areas such as recreation and community centers, senior centers, and other open spaces. There are no specific standards for size or acreage, although all of Urbana Park District's current special use facilities are 10 acres or less.

**Table 4 Special Use Facilities**

Special Use Facilities	Area (acres)
Hickory Street Site	10
Leal	3
Phillips Recreation Center	2.4
Hagen Site	1
Sunnycrest Tot Lot	1
Patterson Parklet	Less than 0.5

## NATURAL AREAS

Natural areas can be stand-alone open spaces or within another park type and offer significant ecological function or structure. Generally these are high quality, undisturbed areas which include remnant natural areas and/or have overall restoration potential. Recreation use is limited to passive recreation such as wildlife and habitat viewing. Suitable size and acreage must be sufficient to protect the resource and provide for appropriate usage and buffering to minimize potential off-site impacts.

**Table 5 Natural Area**

Natural Area	Area (acres)
Binkerd's Grove	4

See **Figure 5** for parks' spatial distribution within the Urbana Park District's jurisdiction.

## 3.4.2 URBANA PARK OWNERSHIP

The Urbana Park District leases four open spaces from the Urbana-Champaign Sanitary District (UCSD): AMBUCS Park, the Hickory Street Site, Patterson Parklet, and the Perkins Road Park Site.



### 3.5 EXISTING TRAILS INVENTORY

The Urbana Park District manages a total of approximately 16 miles of trails split between roughly 11 miles of paved trails distributed in 18 parks, and about five miles of soft trails found within five parks: Crystal Lake Park, Meadowbrook Park, Weaver Park, Carle Park, and AMBUCS Park. Dogs and bicyclists are restricted from using soft trails and the Busey Woods Boardwalk. Furthermore, Crystal Lake Park and Meadowbrook Park collectively contain more than half of all trails (see Table 6).

For the purposes of this plan, a **trail** is defined as any paved or natural surface pathway on land owned or leased by the Urbana Park District. However, not all paved trails in Table 6 meet the minimum recommended width of 8 feet. This recommendation comes from the Champaign County Greenways & Trails Design Guidelines (2014) and AASHTO *Guide for the Development of Bicycle Facilities* (2012). The same documents recommend an ideal width for all paved, shared-use trails to be at least 10 feet, in order to facilitate bi-directional and multi-modal traffic. This plan will recommend new paved trails to be at least 8 feet wide, and existing trails to be widened to at least 8 feet wide when possible, unless it is intended to be predominately a pedestrian trail.

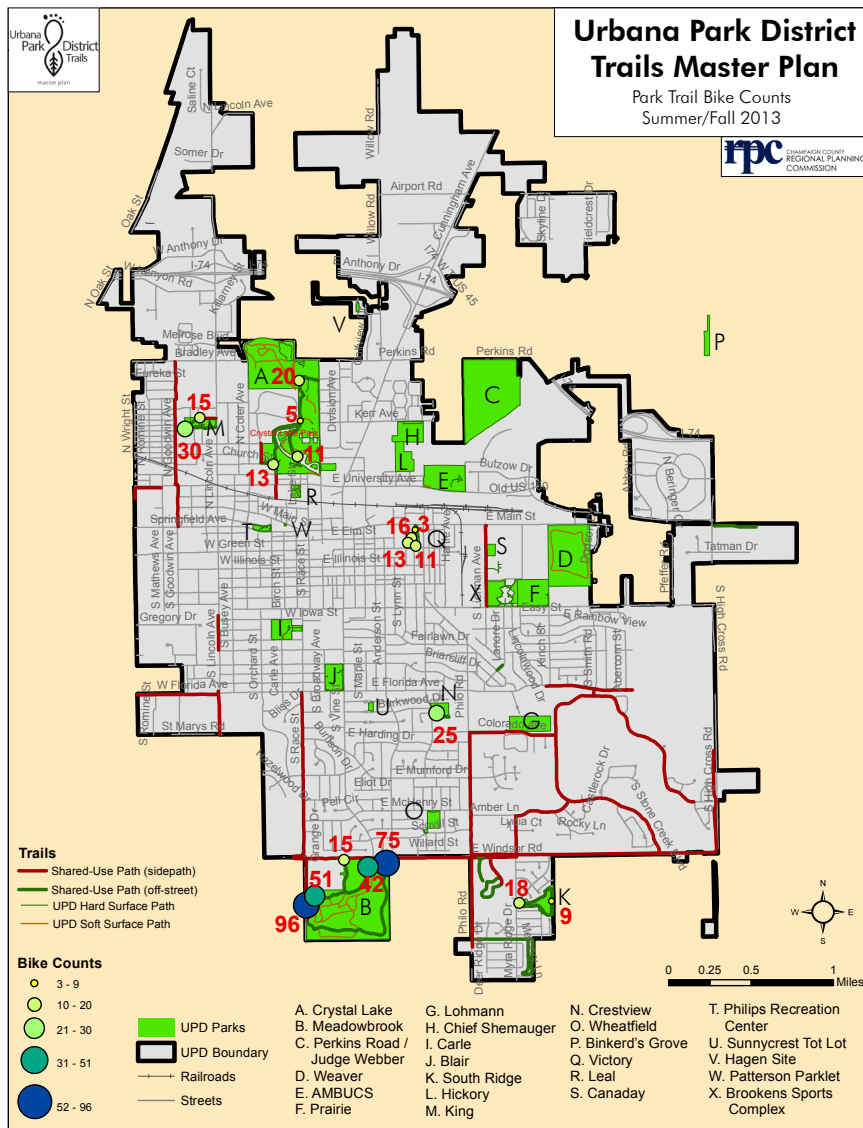
### 3.6 BICYCLE COUNTS

24-hour bike counts were recorded at 18 UPD park locations and 26 shared use and bicycle trail facilities located outside of UPD parks but within the Urbana Park District (see Figures 6 & 7). Counts occurred through the summer and fall seasons of 2013 to obtain data regarding bicycle traffic volumes along specific locations and corridors throughout Urbana.

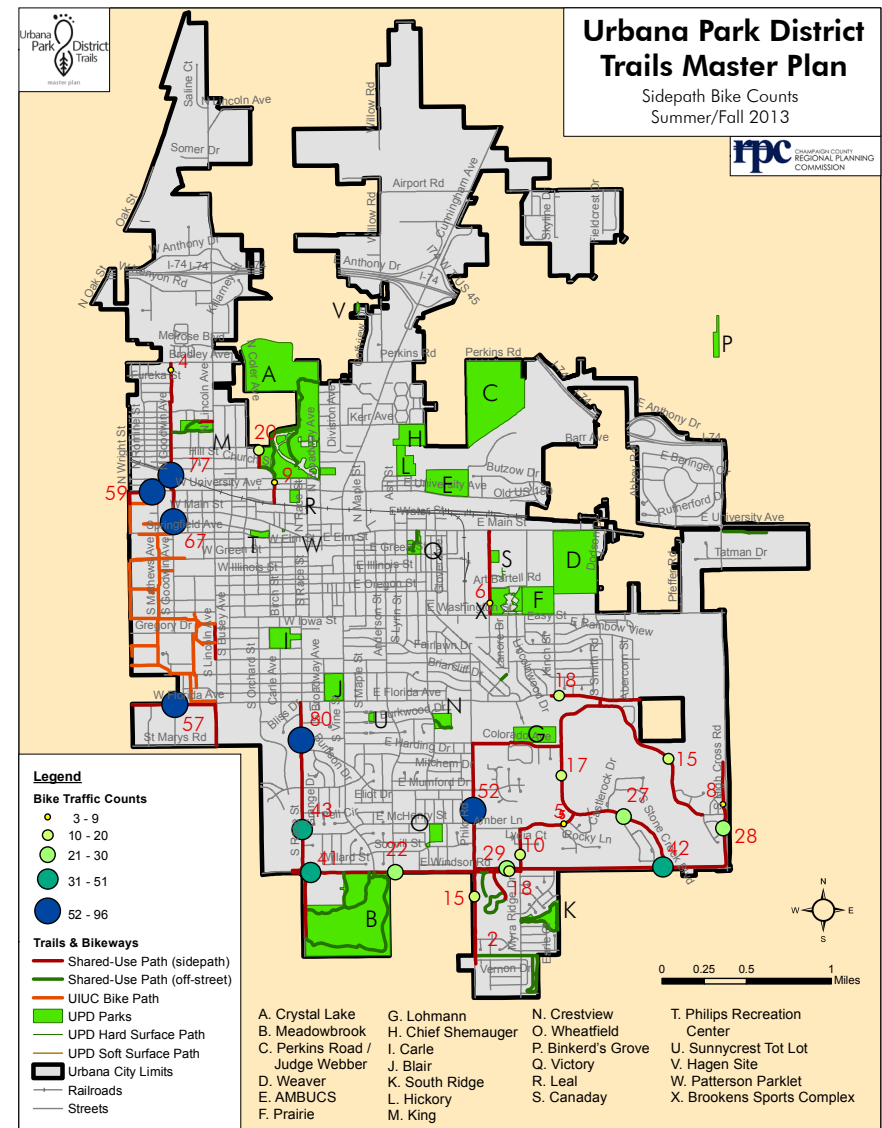
Meadowbrook Park recorded the highest counts of any UPD park with 96 cyclists counted at a western location and 75 in the northern portion of the park over a 24-hour period. Crystal Lake Park, King Park, and Crestview Park comprised the second most-frequented parks group with a peak of 20 to 30 bicyclists at any given count location. Non-park trail corridors that recorded high volumes of bicycle travel included Race Street, University Avenue, Goodwin Avenue, Florida Avenue, and Philo Road with peak counts of 50 to 80 cyclists per day.

Park Name	Trail Type (miles)		
	Paved	Soft / Nature	Total
Crystal Lake	3.1	2.1	5.2
Meadowbrook	2.2	1.7	3.9
Brookens Sports Complex	1.2	0.0	1.2
Weaver	0.2	1.0	1.2
South Ridge	0.7	0.0	0.7
King	0.6	0.0	0.6
Carle	0.3	0.1	0.4
Blair	0.4	0.0	0.4
Crestview	0.4	0.0	0.4
Phillips Recreation Center	0.4	0.0	0.4
Victory	0.4	0.0	0.4
AMBUCS	0.3	0.04	0.34
Larson (formerly Wheatfield)	0.3	0.0	0.3
Leal	0.3	0.0	0.3
Prairie	0.3	0.0	0.3
Chief Shemauger	0.3	0.0	0.3
Patterson Parklet	0.02	0.0	0.02
Canaday	0.01	0.0	0.01
Perkins Road / Judge Webber	0.0	0.0	0.0
Lohmann	0.0	0.0	0.0
Hickory Street Site	0.0	0.0	0.0
Binkerd's Grove	0.0	0.0	0.0
Hagen Site	0.0	0.0	0.0
Sunnycrest Tot Lot	0.0	0.0	0.0
<b>TOTAL</b>	<b>11.41</b>	<b>4.98</b>	<b>16.35</b>

Table 6 Total Urbana Park District trail miles per park - sorted highest to lowest



**Figure 6** 24-hour bicycle counts conducted along paved trails within Urbana Park District Parks



**Figure 7** 24-hour bicycle counts along shared use paths in Urbana

### 3.7 CRYSTAL LAKE PARK VISITOR COUNTS

In Summer 2015, the Urbana Park District contracted with CCRPC to conduct visitor counts at Crystal Lake Park. This same study was done in 2007, but with the opening of the reconstructed Crystal Lake Park Family Aquatic Center in 2013, UPD wanted updated information on how many people are visiting Crystal Lake Park, where they are entering the park, and what mode they are using.

**Table 7** shows the number of people walking, biking, and driving to Crystal Lake Park on a typical weekday and weekend day. **Figure 8** shows the count locations listed in **Table 7**. More information can be found in Appendix A.

The majority of Crystal Lake Park visitors entered near the Aquatic Center off of Broadway Avenue. The second highest number of park visitors entered the south side of the park at Central Avenue and Park Street. This was the case for all modes and all count days. Most visitors arrived at Crystal Lake Park by car, followed by walking, then bicycling.

Count Location	Mode of Transportation			Total
	Walking	Bicycling	Motor Vehicle*	
Weekday (Thursday)				
Location 1	129	32	1,253	1,414
Location 2	26	15	325	366
Location 3	35	16	110	161
Location 4	85	12	455	552
Location V1	102	20	-	120
Location V2	64	20	-	84
Total	339	95	2,143	2,577
Weekend (Saturday)				
Location 1	50	13	1,153	1,216
Location 2	31	5	173	209
Location 3	54	10	170	234
Location 4	53	25	511	589
Location V1	75	16	-	91
Location V2	56	7	-	63
Total	244	60	2,007	2,311

**Table 7 Crystal Lake Park Visitor Counts 2015**



**Figure 8** Crystal Lake Park Visitor Count Locations 2015



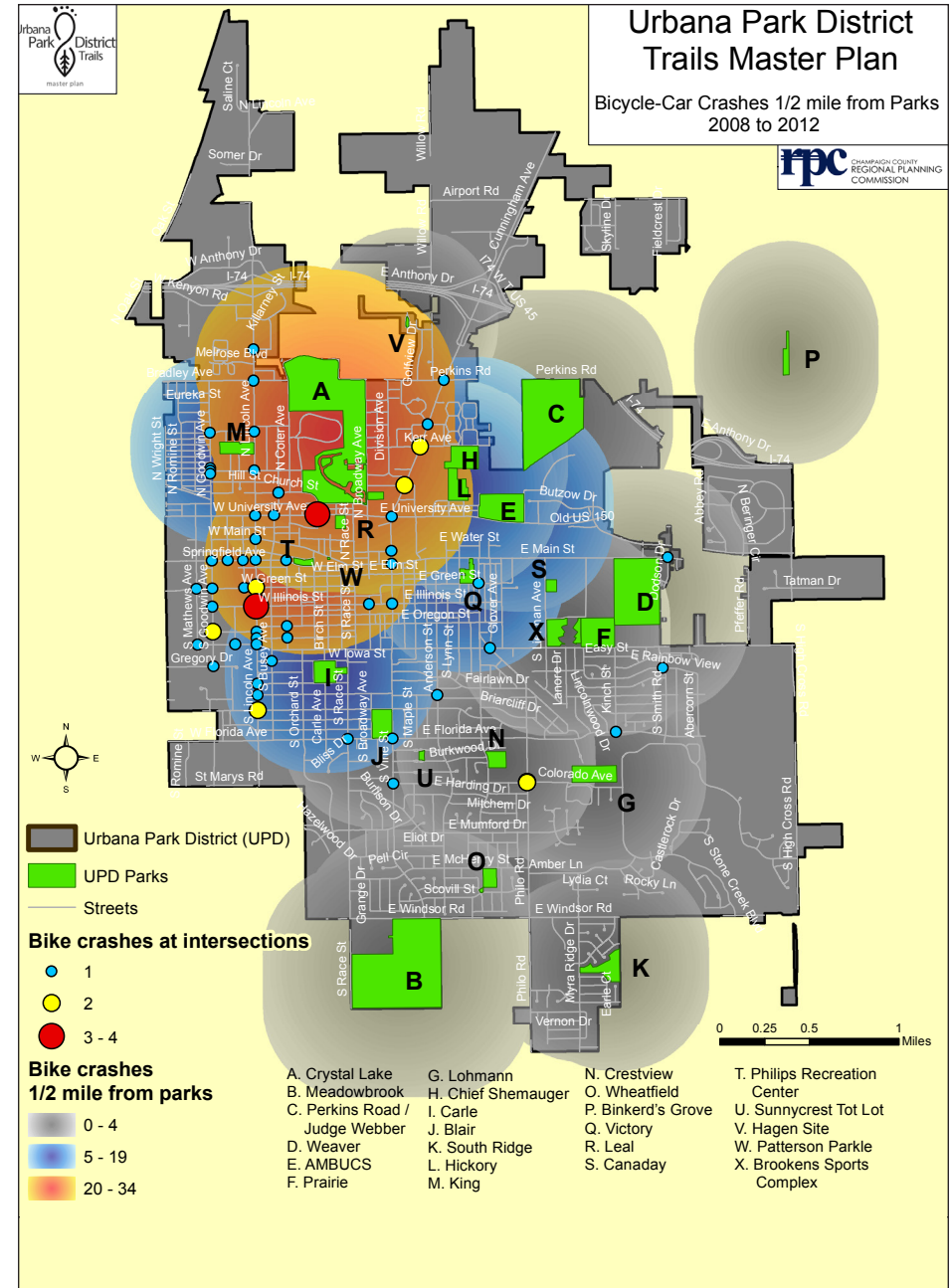
### 3.8 SAFETY: PEDESTRIAN AND BIKE CRASHES NEAR PARK FACILITIES

Bicycle and pedestrian crashes were assessed over a five year period from 2008 to 2012, with a total of 85 bicycle crashes and 101 pedestrian crashes occurring in Urbana. Bicycle and pedestrian crashes were calculated within a buffered biking and walking distance from each park (assumed to be a half and quarter of a mile respectively).<sup>3</sup> High crash bicyclists and pedestrians locations nearby parks were considered to be 21 to 34 and 10 to 14, respectively. **Figures 9 and 10** display bicycle and pedestrian crash zones by frequency over the observed five year time frame.

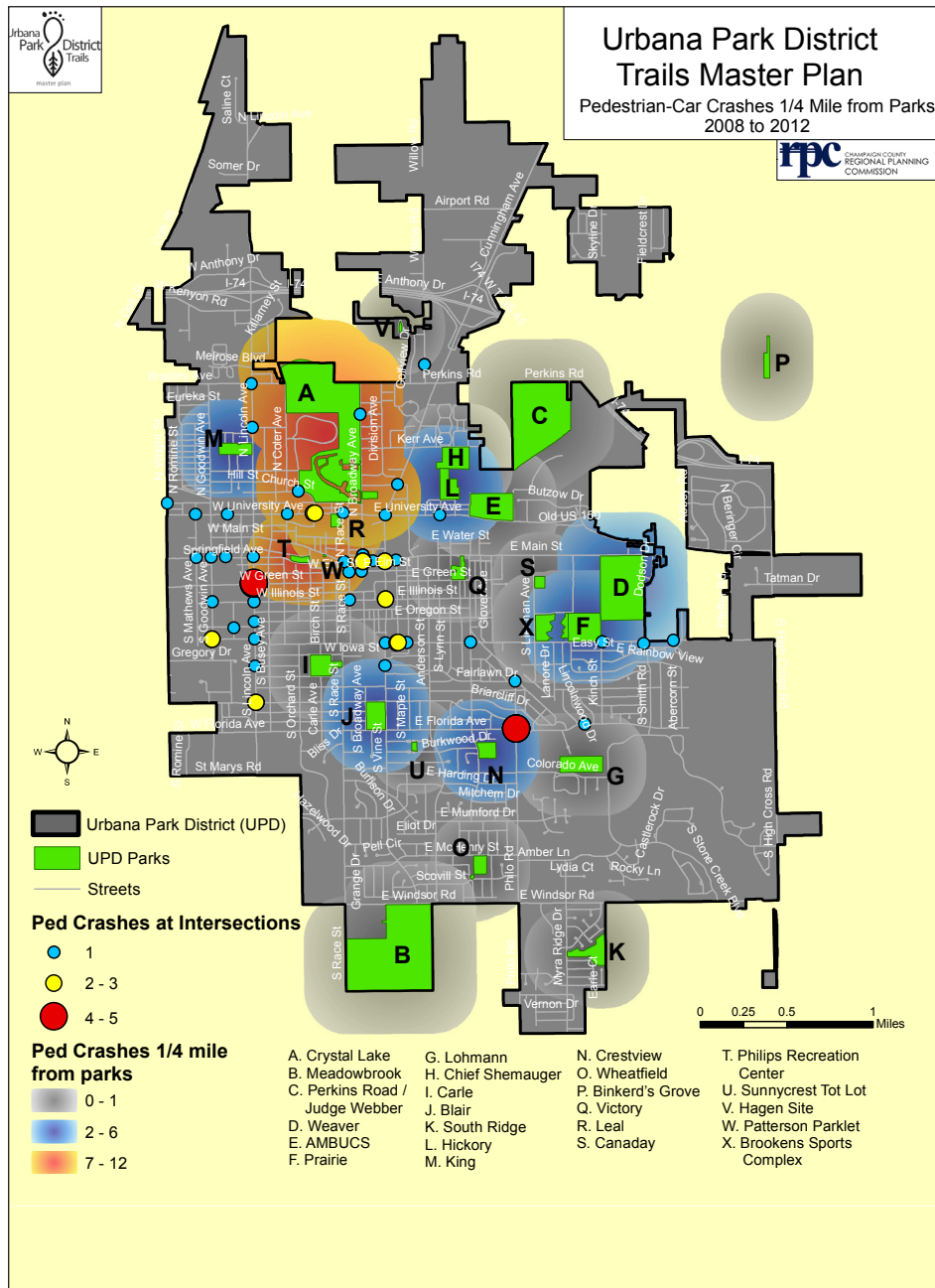
In general, crash points tended to cluster around the University of Illinois and downtown Urbana between 2008 and 2012. More specifically, the corridors of Lincoln Avenue, Cunningham Avenue, and University Avenue experienced a higher amount of crashes. While these locations may generally represent areas containing more difficult crossings, they also reveal areas of relatively high bicyclist and pedestrian usage.

**Figure 9** Urbana bicycle crash locations (85 total) within a 5 year period from 2008 to 2012.

Buffers indicate a half-mile cycling distance from each park and are tiled from highest crash category (21 to 34) to lowest (0 to 10) over the 5 year time frame.



3 Champaign-Urbana Urbanized Transportation Study (CUUATS). 2012. Active Choices: Champaign County Greenways & Trails Plan Needs Assessment. Page 14.



Relatively more pedestrian crashes occur at key intersections, such as Lincoln Avenue & Green Street (see top) and Philo Road & Florida Avenue (see above).

**Figure 10** Urbana pedestrian crash locations (101 total) within a 5 year period from 2008 to 2012.

Buffers indicate a quarter-mile walking distance from each park and are tiled from highest crash category (10 to 14) to lowest (0 to 4) over the 5 year time frame.

### 3.9 ACCESS TO TRANSIT

Existing bus routes as of Fall 2013 for the Champaign-Urbana Mass Transit District (CUMTD) were inventoried, and designated bus stops within a quarter-mile walking distance from each park were counted (see Tables 8 & 9). Table 8 shows park ranking by number of designated stops. Figure 11 displays each park relative to its overall connectivity to the transit network.

The Crystal Lake Park area contained the most designated bus stops with 72. In comparison, Crestview Park had the second most stops with 52 (20 less) followed by Victory Park, Blair Park, Prairie Park, and King Park, containing between 40 and 50 stops.

With regard to bus routes, the Patterson Parklet and Leal Park areas were in closest proximity to the most bus routes within a quarter-mile walking distance with 8 and 7 respectively. Crystal Lake Park, Blair Park, and Phillips Recreation Center followed with 4 to 5 routes.

Park Name	Number of Stops within 1/4 Mile
Crystal Lake	72
Crestview	52
Victory	49
Blair	47
King	40
Prairie	40
AMBUCS	37
Sunnycrest Tot Lot	34
Brookens Sports Complex	33
Leal	33
Carle	30
Hickory Street	30
Patterson Parklet	30
Larson (formerly Wheatfield)	27
Weaver	26
Lohmann	19
Phillips Recreation Center	19
Meadowbrook	18
Canaday	16
Chief Shemauger	14
South Ridge	14
Perkins Road / Judge Webber	6
Binkerd's Grove	0
Hagen Site	0

**Table 8 CUMTD bus stops within a quarter-mile walking distance from UPD parks**



Park Name	Number of Routes within 1/4 Mile
Patterson Parklet	8
Leal	7
Crystal Lake	5
Blair	4
Phillips Recreation Center	4
AMBUCS	3
Carle	3
Hickory Street	3
King	3
Sunnycrest Tot Lot	3
Victory	3
Weaver	3
Canaday	2
Chief Shemauger	2
Crestview	2
Lohmann	2
Meadowbrook	2
Perkins Road / Judge Webber	2
Binkerd's Grove	1
Brookens Sports Complex	1
Hagen Site	1
Larson (formerly Wheatfield)	1
Prairie	1
South Ridge	1

Table 9 CUMTD bus routes within a quarter-mile walking distance from UPD parks

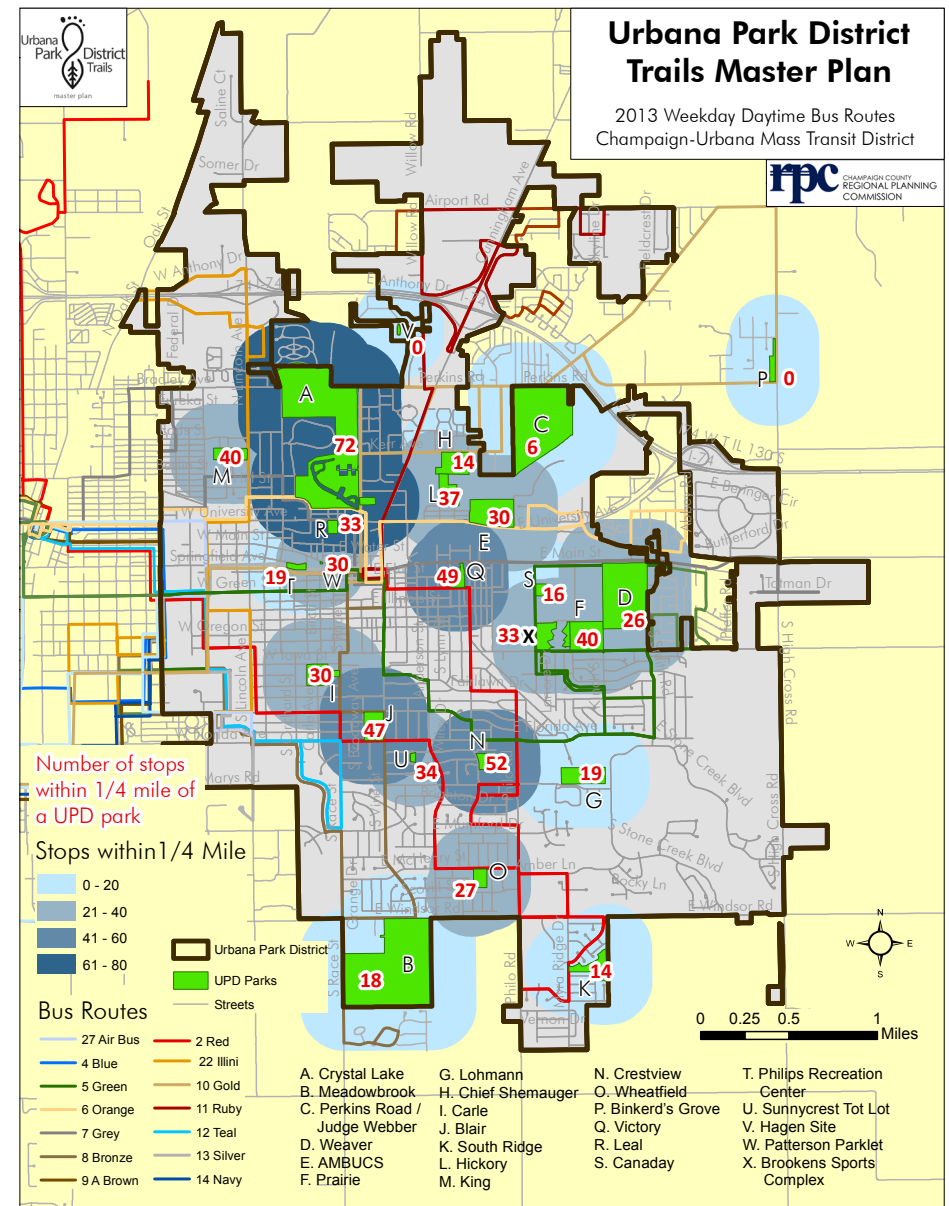


Figure 11 Champaign-Urbana Mass Transit District (CUMTD) routes. Total number of stops per park in red.

## 4 PARK INVENTORY AND TRAIL “GAP” ANALYSIS

In producing a comprehensive existing conditions analysis, existing park and trail facilities were inventoried in all Urbana Park District parks (see Table 10). These included:

- Benches
- Bike Parking Locations
- Lighting
- Maps
- Mile Markers
- Trail Signs
- Waste Receptacles
- Water Fountains

Waste receptacles and benches were the most common park facilities, found at 19 and 18 park locations respectively. Additionally, lighting (283) and benches (129) were the most abundant per individual unit.

To accompany these facilities, park acreage, location, type, and unique amenities were also inventoried and listed.

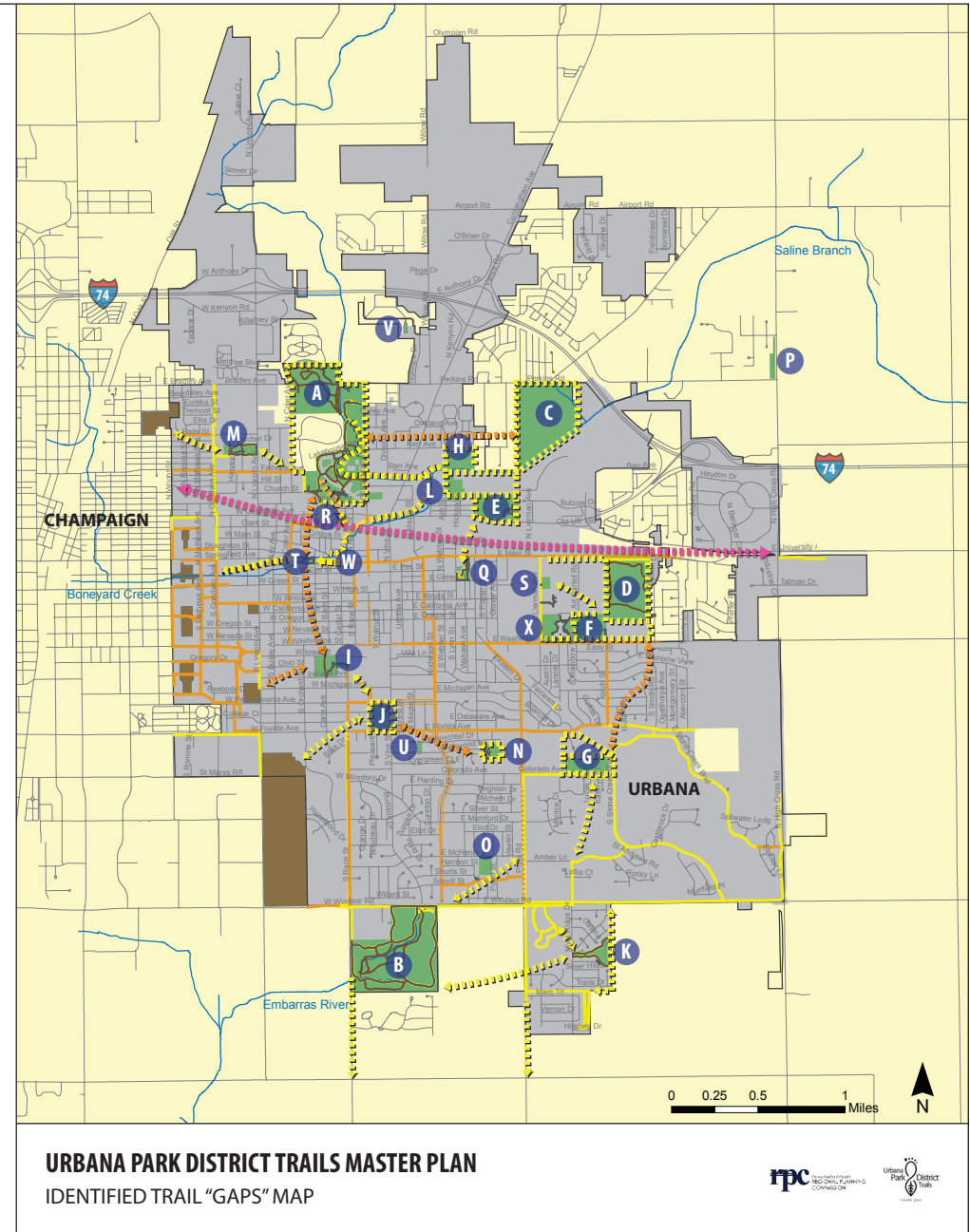
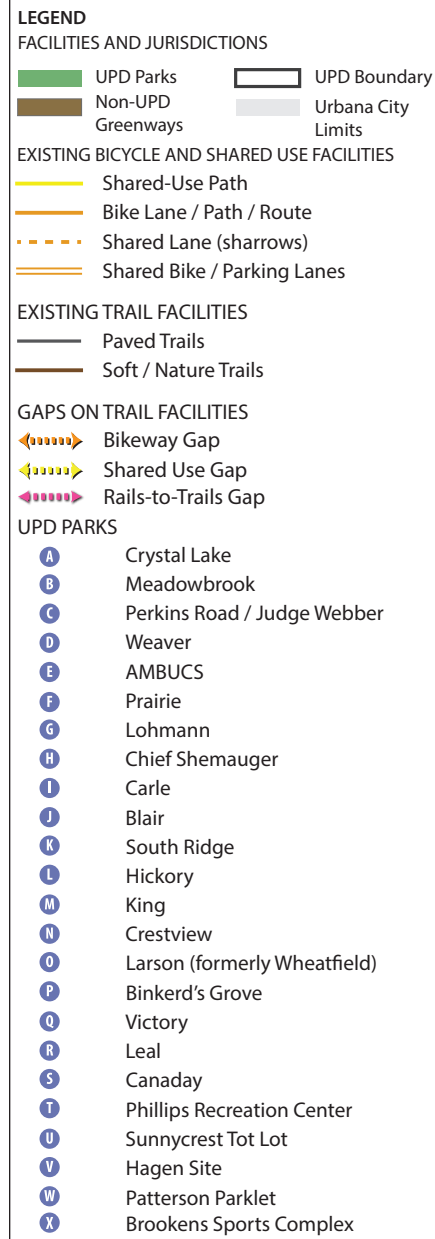
Type	Park Name	Acres	Benches	Bike Racks	Lighting	Map	Mile Marker	Trail Sign	Waste Receptacles	Water Fountain
Signature	Crystal Lake	144	18	4	95	1	0	15	32	3
	Meadowbrook	130	24	3	28	5	18	19	5	2
	Perkins Road / Judge Webber	84	8	0	0	0	0	4	3	1
	Weaver	60	0	1	0	0	0	3	0	0
Community	AMBUCS	22	1	0	9	0	0	3	9	3
	Prairie	20	3	0	22	0	0	0	7	1
	Brookens Sports Complex	11	3	3	20	0	0	0	3	0
	Canaday	3	0	0	8	0	0	0	4	0
Neighborhood	Lohmann	15	3	0	0	0	0	1	2	0
	Chief Shemauger	13	2	2	6	0	0	1	2	0
	Blair	11	9	2	22	0	0	0	8	2
	Carle	11	9	1	32	2	0	2	2	1
	South Ridge	11	6	0	0	0	0	5	2	0
	King	8	8	0	12	0	0	2	2	1
	Crestview	6	6	0	3	0	0	3	2	1
	Larson (formerly Wheatfield)	5	8	1	0	0	0	0	3	1
	Victory	5	8	1	4	0	0	1	5	1
Special Use Facilities	Hickory Street Site	10	0	0	0	0	0	0	0	0
	Leal	3	3	0	7	0	0	0	1	0
	Phillips Recreation Center	2	8	2	15	0	0	0	2	1
	Hagen Site	1	0	0	0	0	0	0	0	0
	Sunnycrest Tot Lot	1	0	0	0	0	0	0	1	0
	Patterson Parklet	<0.5	2	0	0	0	0	0	0	0
Natural Area	Binkerd's Grove	4	0	0	0	0	0	0	0	0
	<b>TOTAL UNITS</b>	<b>580.5</b>	<b>129</b>	<b>19</b>	<b>283</b>	<b>8</b>	<b>18</b>	<b>59</b>	<b>95</b>	<b>17</b>
	<b>Total Park Locations</b>	<b>24</b>	<b>18</b>	<b>9</b>	<b>14</b>	<b>3</b>	<b>1</b>	<b>12</b>	<b>19</b>	<b>11</b>

Table 10 Urbana Park District trail facilities by park. Inventoried Summer 2013, Updated 2015.

# 1 2 3 4 5 6 7 8 9 PARK INVENTORY AND TRAIL GAP ANALYSIS

Gaps in the trail network were assessed at the individual park level based upon both walking and biking distance (assumed to be a quarter- and half-mile respectively) to other UPD facilities (see Figure 12).<sup>4</sup>

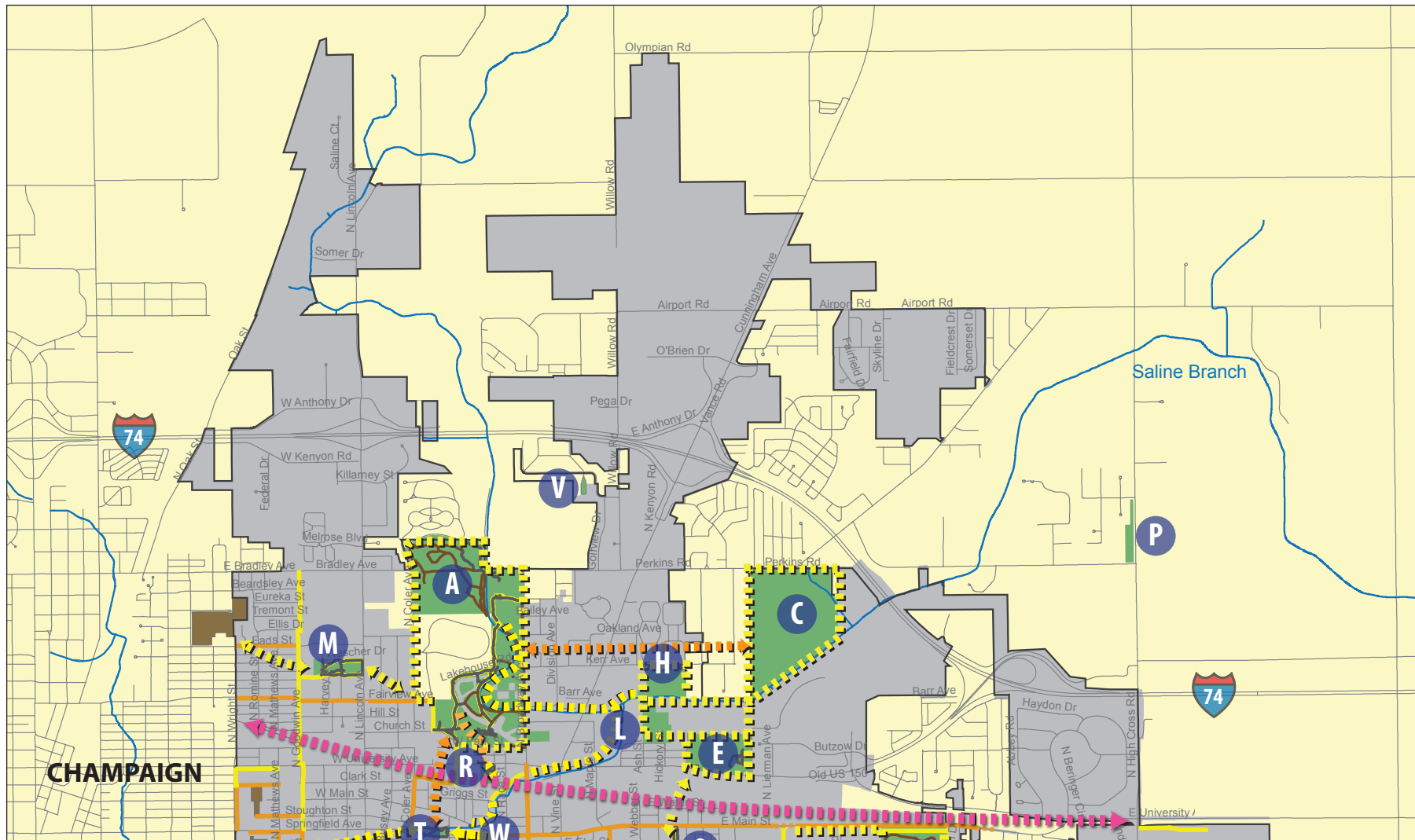
From there, opportunities and constraints for each mode were identified and elaborated upon relative to potential for future enhancement of local and regional trail networks.



**Figure 12** A map depicting identified trail gaps in the Urbana Park District.

4 Active Choices: Champaign County Greenways & Trails Plan Needs Assessment. December, 2012. Page 14. Champaign County Regional Planning Commission.

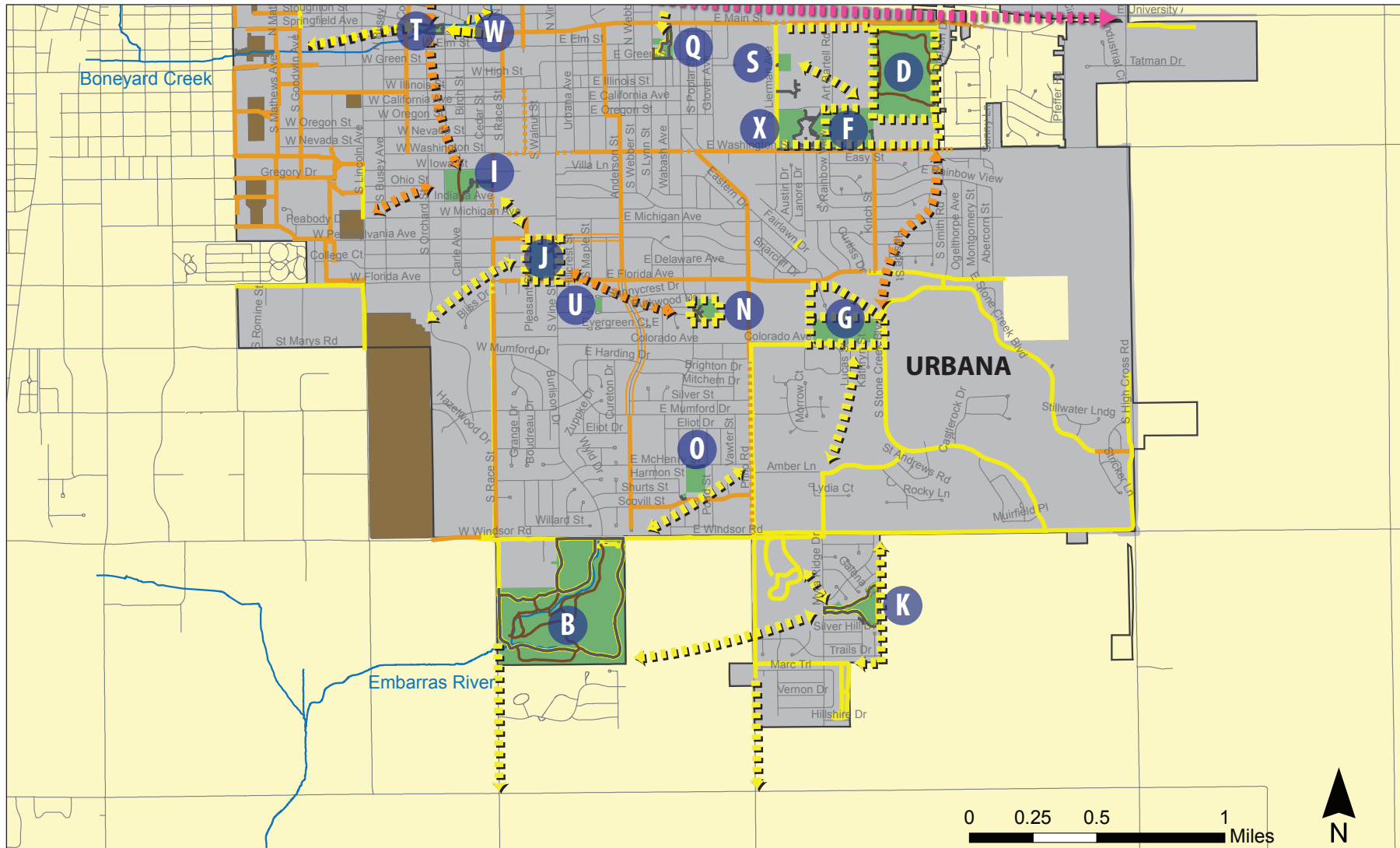




LEGEND		UPD PARKS			
<b>GAPS ON TRAIL FACILITIES</b>					
	Bikeway Gap	<b>A</b>	Crystal Lake	<b>I</b>	Carle
	Shared Use Gap	<b>B</b>	Meadowbrook	<b>J</b>	Blair
	Rails-to-Trails Gap	<b>C</b>	Perkins Road / Judge Webber	<b>K</b>	South Ridge
		<b>D</b>	Weaver	<b>L</b>	Hickory
		<b>E</b>	AMBUCS	<b>M</b>	King
		<b>F</b>	Prairie	<b>N</b>	Crestview
		<b>G</b>	Lohmann	<b>O</b>	Larson*
		<b>H</b>	Chief Shemauger	<b>P</b>	Binker's Grove
				<b>Q</b>	Victory
					*formerly Wheatfield
<b>FACILITIES AND JURISDICTIONS</b>					
	UPD Parks				
	Non-UPD Greenways				
<b>EXISTING TRAIL FACILITIES</b>					
	Shared-Use Path				
	Bike Lane / Path / Route				
	Shared Lane (sharrows)				
	Shared Bike / Parking Lanes				
	Paved Trails				
	Soft / Nature Trails				

**Figure 13** Identified trail gaps in North Urbana

1 2 3 4 5 6 7 8 9 PARK INVENTORY AND TRAIL GAP ANALYSIS



#### LEGEND

##### GAPS ON TRAIL FACILITIES

- Bikeway Gap
- Shared Use Gap
- Rails-to-Trails Gap

##### FACILITIES AND JURISDICTIONS

- UPD Parks
- Non-UPD Greenways

##### EXISTING BICYCLE AND SHARED USE FACILITIES

- Shared-Use Path
- Bike Lane / Path / Route
- Shared Lane (sharrows)
- Shared Bike / Parking Lanes

##### EXISTING TRAIL FACILITIES

- Paved Trails
- Soft / Nature Trails

#### UPD PARKS

- |                                      |                          |                                     |
|--------------------------------------|--------------------------|-------------------------------------|
| <b>A</b> Crystal Lake                | <b>I</b> Carle           | <b>R</b> Leal                       |
| <b>B</b> Meadowbrook                 | <b>J</b> Blair           | <b>S</b> Canaday                    |
| <b>C</b> Perkins Road / Judge Webber | <b>K</b> South Ridge     | <b>T</b> Phillips Recreation Center |
| <b>D</b> Weaver                      | <b>L</b> Hickory         | <b>U</b> Sunnycrest Tot Lot         |
| <b>E</b> AMBUCS                      | <b>M</b> King            | <b>V</b> Hagen Site                 |
| <b>F</b> Prairie                     | <b>N</b> Crestview       | <b>W</b> Patterson Parklet          |
| <b>G</b> Lohmann                     | <b>O</b> Larson*         | <b>X</b> Brookens Sports Complex    |
| <b>H</b> Chief Shemauger             | <b>P</b> Binkerd's Grove |                                     |
|                                      | <b>Q</b> Victory         |                                     |

\*formerly Wheatfield

**Figure 14** Identified trail gaps in South Urbana

## 4.1 CRYSTAL LAKE PARK

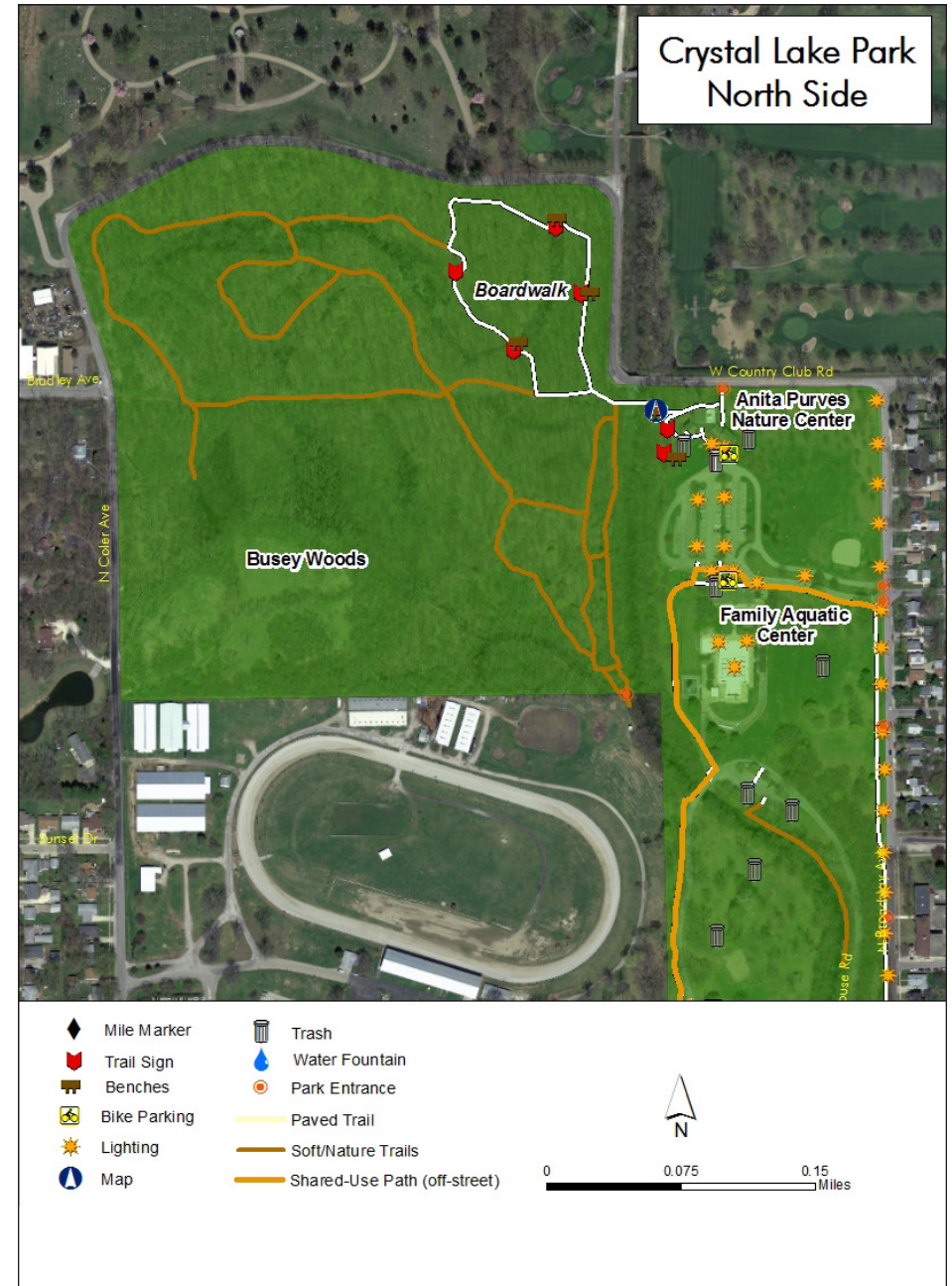
Area	Location	Type
144 acres	Park Street and Broadway Avenue	Signature

### KEY ELEMENTS

- Benches (18)
- Bike Parking
- Locations (4)
- Lighting (95)
- Map (1)
- Trail Signs (15)
- Trash Cans (32)
- Water Fountains (3)
- Paved Trails (3.12 miles)
- Soft Trails (2.11 miles)

### AMENITIES

- Crystal Lake
- Busey Woods (59 acres)
- Anita Purves Nature Center
- Crystal Lake Family Aquatic Center
- Recreational Facilities
- Open Space
- Parking
- Restrooms
- Playgrounds
- Pavilion







## OPPORTUNITIES

**Proximity to Neighborhoods, Parks, and Destinations:** Crystal Lake Park is accessible to many nearby residential neighborhoods, with King Park located within walking distance from the park's western edge. Likewise, bicycle path opportunities to the south and east can benefit cyclists traveling from slightly further distances such as downtown Urbana and eastern neighborhoods.

**Greenway Opportunities:** Trail development along the Saline Branch would connect Crystal Lake Park with Chief Shemauger Park and the Hickory Street Site and ultimately Perkins Road / Judge Webber Park. This will provide a paved, off-road path leading from a river walk at Crystal Lake to other parks and areas of northeastern Urbana. This path also poses a connection with greenway development and adjacent areas along the Boneyard Creek.

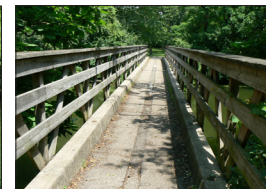
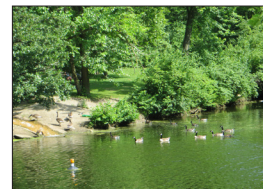
**Rail Trail Opportunity:** The Norfolk Southern rail line has the potential to be both a local and regional amenity, bringing visitors from further away to Crystal Lake Park while offering a connection to Leal Park as well as other Urbana Park District areas situated along the Boneyard Creek including Phillips Recreation Center, Patterson Parklet, and Chief Shemauger Park.

**Loop Trail Opportunity:** The park road looping around Crystal Lake Park could be converted to one way vehicle traffic entering at Park Street, proceeding from south to north, and exiting at Broadway Avenue. The inside land could be converted to bicycle and pedestrian use. The road path system would tie into proposed sidepaths on Broadway Avenue and Park Street to create a large loop path system.

## CONSTRAINTS

**Crossing University Avenue and Cunningham Avenue:** Crystal Lake Park is close to Cunningham Avenue (US 45) to the east and University Avenue (US 45/150) to the south, presenting difficult crossings to and from the park for visitors. All options for a safe crossing should be considered to ensure an adequate connection for pedestrians and cyclists to this area.

**Limited Northern Access:** Lack of sidewalks, bikeways, and trails, as well as the Urbana Country Club prevent access to Crystal Lake Park from neighborhoods north and northeast of the park.



Left: Wildlife and habitat near Crystal Lake.

Right: Pedestrian bridge crossing Crystal Lake.



## 4.2 MEADOWBROOK PARK

Area	Location	Type
130 acres	Windsor Road and Race Street	Signature

KEY ELEMENTS		
• Benches (24)	• Map (5)	• Water Fountains (2)
• Bike Parking Locations (3)	• Mile Markers (18)	• Paved Trails (2.22 miles)
• Lighting (28)	• Trail Signs (19)	• Soft Trails (1.74 miles)
	• Trash Cans (5)	

### AMENITIES

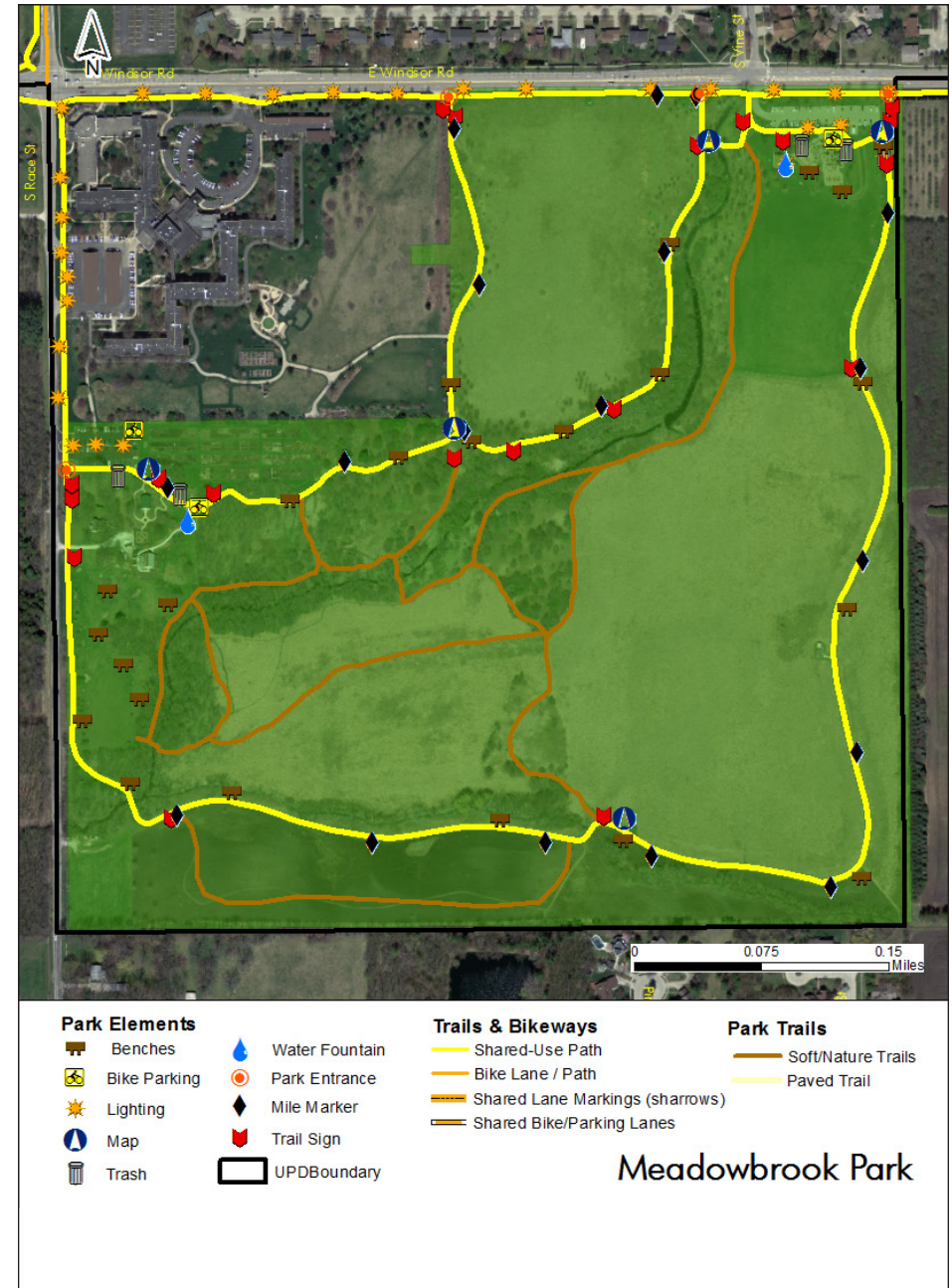
• Gardens	• Parking	• Restrooms
• Open Space	• Pavilions	• Sculptures / Art
• Natural Areas	• Playgrounds	



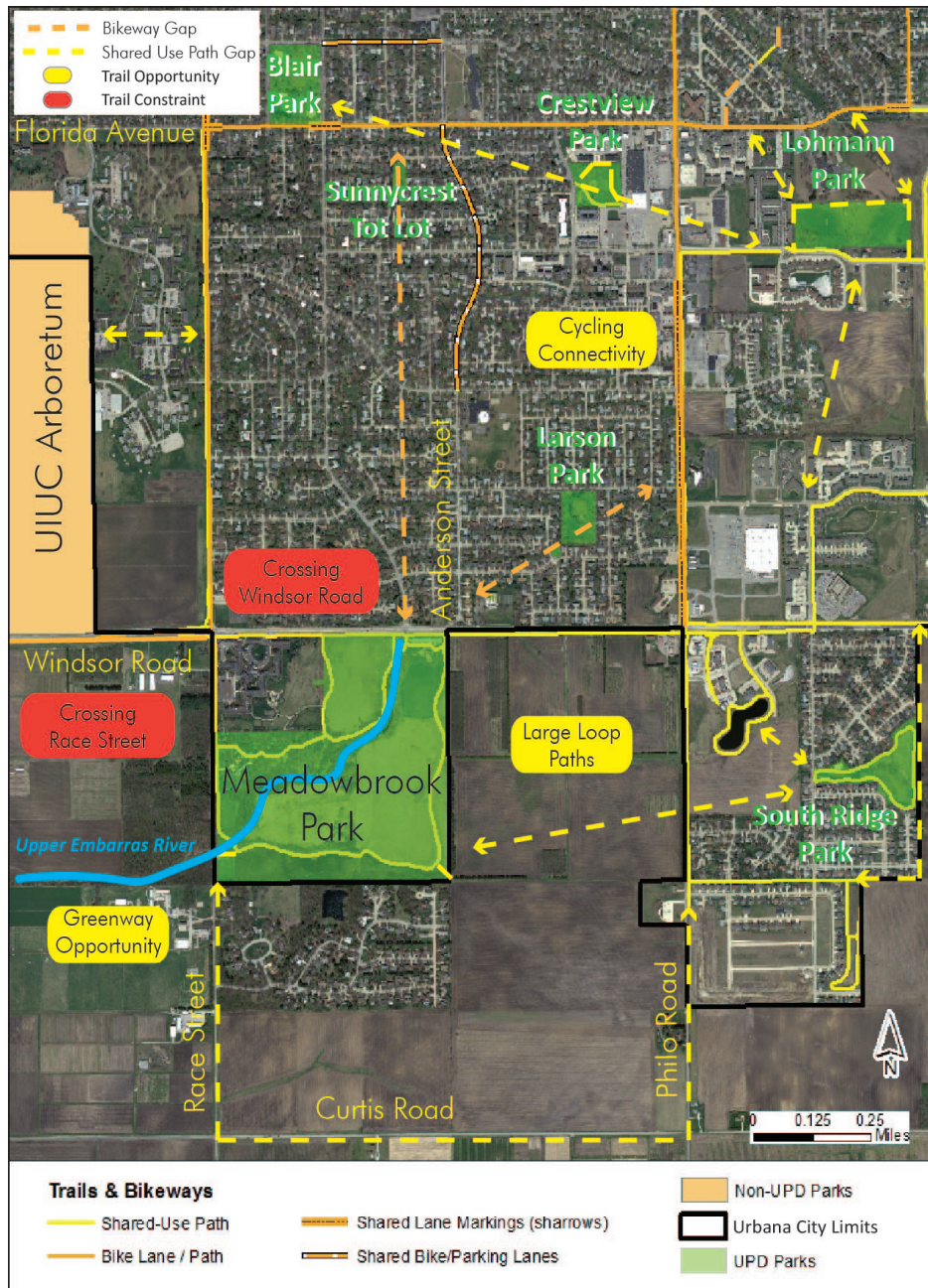
Paved trail with bicycle parking near Meadowbrook Park's western entrance.



Upper Embarras River on the north side of Meadowbrook Park.







## OPPORTUNITIES

**Cycling Connectivity:** Meadowbrook Park is located within cycling distance from many parks (including Blair, Sunnycrest, Crestview, Lohmann, Larson, and South Ridge) and residential neighborhoods to the north and east. Likewise, existing bike infrastructure along Race Street, Anderson Street, Philo Road, and Windsor Road offers substantial opportunities for connecting park facilities.

**Greenway Opportunity:** Trail and natural area development along the Upper Embarras River downstream of Meadowbrook Park would provide a regional connection between Meadowbrook Park and residential areas in Savoy, as well as the University of Illinois South Research Park and Mattis Park area of southern Champaign.

**Large Loop Paths:** Abundant open space to the south and east of Meadowbrook Park provides opportunities for the creation of loop trails between South Ridge Park as well as to the south of Meadowbrook Park on Race Street, Curtis Road and Philo Road. These trails would offer visitors a larger variety of destination options and trail links throughout southern Urbana.

## CONSTRAINTS

**Crossing Race Street and Windsor Road:** Meadowbrook Park is bordered to the west by Race Street and to the north by Windsor Road, presenting difficult crossing areas for visitors on foot and bike. Options for safe crossings should be considered to ensure adequate connections for pedestrians and cyclists to this area.



Soft trail in the southeast corner of Meadowbrook Park leading away from the Prairie Path; potential trail connection to South Ridge Park.



### 4.3 PERKINS ROAD / JUDGE WEBBER PARK

Area	Location	Type
84 acres	Perkins Road and Eastern Avenue	Signature

#### KEY ELEMENTS

- Benches (8)
- Trail Signs (4)
- Trash Cans (3)
- Water Fountain (1)

#### AMENITIES

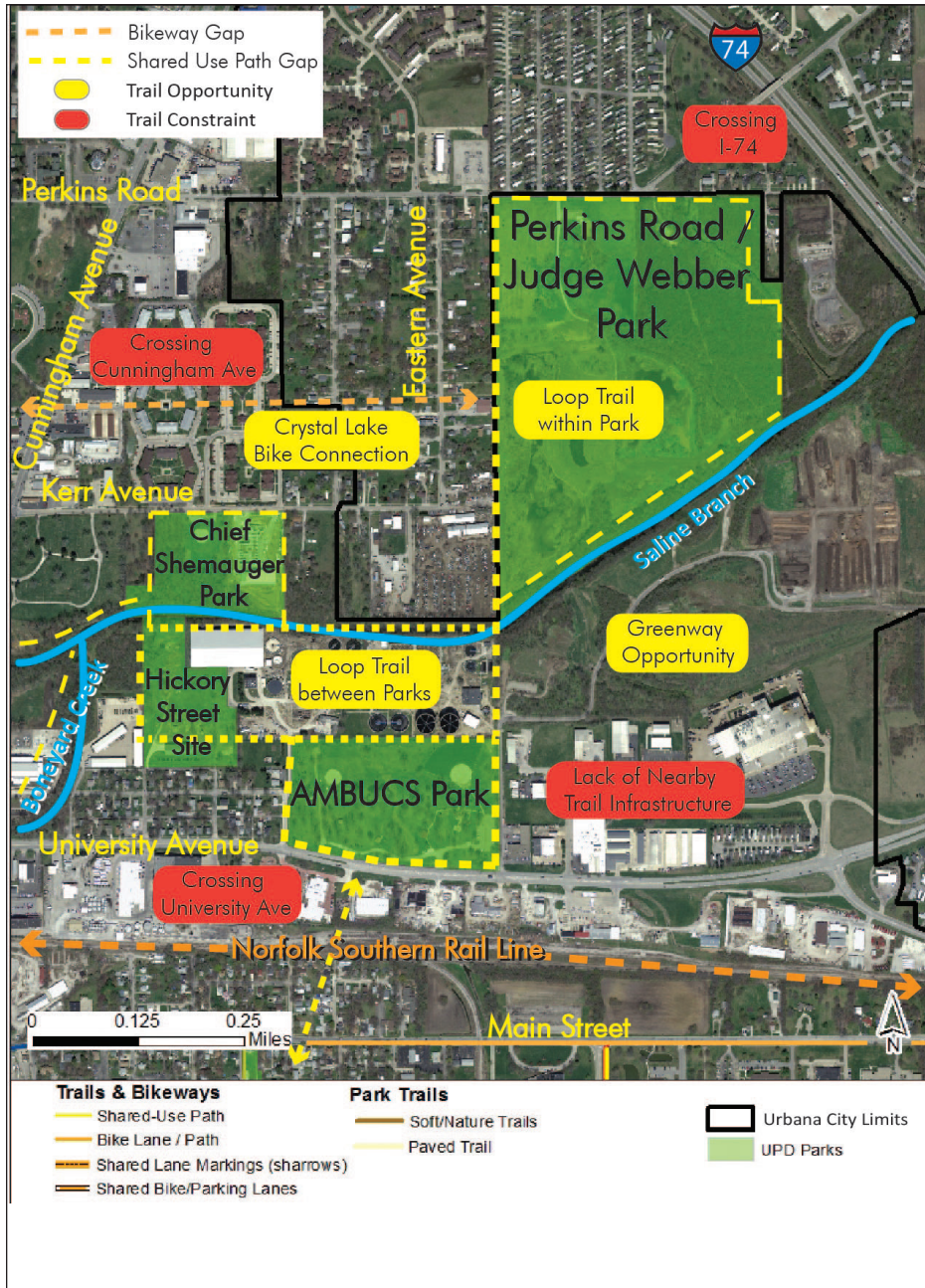
- Urbana Dog Park
- Parking
- Archery (private)



Prairie habitat, Perkins Road/Judge Webber Park.







## OPPORTUNITIES

**Crystal Lake Bike Connection:** Perkins Road/Judge Webber Park is located within cycling distance from Crystal Lake Park. Both Kerr Avenue and the Saline Branch offer potential links to connect these two signature parks.

**Greenway Opportunity:** Trail and natural area development along the Saline Branch will connect Perkins Road/Judge Webber Park with several UPD facilities including Crystal Lake Park, Chief Shemauger Park, and the Hickory Street Site as well as producing a regional connection to the west.

**Loop Trail Between Parks:** Walking and biking juxtaposition and proximity to Chief Shemauger Park, AMBUCS Park, and the Hickory Street Site provide an opportunity for the creation of a shared use loop trail between these areas.

**Loop Trail Within Park:** Developing loop trails within Perkins Road/Judge Webber Park will allow visitors to experience an array of natural areas including the Saline Branch, restored prairie, and woodlands while increasing opportunities for trail linkages to nearby parks.

## CONSTRAINTS

**Lack of Nearby Trail Infrastructure:** The Perkins Road/Judge Webber Park area does not currently contain any designated bicycle or shared use trails. Connecting to the park by walking and biking using Perkins Road is a particular problem due to the lack of pedestrian and bike facilities on this roadway.

**Crossing University Avenue, Cunningham Avenue, and I-74:** Perkins Road/Judge Webber Park is bordered on nearly all sides by major roads or other land uses that present a difficult crossing for visitors. All options to create safe and accessible crossing locations should be considered to ensure an adequate connection for pedestrians and cyclists to this area.



## 4.4 WEAVER PARK

<b>Area</b>	<b>Location</b>	<b>Type</b>
60 acres	Main Street and Smith Road	Signature

### KEY ELEMENTS

- Bike Parking Location (1)
- Trail Signs (3)
- Paved Trails (0.24 miles)
- Soft Trails (0.95 miles)

### AMENITIES

- Natural Areas
- Open Space



Weaver Park entrance.



Weaver Park open space.







## OPPORTUNITIES

**Bike Connectivity:** Victory Park is located within cycling distance from Weaver Park to the west. Both Main Street and a future trail along the Norfolk Southern rail line offer potential links to connect these two parks. Furthermore, Weaver Park is connected to existing bicycle infrastructure to the south via Washington Street and Kinch Street (connecting to Lohmann Park).

**Kickapoo Rail Trail Connection:** The Kickapoo Rail Trail is proposed to begin just north of Weaver Park. A potential trailhead in the Weaver Park area would serve a 24.5 mile regional connection between east Urbana and Kickapoo State Park near Danville, Illinois, with several other destinations along the way.

**Loop Trail Between Parks:** Walking and biking juxtaposition and proximity between Weaver Park, Prairie Park, Canaday Park, and the Brookens Sports Complex provide an opportunity for the creation of an accessible, shared use loop trail between these areas.

**Loop Trail Within Park:** Developing loop trails within Weaver Park will allow visitors to experience open space and natural areas while increasing opportunities for trail linkages to nearby parks and neighborhoods.

## CONSTRAINTS

**Crossing University Avenue:** University Avenue is located close to Weaver Park to the northwest, presenting a difficult crossing for some visitors. All options to create safe and accessible crossing locations should be considered to ensure an adequate connection for pedestrians and cyclists in this area.

**Smith Road:** Due to the short distance on Smith Road between the southbound stop at Main Street and stoplight at University Avenue, vehicles queue on this street segment. There is also limited right-of-way to create a sidepath or bike lanes. It would be difficult to create a safe crossing from the Kickapoo Rail Trail to Weaver Park via Smith Road.

**Main Street Spur:** Main Street narrows down to two travel lanes with no space to extend the existing bike lanes from Scottswood Drive to University Avenue. The City of Urbana has ownership of this section of road. Constraints to building a sidepath here include issues regarding stormwater drainage and adjacent properties.



## 4.5 AMBUCS PARK

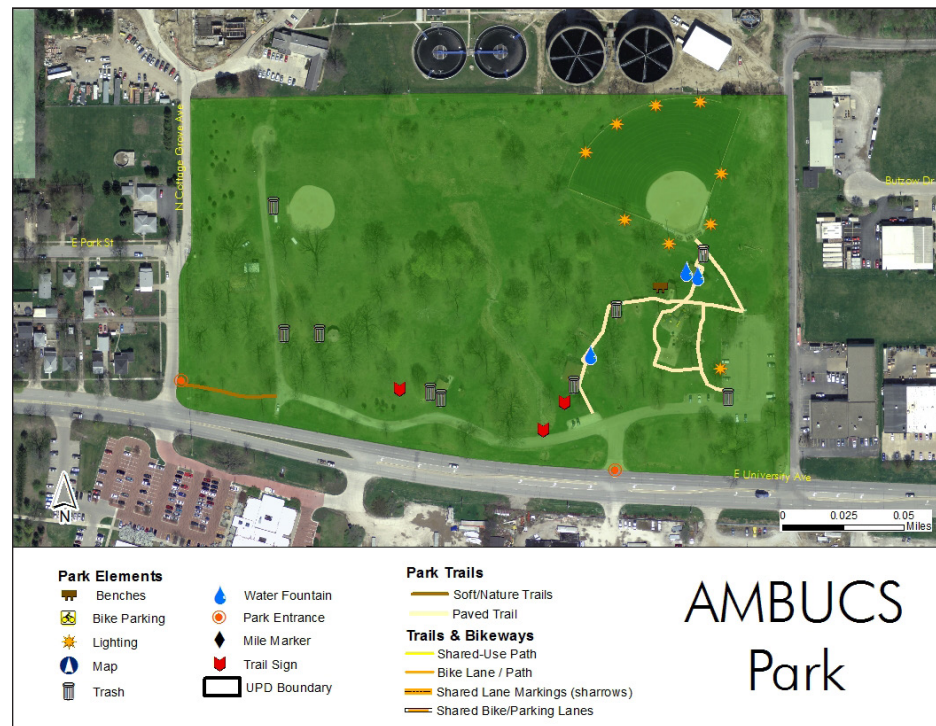
Area	Location	Type
22 acres	1100 block of East University Avenue	Community

### KEY ELEMENTS

- Bench (1)
- Lighting (9)
- Trail Signs (3)
- Trash Cans (9)
- Water Fountains (3)
- Paved Trails (0.25 miles)
- Soft Trails (0.04 miles)

### AMENITIES

- Accessible Areas
- Recreational Areas
- Open Space
- Parking
- Pavilions
- Playgrounds
- Restrooms



Accessible playground ensures all types of users can utilize this facility.



Park pavilion at AMBUCS Park.





## OPPORTUNITIES

**Greenway Opportunity:** Trail and natural area development along the Saline Branch will increase connectivity between AMBUCS Park and several other UPD facilities including Crystal Lake Park, Chief Shemauger Park, Judge Webber Park, and the Hickory Street Site as well as producing a regional connection to the west.

**Loop Trail Between Parks:** Walking and biking juxtaposition and proximity between AMBUCS Park, Chief Shemauger Park, and the Hickory Street Site provide an opportunity for the creation of a shared use loop trail between these areas.

**Loop Trail Within Park:** Developing a loop trail within AMBUCS Park will allow visitors to experience the park's many amenities while increasing opportunities for trail linkages to nearby parks.

## CONSTRAINTS

**Contiguous Neighborhoods:** AMBUCS Park is bordered on only one small side (west) by residential development. Most other contiguous areas present a difficult crossing or barrier for visitors. This arrangement underscores the need for adequate trail facilities in this area.

**Crossing University Avenue:** University Avenue presents a difficult crossing for neighborhoods south of AMBUCS Park. Creating a safe and accessible crossing location to ensure adequate connections for pedestrians and cyclists to this area would improve connectivity to Victory Park and other eastern and southern neighborhoods.



## 4.6 PRAIRIE PARK

Area	Location	Type
20 acres	Washington Street and Kinch Street	Community

### KEY ELEMENTS

- Benches (3)
- Lighting (22)
- Trash Cans (7)
- Water Fountain (1)
- Paved Trails (0.29 miles)

### AMENITIES

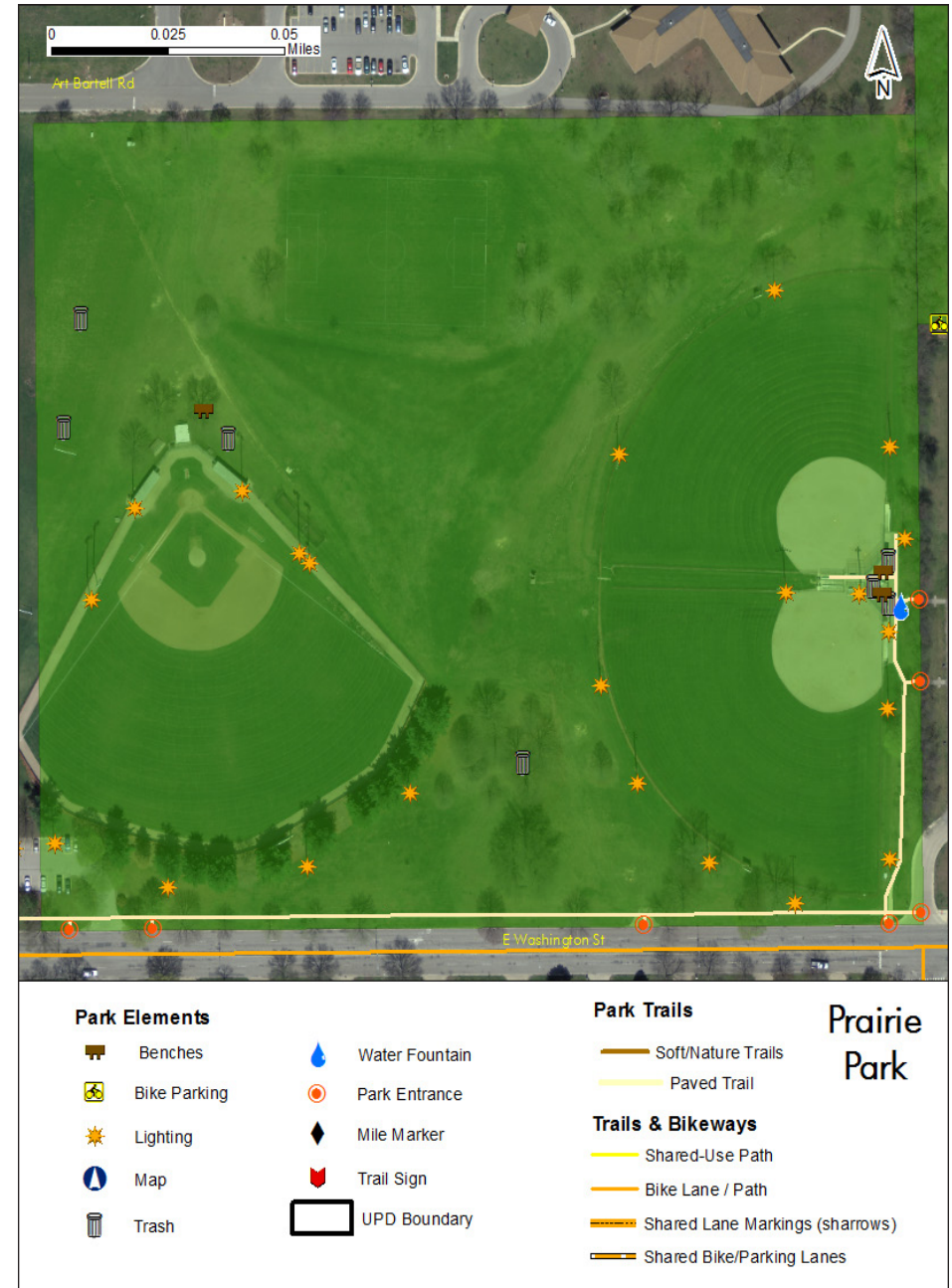
- Recreational Facilities
- Open Space
- Parking



Signage near Prairie Park entrance.



Picnic tables were recently added at Prairie Park to allow people to gather and hold activities.







## OPPORTUNITIES

**Bicycle Connectivity:** Victory Park is located within cycling distance from Prairie Park via Lierman Avenue and Main Street. Furthermore, Prairie Park is connected to existing bicycle infrastructure to the south via Washington Street and Kinch Street linking to Lohmann Park.

**Access to Neighborhoods:** Prairie Park is accessible to many nearby residential neighborhoods. Likewise, existing and future bicycle paths will connect cyclists traveling from slightly further distances such as Lohmann Park and southern, western, and northern neighborhoods.

**Loop Trail Between and Within Parks:** Walking and biking juxtaposition and proximity between Prairie Park, Weaver Park, Canaday Park and the Brookens Sports Complex provide an opportunity for the creation of an accessible, shared use loop trail between these areas. Furthermore, developing a loop trail within Prairie Park will improve visitor interaction with recreational facilities and open space while increasing opportunities for trail linkages to nearby parks and neighborhoods.



Softball field, Prairie Park.



## 4.7 BROOKENS SPORTS COMPLEX

Area	Location	Type
11 acres	Washington Street and Lierman Avenue	Community

### KEY ELEMENTS

- Benches (3)
- Bike Parking (3)
- Lighting (20)
- Trash Cans (3)
- Paved Trails (1.2 miles)

### AMENITIES

- Basketball
- Recreational Facilities
- Open Space
- Parking
- Restrooms
- Soccer Fields



Bicycle parking at the Brookens Center Gym.



Shared-use path along the west side of Lierman Avenue adjacent to the Brookens Sports Complex.







## OPPORTUNITIES

**Bicycle Connectivity:** Victory Park is located within cycling distance from the Brookens Sports Complex via Lierman Avenue and Main Street. Furthermore, the Brookens Sports Complex is connected to existing bicycle infrastructure to the south via Washington Street and Kinch Street linking to Lohmann Park.

**Access to Neighborhoods:** The Brookens Sports Complex is accessible to many nearby residential neighborhoods. Likewise, existing and future bicycle paths will connect cyclists traveling from slightly further distances such as Lohmann Park and southern, western, and northern neighborhoods.

**Loop Trail Between and Within Parks:** Walking and biking juxtaposition and proximity between the Brookens Sports Complex, Prairie Park, Weaver Park, and Canaday Park provide an opportunity for the creation of an accessible, shared use loop trail between these areas. Furthermore, developing a loop trail within the Brookens Sports Complex will improve visitor interaction with recreational facilities and open space while increasing opportunities for trail linkages to nearby parks and neighborhoods.



Family bicycling on Art Bartell Road adjacent to the north side of the Brookens Sports Complex.



## 4.8 CANADAY PARK

Area	Location	Type
3 acres	300 block of South Lierman Avenue	Community

### KEY ELEMENTS

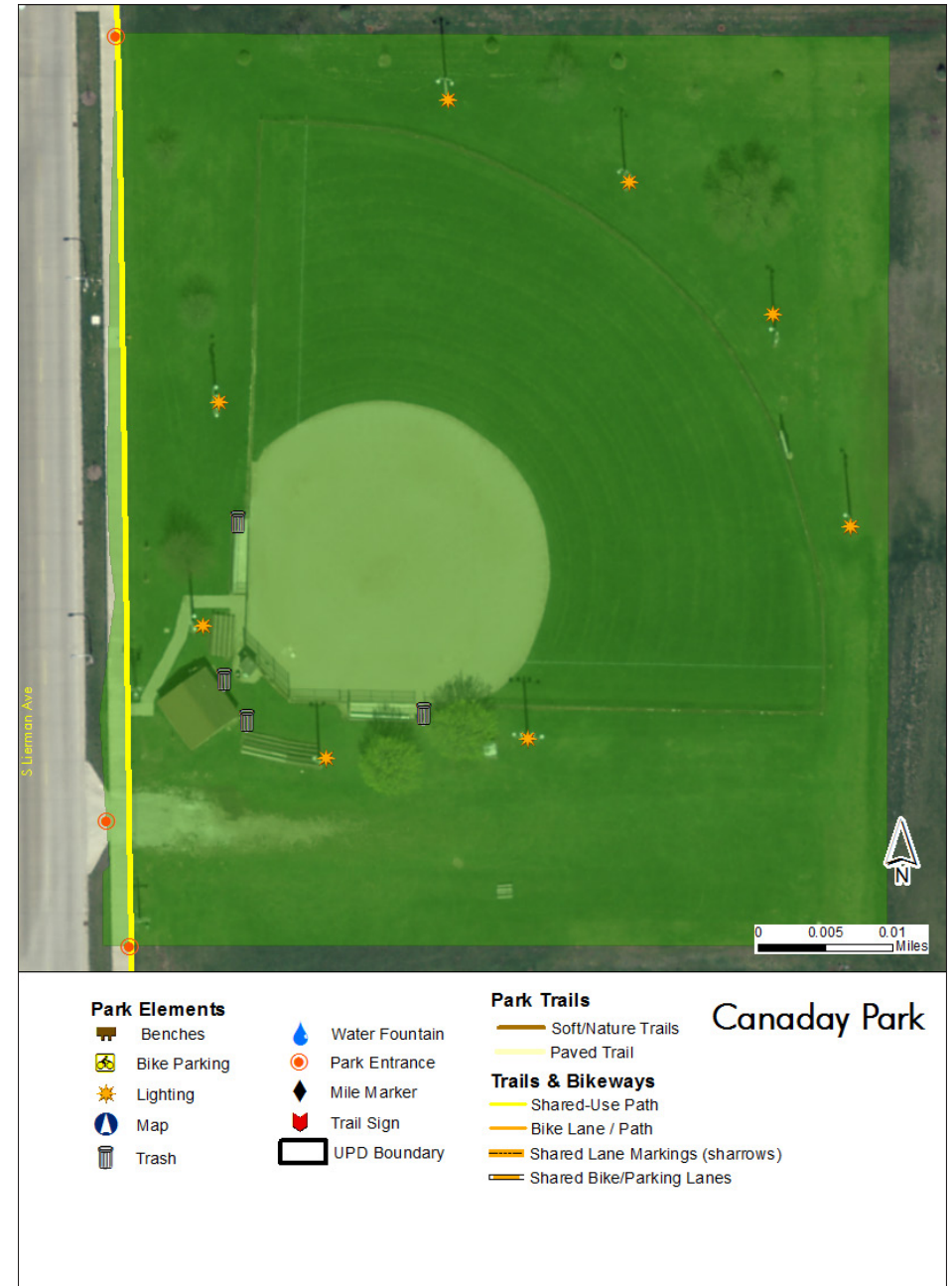
- Lightning (3)
- Trash Cans (4)
- Paved Trails (0.01 miles)

### AMENITIES

- Recreational Facilities (baseball / softball)
- Parking



Softball field, Canaday Park.





## OPPORTUNITIES

**Bicycle Connectivity:** There are many parks located within cycling distance of Canaday Park including the Brookens Sports Complex, Prairie Park, Victory Park, AMBUCS Park, Weaver Park, and Lohmann Park. Furthermore, existing bicycle infrastructure along Lierman Avenue, Washington Street, Main Street, Philo Road, and Kinch Street provides a good starting point for closing bicycle network gaps between these parks.

**Loop Trails Between Parks:** Walking and biking juxtaposition and proximity between Prairie Park, Weaver Park, and Canaday Park provide an opportunity for the creation of a shared use loop trail between these three areas.

## CONSTRAINTS

**Access to Neighborhoods:** Canaday Park does not have direct access to neighborhoods from the west or the east. The park is bordered by Champaign County facilities on the east and north sides, and a manufacturing industry on the west.

**Area between Main Street and University Avenue:** There is currently no direct north-south connection from Canaday Park to AMBUCS Park where Lierman Avenue ends at Main Street and University Avenue. Primary barriers include the current active use of the Norfolk Southern rail line and existing land uses along University Avenue with no cut-throughs or sidewalks. All options for a safe crossing should be considered to ensure an adequate connection for pedestrians and cyclists between these areas.



## 4.9 LOHMANN PARK

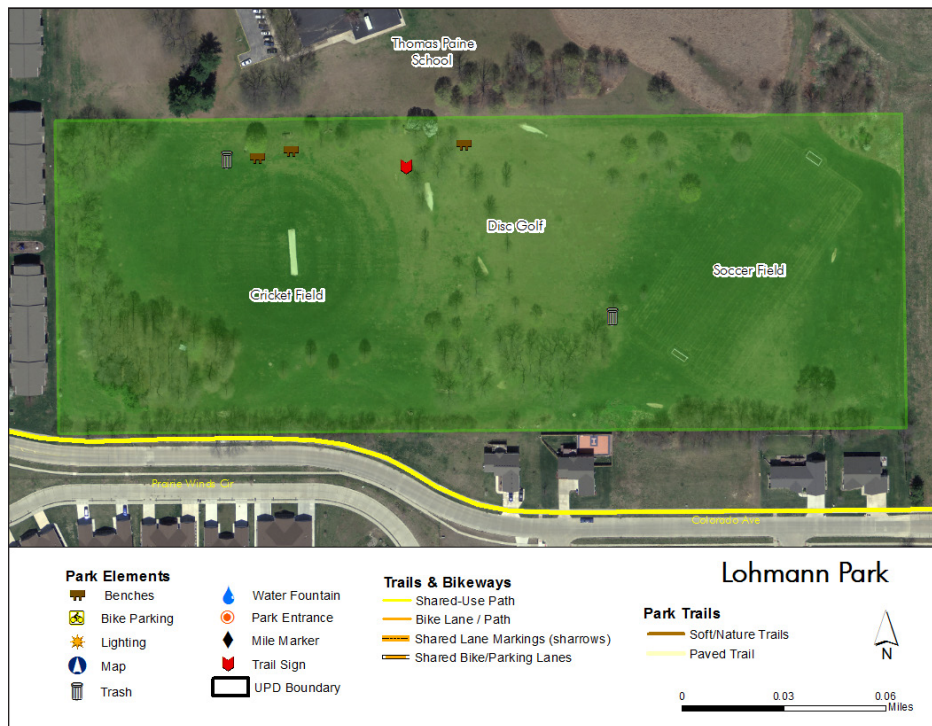
Area	Location	Type
15 acres	Between Colorado Avenue and Florida Avenue (south of Thomas Paine School)	Neighborhood

### KEY ELEMENTS

- Benches (3)
- Trail Sign (1)
- Trash Cans (2)

### AMENITIES

- Recreational Areas
- Open Space



Disc golf course, Lohmann Park.

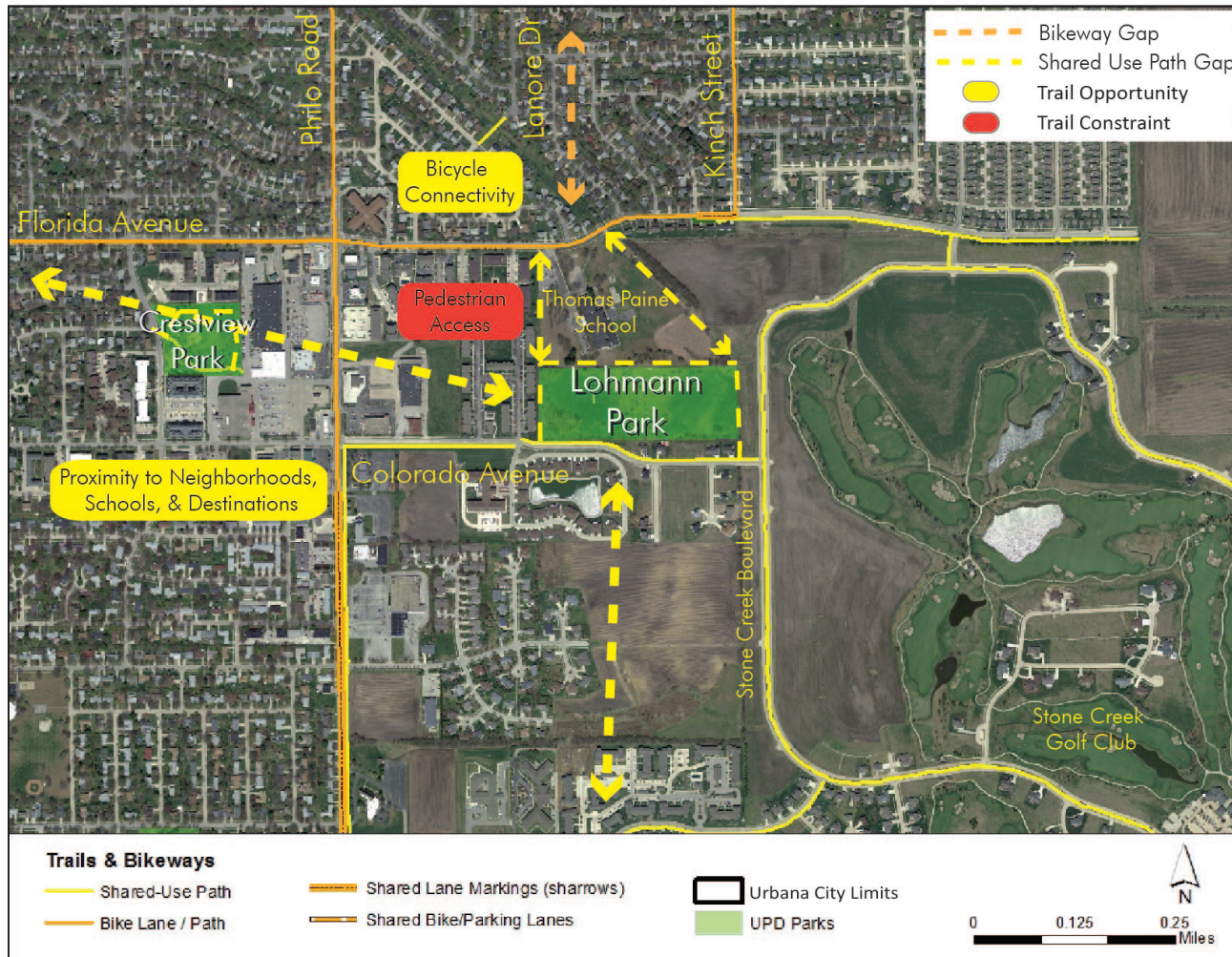


Sitting area and open space, Lohmann Park.



Message board, Lohmann Park.





## OPPORTUNITIES

**Bicycle Connectivity:** Crestview Park is located within a half-mile cycling (and quarter mile walking) distance from Lohmann Park. Furthermore, existing bicycle infrastructure along Florida Avenue, Philo Road, Kinch Street, and Colorado Avenue present connection opportunities to slightly further UPD facilities including Prairie Park, Weaver Park, and Larson Park.

**Proximity to Neighborhoods, Schools, & Destinations:** Lohmann Park is accessible to nearby residential neighborhoods, with Crestview Park located within a quarter-mile walking distance from the park's western edge. Likewise, commercial areas along Philo Road are within walking and cycling distance and are relatively well connected by existing trail facilities.

## CONSTRAINTS

**Pedestrian Access:** Lohmann Park is not currently accessible via sidewalks or shared use paths from the north near Florida Avenue and Thomas Paine School. Coupled by only sparse residential developments to the south and the east, enhanced northern accessibility will serve to better connect the park to local neighborhoods.



## 4.10 CHIEF SHEMAUGER PARK

Area	Location	Type
13 acres	1000 Block of Kerr Avenue	Neighborhood

### KEY ELEMENTS

- Benches (2)
- Bike Parking Locations (2)
- Lighting (6)
- Trail Sign (1)
- Trash (2)
- Paved Trails (0.29 miles)

### AMENITIES

- Recreational Facilities
- Open Space
- Parking



Urbana Park District Planning and Operations facility, Chief Shemauger Park.



Open space and recreational facilities, Chief Shemauger Park.





## OPPORTUNITIES

**Greenway Opportunities:** Trail and natural area development along the Saline Branch and Boneyard Creek will increase connectivity between Chief Shemauger Park and several other UPD facilities including Crystal Lake Park, AMBUCS Park, Judge Webber Park, Leal Park, Patterson Parklet, Phillips Recreation Center, and the Hickory Street Site as well as producing a regional connection to the University of Illinois.

**Loop Trail Between Parks:** Walking and biking juxtaposition and proximity between Chief Shemauger Park, AMBUCS Park, and the Hickory Street Site provide an opportunity for the creation of a shared use loop trail between these areas.

**Loop Trail Within Park:** Developing a loop trail within Chief Shemauger Park will allow visitors exposure to all of the park's amenities while increasing opportunities for trail linkages to nearby parks.

## CONSTRAINTS

**Crossing University and Cunningham:** Both University Avenue and Cunningham Avenue present difficult crossing areas for neighborhoods south and west of Chief Shemauger Park. Creating safe and accessible crossing locations to ensure adequate connections for pedestrians and cyclists to this area assists in connecting this park to local neighborhoods as well as developing potential regional trail networks along the Norfolk Southern rail line.



## 4.11 BLAIR PARK

Area	Location	Type
11 acres	Vine Street and Florida Avenue	Neighborhood

### KEY ELEMENTS

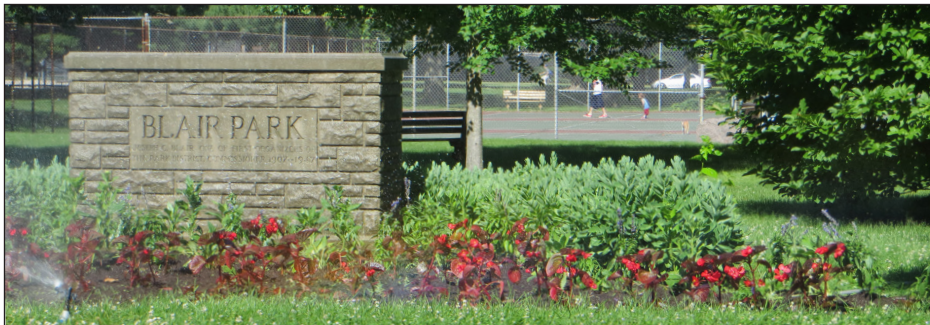
- Benches (9)
- Bike Parking Locations (2)
- Lighting (22)
- Trash Cans (8)
- Water Fountain (2)
- Paved Trails (0.38 miles)

### AMENITIES

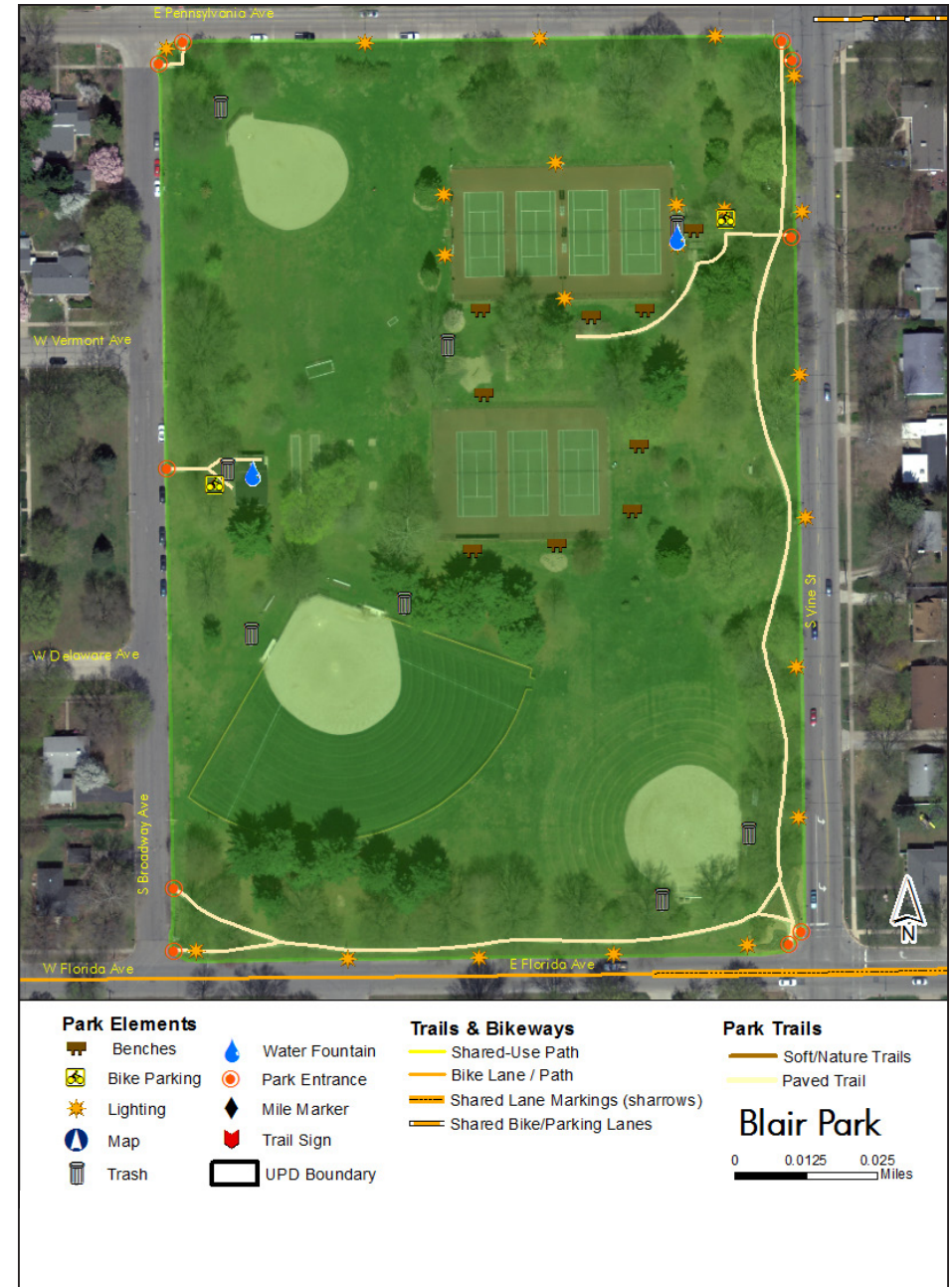
- Recreational Facilities
- Gardens
- Open Space
- Playgrounds
- Restrooms



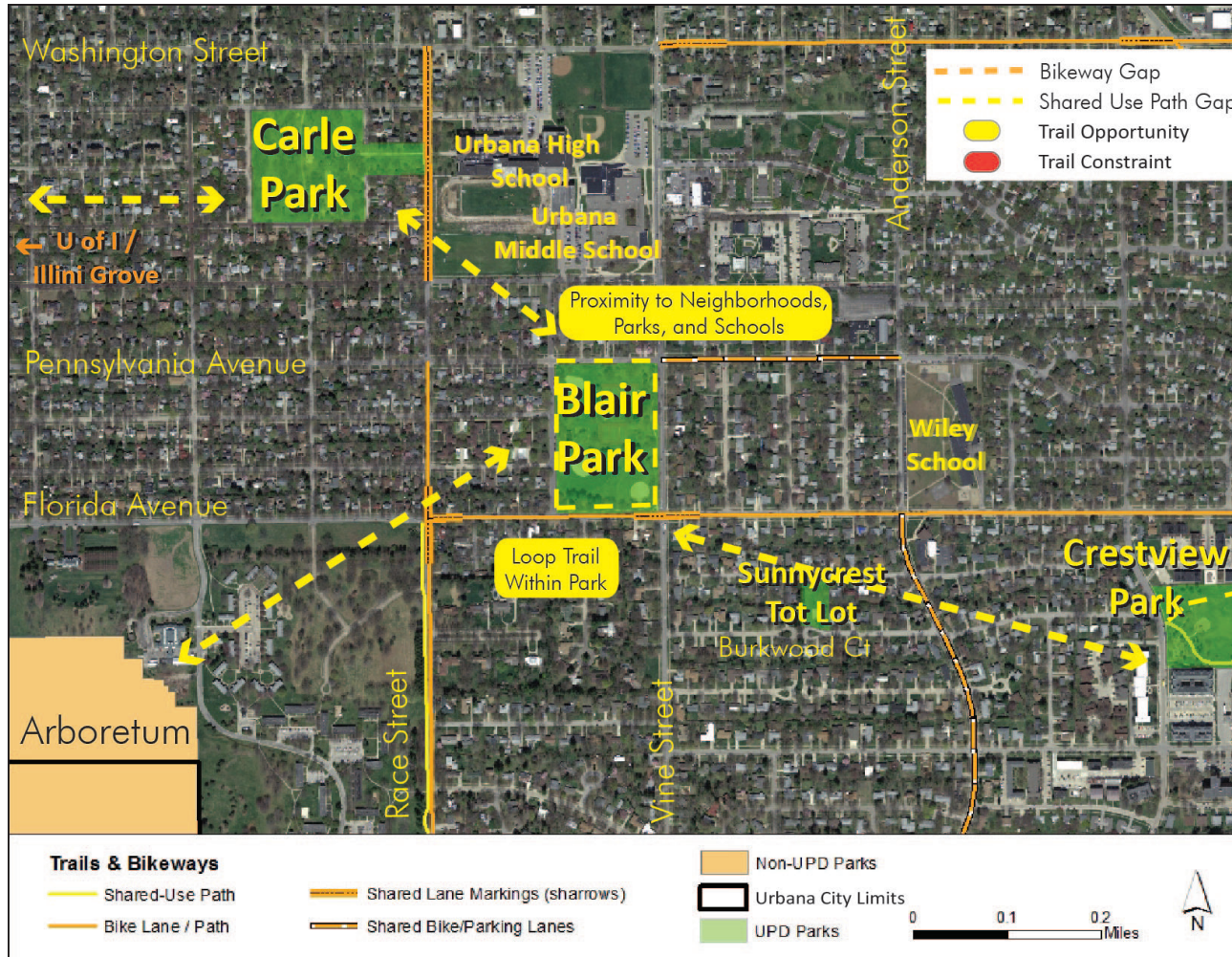
Tennis Court at Blair Park



A distinct entrance into Blair Park.







## OPPORTUNITIES

**Loop Trail Within Park:** Developing a loop trail within Blair Park would give visitors exposure to the park's many amenities while increasing opportunities for trail linkages to nearby parks: Sunnycrest Tot Lot, Crestview Park, Carle Park, and the [University of Illinois] Arboretum.

### Proximity to Neighborhoods, Parks, and Schools:

Blair Park is accessible to many nearby residential neighborhoods with Carle Park, Sunnycrest Tot Lot, Crestview Park, and the [University of Illinois] Arboretum located within walking distance. Likewise, bicycle path opportunities to the south west will benefit cyclists traveling from slightly further distances and Meadowbrook Park. Blair Park is also very close to Urbana Middle School, Urbana High School, and Wiley Elementary School.



## 4.12 CARLE PARK

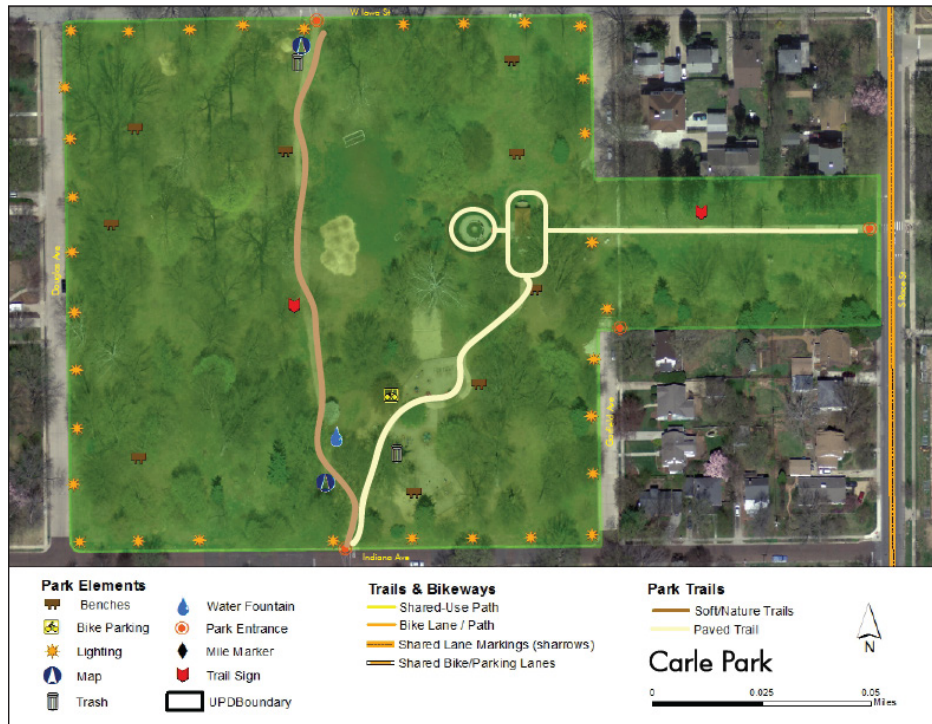
Area	Location	Type
11 acres	Indiana Avenue and Garfield Avenue	Neighborhood

### KEY ELEMENTS

- Benches (9)
- Bike Parking Location (1)
- Lighting (32)
- Maps (2)
- Trail Signs (2)
- Trash Cans (2)
- Water Fountain (1)
- Paved Trails (0.31 miles)
- Soft Trails (0.12 miles)

### AMENITIES

- Hickman Tree Walk
- Gardens
- Open Space
- Pavilions
- Playground
- Sculptures



Hickman Tree Walk, Carle Park.



Drinking fountain along nature trail and open space, Carle Park.





## OPPORTUNITIES

**Proximity to Neighborhoods, Parks, and Schools:** Carle Park is accessible to many nearby residential neighborhoods, Urbana High School, and Leal School. Blair Park, Sunnycrest Tot Lot, Crestview Park, [University of Illinois'] Illini Grove, and the [University of Illinois] Arboretum are also located within walking distance. Likewise, nearby bicycle path opportunities will benefit cyclists traveling from slightly further distances such as Phillips Recreation Center to the north and Meadowbrook Park to the south.



### 4.13 SOUTH RIDGE PARK

Area	Location	Type
11 acres	Myra Ridge Subdivision	Neighborhood

#### KEY ELEMENTS

- Benches (6)
- Trail Signs (5)
- Trash Cans (2)
- Paved Trails (0.73 miles)

#### AMENITIES

- Playground
- Trails
- Open Space



South Ridge Park entrance.

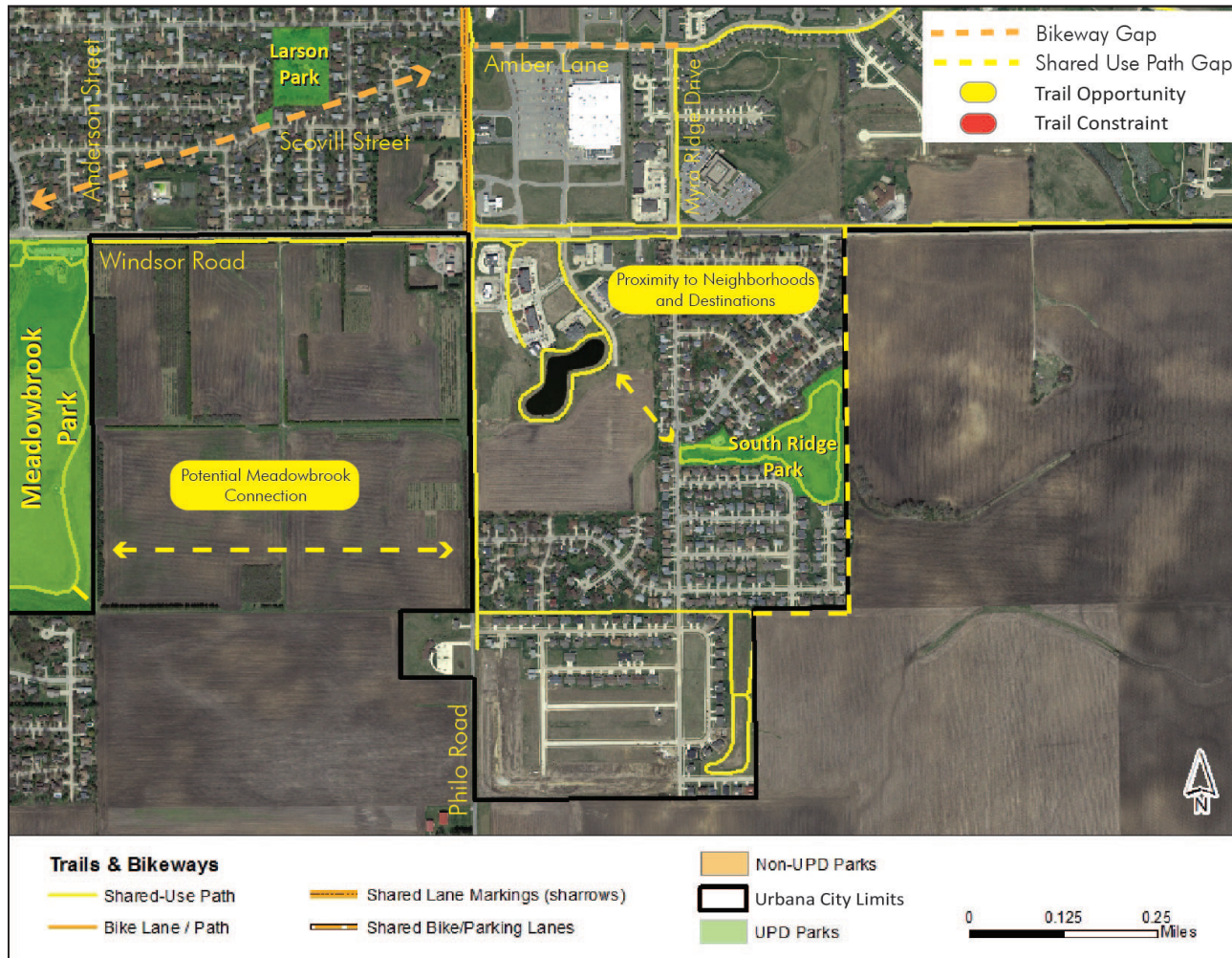


Paved trail along seating areas and open space, South Ridge Park.



South Ridge Park playground.





## OPPORTUNITIES

### Potential Meadowbrook Connection:

Developing a southern trail connection between Meadowbrook Park and South Ridge Park will increase connectivity within the UPD park system while providing enhanced accessibility options to residents of the Myra Ridge subdivision.

### Proximity to Neighborhoods and Destinations:

South Ridge Park is within a quarter-mile walking distance for residents of the Myra Ridge subdivision as well as visitors to The Pines retail center and other commercial- and service-based businesses along Philo Road and Windsor Road. Existing and future bicycle facilities will also provide access to visitors from slightly further distances.



## 4.14 KING PARK

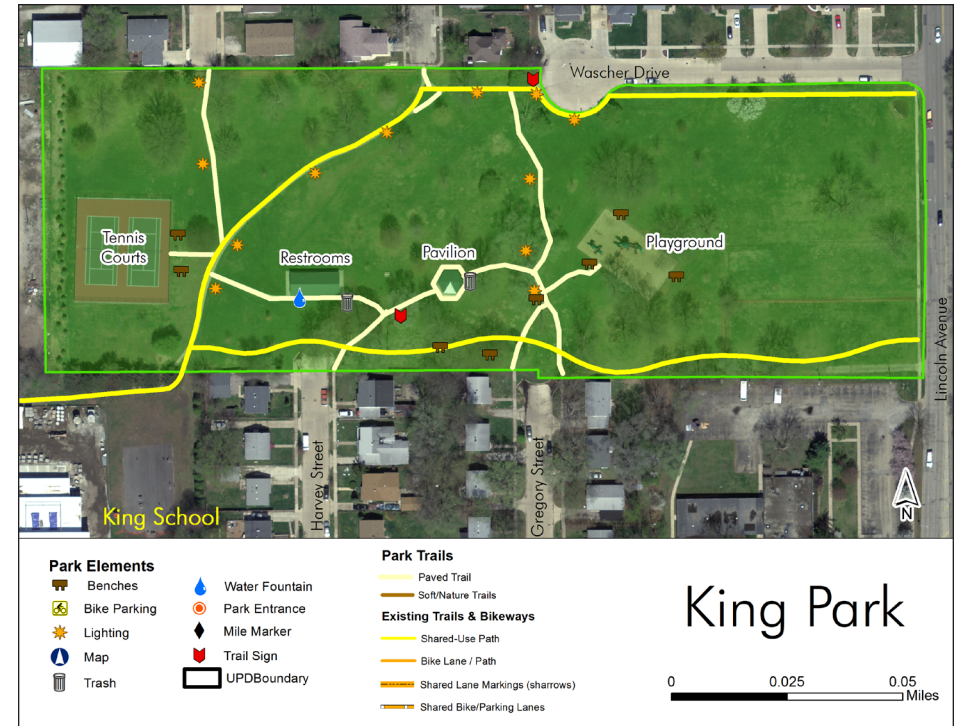
<b>Area</b> 8 acres	<b>Location</b> Near Lincoln Avenue and Fairview Avenue	<b>Type</b> Neighborhood
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### KEY ELEMENTS

- Benches (8)
- Lighting (12)
- Trail Signs (2)
- Trash Cans (2)
- Water Fountain (1)
- Paved Trails (0.64 miles)

### AMENITIES

- Pavilion
- Restrooms
- Tennis Courts
- Playground
- Parking

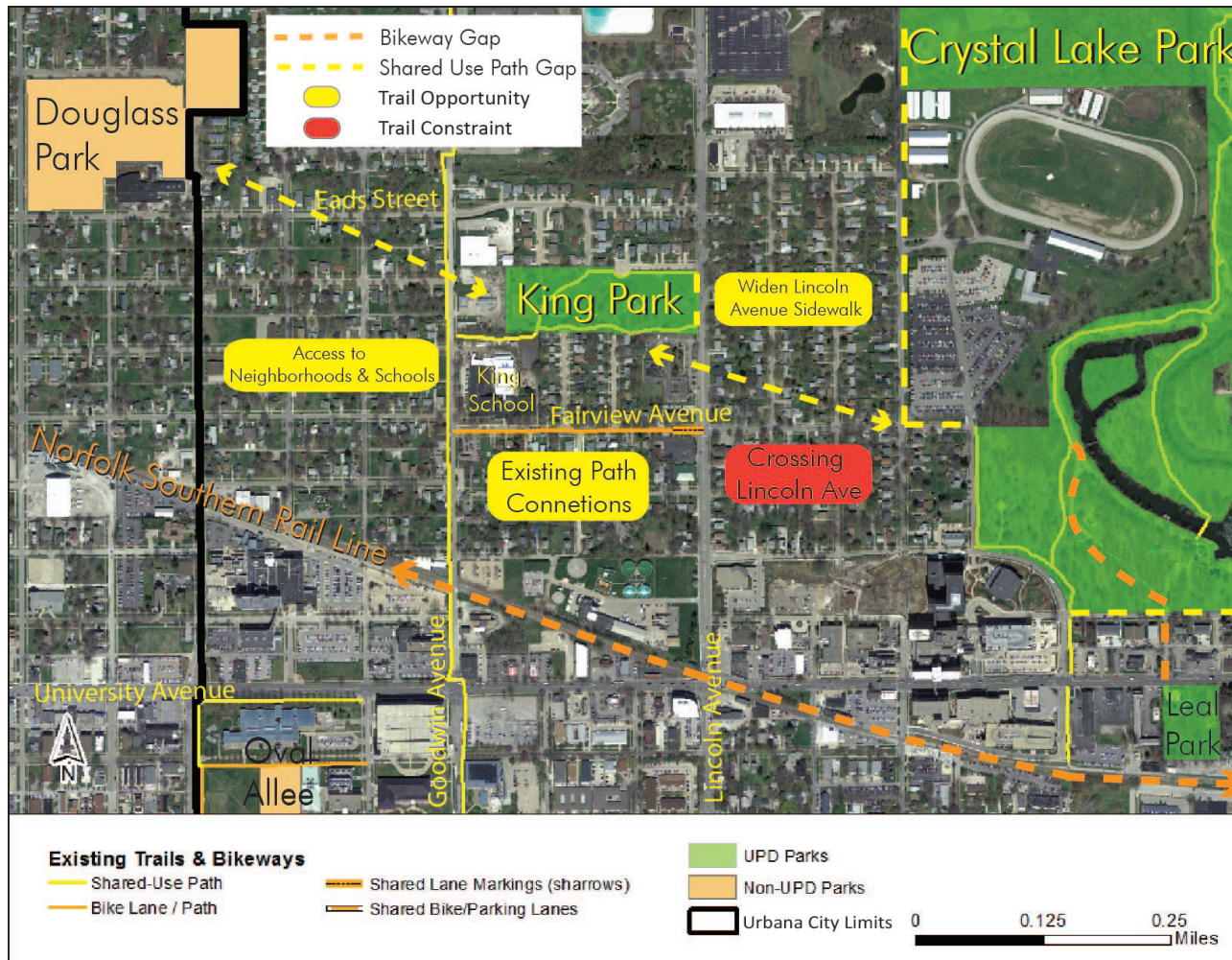


Paved trails connect King Park to nearby homes.



Paved path, pavilion, and playground (top center), King Park.





## OPPORTUNITIES

**Widen Lincoln Avenue Sidewalk:** The sidewalk on the west side of Lincoln Avenue also runs along the east side of King Park. Widening this sidewalk to a minimum 8' sidepath would create a full loop trail around King Park. Cooperation with the City of Urbana will be required.

**Walking & Biking:** Crystal Lake Park, a signature park that attracts both regional and neighborhood visitors, and Douglass Park (Champaign) are within both walking and biking distance of King Park. This proximity is an opportunity to link both locations. The Oval Allee, part of the University of Illinois campus, is also located within biking distance.

**Access to Neighborhoods & Schools:** King School is located adjacent to King Park with direct access points for pedestrians and cyclists. The park also offers recreational amenities to a large number of residences within the surrounding neighborhood.

**Access to Shared-Use Paths/Bikeways:** Shared-use paths along Goodwin Avenue and bike lanes and routes along Fairview Avenue are important links for neighborhood residents to access the park while offering the opportunity to build further connections to Crystal Lake Park.

## CONSTRAINTS

**Crossing Lincoln Avenue:** Park visitors accessing King Park on foot or by bicycle from the east can only cross the arterial Lincoln Avenue at a signalized intersection on Fairview Avenue, which is south of King Park.

**Connectivity to Crystal Lake:** Although King Park and Crystal Lake Park are located within walkable and bikable distances from one another, there are currently no shared-use paths connecting the two locations.



## 4.15 CRESTVIEW PARK

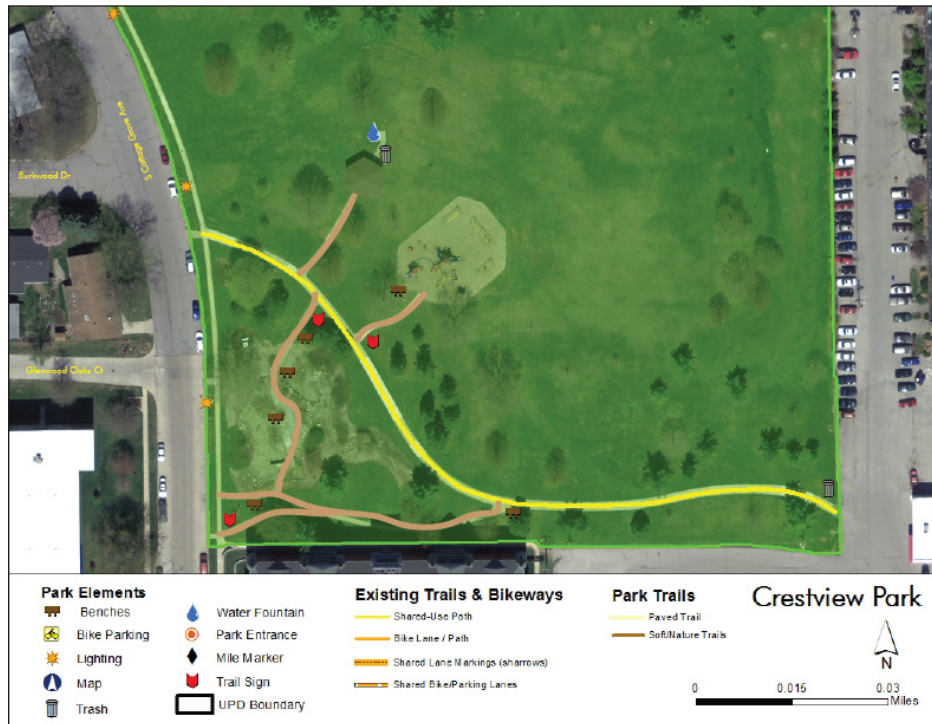
Area	Location	Type
6 acres	Cottage Grove Avenue and Burkwood Drive	Neighborhood

### KEY ELEMENTS

- Benches (6)
- Lighting (3)
- Trail Signs (3)
- Trash Cans (2)
- Water Fountain (1)
- Paved Trails (0.36 miles)

### AMENITIES

- Gardens
- Open Space
- Paths
- Pavilion
- Playground
- Recreational Facilities

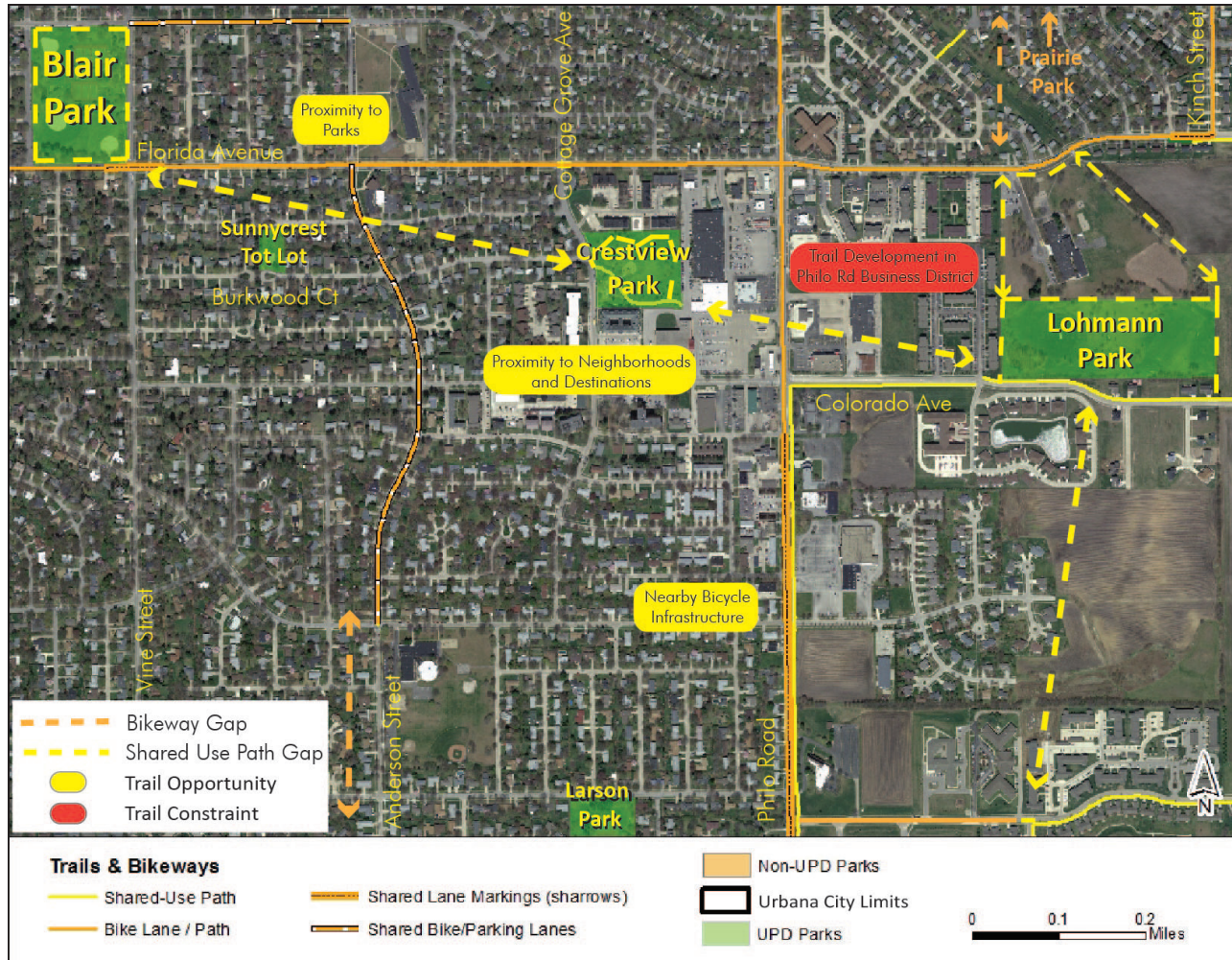


Drinking fountain, pavilion, and waste facilities, Crestview Park.



Paved trail passing by a playground and open space, Crestview Park.





## OPPORTUNITIES

**Loop Trail Within Park:** Developing a loop trail within Crestview Park would give visitors exposure to the park's many amenities while increasing opportunities for trail linkages to nearby parks: Sunnycrest Tot Lot, Blair Park, and Lohmann Park.

**Proximity to Neighborhoods and Destinations:** Crestview Park is accessible to Blair Park, Sunnycrest Tot Lot and Lohmann Park (located within a quarter-mile walking distance) as well as many nearby residential neighborhoods. Likewise, Crestview Park is situated directly to the west of the Philo Road Business District. Furthermore, bicycle path opportunities to the north, east, and west will connect cyclists traveling from slightly further distances.

## CONSTRAINTS

**Philo Road Business District:** Philo Road underwent a road diet in 2008, reducing the number of lanes (and thus the crossing distance). Additionally, a mid-block crosswalk was added, Florida Avenue contains a stoplight with bike lanes, and there is a 4-way stop at Colorado Avenue. However, all of these favorable features have not yet been connected to an official trail or bikeway connection leading east and west through the Philo Road Business District toward Crestview Park. This is a constraint, because cooperation is needed from the landowners to implement such a trail.



## 4.16 LARSON PARK (FORMERLY WHEATFIELD PARK)

Area	Location	Type
5 acres	McHenry Street and Combes Street	Neighborhood

### KEY ELEMENTS

- Benches (8)
- Trash Cans (3)
- Water Fountain (1)
- Paved Trails (0.35 miles)

### AMENITIES

- Open Space
- Playgrounds
- Recreational Facilities



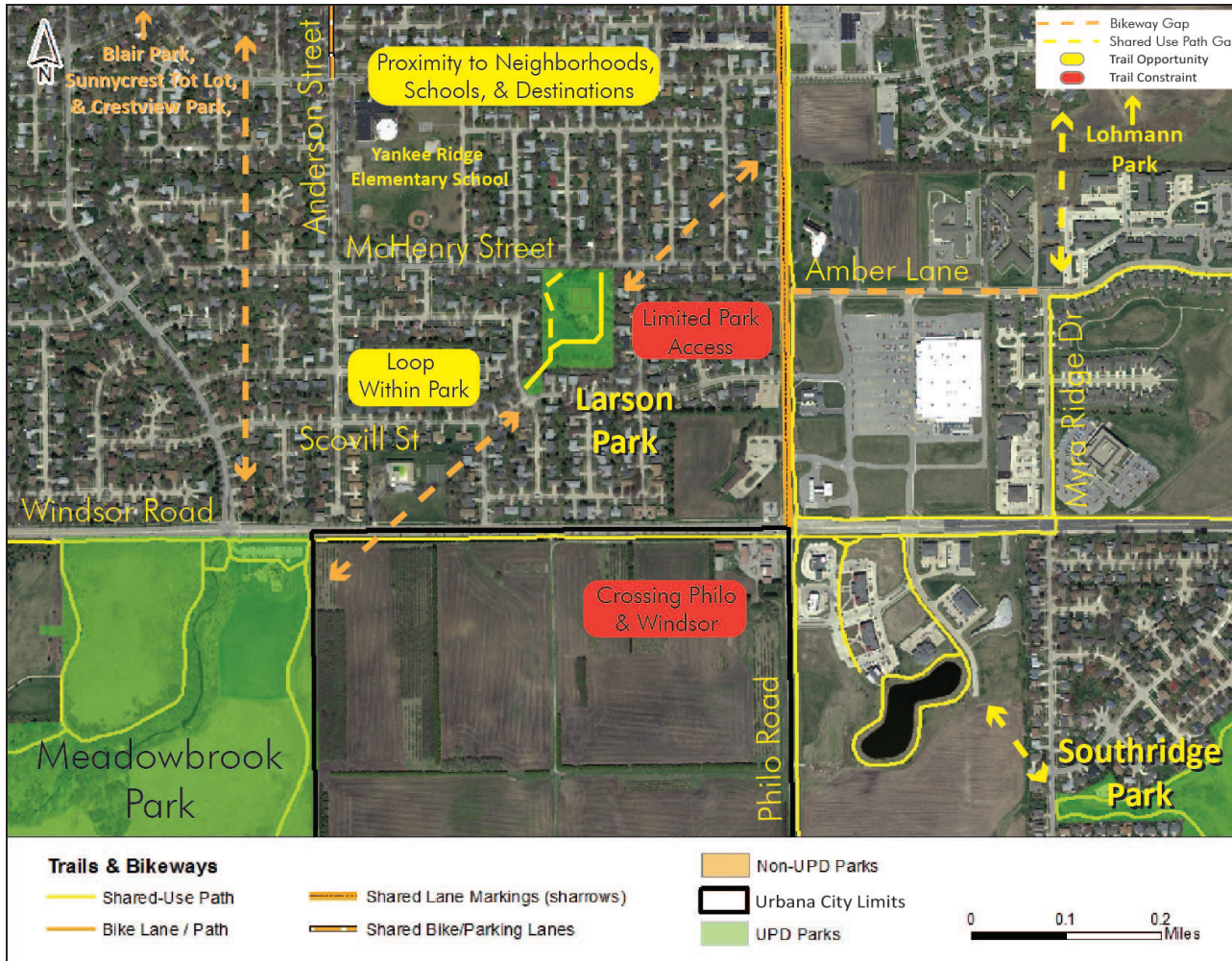
Entrance to Larson Park from McHenry Street (2015).



Refurbished tennis court and new playground, Larson Park (2015).







## OPPORTUNITIES

**Small Loop Within Park:** Developing a small loop trail within Larson Park will implement recommendations from this park's master plan, and meet neighbor preferences. It will also allow visitors adequate walking space and exposure to the park's amenities while increasing opportunities for trail linkages to nearby parks: South Ridge Park and Meadowbrook Park.

**Proximity to Neighborhoods, Schools, & Destinations:** Larson Park is located within a quarter-mile walking distance from Meadowbrook Park as well as nearby residential neighborhoods, Yankee Ridge Elementary School, and businesses along Philo Road and Windsor Road. Furthermore, bicycle path opportunities to the north and south will connect cyclists traveling from slightly further distances and connecting to Meadowbrook Park.

## CONSTRAINTS

**Crossing Philo & Windsor:** Both Philo Road and Windsor Road present a potentially difficult crossing for visitors. Ensuring safe and accessible crossing locations will promote adequate connections between Larson Park and other UPD facilities as well as surrounding destinations.



## 4.17 VICTORY PARK

<b>Area</b>	<b>Location</b>	<b>Type</b>
5 acres	Green Street and Lynn Street	Neighborhood

### KEY ELEMENTS

- Benches (8)
- Bike Parking Location (1)
- Lighting (4)
- Trail Sign (1)
- Trash Can (5)
- Water Fountain (1)
- Paved Trails (0.42 miles)

### AMENITIES

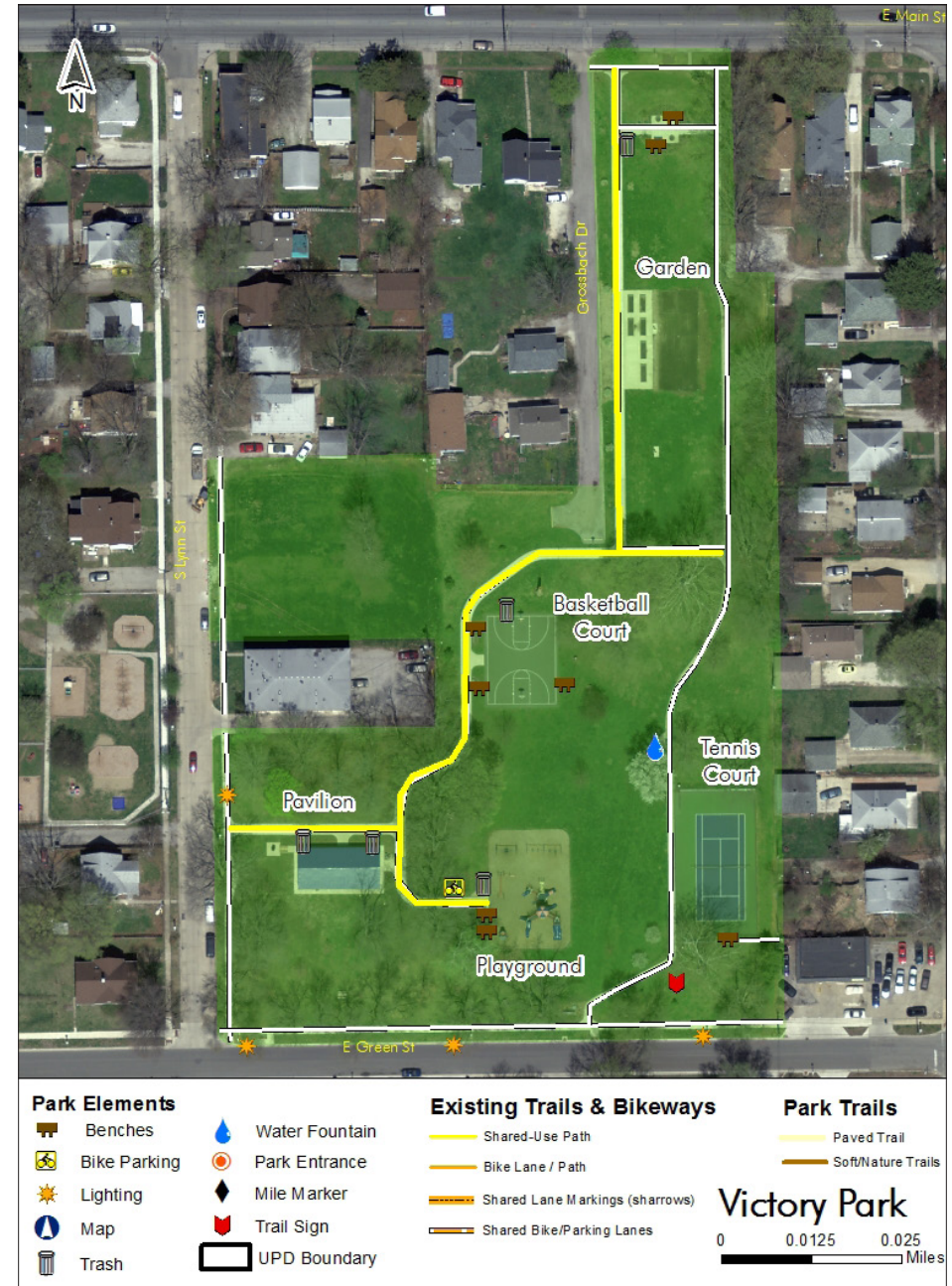
- Recreational Facilities
- Gardens
- Open Space
- Paths
- Pavilions
- Playground



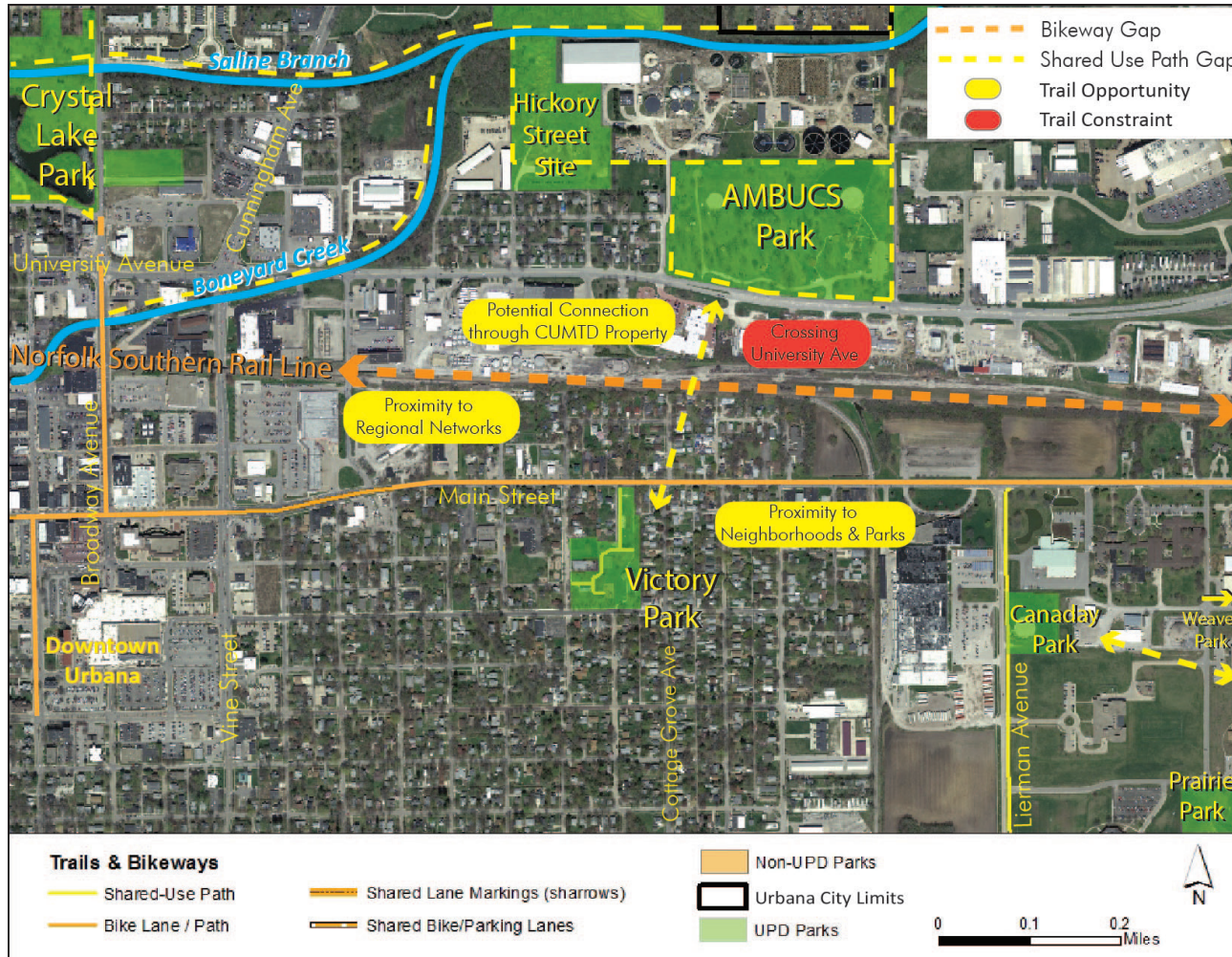
Bike parking and trail near a pavilion, Victory Park.



Sitting area along a paved park trail, Victory Park.







## OPPORTUNITIES

**Proximity to Regional Networks:** Victory Park is located one block from the Norfolk Southern rail line – a potential future Rail-Trail connection to Leal Park as well as regional destinations.

**Proximity to Neighborhoods & Parks:** Victory Park is located within a quarter-mile walking distance of AMBUCS Park while being immediately accessible from nearby residential neighborhoods. Furthermore, bicycle facilities to the north and west (Main Street) and shared use paths to the east (Lierman Avenue) provide very good connections for cyclists and pedestrians traveling from slightly further distances such as Phillips Recreation Center and Weaver Park respectively.

**Potential Connection through CUMTD Property:** The Champaign-Urbana Mass Transit District (CUMTD) is headquartered just south of University Avenue and north of the Norfolk Southern rail line within a critical area for linking Victory and AMBUCS parks. This location presents an opportunity to work with CUMTD to investigate the feasibility of providing access along the east side of their property.

## CONSTRAINTS

**Crossing University Avenue:** University Avenue presents a difficult crossing for visitors coming from the northern park areas: AMBUCS Park, Chief Shemauger Park, Judge Webber Park, and the Hickory Street Site. In particular, the difficulty of traversing the area between Main Street and University Avenue (especially the Norfolk Southern railroad tracks) to get from Victory Park to AMBUCS Park is high. Ensuring a safe and accessible crossing location will promote adequate connections between Victory Park and these northern UPD facilities as well as to surrounding destinations.

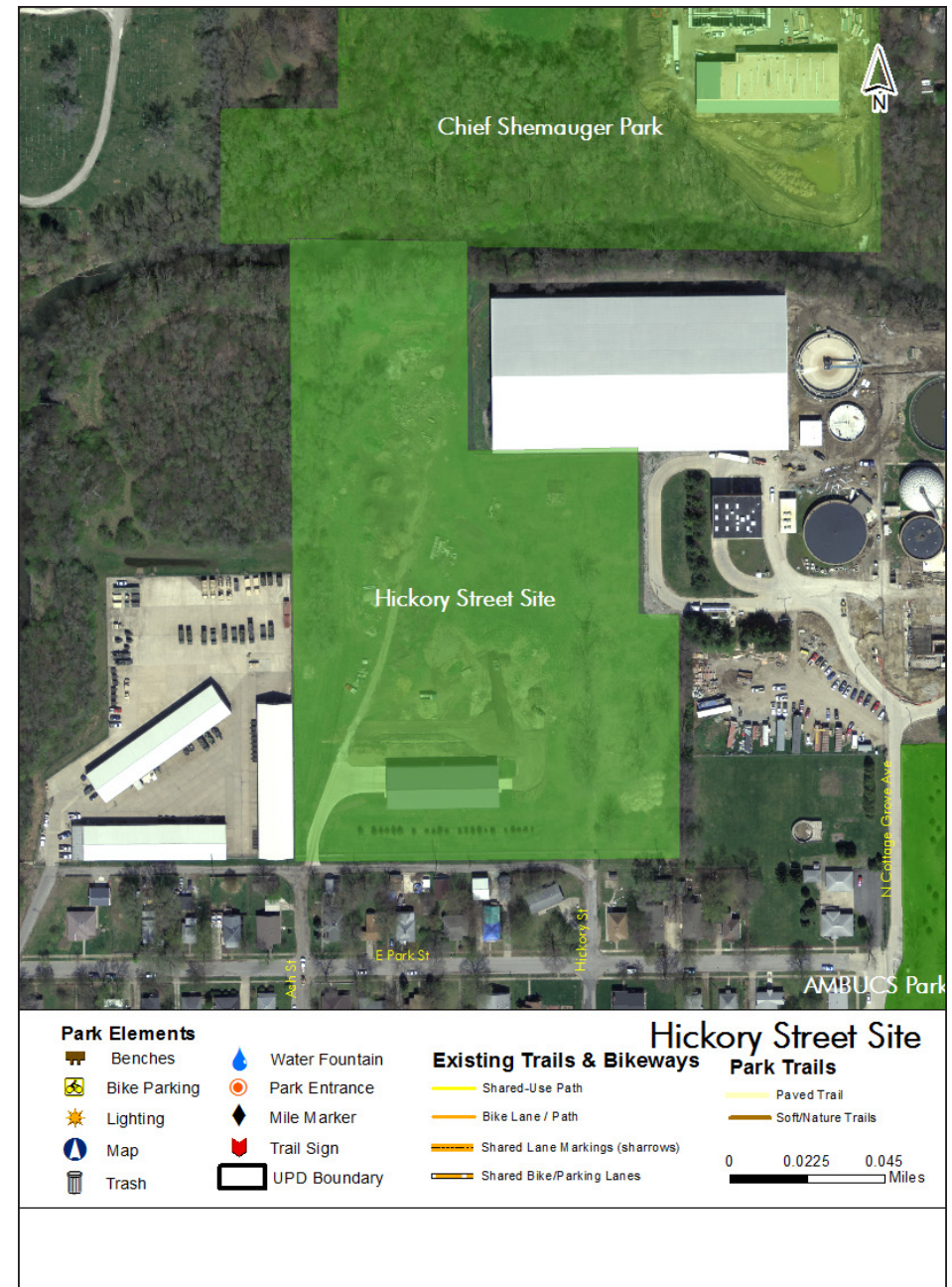


## 4.18 HICKORY STREET SITE

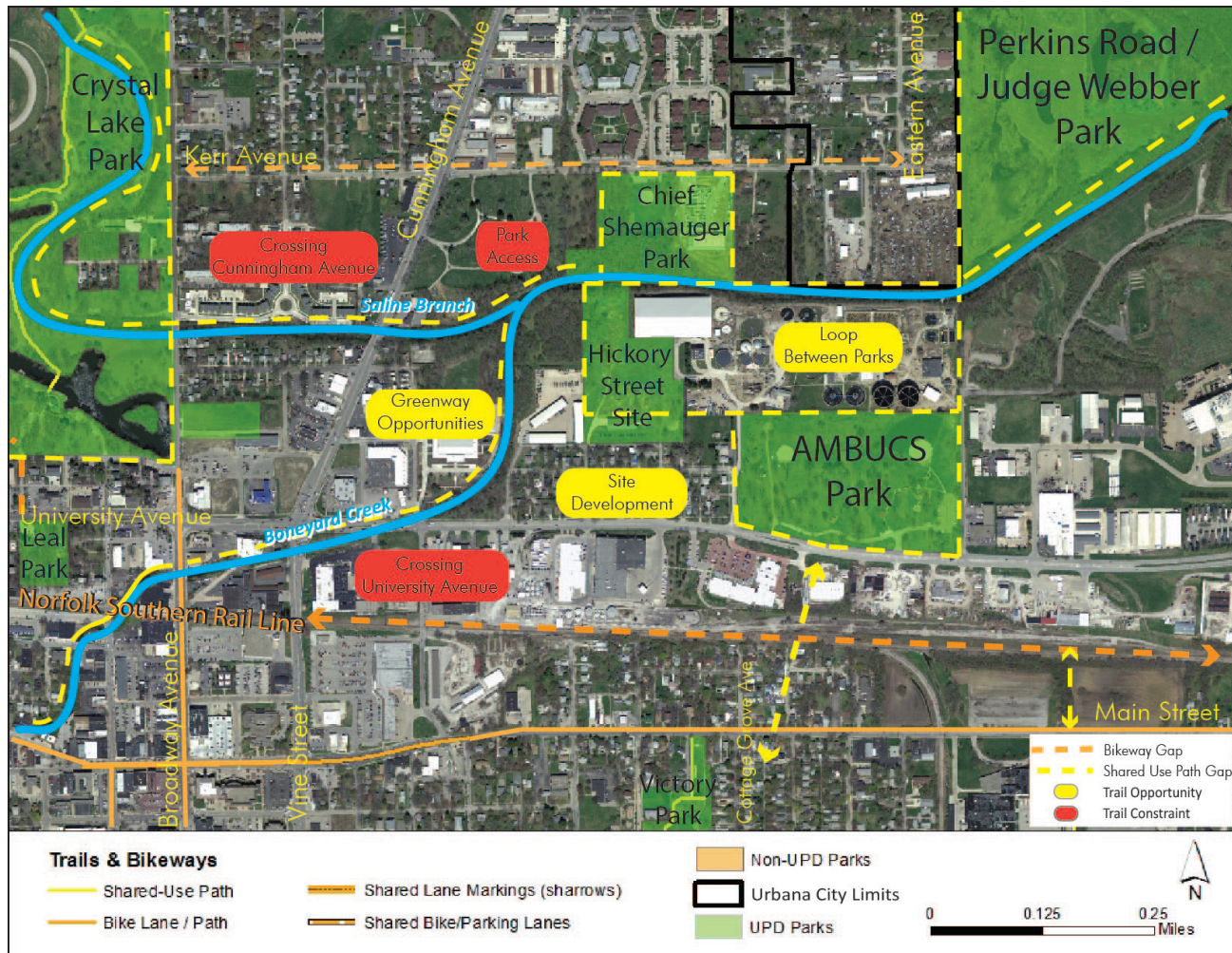
<b>Area</b>	<b>Location</b>	<b>Type</b>
10 acres	Hickory Street north of Park Street	Special Use Facility

### KEY ELEMENTS

- Park District Storage Facilities







## OPPORTUNITIES

**Greenway Opportunities:** Trail and natural area development along and across the Saline Branch and Boneyard Creek will increase connectivity between the Hickory Street Site and several other UPD facilities including Chief Shemauger Park, AMBUCS Park, Judge Webber Park, Crystal Lake Park, Patterson Parklet, and Phillips Recreation Center, as well as producing a regional connection to the University of Illinois.

**Loop Trail Between Parks:** Walking and biking juxtaposition and proximity between Chief Shemauger Park, AMBUCS Park, and the Hickory Street Site provide an opportunity for the creation of a shared use loop trail between these areas.

**Site Development:** The Hickory Street Site is developed for park district storage facilities. It does not support public access. However, its location near several other UPD facilities (Chief Shemauger Park, AMBUCS Park, Judge Webber Park, Victory Park, and Crystal Lake Park) as well as the Saline Branch, Boneyard Creek, and Norfolk Southern rail line present a wide array of development opportunities for the site. Trail linkages to nearby parks as well as regional trail and greenway networks should be a principal component of future site enhancements.

## CONSTRAINTS

**Park Access:** The Hickory Street Site does not have direct access to neighborhoods from the north, west, or the east. The park is bordered by Harvey and East Lawn Cemeteries to the north, the Boneyard Creek and a storage facility to the west, a treatment plant operated by the Urbana-Champaign Sanitary District to the east, and a small residential neighborhood to the south.

**Crossing University and Cunningham:** Both University Avenue and Cunningham Avenue present difficult crossing areas for neighborhoods south and west of the Hickory Street Site. Creating safe and accessible crossing locations to ensure adequate connections for pedestrians and cyclists to this area would assist in connecting this park to local neighborhoods as well as developing potential regional trail networks along the Norfolk Southern rail line.



## 4.19 LEAL PARK

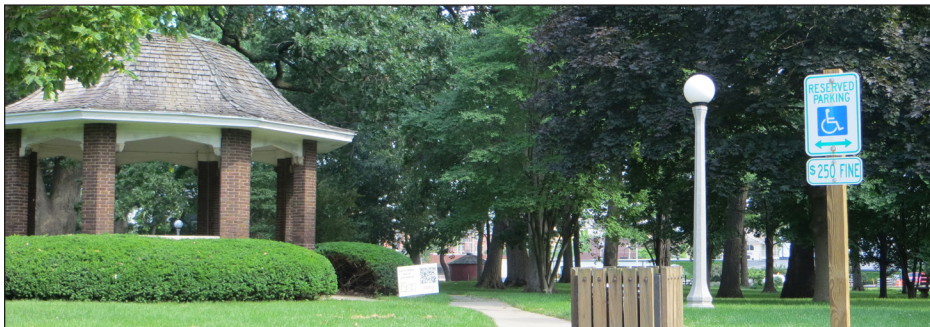
<b>Area</b>	<b>Location</b>	<b>Type</b>
3 acres	303 West University Avenue	Special Use Facility

### KEY ELEMENTS

- Benches (3)
- Lighting (7)
- Trash Cans (1)
- Paved Trails (0.3 miles)

### AMENITIES

- Paths
- Open Space



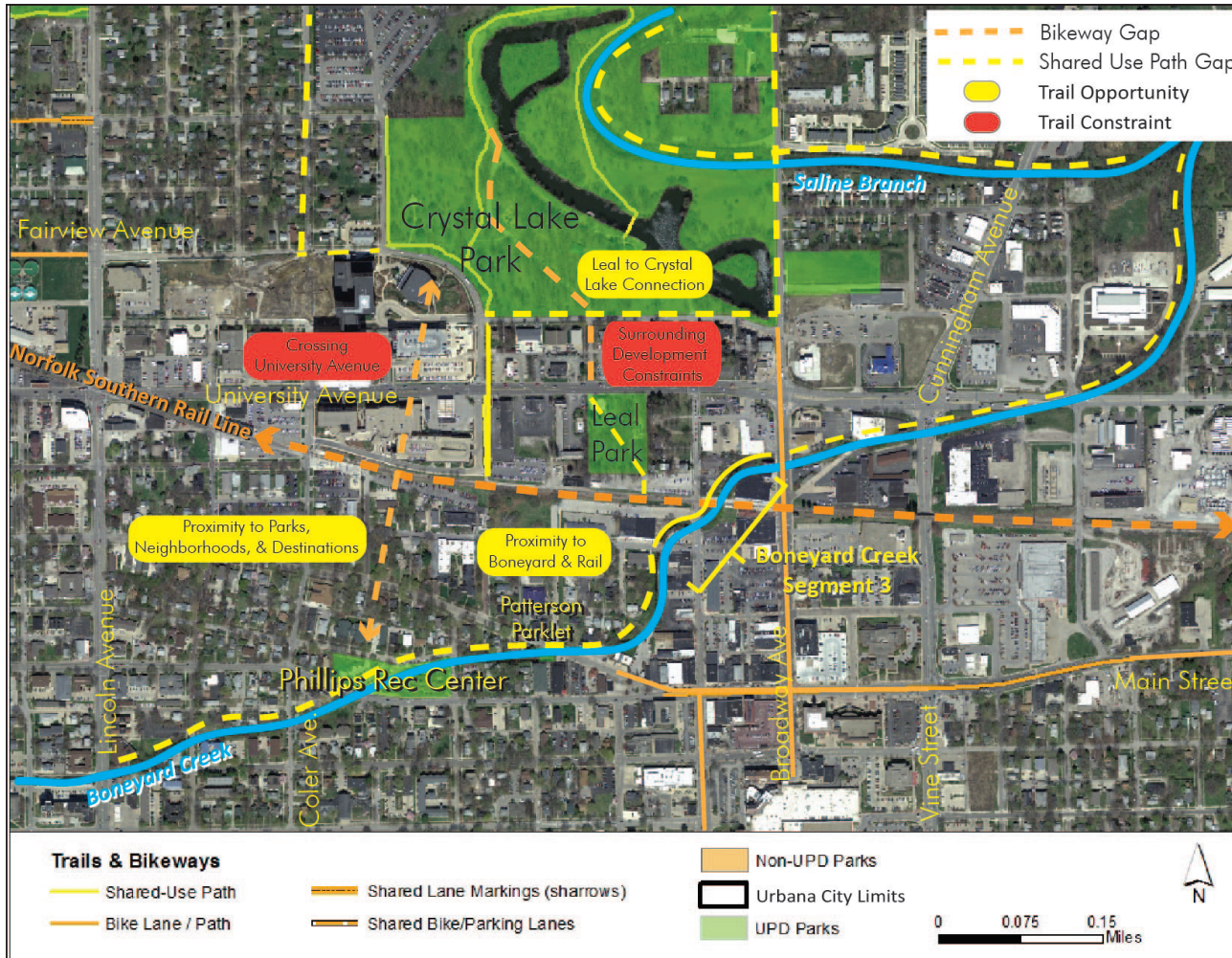
Lighted trail leading to a gazebo, Leal Park.



University Avenue bordering Leal Park to the north.







## OPPORTUNITIES

**Proximity to Parks, Neighborhoods, & Destinations:** Leal Park is located within a quarter-mile walking distance from many nearby residential neighborhoods, downtown Urbana, and UPD facilities including Crystal Lake Park, Phillips Recreation Center, and Patterson Parklet.

**Proximity to Boneyard & Rail:** Trail development along the Norfolk Southern rail line and Boneyard Creek has the potential to be both a local and regional amenity, bringing visitors from further away to Leal Park while offering a connection to other Urbana Park District facilities situated along these areas including Phillips Recreation Center,

Patterson Parklet, Chief Shemauger Park, the Hickory Street Site, Judge Webber Park, and Weaver Park. Segment 3 from the Boneyard Creek Master Plan is now built and provides trail facilities running near Leal Park along the creek from Griggs Street to Broadway Avenue.

**Leal to Crystal Lake Connection:** Leal Park is situated between the Carle main campus, Crystal Lake Park, and Downtown Urbana. A trail and bikeway connection using the Norfolk Southern rail line, widening the existing path through Leal Park, a potential protected crossing of University Avenue at Central Avenue, a potential bike boulevard on Central Avenue, sidepath on Park Street, and shared use of the Crystal Lake Park loop road by pedestrians, bicyclists, and vehicles would connect many destinations in a small area.

## CONSTRAINTS

**Crossing University Avenue:** Leal Park is bordered to the north by University Avenue (US 45/150), a five lane arterial, presenting a difficult crossing for visitors. All options for a safe crossing should be considered to ensure an adequate connection for pedestrians and cyclists to this area, working with the City of Urbana and IDOT; whether that be at Central Avenue, or existing stoplights at Broadway Avenue, Race Street, and/or McCullough Street.

**Surrounding Development Constraints:** Leal Park does not share any contiguous boundary with residential neighborhoods, with the exception of sparse residential development to the east. The rest of development surrounding Leal Park is commercial, with insufficient right-of-way along University Avenue to widen sidewalks to trails. This arrangement underscores the need for adequate trail facilities leading to this area, to allow people to access Leal Park on foot and bike – specifically along the Norfolk Southern rail line and Boneyard Creek.



## 4.20 PHILLIPS RECREATION CENTER

Area	Location	Type
2 acres	505 West Stoughton Street	Special Use Facility

### KEY ELEMENTS

- Bench (8)
- Lighting (9)
- Trail Signs (3)
- Trash Cans (2)
- Water Fountains (1)
- Paved Trails (0.36 miles)

### AMENITIES

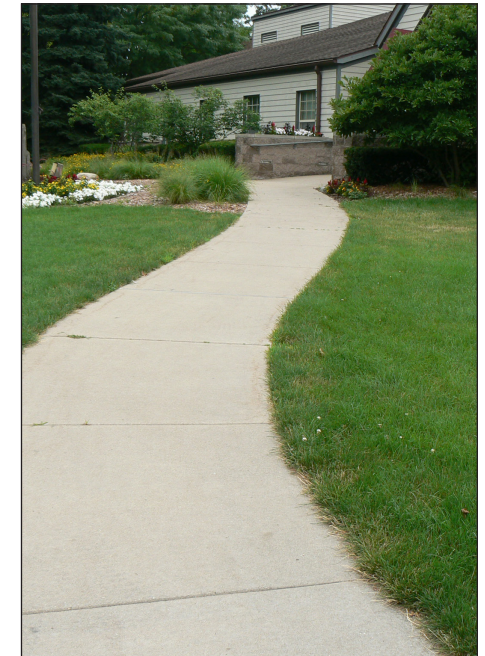
- Accessible Areas
- Recreational Areas
- Open Space
- Parking
- Pavilions
- Playgrounds
- Restrooms



Phillips Recreation Center front entrance.

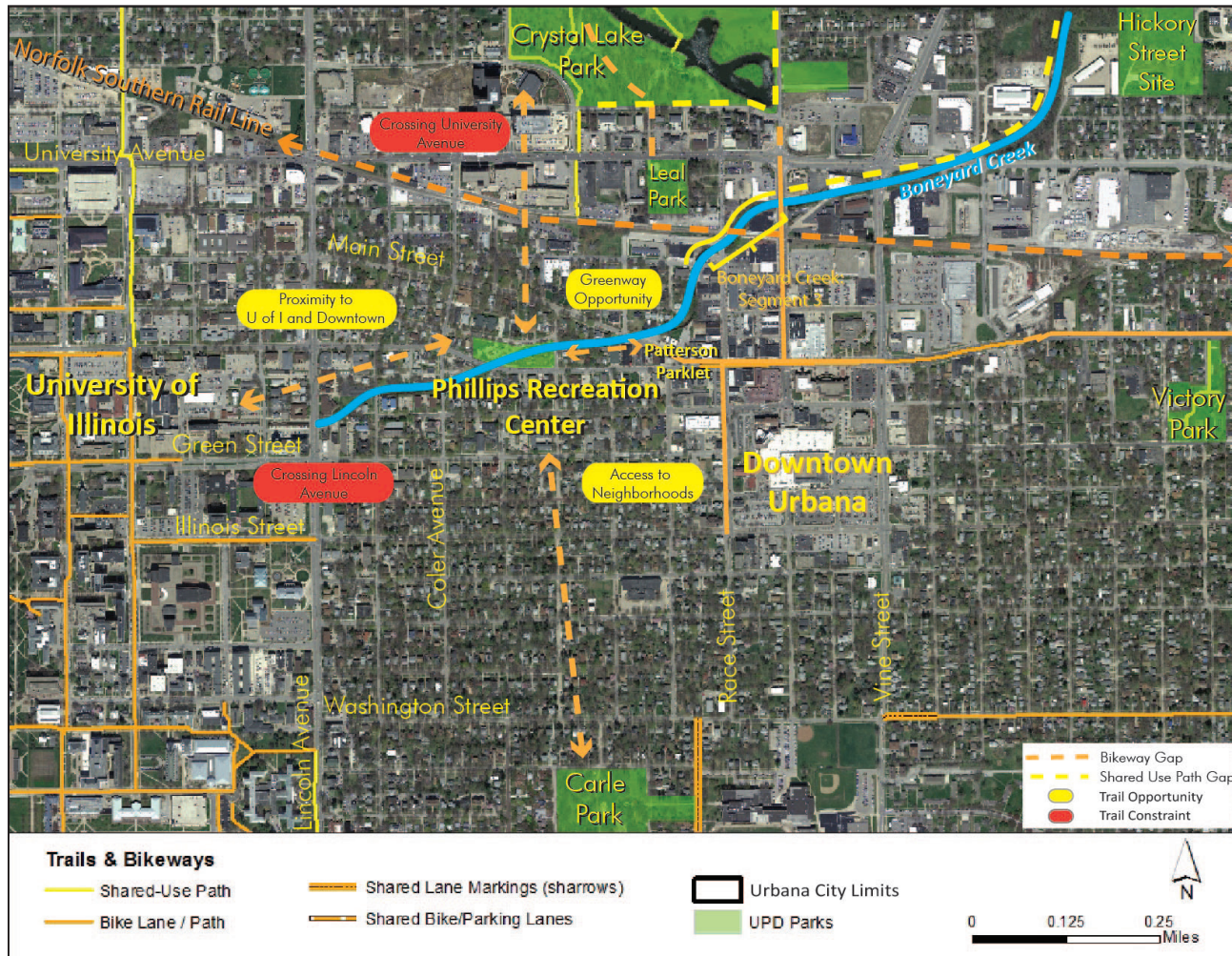


Bicycle parking near Stoughton Street, Phillips Recreation Center.



A view of Phillips Recreation Center (north side).





## OPPORTUNITIES

**Greenway Opportunity:** Park, trail and natural area development along the Boneyard Creek would connect Phillips Recreation Center to the University of Illinois and several UPD facilities including Patterson Parklet, Chief Shemauger Park, Leal Park, Judge Webber Park, and the Hickory Street Site as well as producing a regional connection to the northeast. Segment 3 from the Boneyard Creek Master Plan is currently under construction and will provide trail facilities running toward Phillips Recreation Center along the creek from Griggs Street to Broadway Avenue.

**Access to Neighborhoods:** Phillips Recreation Center is accessible to residential neighborhoods from all directions. Likewise, future bicycle paths will offer cycling connections to the University of Illinois, Downtown Urbana, and nearby UPD parks including Carle Park, King Park, Crystal Lake Park, Leal Park, and Victory Park.

## CONSTRAINTS

**Crossing Lincoln and University:** Crossing Lincoln Avenue and University Avenue may present increased difficulty for some pedestrians and cyclists. All options for a safe crossing should be continually evaluated to ensure an adequate connection between areas separated by these arterial streets and Phillips Recreation Center.

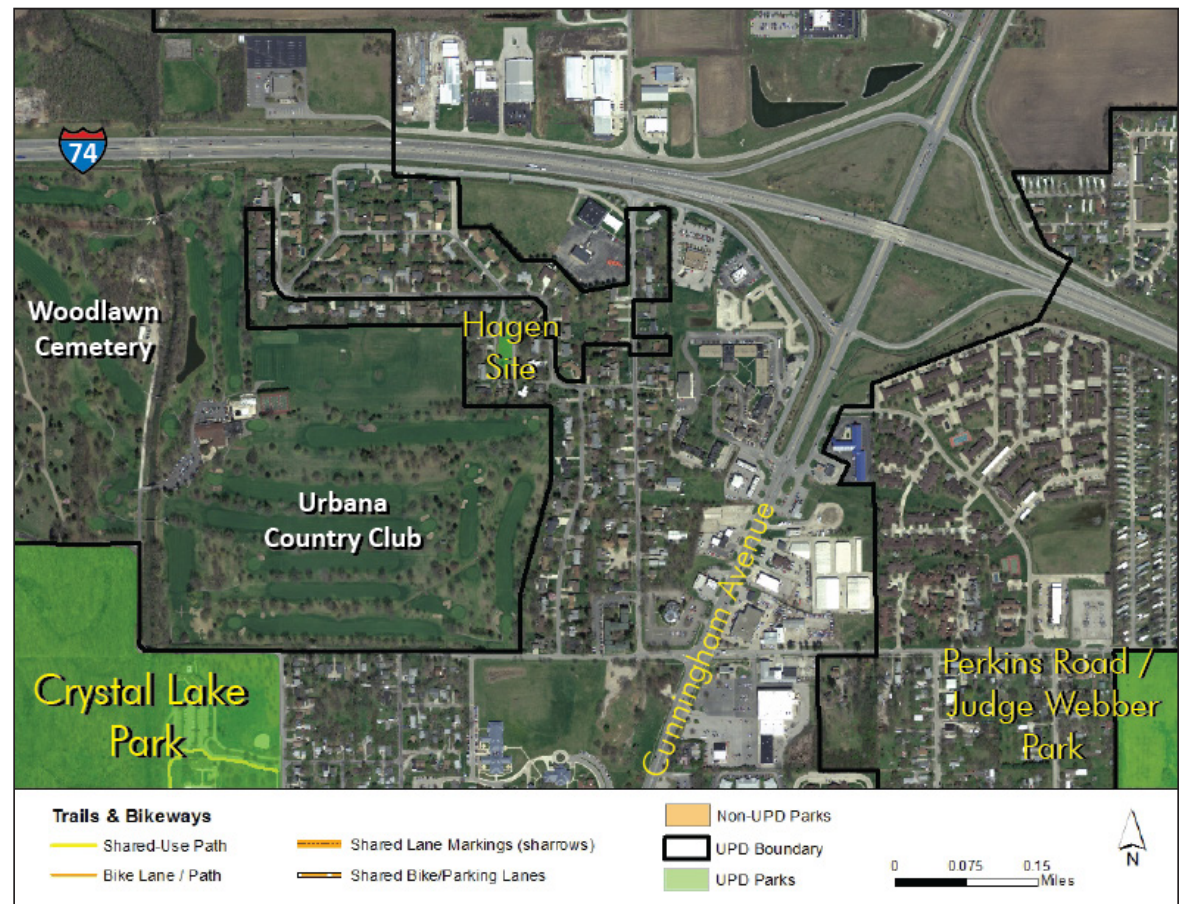


## 4.21 HAGEN SITE

Area	Location	Type
1 acre	Hagen Boulevard and GH Baker Drive	Special Use Facility

### KEY ELEMENTS

- Urbana Park District maintenance agreement





## 4.22 SUNNYCREST TOT LOT

Area	Location	Type
1 acre	Sunnycrest Court	Special Use Facility

### KEY ELEMENTS

- Trash Can (1)

### AMENITIES

- Playground
- Open Space



North entrance, Sunnycrest Tot Lot.



Sitting areas, open space, and playground (far center), Sunnycrest Tot Lot.







### OPPORTUNITIES

**Proximity to Parks, Neighborhoods:** Sunnycrest Tot Lot is bordered by residential neighborhoods and is located within a quarter-mile walking distance from UPD facilities including Blair Park and Crestview Park.



## 4.23 PATTERSON PARKLET

Area	Location	Type
<0.5 acres	300 Block of West Main Street	Special Use Facility

### KEY ELEMENTS

- Benches (2)
- Paved Trails (0.02 miles)

### AMENITIES

- Sitting Area



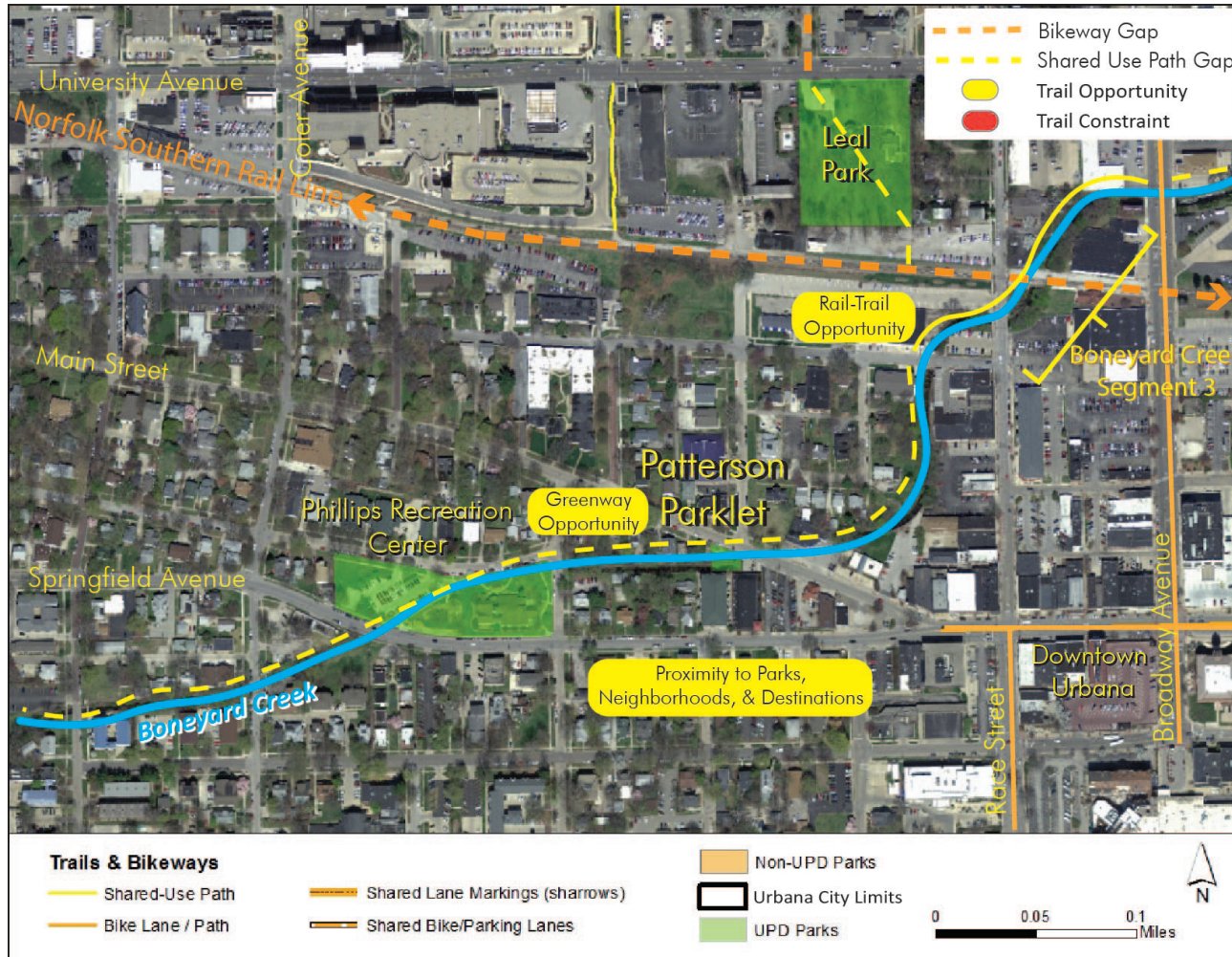
Looking south at Patterson Parklet.



Sitting areas at Patterson parklet.







## OPPORTUNITIES

### Proximity to Parks, Neighborhoods, & Destinations:

Patterson Parklet is bordered by nearby residential neighborhoods, Downtown Urbana, and Phillips Recreation Center.

**Greenway Opportunity:** The Boneyard Creek intersects with several UPD facilities including Patterson Parklet, Judge Webber Park, Chief Shemauger Park, the Hickory Street Site, and Phillips Recreation Center. Trail development along this area would connect all of these facilities.

**Rail-Trail Opportunity:** Trail development along the Norfolk Southern rail line stands to be both a local and regional amenity, bringing visitors within a block and a half of Patterson Parklet, while offering a connection to other Urbana Park District facilities situated along these areas including Chief Shemauger Park, the Hickory Street Site, Judge Webber Park, Leal Park and Weaver Park.

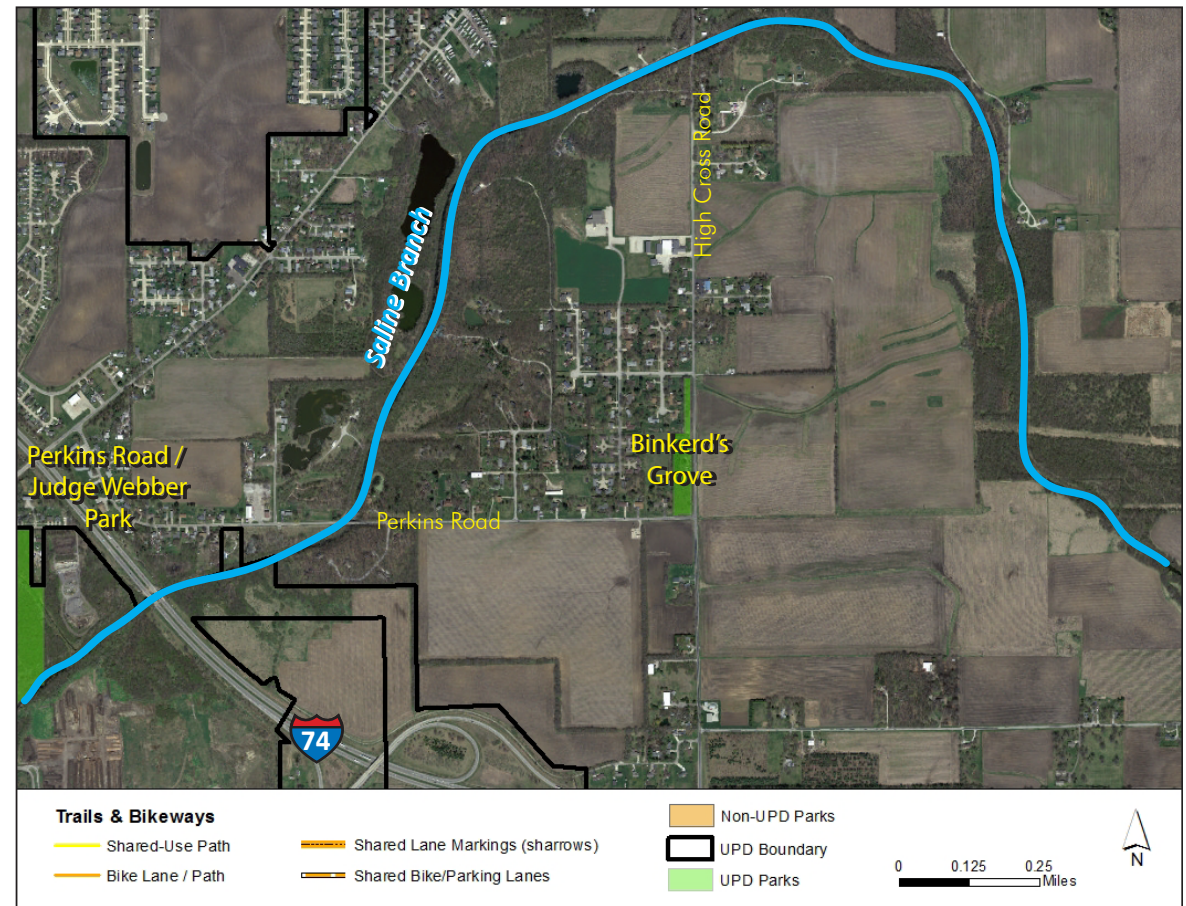
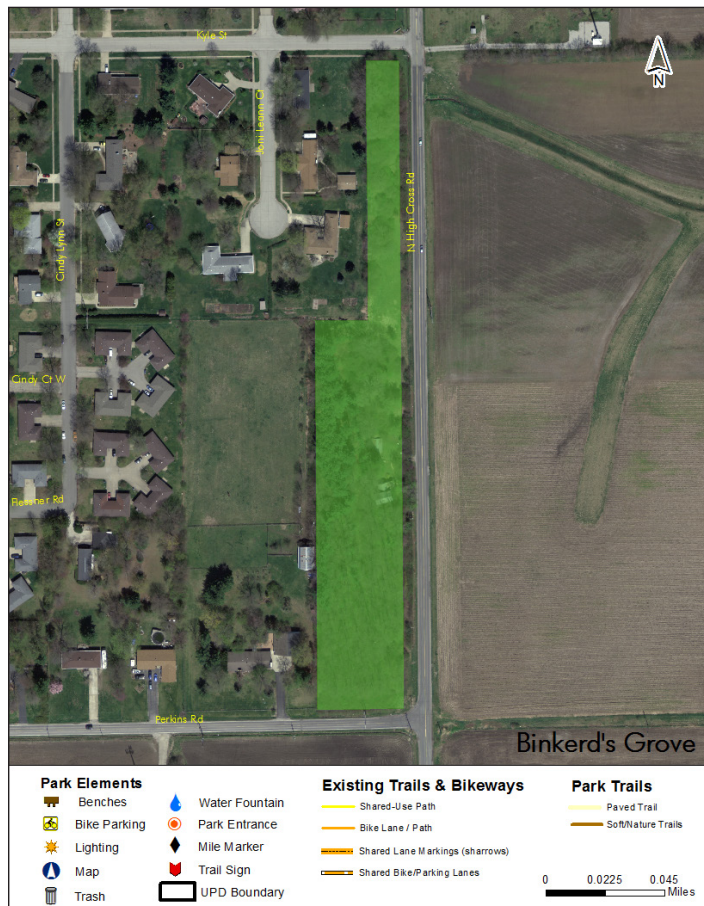


## 4.24 BINKERD'S GROVE

Area	Location	Type
4 acres	Perkins Road and High Cross Road	Natural Area

### KEY ELEMENTS

- Private Residence





## the urbana park district Mission

To improve the quality of life of Urbana's citizens through a responsive, efficient and creative park and recreation system.

## 5

# CREATING A VISION

The Urbana Park District's mission is to "improve the quality of life of Urbana's citizens through a responsive, efficient and creative park and recreation system." The Urbana Park District Strategic Plan formulated six "big moves" to maintain and enhance connectivity of area trails, one of which is to "continue with the collaborative development of a trail system including strong connections between present and future Urbana Park District parks, loop trails within parks and linkages with the regional trail system." These elements provide important focus and direction for preparing specific goals and objectives for this master plan within its broader vision to obtain a more integrated, better connected trail system for walking and bicycling within the community.

Each of the goals is under a specific theme. In addition to Goals and Objectives, a list of Performance Measures is included to evaluate achievements of the proposed objectives. All the Themes, Goals, Objectives, and Performance Measures are shown on the following tables.

A **theme** is the subject of a goal.

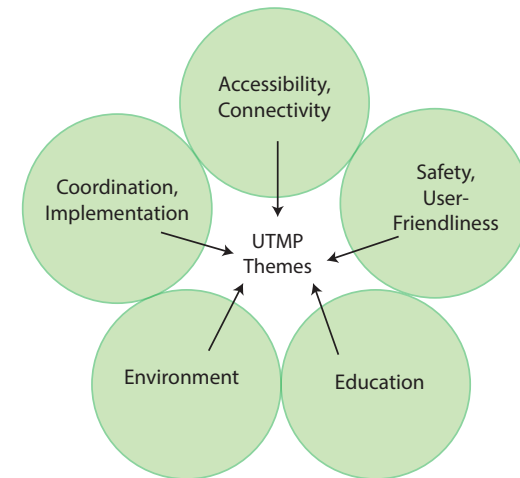
A **goal** is defined as an end state that describes an outcome the Urbana Park District wishes to achieve by implementing the Urbana Trails Master Plan.

**Objectives** are sub-goals that help organize the implementation of the plan into measurable and manageable parts.

**Performance measures** will help the Urbana Park District to track the progress of each objective over time.

Each of these elements, carefully crafted by the Urbana Park District Trails Master Plan steering committee, represent clear and concise directions for continued development of the trail system within the Urbana Park District.

Appendix B includes sheets for Urbana Park District staff to track the performance measures listed in this chapter.



**Figure 15** This diagram illustrates the themes used to define Goals and Objectives of the Urbana Trails Master Plan

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

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

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

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

*Goal 5: Coordinate the planning and implementation of all Urbana park trails system projects with the City of Urbana's Bicycle 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.*

**THEMES: ACCESSIBILITY, CONNECTIVITY**

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

Objectives	Performance Measures	Strategies	Responsible Parties
1. Provide regional trail connections from UPD trails to the Kickapoo Rail Trail by 2020.	a. Number of trail connections made to the regional trail network	i. Include connections to designated regional trails within Urbana Park District Capital Improvement Plan development. ii. Continue working with regional partners to develop and implement the Urbana Trails Plan.	Urbana Park District, City of Urbana, Champaign County Forest Preserve District, developers
2. Provide trail connections between parks and major destinations: - By 2020: - Downtown to Crystal Lake Park - By 2030: - Crystal Lake Park to Chief Shemauger Park - Chief Shemauger Park to Perkins Road Site - Weaver Park to Prairie Park	a. Number of trail connections made between parks and major destinations b. Number of trail connections made between parks	i. Include connections to designated parks within Urbana Park District Capital Improvement Plan development. ii. Continue working with local partners to develop and implement the Urbana Trails Plan.	Urbana Park District, City of Urbana, developers
3. Provide loop trails in parks: Crystal Lake Park by 2020; and AMBUCS, Prairie, and Weaver Parks by 2030.	a. Number of loop trails	i. Include loop trails in designated parks within Urbana Park District Capital Improvement Plan development.	Urbana Park District
4. Implement all of the short-term projects proposed in the Urbana Trails Master Plan by 2020.	a. Number of miles of new trail facilities	i. Create routes that connect to and through all UPD parks designated within the UTMP. ii. Take advantage of opportunities to develop off-street shared-use paths, using methods including but not limited to: working with railroads to develop bicycle facilities on or along rights-of-way, and acquiring property for trail facilities.	Urbana Park District, City of Urbana, developers, CUMTD, railroad companies
5. Complete a continuous trail/bikeway loop around Urbana by implementing the Urbana Green Loop by 2030.	a. Miles of loop trail infrastructure constructed	i. Take advantage of opportunities to develop off-street shared-use paths and trails, using methods including but not limited to: working with railroads to develop trail facilities on or along rights-of-way, and acquiring property that provides off-street connections between trail facilities. ii. Contribute to creating a continuous loop in the Champaign-Urbana urbanized area.	Urbana Park District, City of Urbana, developers, University of Illinois, railroad companies, City of Champaign



## THEMES: 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.**

Objectives	Performance Measures	Strategies	Responsible Parties
1. Add 2 new miles of trail facilities that provide the minimum number of amenities: benches, bike parking, lighting, maps, mile markers, trail signs, waste receptables, and water fountains.	a. Miles of new trails built with the minimum number of amenities	i. Seek grants for new trail facility construction and development.	Urbana Park District
2. Retrofit at least 1 mile of existing trails with the amenities listed in UTMP Chapter 4: Park Inventory and "Gap" Analysis, adhering to Champaign County Greenways and Trails Design Guidelines where applicable, by 2020.	a. Miles of existing trails retrofitted to meet minimum amenity standards	i. Set aside funding within the Urbana Park District Capital Improvement Plan for trail retrofits.	Urbana Park District, City of Urbana
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	i. Provide consistent trail signage and pavement markings.	Urbana Park District, City of Urbana
4. Provide covered bike parking at at least 3 designated parks and facilities by 2020.	a. Number of designated parks with covered bike parking installed	i. Seek grants to provide covered bike parking. ii. Set aside funding within the Urbana Park District Capital Improvement Plan for covered bike parking.	Urbana Park District
5. Partner with the Urbana Police Department to promote safety and security of existing and proposed trail facilities by 2016.	a. Police reports related to vandalism on park trails b. Police reports related to personal safety on park trails	i. Initiate a bicycle education program that includes information on personal safety.	Urbana Police Department, Urbana Park District, City of Urbana

## THEME: EDUCATION

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

Objectives	Performance Measures	Strategies	Responsible Parties
1. Produce and distribute a regularly updated map that includes existing trail facilities in Urbana at least every 3 years.	a. Frequency of map publication and distribution	i. Collaborate with mapping and distribution efforts of Champaign County Bikes (CCB). ii. Include Urbana Park District facilities. iii. Include facilities listed in the Champaign County Greenways and Trails (GT) Plan inventory.	Urbana Park District, Champaign County Bikes, Champaign County Regional Planning Commission
2. Distribute educational, encouragement, and enforcement materials focusing on trail accessibility and proximity at a minimum of 2 new public events per year by 2016.	a. Number of events with materials available b. Number of materials distributed	i. Distribute materials at annual events such as the Jazz Walk, Strawberry Jam, Turkey Trot, and MLK Jettie Rhodes Neighborhood Day. ii. Distribute materials at weekly or seasonal events, such as Neighborhood Nights.	Urbana Park District
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 b. Portion of all age ranges served	i. Partner on providing a Bike 101 class (up to 1 per semester) with Champaign County Bikes (CCB). ii. Provide specific programs for toddlers, youth, teens, seniors, etc. iii. Establish a presence at U of I Quad Day to reach out to students.	Urbana Park District, Champaign County Bikes, University of Illinois
4. Distribute a biennial survey to Urbana residents to identify trail system priorities to be included in the Urbana Park District Capital Improvement Plan by 2016.	a. Number of surveys distributed b. Number of surveys collected	i. Make the survey available at events such as Neighborhood Nights and the Sweetcorn Festival. ii. Make the survey available at UPD parks, facilities and website.	Urbana Park District
5. Make 3 new trail education, encouragement, and enforcement materials available on the UPD website by 2016.	a. Number of materials available on website	i. Provide materials for a wide variety of park users	Urbana Park District
6. Make available trail education, encouragement, and enforcement materials in at least 1 language besides English by 2020.	a. Number of multilingual materials	i. Maps, brochures	Urbana Park District



## THEME: ENVIRONMENT (NATURAL)

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

Objectives	Performance Measures	Strategies	Responsible Parties
1. Use the Urbana trail system to connect 2 natural features such as bodies of water, wooded areas, and open spaces by 2030.	a. Number of new connections between natural areas	i. Connect Chief Shemauger Park with Crystal Lake Park via Saline Branch trail. ii. Connect Chief Shemauger Park with AMBUCS Park via Saline Branch trail. iii. Connect Weaver Park marsh with Weaver Park Woods.	Urbana Park District, City of Urbana, developers
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	i. Meadowbrook Park ii. Perkins Road / Judge Webber Park	Urbana Park District, City of Urbana
3. Implement 1 new annual trail cleanup event for greenways and natural areas by 2016.	a. Number of trail cleanup events implemented	i. Create a rotating list of designated areas to clean up (e.g. Crystal Lake, Perkins Road / Judge Webber, new areas as developed, etc.)	Urbana Park District

**THEME: COORDINATION, IMPLEMENTATION**

**Goal 5: Coordinate the planning and implementation of all Urbana park trails system projects with the City of Urbana’s Bicycle 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.**

Objectives	Performance Measures	Strategies	Responsible Parties
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 Urbana Trails Master Plan by 2020.	a. Number of projects implemented that are listed as High Priority in the Champaign County Greenways and Trails Plan	i. Combine projects that can be geographically linked for implementation.	Urbana Park District, City of Urbana, Champaign County Regional Planning Commission (CCRPC), developers
2. Develop a coordinated review process between the City of Urbana and the Urbana Park District for development proposals where park trails are proposed by 2016.	a. Number of new development projects receiving trail evaluations	i. Work with City of Urbana and other government agencies to prioritize proposed UPD trail linkages within the review process for trail connections. ii. Identify any negative impacts found during evaluation though design changes, geographic location, or other options. iii. Work with the City of Urbana on reviewing development proposals linked to trail development.	Urbana Park District, City of Urbana
3. Promote and establish at least 1 connection from Urbana parks to future statewide systems of greenways and trails by 2040.	a. Number of trail connections leading outside Urbana	i. Pursue connections along abandoned railroad rights of way which offer significant rail-to-trail possibilities. ii. Coordinate with neighboring jurisdictions to acquire and develop abandoned railroad rights of way.	Urbana Park District, City of Urbana, City of Champaign, rail companies, Champaign County Forest Preserve District, developers
4. By 2020, 3 different grant applications will be submitted by the Urbana Park District for trail projects funding as part of new trail development projects as appropriate.	a. Number of grant applications submitted	i. Keep abreast of upcoming transportation projects and how they could contribute to the trails system. ii. Advocate for the inclusion of trails in new road projects and roadway repairs. iii. Apply for funding to enhance road repair and construction aside from allocations from local agencies.	Urbana Park District
5. Dedicate at least 5% of the Urbana Park District Capital Improvement Plan (CIP) money allocated for trail construction and maintenance projects annually.	a. Percentage of Urbana Park District CIP dedicated to trail improvements	i. Incorporate into budgeting policy and strategies.	Urbana Park District



Objectives	Performance Measures	Strategies	Responsible Parties
6. Produce a list of completed and current trail facility construction projects at the end of each construction year to 3 groups/boards/commissions.	a. List of completed trail facility construction projects	i. Make presentations	Urbana Park District
	b. List of current trail facility construction projects	ii. Post website materials	
7. Provide UPD 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	iii. Use other communication measures	
		i. New roadway construction	Urbana Park District
	b. Number of existing roadway reconstruction projects with trail installation	ii. Existing roadway reconstruction	
8. Assign at least the equivalent of 0.5 FTE staff from UPD to work on the implementation of the Urbana Park District Trails Master Plan including planning, design, engineering, education, enforcement, and encouragement by 2016.	a. Staff time allocated to implementation of the Urbana Trails Plan	iii. Development proposals	Urbana Park District
		i. Assign staff time to designate a trails coordinator for the plan.	

## 6

## FACILITY TYPES

This plan recommends a mixture of off-street trails, on- and off-street bike facilities and University bike paths to foster a cohesive active transportation network that links all UPD parks and facilities in the City of Urbana. Facility types are organized in Figure 16.

## 6.1 OFF-STREET FACILITIES

Trails and dedicated paths are available to pedestrians and/or bicyclists, which offer significant separation from other vehicle traffic.

The following path types are for shared-use between bicyclists and other non-vehicle modes:

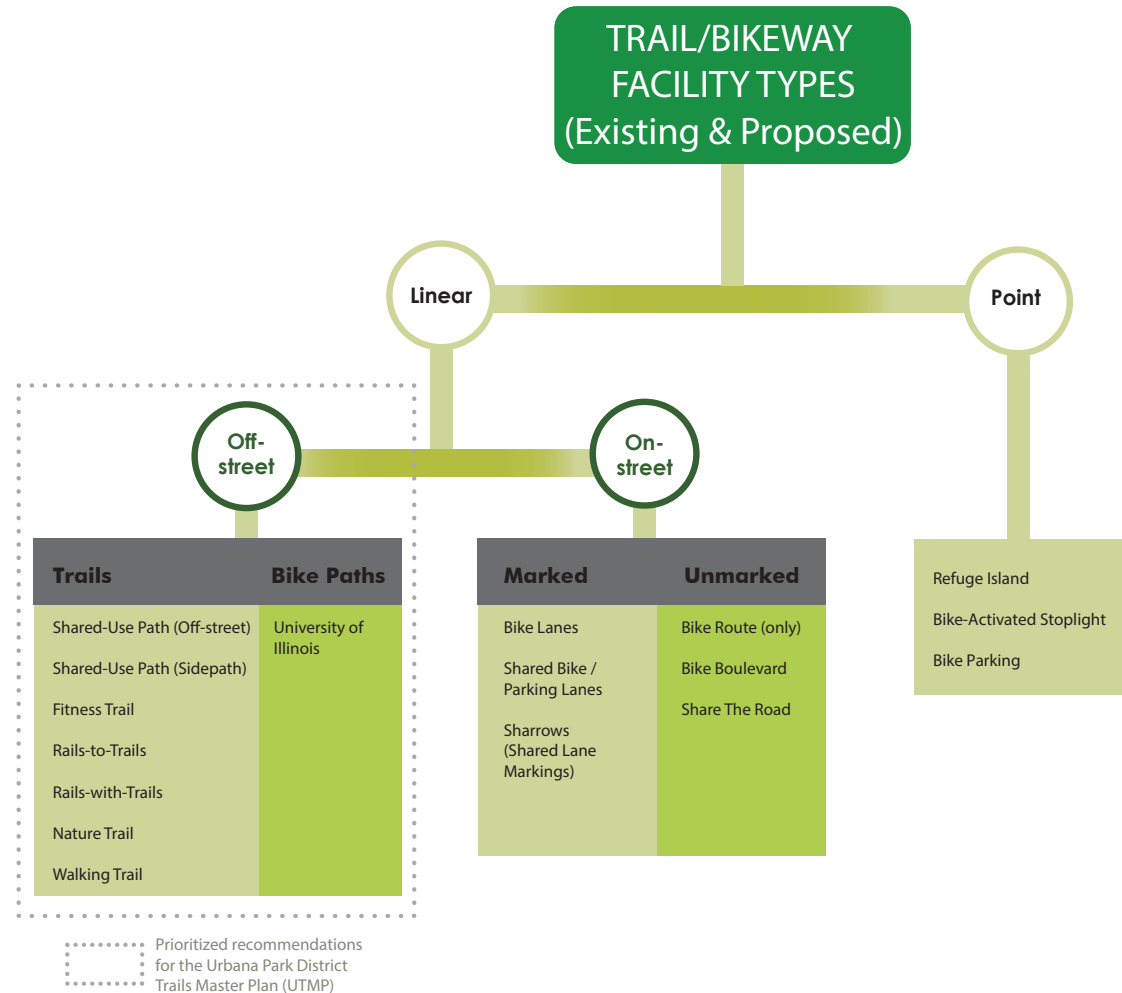
- Shared-Use Path (Off-street)
- Shared-Use Path (Sidepath)
- Fitness Trail
- Rail-to-Trail
- Rail-with-Trail

The following path types are for the exclusive use of pedestrians:

- Nature Trail
- Walking Trail

The following path types are for the exclusive use of bicyclists:

- University Bike Path



**Figure 16** Recommended trail and bike facility types



### 6.1.1 SHARED-USE TRAILS

*The ideal width for all shared-use paths is 10', with a minimum recommended width of 8', in order to facilitate bi-directional and multi-modal traffic. Striping is not necessary on shared-use paths.*

*See Appendix C for information on signage installation along shared-use trails.*

#### Shared-Use Path (Off-street)

A shared-use trail is a recreational pathway that pedestrians, bicyclists, rollerbladers, people with baby strollers, and skateboarders may use. They may connect parks, employment centers, shopping centers, and public places.

#### Shared-Use Path (Sidepath)

Sidepaths are shared-use paths running immediately parallel to a roadway, similar to, but wider than a sidewalk. In general, sidepaths may be better choices than on-road bikeways for faster, busier roads with few access points and with well-designed intersections.

#### Fitness Trail

A fitness trail is an outdoor path with physical obstacles and challenge stations with corresponding signs, spaced along a walking / jogging or running path. Fitness trails should be accessible to people of all physical abilities in order to fully realize their potential to promote good health.

#### Rail-to-Trail

A “rail-to-trail” is a shared-use path, either paved or unpaved, built within the right-of-way of a former railroad,<sup>5</sup> perhaps under federal railbanking law.

#### Rail-with-Trail

A “rail-with-trail” is a shared-use path that parallels active railtrack, sometimes as an easement on railroad right-of-way. The Federal Highway Administration’s Rails with Trails: Lessons Learned provides best practices information on rails-with-trails.

FACILITY TYPES

1 2 3 4 5 6 7 8 9



**SHARED-USE PATH  
(OFF-STREET)**  
Meadowbrook Park



**SHARED-USE PATH  
(SIDEPATH)**  
Philo Road



**FITNESS TRAIL**  
Carbondale, IL



**RAIL-TO-TRAIL**  
Normal, IL



**RAIL-WITH-TRAIL**  
Belleville, IL <sup>6</sup>

<sup>5</sup> Guide for the Development of Bicycle Facilities. 2012. Page 1-3. American Association of State Highway and Transportation Officials (AASHTO).

<sup>6</sup> Rails with Trails. Harry Sanders. <http://home.comcast.net/~phyilla1/sstrails/railswithtrails.html>.

## 6.1.2 PEDESTRIAN TRAILS

*These path types are for the exclusive use of pedestrians.*

### Nature Trail

Nature trails 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.

### Walking Trail

Walking trails are paths similar to sidewalks in parks. These trails are 5-8' wide, and are therefore not appropriate for shared-use with bicyclists. This trail type is appropriate for predominately pedestrian traffic in smaller parks.

## 6.1.3 BICYCLIST TRAILS

*This path type is for the exclusive use of bicyclists.*

### University Bike Path

A University bike path is an off-street path for exclusive bicycle use on the University of Illinois campus. It has a striped dashed centerline to indicate bi-directional travel.



**NATURE TRAIL**  
Busey Woods



**WALKING TRAIL**  
King Park



**UNIVERSITY BIKE PATH**  
South of Nevada Street



## 6.2 ON-STREET FACILITIES

On-road bicycle facilities are becoming more desired by the public, and are being installed in more places around the country. Using the road often improves safety by increasing cyclist visibility, particularly at intersections, where most crashes occur. On-road bikeways are especially appropriate on moderate to lower speed roads with more than a few intersections, driveways, and entrances. They also eliminate conflicts with pedestrians by keeping bikes off of sidewalks, which are not wide enough to handle both modes.

### 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.

### 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. See Appendix C for information on signage installation along bike routes.

### 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 8' wide (including gutter pans).

### 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.

### 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.

### Bike Boulevard

A bike boulevard is a local street or series of contiguous street segments that have been modified to function as a through street for bicyclists, while discouraging through automobile travel. Local access is maintained.<sup>5</sup> Signs and pavement markings create the basic elements of a bike boulevard.



**BIKE LANES**

Fairview Avenue



**BIKE ROUTE**

Eads Street



**SHARED BIKE/  
PARKING LANES**

Pennsylvania Avenue



**SHARROWS**

Philo Road



**SHARE THE ROAD**

Bradley Avenue over I-57,  
Champaign  
Courtesy: Susan Jones



**BIKE BOULEVARD**

San Luis Obispo, CA  
Courtesy: Bicycle Infrastructure  
Knowledge Activism and Safety  
(B.I.K.A.S.)

## 6.3 POINT FACILITY TYPES

### Refuge Island

A refuge island is a concrete island in the middle of a roadway that allows bicyclists and pedestrians to cross one direction of traffic at a time. The benefit of a refuge island is that it allows bicyclists and pedestrians to cross one direction of traffic at a time on roads where cross-traffic does not stop.

Typically, refuge islands include marked crossings on either side of the island, and are oriented at an angle so that the person(s) crossing must look at the approaching traffic before crossing. The minimum width of a refuge island should not be less than 6 feet, according to the Federal Highway Administration *Report No. FHWA-SA-05-12*.

### Bike-Activated Stoplight

A bike-activated stoplight is a pavement marking indicating the detector trigger point for actuation of a traffic signal.

The City of Urbana and Illinois Department of Transportation are responsible for installing and maintaining bike-activated stoplights near and between Urbana Park District parks. For more information on this treatment and its application, please see the Urbana Bicycle Master Plan and/or Manual on Uniform Traffic Control Devices (MUTCD).

### Bike Parking

Bike parking is an end-of-trip facility to secure a bicycle, falling into one of two categories: short-term (two hours or less), or long-term (more than two hours). Short-term bike parking accommodates convenience and ease of use, while long-term parking provides security and weather protection.<sup>7</sup>

Bike parking should be located at trailheads and destinations along trails and bikeways. A good bicycle rack provides support for the bike frame and allows both the frame and wheels to be secured with one lock. The Association of Pedestrian and Bicycle Professionals (APBP) recommends the “inverted-U” and “post and loop” bike parking types. See Appendix C for information on bike parking installation.



#### REFUGE ISLAND

Vine Street across Windsor Road (from Meadowbrook Park)



#### BIKE-ACTIVATED STOPLIGHT

Goodwin Avenue at Green Street



#### BIKE PARKING

Brookens Gym

<sup>7</sup> Bicycle Parking Guidelines. 2012. Association of Pedestrian and Bicycle Professionals (APBP).



## 7

## COMMUNITY OUTREACH

Several community outreach activities were completed as part of the planning process for the creation of the Urbana Park District Trails Master Plan. These outreach activities were designed to keep the residents informed on the progress of this plan and provide various opportunities for getting public feedback. Throughout the planning process, two sets of public meetings were organized in conjunction with the Urbana Bicycle Master Plan (UBMP). The purpose of these meetings was to provide an opportunity for Urbana residents to voice and prioritize their needs and desires for the trail and bike facilities in the community. Ultimately, this input provided the foundation for the recommended bike and trail network.



Public Workshop Series #1 at the Urbana Civic Center.

The following community outreach activities were utilized:

- Pedestrian and Bicycle Survey (PABS)
- Public Meeting Series #1
- Public Meeting #2
- Online Feedback through Project Website

### 7.1 PEDESTRIAN AND BICYCLE SURVEY (PABS)

Soliciting public input on bicycle, trail, and park facilities in Urbana was integral in developing the Urbana Park District Trails Master Plan (UTMP). The first step in doing so was to survey Urbana residents' mode choices and preferences as well as socio-economic information. The survey model used was the Mineta Institute's Pedestrian and Bicycle Survey (PABS). The City of Urbana contracted with CUUATS to gauge public use of pedestrian and bicycling facilities, determine attitudes about active transportation modes, and solicit ideas for improvements.

The survey focused on these main purposes:

- Determine the modes of transportation used by Urbana residents during the past year
- List the general purposes of walking and cycling trips
- Determine the prevalence and frequency of walking and bicycling together with exploring the reasons for not walking or bicycling
- Understand respondents' habits in walking or bicycling to different destinations within the community

CUUATS staff mailed the paper surveys to 1,574 randomly selected households in two mailings identified from the stratified sampling method (for more information, see Appendix D). An address list of all households in each traffic analysis zone (TAZ) within the Urbana Park District was created through geographic information systems (GIS), and CUUATS staff used this to randomly select households in each TAZ. Each mailing contained: a cover letter explaining the survey's purpose, the paper survey, instructions on how to access the web survey, and a stamped return envelope to mail back the completed paper survey. This gave respondents the flexibility to complete the survey either on paper or on the internet.

In addition to paper surveys, CUUATS posted a link on the UTMP website to the PABS survey on the Urbana Bicycle Master Plan website so that any Urbana resident could complete it. The survey link was advertised via the paper survey, Urbana Park District website and advertising, City of Urbana website, Urbana Public Television (UPTV), and a News-Gazette article. CUUATS staff also attended several community and planning outreach events and asked event attendees to complete the PABS survey if they had not done it yet.

A component of the Pedestrian and Bicycle Survey unique to Urbana was to estimate and evaluate trail usage to better understand people's preferences and to address the growing need for more information on trail use. Section 7.1.1 discusses respondents' purpose of trail use, followed by discussion on Urbana residents' preference of trail length and type and how they usually travel to parks in subsequent sections. It also outlines respondents' opinions about preferred facility types that would encourage them to bike to the park.

### 7.1.1 TRAIL USE

Out of 1,371 responses, almost two-thirds (62%) of the respondents reported that they use park trails in Urbana. Non-trail users made up 22% of the survey respondents, and were also not asked to answer any more questions in this section of the survey if they did not want to.

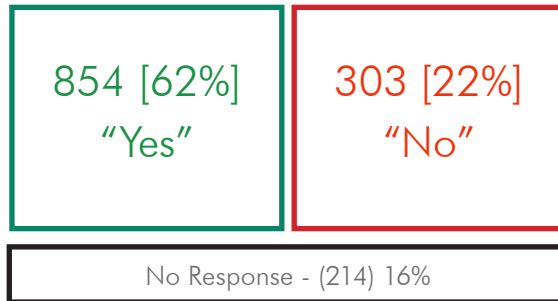


Figure 17 Do you ever use park trails in Urbana?

### 7.1.2 PURPOSE OF TRAIL USE

People use trails for different purposes. Questions related to greenways and trails show that most of the trail users engage in different types of physical activity during their visits. Figure 18 shows the number and percentage of respondents reporting those various activities. Respondents could give multiple answers. Walking (33%) was by far the most frequent mode used on Urbana trails, followed by biking (15%), nature hiking (14%), and running (11%). 2% of trail users also mentioned that they use park trails for other uses. However, about 25% of respondents did not answer this question.

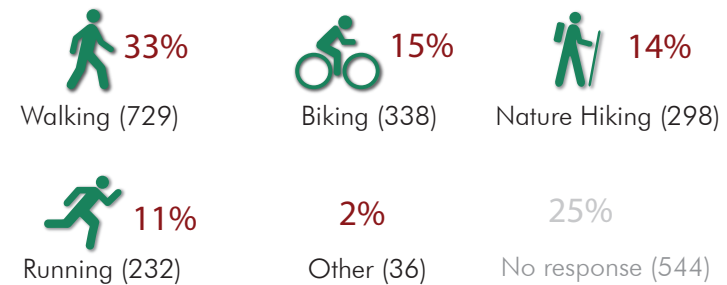


Figure 18 Purpose of trail use

### 7.1.3 TRAIL LENGTH

The survey asked people about their preferences on trail length. Approximately 35% of respondents preferred medium length trails that are 0.5 to 4 miles in length. 21% of respondents preferred long trails more than 4 miles long.

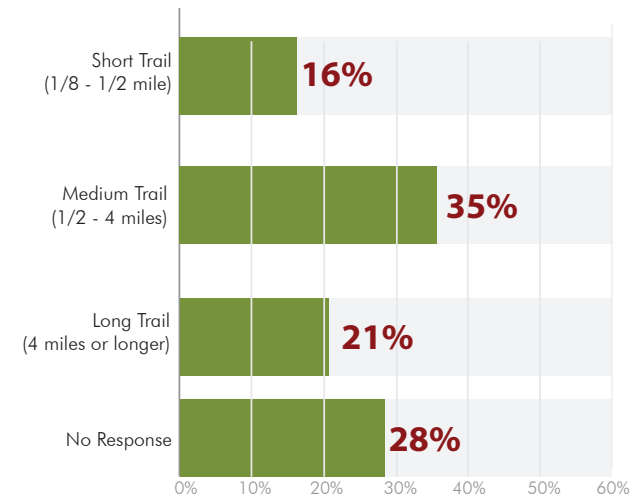


Figure 19 Respondents' preference for trail length



### 7.1.4 TRAIL TYPES

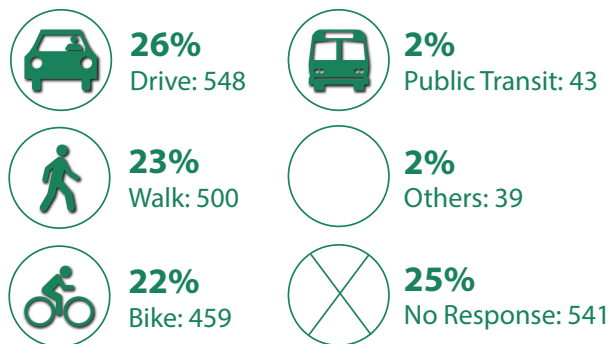
The survey also asked what type of trail people would prefer to use. Most of them preferred paved trails (24%) compared to non-paved trails (13%). On the other hand, 23% of respondents preferred both paved and non-paved trails.

**Table 11 Trail Type Preferences**

Responses	#	%
Paved Surface (e.g. concrete, asphalt)	333	24
Non-Paved Surface (e.g. mowed natural area, woodchip, gravel)	182	13
Paved AND Non-Paved Surface	309	23
No response	547	40
<b>Total</b>	<b>1,371</b>	<b>100</b>

### 7.1.5 TRIPS TO PARKS

More than one quarter (26%) of the respondents travel to parks by driving. About one quarter (23%) of Urbana residents walk to parks, and almost another quarter (22%) of residents bike to parks. Only a very small number of trail users use public transit to get to parks (2%). 2% of the respondents also mentioned other means of transportation to get to the park, such as driving with a friend or getting a ride from someone else, running, and roller skating.



**Figure 20** Travel modes to parks

### 7.1.6 ENCOURAGEMENT FOR BIKING

From a list of five options, respondents were asked what would encourage them to bike to a park. Around 29% of respondents would bike to the park more if more off-street and/or on-street facilities existed. The highest group of residents preferred a connected bicycle network using a combination of on-street and off-street facilities (12%). Separately, 10% of respondents felt that a connected off-street trail system would encourage them to bike to the park; while only 7% of respondents felt that a network of on-street facilities such as bike lanes and routes would encourage them to bike to the park. While 17% of respondents mentioned that they already bike to the park, 10% stated that they would never bike to the park.

**Table 12 Biking to parks encouragement preferences & behaviors**

Response	#	%
I already bike to the park	246	17
Connected on-street bicycle network	108	7
Connected off-street bicycle network	149	10
Combination of on- and off-street bicycle network	169	12
I would never bike to the park	147	10
Other	82	6
No response	550	38
<b>Total</b>	<b>1,451</b>	<b>100</b>

6% of respondents cited other factors affecting their decision to bike to the park. The most cited factor that would get them to bike to the park is owning a bike, or owning a working bike. Time, having young children not able to bike to the park, and preferring walking or running were also cited by multiple respondents. Other desires to persuade people to bike to the park are more bike parking, more destinations besides Meadowbrook Park, and longer park trails. Some respondents stated that they are fine using the streets without special facilities, while others wanted better maintained roads that are less bumpy or have bike lanes cleared of debris.

## 7.2 PUBLIC MEETING SERIES #1

CUUATS hosted the first series of public workshops for the UTMP and UBMP in February 2014 to solicit Urbana residents' input about bicycle, trail, and park facilities in Urbana. To engage with residents from all neighborhoods, CUUATS hosted four public workshops at different dates and locations. The meetings' details, including the number of attendees, are provided in the table below:

Type	Date – Location	# of Attendees
Community wide	Feb 12, 2014 – Urbana Civic Center	33
Neighborhood (North Urbana)	Feb 18, 2014 – King Elementary School	14
Neighborhood (East Urbana)	Feb 19, 2014 – Urbana Early Childhood School	9
Neighborhood (Latino Community)*	Feb 20, 2014 – Leal Elementary School	2
*This neighborhood meeting was conducted in Spanish.		<b>Total: 58</b>

In all public workshops, attendees were asked to indicate their bicycling and/or walking trip origin and destination(s). For trip origin, there was a trip origin map depicting Urbana-Champaign-Savoy and attendees placed stickers on the intersection that was closest to their place of residence or their latest trip origin. Also, there were trip destination tables showing top employers, parks, shopping areas, schools and UPD facilities. Attendees placed stickers on the tables to indicate their trip destination(s). The stickers were sorted into four types or colors:



Attendees also participated in a series of group exercises where they drew desired bicycle and trail facilities on each of the five geographical zones in Urbana: North Urbana, West Urbana, Central Urbana, East Urbana and South Urbana.

Individuals also filled out the comment card. The full list of comments received are listed in Appendix E.

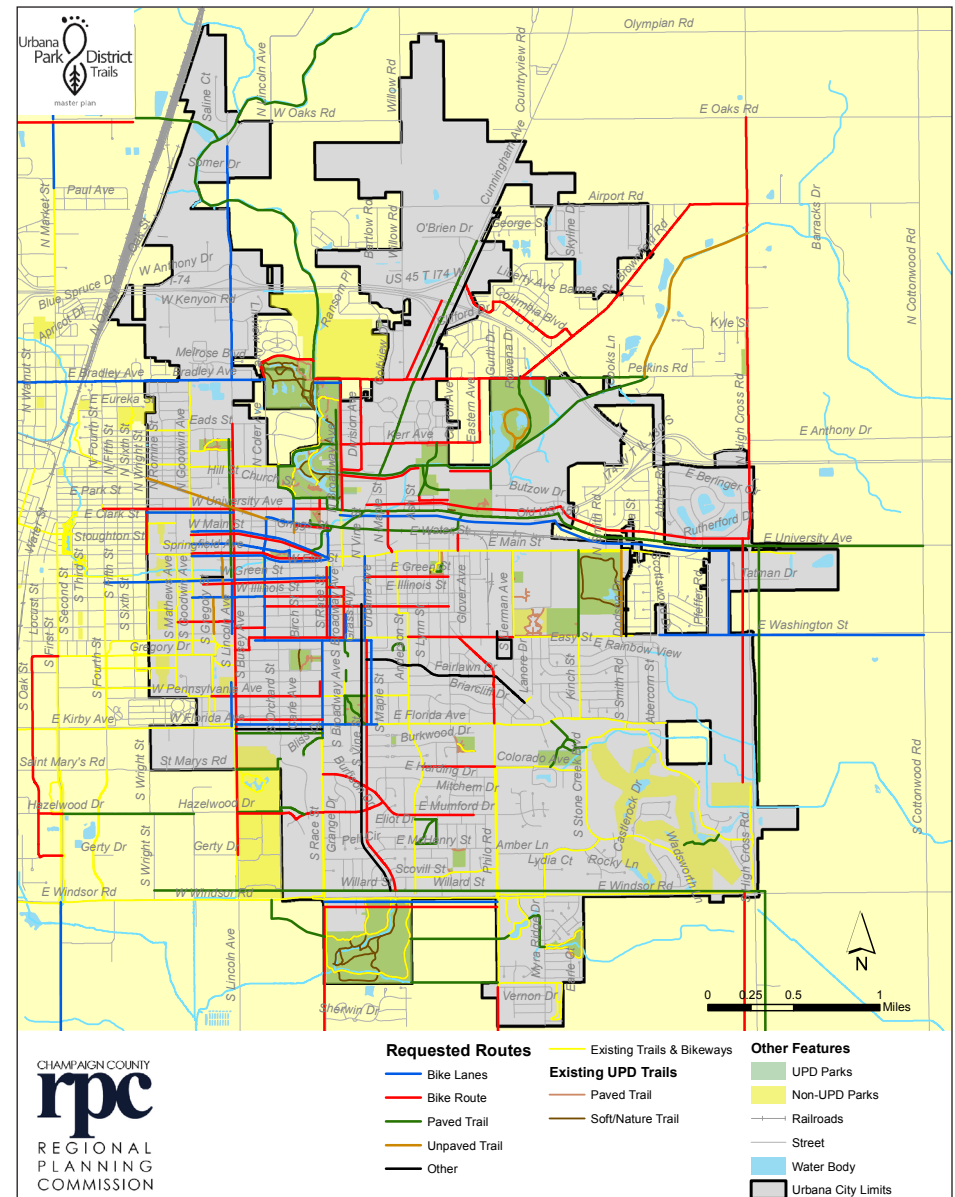


Figure 21 Individual public requested routes





Group exercise at the Urbana Civic Center.



Group exercise at Urbana Early Childhood School.

Below is a summary of the responses received during the first series of public workshops:

- When asked why participants were interested in the UBMP & UTMP, around half cited use of active transportation for recreation, while another 35% cited use of active transportation for commuting to work or school. Around 18% of the participants also mentioned other reasons of interest for these projects.
- When asked which active mode of transportation participants used to reach their destination, 185 were bicycle votes, and 65 were pedestrian votes.

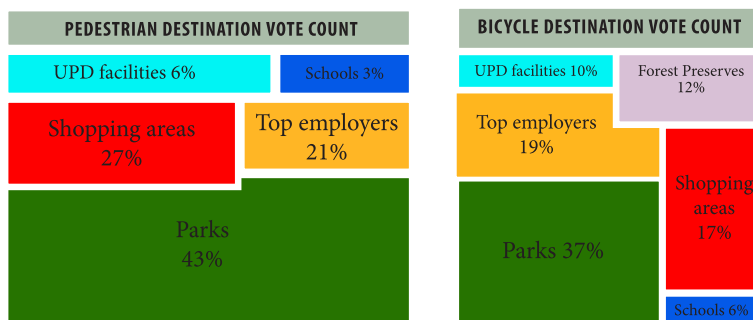


Figure 22 Pedestrian and Bicycle destinations vote count

- Parks received the most votes as a destination either by walking or bicycle. Parks received 43% of the votes as a pedestrian destination and 37% as a destination by bike.
- Top 5 voted pedestrian destinations were: Downtown Urbana (8), University of Illinois (8), Blair Park (5), Meadowbrook Park (5), Crystal Lake Park (3) and Leal Park (3).
- Top 5 voted bicyclist destinations were: Meadowbrook Park (21), University of Illinois (12), Downtown Urbana (11), Market at the Square (10) and Homer Lake Forest Preserve (10 votes).
- All comments collected on the UBMP and UTMP interactive map websites and comment cards were organized by subject. Those subjects are listed on the wordle in Figure 24.

### 7.3 PUBLIC MEETING #2

CUUATS hosted the second public workshop for the UTMP and UBMP on April 23, 2014 in the Urbana Middle School Cafetorium. 20 people attended.



Public Workshop #2 exercise.



Public Workshop #2 exhibit boards.

Participants voted for their top desired labeled segments of the proposed bicycle and trail network segments in each of Urbana's five geographical zones: North Urbana, West Urbana, Central Urbana, East Urbana and South Urbana.

Participants were also given two votes for their top desired proposed non-infrastructure recommendations in each of the following categories: Education, Encouragement, Enforcement and Evaluation. Below is a summary of the responses received during the Public Meeting #2:

- 296 votes were received from the workshop's five neighborhood zone maps, and 135 segments of the proposed network were voted on.
- Top three voted facilities were:
  - o Shared-Use Path / Paved Trail – 72 votes
  - o Bike Route – 37 votes
  - o Bike Lanes – 12 votes
- Most desired paths were:
  - o Florida Avenue South Sidepath (Lincoln-Race) – 11 votes
  - o Washington Street Bike Route (Race-Vine) – 9 votes
  - o Kickapoo Rail-Trail (Smith-E city limits)– 8 votes
  - o Broadway Avenue West Sidepath (Country Club-Park) along Crystal Lake Park– 7 votes

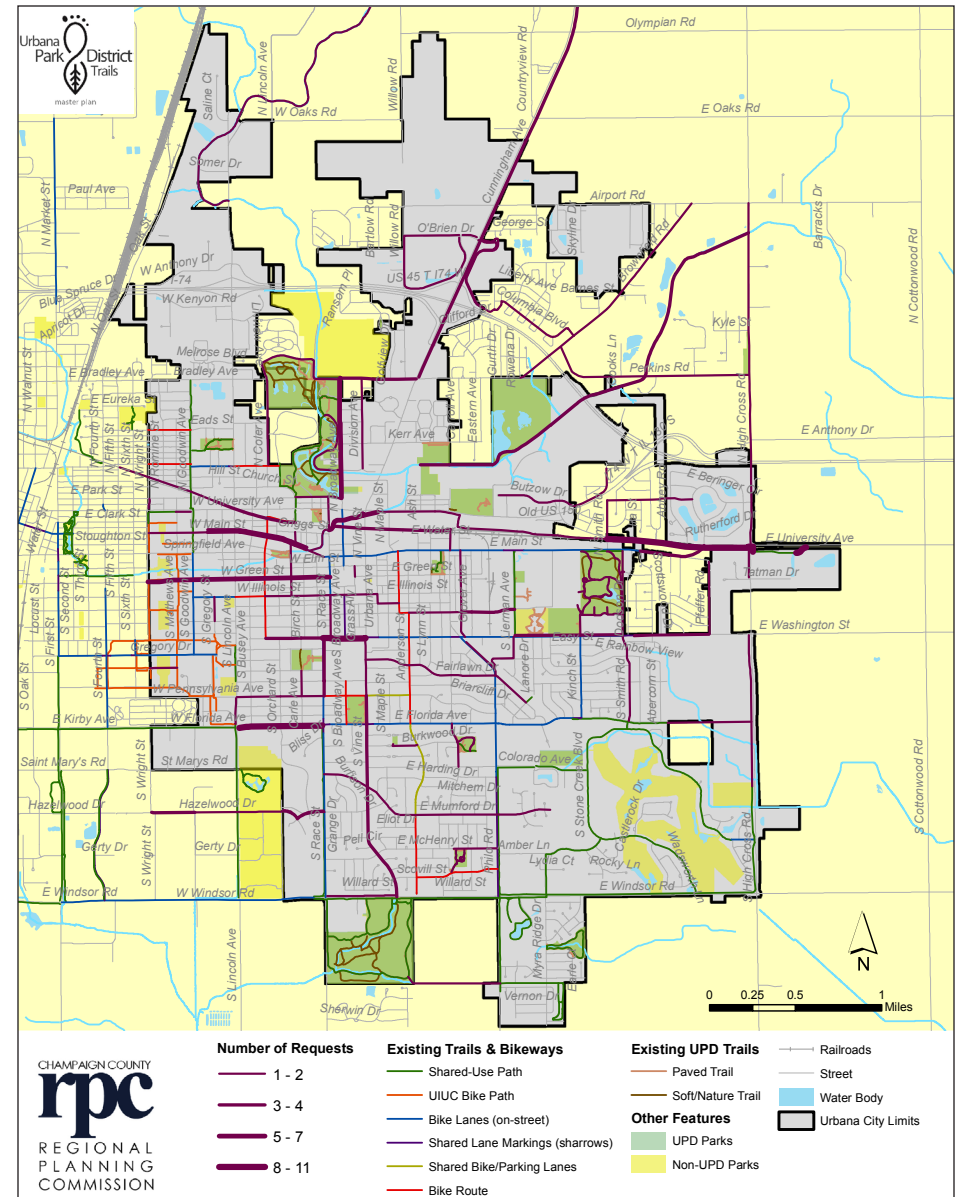


Figure 23 Public preferred recommended routes





## 8

## RECOMMENDATIONS

This chapter presents proposed trail system recommendations for the Urbana Park District to implement in Urbana. The recommendations are based upon the previous steps of the planning process, which include public outreach activities and research and analysis of the inventoried Urbana parks and trails. All possible alternatives for the trail system were presented throughout these processes and have gone through rigorous consultation and updating. The recommendations presented here are aligned with the overall goals and objectives of this plan. Besides public consultation, these are the results of collaboration between CUUATS staff and Urbana Park District staff, as well as direction from the Urbana Park District Trails Master Plan (UTMP) steering committee and Urbana Park District Advisory Committee (UPDAC).

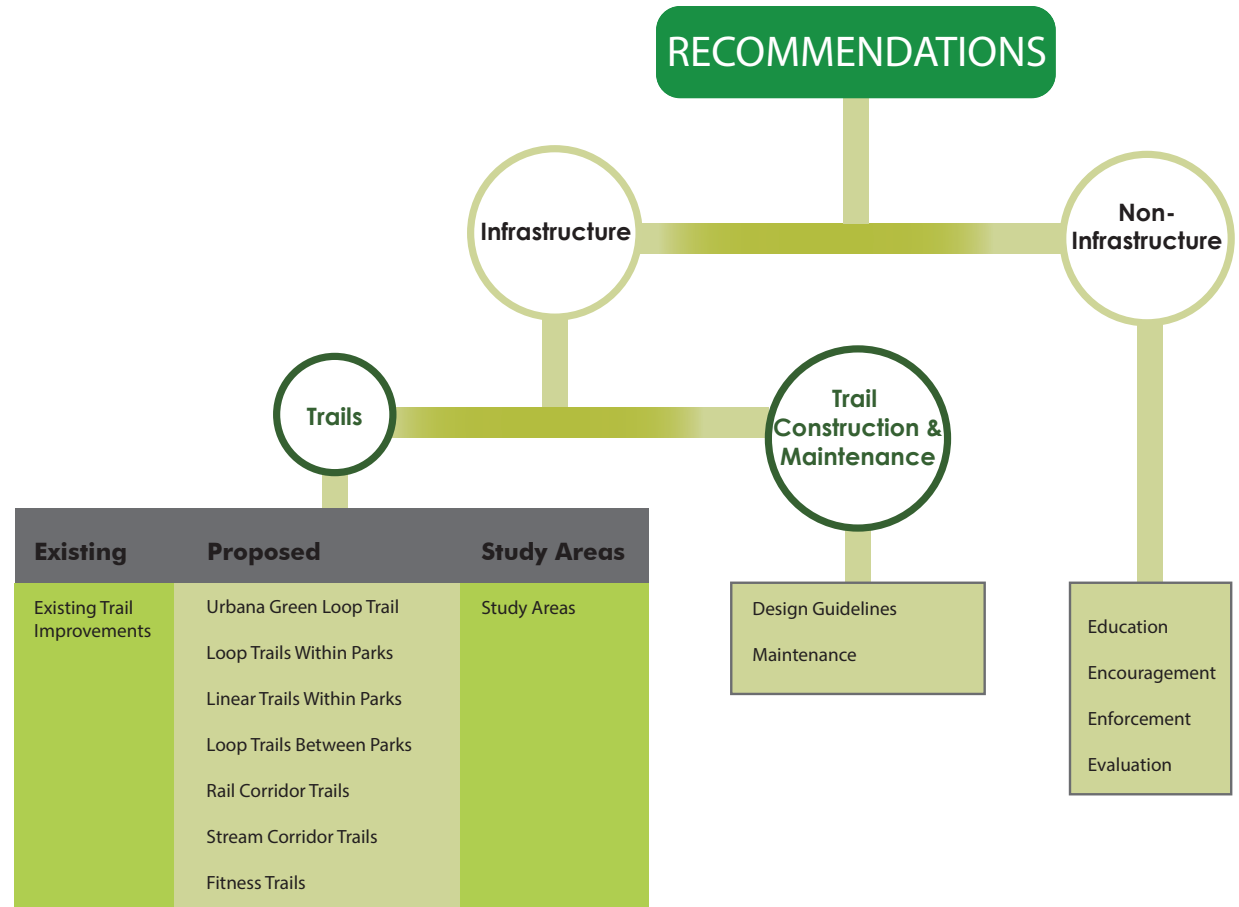
**Figure 25** outlines the infrastructure and non-infrastructure recommendations in this chapter.

## 8.1 RECOMMENDED TRAIL &amp; BIKE NETWORK

**Figure 26** shows the recommended trail and bicycle network map for the City of Urbana and surrounding area. CUUATS staff developed bicycle and trail network recommendations in conjunction with the City of Urbana Bicycle Master Plan to ensure appropriate on-street connections between Urbana Park District facilities and consistency among both plans.

**Figure 27** shows the recommended trail and bicycle network map for the north half of Urbana, and **Figure 28** shows the recommended trail and bicycle network map for the south half of Urbana.

**Trail and bikeway types** are discussed in Chapter 6 (Facility Types).

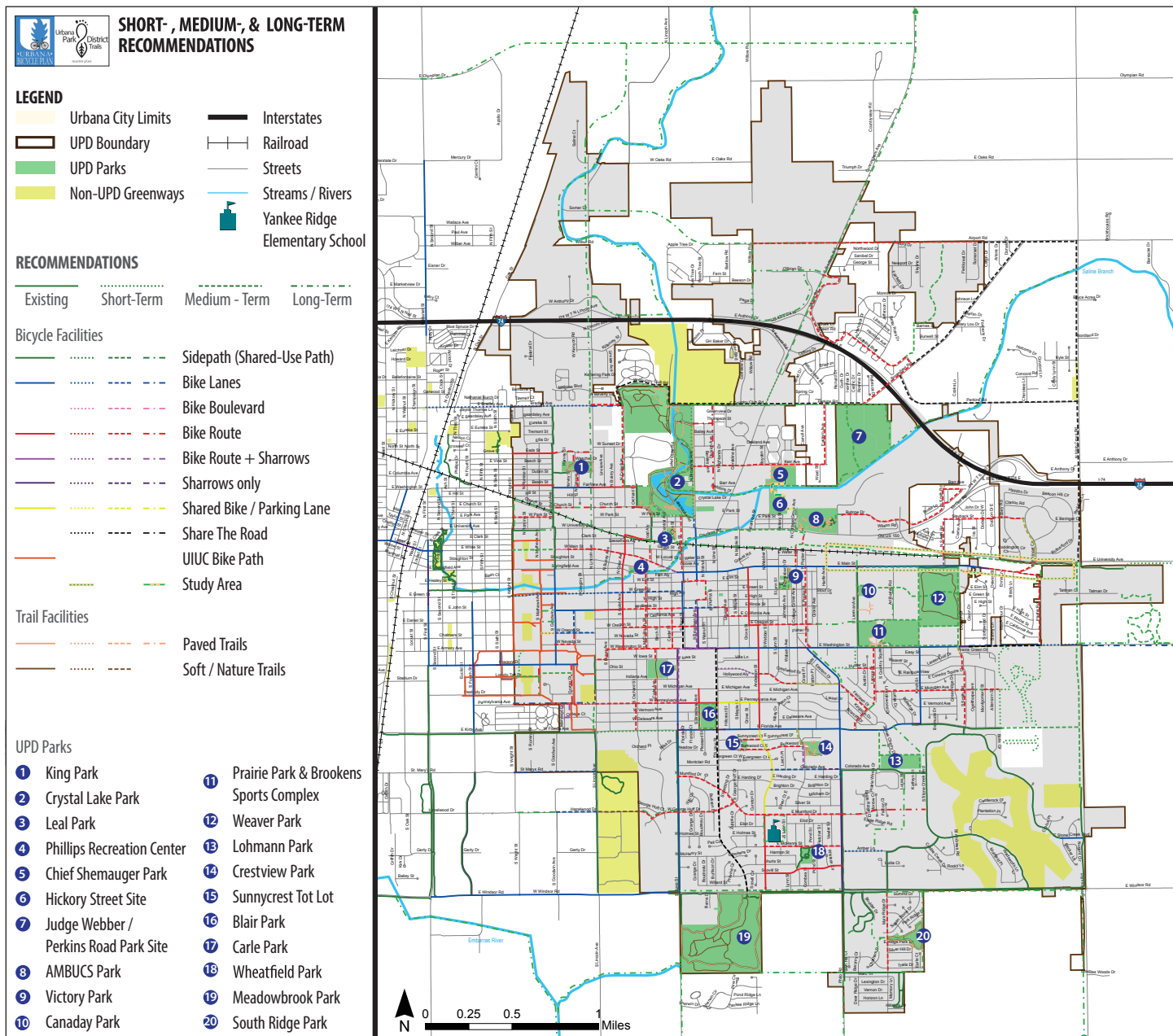


**Figure 25** UTMP Recommendation Types

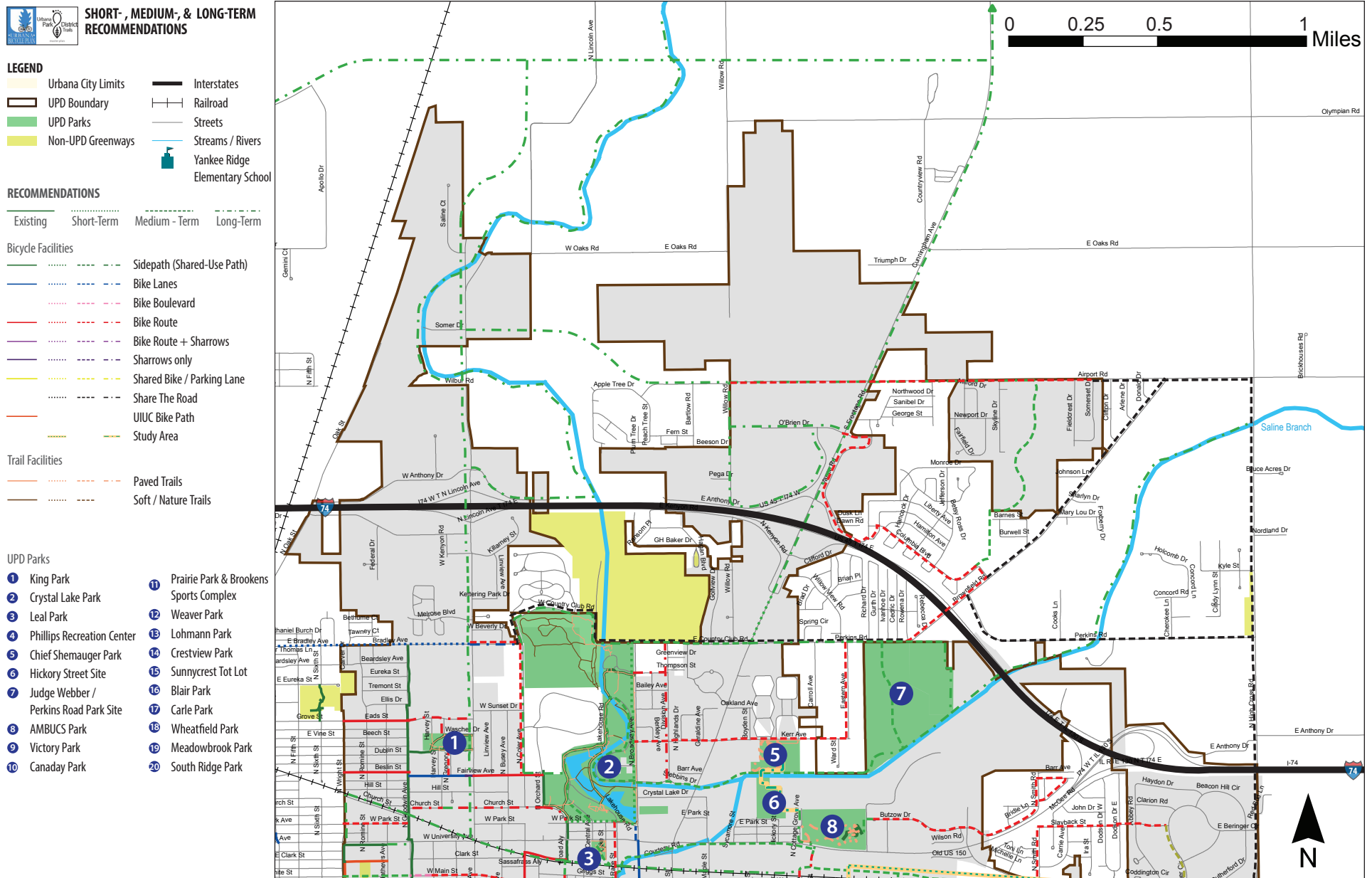
For the purposes of this plan, **timeframes** are generally defined as such:

- Short-Term = 0-5 years (2015-2020)
- Medium-Term = 6-10 years (2021-2025)
- Long-Term = 11+ years (2026 and beyond)



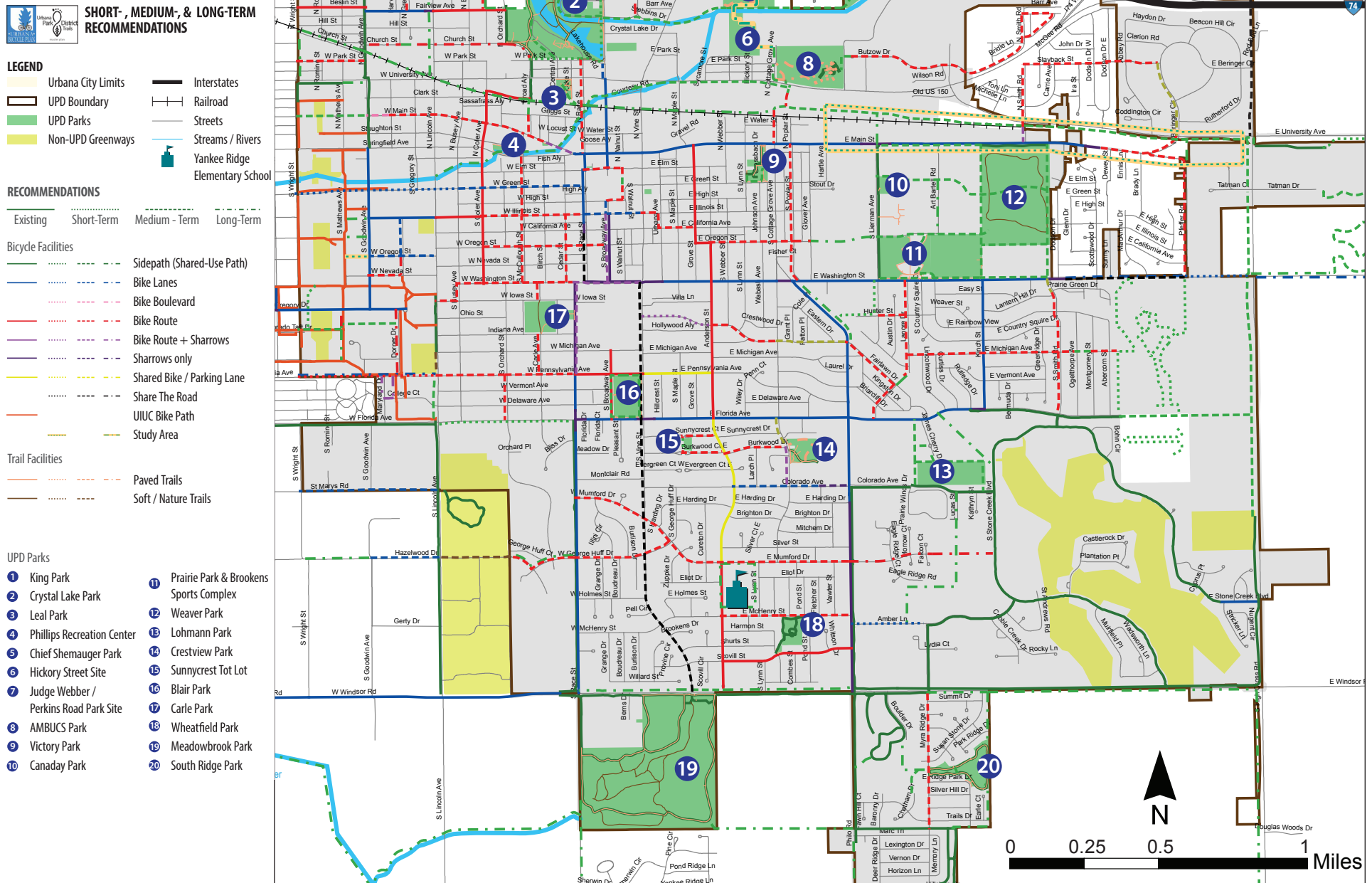


**Figure 26** Proposed Short-, Medium-, and Long-Term Recommendations



**Figure 27** Proposed Short-, Medium-, and Long-Term Recommendations in North Urbana





**Figure 28** Proposed Short-, Medium-, and Long-Term Recommendations in South Urbana

## 8.1.1 EXISTING TRAIL IMPROVEMENTS

The following improvements are recommended for the existing loop trail around **South Ridge Park**.

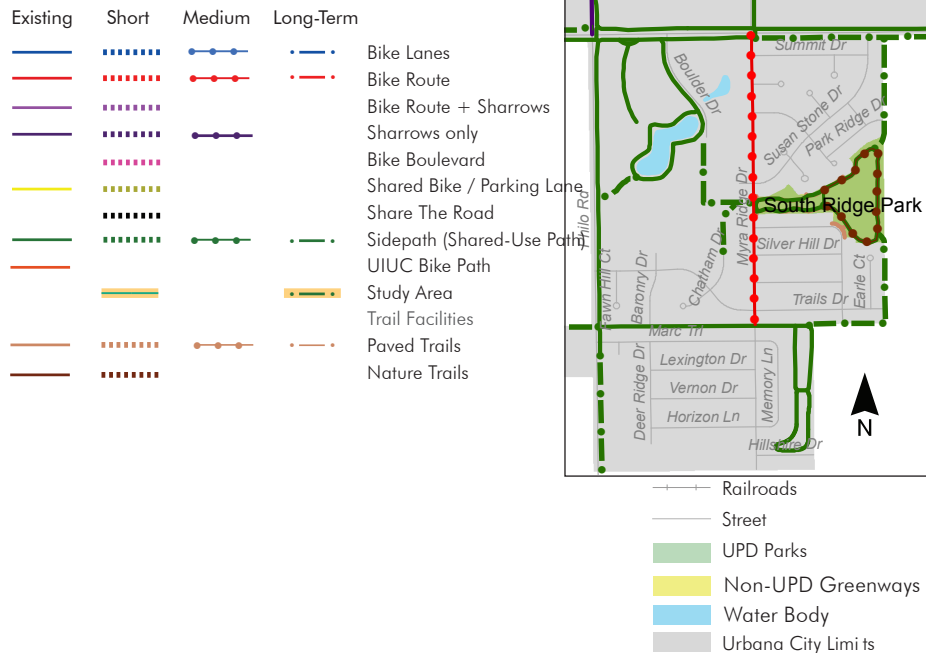
### SHARED-USE TRAIL

The existing trail on the west half of South Ridge Park should be widened to 10 feet. A new 0.03 mile north-south shared-use trail should be constructed in the middle of the park to connect the north and south legs of the trail. This will provide improved accessibility to the park's playground and picnic areas.

### NATURE TRAIL CONVERSION

The existing trail on the east half of South Ridge Park should be converted to a nature trail comprised of crushed gravel, with appropriate interpretation of the park's natural features.

#### Facility Types



## 8.1.2 URBANA GREEN LOOP

A signature recommendation of this plan is the establishment of the **Urbana Green Loop** trail. A model for the Urbana Green Loop is the Davis, California Bike Loop<sup>7</sup>, implemented in 2007. Davis is a Platinum Level Bicycle Friendly Community, the highest level awarded by the League of American Bicyclists, and has long been a leader in bicycle friendliness.

The Davis Bike Loop is a 12 mile long route through the Greenbelt that passes through most of the major pieces of bicycle infrastructure in Davis. The route is suitable for walking, jogging or bicycling. It runs mostly on paths and trails, but has some sections on quiet residential streets. The route was chosen to be safe and pleasant, but not too fast. It is suitable for casual bicyclists who don't mind going slow and yielding to pedestrians, young riders, old riders, and new riders.



Figure 29 Davis, CA Bike Loop

The route is designed to be used as a navigable route for children, so parents can send their children on a safe, easy-to-follow route.<sup>8</sup>

The **Urbana Green Loop** is intended to connect Urbana neighborhoods, Downtown Urbana, and the University of Illinois to all Urbana Park District parks and facilities. It is intended to be a family-friendly path, available to users of all ages and abilities, and inviting to both residents and visitors to explore Urbana.

The **Urbana Green Loop** (Figure 30) is 21 miles in length, consisting of 11.4 miles of existing facilities, 8.6 miles of proposed facilities, and a 1 mile study area. Both existing and proposed trails are included on the loop to connect all Urbana Park District facilities and parks and thus improving the range of local destinations accessible on foot or by bike for residents using the trails. This length of trail will allow for long distance non-motorized recreational trips of 4 miles or longer, which 21% of Urbana Pedestrian and Bicycle Survey (PABS) respondents preferred (see Section 7.1.3).



While there are numerous existing and proposed trail access points throughout the network, **Figures 30-31** and **Table 13** detail the loop segments from the most northwest park of Urbana (i.e. King Park) in a clockwise direction. Each part of the loop has a corresponding recommendation table starting from King Park and detailing the segment number, location, length, category, category type, and agency responsible (**Table 13**).

The **Urbana Green Loop** includes both existing (shown in solid lines) and recommended (shown in dashed lines) facilities (**Figures 30-31**). The maps show a number of on-street connections as part of the loop. These connections were identified as key links between parks, trails and recreational facilities.

In addition to these, **Orange Connections** to the University of Illinois and other potential connections to Champaign and Savoy are also shown to present potential regional connections to the Urbana Green Loop. CCRPC staff will work with other local agencies to potentially realize these connections through implementation of the 2014 Champaign County Greenways & Trails Plan and the development of the 2015 Champaign Park District Trails Master Plan.

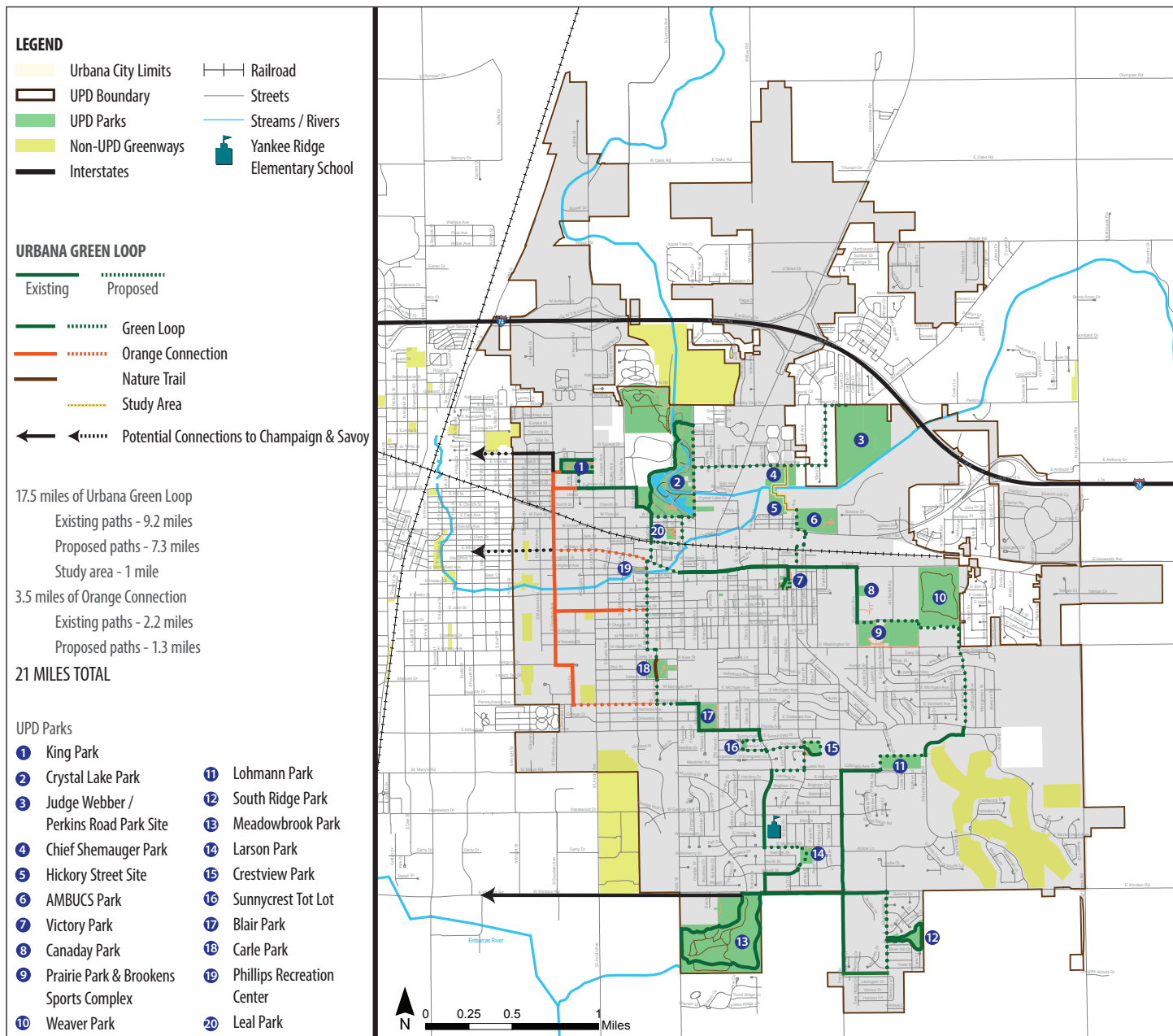
The ambitious nature of the **Urbana Green Loop** goes beyond the capacity of the Urbana Park District to implement. This system is achievable only through cooperation with the following agencies listed below, in the *Agency Responsible* column of **Table 13**, and again in **Table 14**; along with community support and continued pursuit of trail development:

1. City = City of Urbana
2. County = Champaign County
3. CUMTD = Champaign-Urbana Mass Transit District
4. IDOT = Illinois Department of Transportation
5. UIUC = University of Illinois at Urbana-Champaign
6. UPD = Urbana Park District
7. Township = Urbana Township

## ON-STREET CONNECTIONS

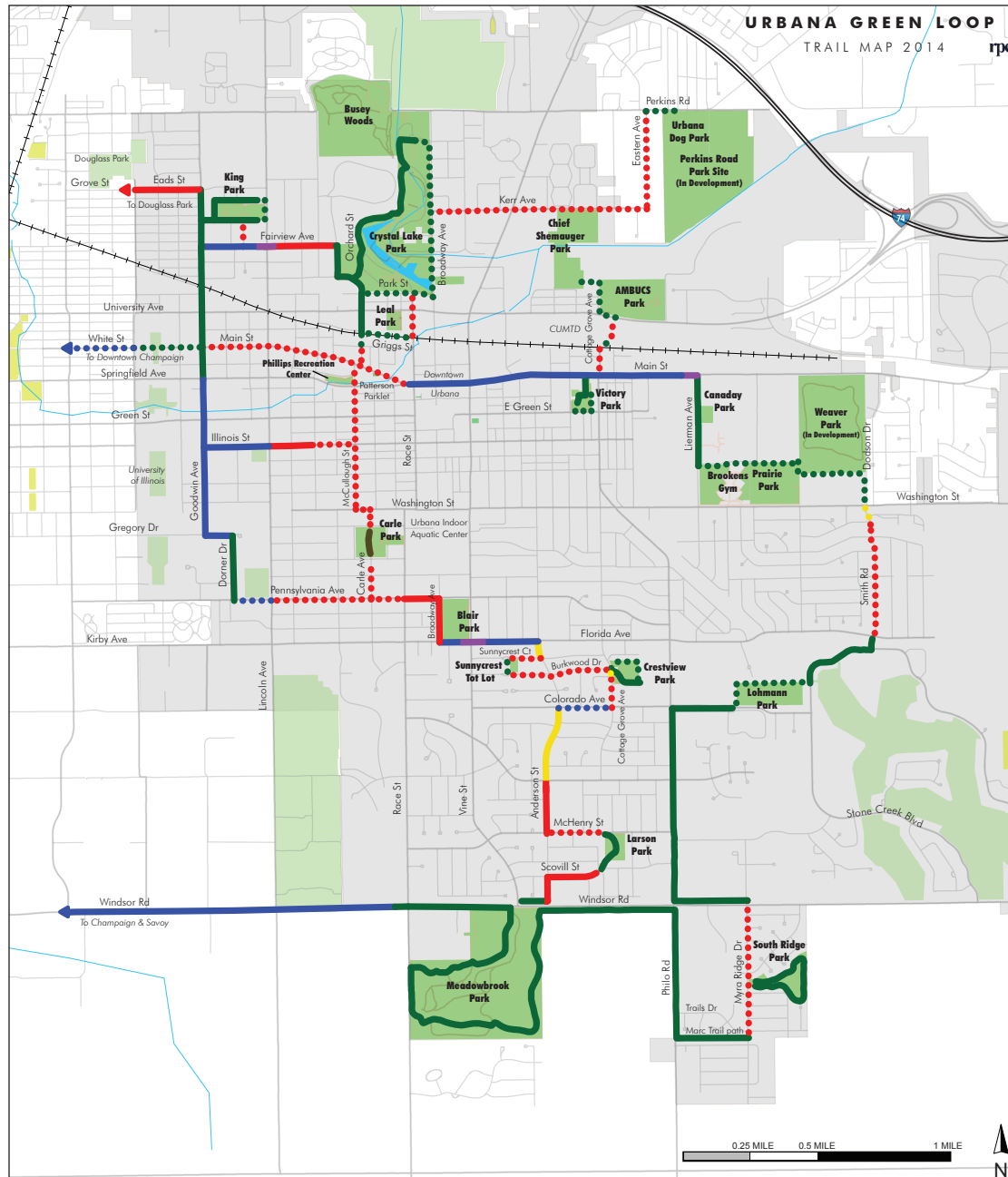
CUUATS staff have developed bicycle and trail network recommendations in conjunction with the City of Urbana Bicycle Master Plan to ensure a safe and easy-to-navigate system for all Urbana residents (**Figure 26**). The main purpose is to provide transportation alternatives to access a wide range of recreational activities, varying length of space for walks and runs, and for exploring different parts of the city; thus, promoting healthy lifestyles and improving residents' quality of life.

On-street connections are necessary for the **Urbana Green Loop** because they are the only feasible, cost-effective and/or direct routes between parks. Many families should be able to safely navigate low-traffic routes on foot or bike, or use adjacent sidewalks.



**Figure 30** Proposed URBANA GREEN LOOP





**Figure 31** Proposed URBANA GREEN LOOP by Facility Types

Table 13 Proposed URBANA GREEN LOOP

Existing Improvement Needed Proposed Study Area

Section ID	Trail Name	From	To	Approx. Length in miles	Status	Category	Category Type	Agency Responsible
1	King Park Trail (N, W, and S sides)	Lincoln Ave	Lincoln Ave	0.35	Existing	Off-street	Shared-Use Path	UPD
2	King Park Trail (E side)	Wascher Dr	King Park	0.05	Proposed	Off-street	Sidelpath/Shared-Use Path	City, UPD
3	Gregory Street	Fairview Ave	King Park	0.10	Proposed	On-street	Bike Route	City
4	Fairview Avenue	Goodwin Ave	W of Lincoln Ave	0.22	Existing	On-street	Bike Lanes	City
5	Fairview Avenue	W of Lincoln Ave	Lincoln Ave	0.03	Existing	On-street	Sharrows	City
6	Fairview Avenue	Lincoln Ave	Orchard St	0.26	Existing	On-street	Bike Route	City
7	Orchard Street	Fairview Ave	Church St	0.12	Existing	Off-street	Sidelpath/Shared-Use Path	City
8	Church Street	Orchard St	Park St	0.13	Existing	Off-street	Sidelpath/Shared-Use Path	UPD
9	Park Street	McCullough St	Broadway Ave	0.27	Proposed	Off-street	Sidelpath/Shared-Use Path	City, UPD
10	Broadway Avenue	Park St	Thompson St	0.57	Proposed	Off-street	Sidelpath/Shared-Use Path	City, UPD
11	Crystal Lake Park Path	Church St	Crystal Lake Park Rd	0.14	Existing	Off-street	Sidelpath/Shared-Use Path	UPD
12	Crystal Lake Park Road Trail Retrofit	Crystal Lake Park Path	Crystal Lake Park Pool Path	0.42	Improvement Needed	Off-street	Sidelpath/Shared-Use Path (Divided One-Way Road/Two-Way Bike/Ped Trail)	UPD
13	Crystal Lake Park Pool Path	Crystal Lake Park Rd	Broadway Ave	0.23	Existing	Off-street	Sidelpath/Shared-Use Path	UPD
14	Kerr Avenue	Broadway Ave	Eastern Ave	0.81	Proposed	On-street	Bike Route	City, Township
15	Eastern Avenue	Kerr Ave	Perkins Rd	0.37	Proposed	On-street	Bike Route	Township
16	Perkins Road	Eastern Ave	Perkins Road Park Site Access Road	0.14	Proposed	Off-street	Sidelpath/Shared-Use Path	City, UPD, Township
17	Hickory Street Site	Kerr Ave	Cottage Grove Ave	0.50	Study Area	Study Area	Study Area	UPD
18	AMBUCS Park Path (W and S sides)	NW corner of AMBUCS park	University Ave	0.18	Proposed	Off-street	Sidelpath/Shared-Use Path	UPD
19	CUMTD Path across University Avenue	University Ave	University Ave	0.03	Proposed	Crossing	Refuge Island	IDOT
20	CUMTD East Parking Lot	University Ave	Norfolk Southern RR	0.06	Proposed	On-street	Bike Route	CUMTD
21	Cottage Grove Avenue corridor	Norfolk Southern RR	Norfolk Southern RR	0.07	Proposed	Crossing	Sidelpath/Shared-Use Path	City
22	Cottage Grove Avenue	Norfolk Southern RR	Main St	0.10	Proposed	On-street	Bike Route	City
23	Victory Park Trail	Main St	Victory Park pavilion	0.14	Existing	Off-street	Shared-Use Path	UPD
24	Victory Park Trail	Victory Park pavilion	Green St	0.02	Proposed	Off-street	Shared-Use Path	UPD



Section ID	Trail Name	From	To	Approx. Length in miles	Status	Category	Category Type	Agency Responsible
25	Victory Park Trail (S and E sides)	Green St	Victory Park basketball court	0.11	Improvement Needed	Off-street	Sidepath/Shared-Use Path	UPD
26	Main Street	Springfield Ave	W of Lierman Ave	1.05	Existing	On-street	Bike Lanes	City
27	Main Street	W of Lierman Ave	Lierman Ave	0.06	Existing	On-street	Sharrows	City
28	Lierman Avenue	Main St	Art Bartell Rd	0.34	Existing	Off-street	Sidepath/Shared-Use Path	City
29	Art Bartell Road S Sidepath	Lierman Ave	Prairie Park	0.19	Proposed	Off-street	Sidepath/Shared-Use Path	County, UPD
30	Prairie Park N Trail	Art Bartell Rd	Weaver Park	0.18	Proposed	Off-street	Sidepath/Shared-Use Path	UPD
31	Weaver Park S Trail	Kinch St corridor	Bakers Ln	0.32	Proposed	Off-street	Shared-Use Path	UPD
32	Bakers Lane	Weaver Park	Washington St	0.11	Proposed	Off-street	Shared-Use Path	City
33	Smith Road	Washington St	Rainbow View Dr	0.12	Proposed	On-street	Shared Bike / Parking Lanes	City
34	Smith Road	Rainbow View Dr	Florida Ave	0.39	Proposed	On-street	Bike Route	City
35	Smith Road	Florida Ave	Stone Creek Blvd	0.04	Existing	Off-street	Sidepath/Shared-Use Path	City
36	Stone Creek Boulevard	Smith Rd	Lohmann Park	0.30	Existing	Off-street	Sidepath/Shared-Use Path	City
37	Lohmann Park Loop Trail (N and W sides)	Stone Creek Blvd	Colorado Ave	0.36	Proposed	Off-street	Shared-Use Path	UPD
38	Colorado Avenue	Lohmann Park	Philo Rd	0.24	Existing	Off-street	Sidepath/Shared-Use Path	City
39	Philo Road	Colorado Ave	Marc Trail path	1.26	Existing	Off-street	Sidepath/Shared-Use Path	City
40	Marc Trail path	Philo Rd	Myra Ridge Dr	0.27	Existing	Off-street	Shared-Use Path	City
41	Myra Ridge Drive	Marc Trail path	Windsor Rd	0.50	Proposed	On-street	Bike Route	City
42	South Ridge Park Loop Trail	Myra Ridge Dr	Myra Ridge Dr	0.65	Improvement Needed	Off-street	Shared-Use Path	UPD
43	Windsor Road (S side)	Myra Ridge Dr	Meadowbrook Park Prairie Path	0.77	Existing	Off-street	Sidepath/Shared-Use Path	City
44	Meadowbrook Park Prairie Path	Windsor Rd	Race St	1.15	Existing	Off-street	Shared-Use Path	UPD
45	Meadowbrook Park Hickman Wildflower Walk	Race St	Meadowbrook Park Sculpture Garden Path	0.25	Existing	Off-street	Shared-Use Path	UPD
46	Meadowbrook Park Sculpture Garden Path (E)	Meadowbrook Park Hickman Wildflower Walk	Windsor Rd	0.30	Existing	Off-street	Shared-Use Path	UPD
47	Windsor Road (S side)	Meadowbrook Park Sculpture Garden Path (E)	Vine St	0.04	Existing	Off-street	Sidepath/Shared-Use Path	City
48	Vine Street across Windsor Road	Windsor Rd	Windsor Rd	0.02	Existing	Crossing	Refuge Island	City

Section ID	Trail Name	From	To	Approx. Length in miles	Status	Category	Category Type	Agency Responsible
49	Windsor Road (N side)	Vine St	Anderson St	0.10	Improvement Needed	Off-street	Sidepath/Shared-Use Path	City
50	Anderson Street corridor	Windsor Rd	S terminus of Anderson St	0.02	Proposed	Off-street	Shared-Use Path	City
51	Anderson Street	S terminus	Scovill St	0.09	Existing	On-street	Bike Route	City
52	Scovill Street	Anderson St	Larson Park	0.21	Existing	On-street	Bike Route	City
53	Larson Park Trail	Scovill St	McHenry St	0.22	Proposed	Off-street	Shared-Use Path	UPD
54	McHenry Street	Larson Park	Anderson St	0.20	Proposed	On-street	Bike Route	City
55	Anderson Street	McHenry St	Mumford Dr	0.20	Existing	On-street	Bike Route	City
56	Anderson Street	Mumford Dr	Colorado Ave	0.29	Existing	On-street	Shared Bike / Parking Lanes	City
57	Colorado Avenue	Anderson St	Cottage Grove Ave	0.20	Proposed	On-street	Bike Lanes	City
58	Cottage Grove Avenue	Colorado Ave	Glenwood Oaks Ct	0.11	Proposed	On-street	Bike Route + Sharrows	City
59	Cottage Grove Avenue	Glenwood Oaks Ct	Crestview Park Trail	0.02	Proposed	On-street	Shared Bike/Parking Lanes	City
60	Crestview Park Loop Trail	Cottage Grove Ave	Crestview Park	0.09	Existing	Off-street	Shared-Use Path	UPD
61	Crestview Park Loop Trail	Crestview Park	Cottage Grove Ave	0.19	Proposed	Off-street	Shared-Use Path	UPD
62	Burkwood Drive	Cottage Grove Ave	Anderson St	0.23	Proposed	On-street	Bike Route	City
63	Anderson Street	Burkwood Dr	Burkwood Ct E	0.01	Existing	On-street	Shared Bike / Parking Lanes	City
64	Burkwood Court East	Anderson St	Sunnycrest Tot Lot	0.16	Proposed	On-street	Bike Route	City
65	Sunnycrest Tot Lot Trail	Burkwood Ct E	Sunnycrest Ct E	0.04	Proposed	Off-street	Shared-Use Path	UPD
66	Sunnycrest Court East	Sunnycrest Tot Lot	Anderson St	0.12	Proposed	On-street	Bike Route	City
67	Anderson Street	Sunnycrest Ct E	Florida Ave	0.07	Existing	On-street	Shared Bike / Parking Lanes	City
68	Florida Avenue	Anderson St	E of Vine St	0.22	Existing	On-street	Bike Lanes	City
69	Florida Avenue	E of Vine St	W of Vine St	0.07	Existing	On-street	Sharrows	City
70	Florida Avenue	W of Vine St	Broadway Ave	0.09	Existing	On-street	Bike Lanes	City
71	Broadway Avenue	Florida Ave	Pennsylvania Ave	0.17	Existing	On-street	Bike Route	City
72	Pennsylvania Avenue	Broadway Ave	Race St	0.13	Existing	On-street	Bike Route	City
73	Pennsylvania Avenue	Race St	Lincoln Ave	0.50	Proposed	On-street	Bike Route	City
74	Carle Avenue	Pennsylvania Ave	Indiana Ave	0.15	Proposed	On-street	Bike Route	City
75	Carle Park Nature Trail	Indiana Ave	Iowa St	0.12	Existing	Off-street	Nature Trail	UPD
76	Carle Avenue	Iowa St	Washington St	0.06	Proposed	On-street	Bike Route	City



Section ID	Trail Name	From	To	Approx. Length in miles	Status	Category	Category Type	Agency Responsible
77	Washington Street	Carle Ave	McCullough St	0.05	Proposed	On-street	Bike Route	City
78	McCullough Street	Washington St	Griggs St	0.63	Proposed	On-street	Bike Route	City
79	McCullough Street corridor	Griggs St	Broad Alley	0.06	Proposed	Off-street	Shared-Use Path	City
80	McCullough Street	Broad Alley	Park St	0.15	Existing	Off-street	Sidewalk/Shared-Use Path	City
81	Norfolk Southern Railroad corridor	McCullough St	Race St	0.20	Proposed	Off-street	Sidewalk/Shared-Use Path	City
82	Race Street	Norfolk Southern RR	Park St	0.17	Proposed	On-street	Bike Route	City
83	Pennsylvania Avenue	Lincoln Ave	Dorner Dr	0.14	Proposed	On-street	Bike Lanes	UIUC
84	Dorner Drive	Pennsylvania Ave	Gregory Dr	0.25	Existing	Off-street	University Bike Path	UIUC
85	Gregory Drive	Dorner Dr	Goodwin Ave	0.10	Existing	On-street	Bike Lanes	UIUC
86	Goodwin Avenue	Gregory Dr	Nevada St	0.12	Existing	On-street	Bike Lanes	UIUC
87	Goodwin Avenue	Nevada St	Springfield Ave	0.47	Existing	On-street	Bike Lanes	City
88	Goodwin Avenue	Springfield Ave	Eads St	0.71	Existing	Off-street	Sidewalk/Shared-Use Path	City
89	Illinois Street	Goodwin Ave	Lincoln Ave	0.25	Existing	On-street	Bike Lanes	City
90	Illinois Street	Lincoln Ave	Coler Ave	0.17	Existing	On-street	Bike Route	City
91	Illinois Street	Coler Ave	McCullough St	0.15	Proposed	On-street	Bike Route	City
92	Main Street	Springfield Ave	Goodwin Ave	0.77	Proposed	On-street	Bike Route	City
93	Main Street corridor	Goodwin Ave	Wright St	0.26	Proposed	Off-street	Sidewalk/Shared-Use Path	UIUC
94	King Park Connector Trail to Goodwin Avenue	King Park	Goodwin Ave	0.09	Existing	Off-street	Sidewalk/Shared-Use Path	UPD
95	Eads Street	Goodwin Ave	Wright St	0.25	Existing	On-street	Bike Route	City
96	Windsor Road	Vine St	W of Race St	0.45	Existing	Off-street	Sidewalk/Shared-Use Path	City
97	Windsor Road	W of Race St	Wright St	0.92	Existing	On-street	Bike Lanes	City

Table 14 Urbana Green Loop segments by Responsible Agency

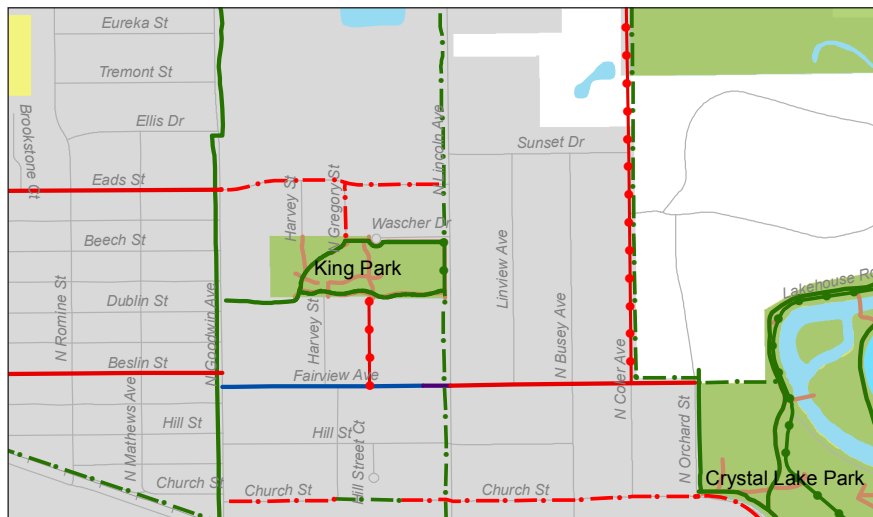
Responsible Agency	Number of Segments				
	Existing	Improvement Needed	Proposed	Study Area	TOTAL
Urbana Park District	11	3	13	1	28
City of Urbana	34	1	30	0	65
University of Illinois	3	0	2	0	5
Urbana Township	0	0	3	0	3
Champaign County	0	0	1	0	1
CUMTD	0	0	1	0	1
IDOT	0	0	1	0	1
<b>TOTAL</b>	<b>48</b>	<b>4</b>	<b>51</b>	<b>1</b>	<b>104</b>

\*Some segments have multiple responsible agencies.



### 8.1.3 LOOP TRAILS WITHIN PARKS

The proposed **Urbana Green Loop** offers a series of smaller loops in and around twelve Urbana parks (including South Ridge Park described in Section 8.1.1). These loops provide a wider variety of options for people to tour Urbana parks, thereby exercising and experiencing the natural beauty of the parks while using the trails.



#### Facility Types

Existing	Short	Medium	Long-Term	
				Bike Lanes
				Bike Route
				Bike Route + Sharrows
				Sharrows only
				Bike Boulevard
				Shared Bike / Parking Lane
				Share The Road
				Sidepath (Shared-Use Path)
				UIUC Bike Path
				Study Area
				Trail Facilities
				Paved Trails
				Nature Trails

#### KING PARK LOOP TRAIL

Length: 0.4 miles  
 Existing Section: 0.35 miles  
 Proposed Section: 0.05 miles

#### Description:

The King Park Loop Trail is already in place on the north, south and west sides of the park. A sidepath along the west side of Lincoln Avenue is proposed on the east side of King Park.

#### Recommendation:

Medium-Term Sidepath (east)

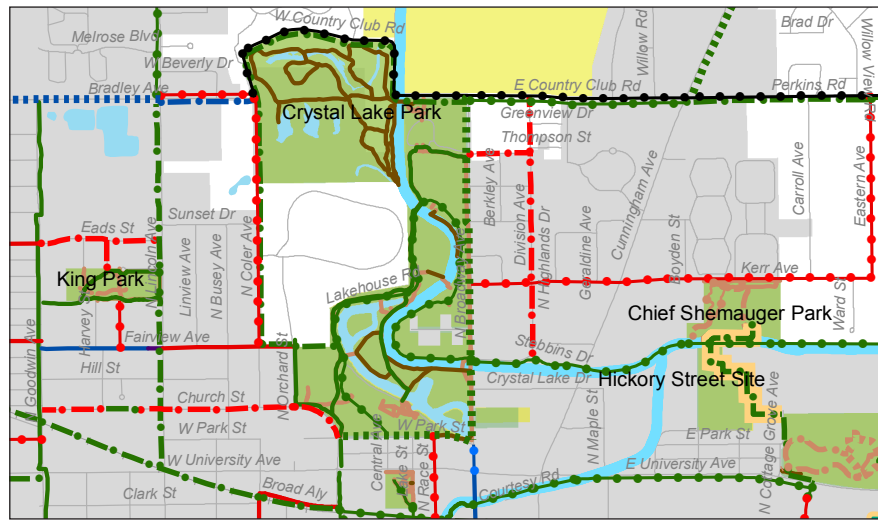
#### Connecting Facilities:

Lincoln Ave Sidepath (Proposed)  
 King Park Path Connector to Goodwin Avenue Sidepath (Existing)  
 Gregory St Bike Route (Proposed)

Other Nearby Destinations: King Elementary School

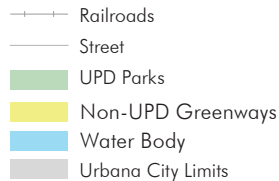
#### Trail Layout:

Completed - Appendix G



### Facility Types

Existing	Short	Medium	Long-Term	
				Bike Lanes
				Bike Route
				Bike Route + Sharrows
				Sharrows only
				Bike Boulevard
				Shared Bike / Parking Lane
				Share The Road
				Sidepath (Shared-Use Path)
				UIUC Bike Path
				Study Area
				Trail Facilities
				Paved Trails
				Nature Trails



## CRYSTAL LAKE PARK LOOP TRAILS

Length:	3.11 miles
Existing Section:	0.92 miles
Proposed Section:	2.19 miles

### Description:

An **existing sidepath** parallels Church Street, Lakehouse Road, and Thompson Street extended. The **short-term recommendation** is to widen the existing sidewalk along Broadway Avenue to a sidepath, and construct a sidepath along Park Street to create a medium-sized loop. The **medium-term recommendation** is to convert the inner lane of Lakehouse Road to a two-way divided shared-use path to replace the existing sidepath and create a small loop, and retain the outer lane of Lakehouse Road as a one-way vehicle travel lane from Park Street to Broadway Avenue. The **long-term recommendation** is to extend the sidepath along Country Club Road, Coler Avenue, and Fairview Avenue to create a large loop including Busey Woods.

### Recommendations:

Short-Term Sidepaths (east, south), Medium-Term Trail (interior), Long-Term Sidepaths (north, west)

### Connecting Facilities:

Thompson St Bike Route (Proposed)  
Kerr Ave Bike Route (Proposed)  
Stebbins Dr Sidepath (Proposed)  
Fairview Ave Bike Route (Existing)  
Bradley Ave Bike Route (short-term) and Bike Lanes (medium-term) (Proposed)

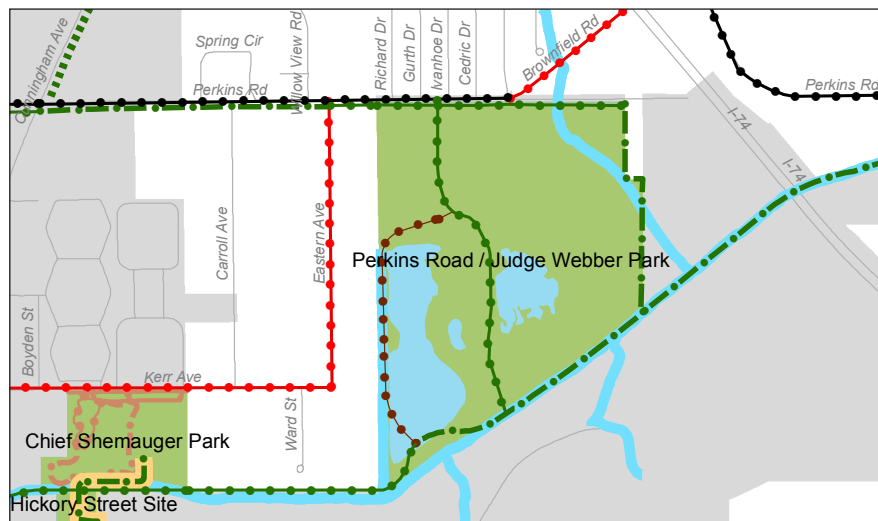
### Other Nearby Destinations:

Crystal Lake Park Family Aquatic Center, Anita Purves Nature Center, Carle Foundation Hospital, King Park, Chief Shemauger Park

### Trail Layout:

Completed - Appendix G





### Facility Types

Existing	Short	Medium	Long-Term	
				Bike Lanes
				Bike Route
				Bike Route + Sharrows
				Sharrows only
				Bike Boulevard
				Shared Bike / Parking Lane
				Share The Road
				Sidepath (Shared-Use Path)
				UIUC Bike Path
				Study Area
				Trail Facilities
				Paved Trails
				Nature Trails

## PERKINS ROAD/JUDGE WEBBER PARK LOOP TRAILS

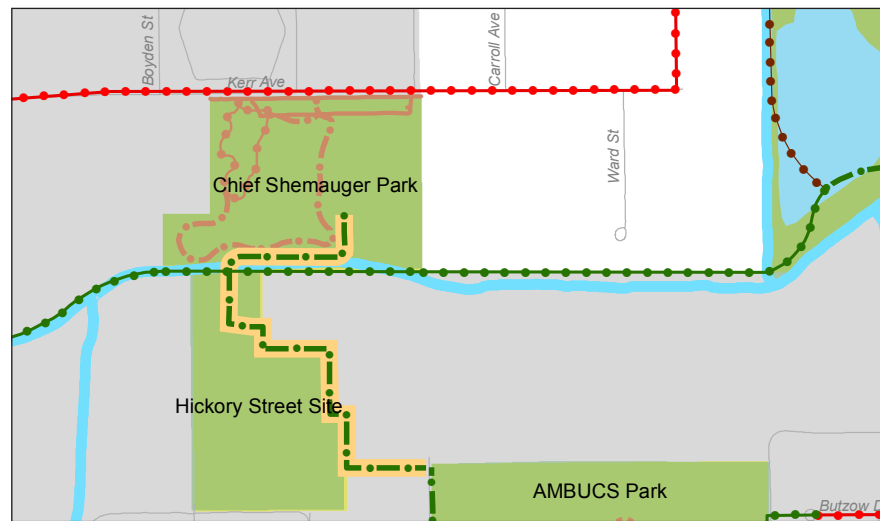
Length: 1.78 miles  
 Existing Section: 0 miles  
 Proposed Section: 1.78 miles

Description: A loop trail around the outer edge of the Perkins Road/Judge Webber Park Site will connect the proposed Perkins Road Sidepath and the proposed Saline Branch Trail.

Recommendations: Medium-Term Shared-Use Path (north, center)  
 Medium-Term Nature Trail (west)  
 Long-Term Shared-Use Path (east, south)

Connecting Facilities: Perkins Rd Sidepath (Proposed)  
 Brownfield Rd Bike Route (Proposed)  
 Saline Branch Trail (Proposed)

Other Nearby Destinations: Chief Shemauger Park, Hickory Street Site



- +— Railroads
- Street
- UPD Parks
- Non-UPD Greenways
- Water Body
- Urbana City Limits

### Facility Types

Existing	Short	Medium	Long-Term	
				Bike Lanes
				Bike Route
				Bike Route + Sharrows
				Sharrows only
				Bike Boulevard
				Shared Bike / Parking Lane
				Share The Road
				Sidepath (Shared-Use Path)
				UIUC Bike Path
				Study Area
				Trail Facilities
				Paved Trails
				Nature Trails

## CHIEF SHEMAUGER PARK LOOP TRAILS

Length: 0.6 miles  
 Existing Section: 0.07 miles  
 Proposed Section: 0.53 miles

**Description:** A smaller loop trail of 0.19 miles in the northwest corner of the park is proposed in the medium-term, which will be complemented with a longer loop trail of 0.35 miles throughout the park in the long-term implementation phase.

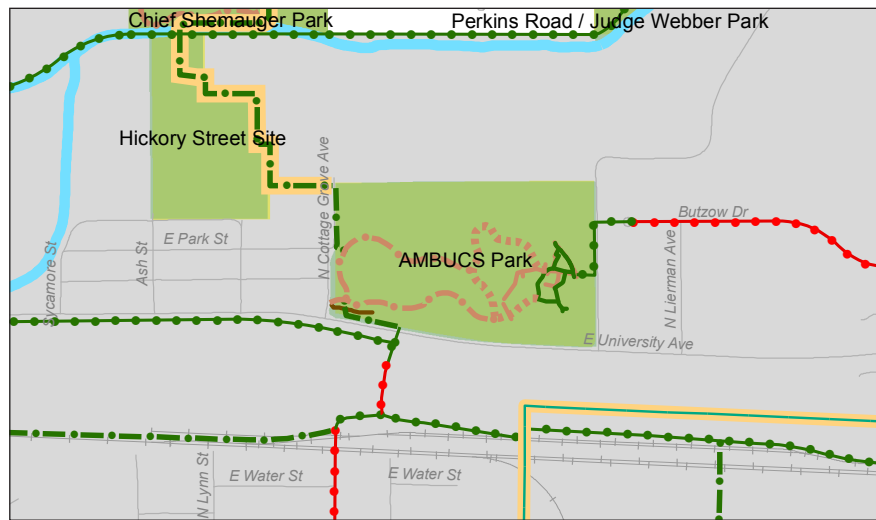
**Recommendation:** Medium-Term Paved Trail (northwest)  
 Long-Term Paved Trail (full park)

**Connecting Facilities:** Kerr Ave Bike Route (Proposed)  
 Saline Branch Trail (Proposed)

**Nearby Other Destinations:** Hickory Street Site  
 Perkins Road/Judge Webber Park

**Trail Layout:** Completed - Appendix G





- Railroads
- Street
- UPD Parks
- Non-UPD Greenways
- Water Body
- Urbana City Limits

### Facility Types

Existing	Short	Medium	Long-Term	
				Bike Lanes
				Bike Route
				Bike Route + Sharrows
				Sharrows only
				Bike Boulevard
				Shared Bike / Parking Lane
				Share The Road
				Sidepath (Shared-Use Path)
				UIUC Bike Path
				Study Area
				Trail Facilities
				Paved Trails
				Nature Trails

## AMBUCS PARK LOOP TRAILS

Length: 0.97 miles  
 Existing Section: 0.25 miles  
 Proposed Section: 0.72 miles

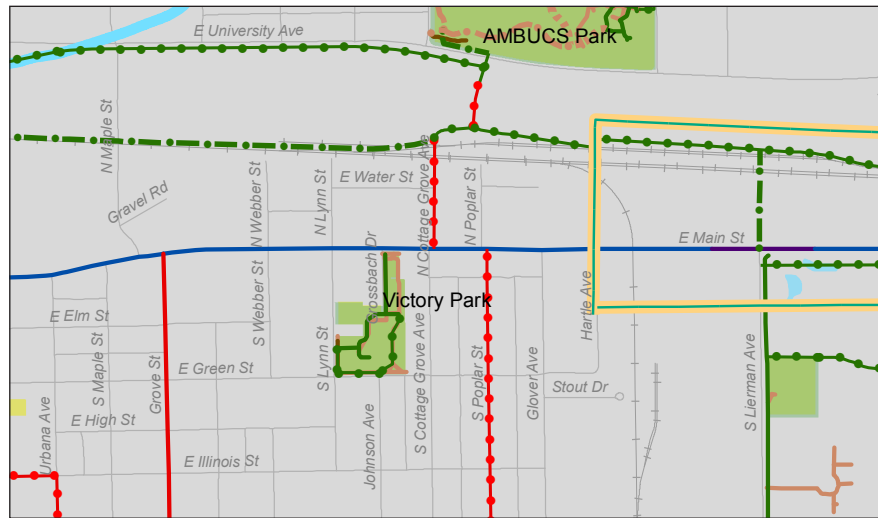
**Description:** Approximately 0.72 miles of paved trail is proposed within AMBUCS Park to create loop trails totaling 0.97 miles.

**Recommendation:** Short-Term Paved Trails (east)  
 Long-Term Paved Trail (west)  
 Long-Term Sidepaths (south, west)

**Connecting Facilities:** CUMTD Path (Proposed)  
 AMBUCS-Butzow Shared-Use Path (Proposed)

**Other Nearby Destinations:** Hickory Street Site  
 Perkins Road/Judge Webber Park

**Trail Layout:** Completed - Appendix G



- +— Railroads
- Street
- UPD Parks
- Non-UPD Greenways
- Water Body
- Urbana City Limits

### Facility Types

Existing	Short	Medium	Long-Term	
				Bike Lanes
				Bike Route
				Bike Route + Sharrows
				Sharrows only
				Bike Boulevard
				Shared Bike / Parking Lane
				Share The Road
				Sidewalk (Shared-Use Path)
				UIUC Bike Path
				Study Area
				Trail Facilities
				Paved Trails
				Nature Trails

## VICTORY PARK LOOP TRAIL

Length: 0.29 miles  
 Existing Section: 0.14 miles  
 Proposed Section: 0.15 miles

### Description:

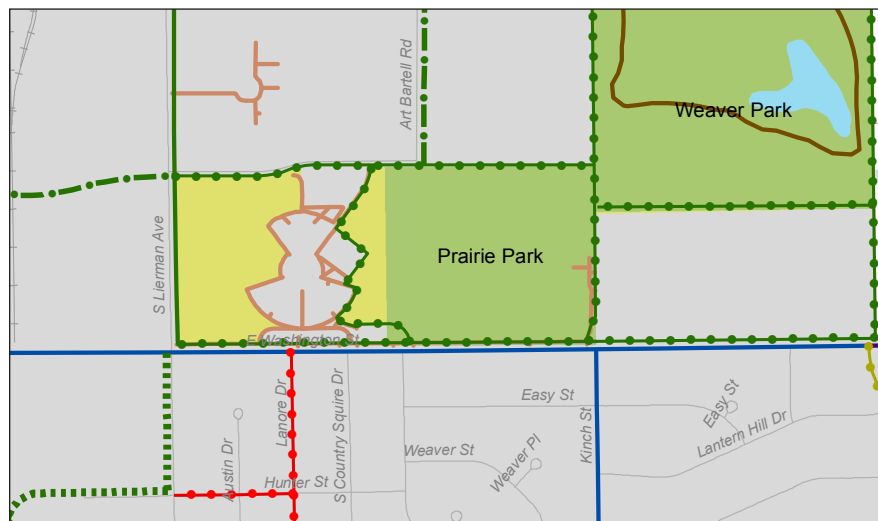
An **existing shared-use path** runs from Main Street on the north side of Victory Park to the south and west where it ends at the Victory Park playground. The **medium-term recommendation** is to widen the sidewalk on the west side of Lynn Street to at least 8 feet wide; widen the sidewalk on the north side of Green Street to at least 8 feet wide; and widen the sidewalk on the east side of Victory Park that passes the tennis courts back to the basketball court to at least 8 feet to create a loop trail.

Recommendation: Medium-Term Shared-Use Paths (west, south, east)

Connecting Facilities: Main St Bike Lanes (Existing)

Other Nearby Destinations: Canaday Park  
 AMBUCS Park  
 Downtown Urbana





- +— Railroads
- Street
- UPD Parks
- Non-UPD Greenways
- Water Body
- Urbana City Limits

### Facility Types

Existing	Short	Medium	Long-Term	
				Bike Lanes
				Bike Route
				Bike Route + Sharrows
				Sharrows only
				Bike Boulevard
				Shared Bike / Parking Lane
				Share The Road
				Sidepath (Shared-Use Path)
				UIUC Bike Path
				Study Area
				Trail Facilities
				Paved Trails
				Nature Trails

## PRAIRIE PARK LOOP TRAIL

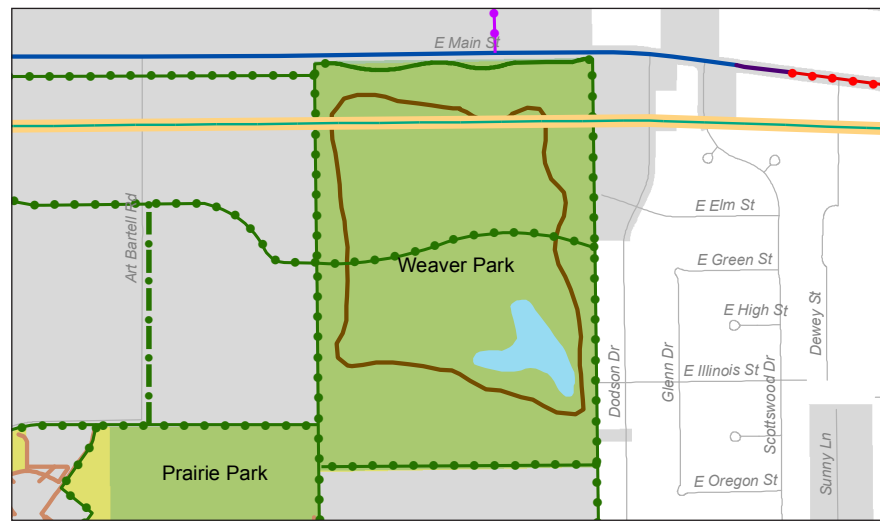
Length: 0.76 miles  
 Existing Section: 0 miles  
 Proposed Section: 0.76 miles

**Description:** The proposed Prairie Park Loop Trail will consist of a shared-use path around the park between the Brookens Administrative Center and Prairie School, which will include sidepaths along Art Bartell Road and Washington Street.

**Recommendations:** Medium-Term Sidepath (north, south)  
 Medium-Term Shared-Use Path (north, east, west)

**Connecting Facilities:** Washington St Bike Lanes (Existing)  
 Kinch St Bike Lanes (Existing)  
 Art Bartell Rd Sidepath (Proposed)  
 Weaver Park Trails (Proposed)

**Other Nearby Destinations:** Weaver Park, Brookens Center Gym & Sports Complex, Urbana Early Childhood School, Prairie Elementary School



- Railroads
- Street
- UPD Parks
- Non-UPD Greenways
- Water Body
- Urbana City Limits

### Facility Types

Existing	Short	Medium	Long-Term	
				Bike Lanes
				Bike Route
				Bike Route + Sharrows
				Sharrows only
				Bike Boulevard
				Shared Bike / Parking Lane
				Share The Road
				Sidepath (Shared-Use Path)
				UIUC Bike Path
				Study Area
				Trail Facilities
				Paved Trails
				Nature Trails

## WEAVER PARK LOOP TRAIL

Length: 1.25 miles  
 Existing Section: 0.24 miles  
 Proposed Section: 1.49 miles

**Description:** The Weaver Park Loop Trail will consist of 1.49 miles of Shared-Use Paths that will run around and across the park. The Weaver Park Master Plan should be updated, and Weaver Park be an area of further study to plan the exact alignment of trails in this park.

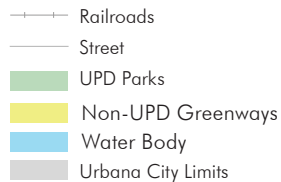
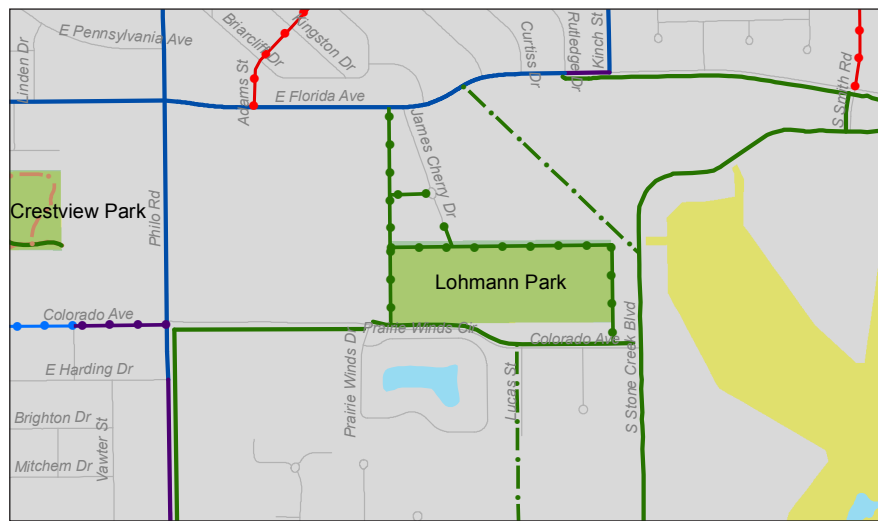
**Recommendation:** Medium-Term Shared-Use Paths

**Connecting Facilities:** Bakers Lane Trail on the east side of Weaver Park (Proposed)  
 Main Street Sidepath (Existing)  
 Smith Road Bike Route (Proposed)  
 Prairie Park Loop Trail (Proposed)

**Other Nearby Destinations:** Prairie Park, Brookens Center Gym & Sports Complex, Urbana Early Childhood School, Prairie Elementary School

**Trail Layout:** Completed - Appendix G





## LOHMANN PARK LOOP TRAIL

Length: 0.69 miles  
Existing Section: 0.25 miles  
Proposed Section: 0.44 miles

### Description:

Approximately 0.44 miles of trail is recommended on the north, east, and west sides of the park to connect to the existing trail along Colorado Avenue on the south side of the park and create a loop trail. Spurs are recommended to Thomas Paine Elementary School immediately north of the park, Florida Avenue, Stone Creek Boulevard, and the abandoned Norfolk & Western railroad corridor. UPD should work with adjacent property owners on the west side of Lohmann Park before finalizing any trail development decisions.

### Recommendation:

Medium-Term Paved Trail (north, east, west)

### Connecting Facilities:

Colorado Ave Sidepath (Existing)  
James Cherry Dr Trail to Thomas Paine School  
James Cherry Dr Corridor Trail connecting Lohmann Park to Florida Ave (Proposed)  
Thomas Paine Rail-to-Trail (Proposed)  
Stone Creek Blvd Path (Existing)  
Lucas St Sidepath (Proposed)

### Other Nearby Destinations:

Thomas Paine Elementary School, Philo Road Business District

### Facility Types

Existing	Short	Medium	Long-Term	
				Bike Lanes
				Bike Route
				Bike Route + Sharrows
				Sharrows only
				Bike Boulevard
				Shared Bike / Parking Lane
				Share The Road
				Sidepath (Shared-Use Path)
				UIUC Bike Path
				Study Area
				Trail Facilities
				Paved Trails
				Nature Trails



- +— Railroads
- Street
- UPD Parks
- Non-UPD Greenways
- Water Body
- Urbana City Limits

### Facility Types

Existing	Short	Medium	Long-Term	
				Bike Lanes
				Bike Route
				Bike Route + Sharrows
				Sharrows only
				Bike Boulevard
				Shared Bike / Parking Lane
				Share The Road
				Sidepath (Shared-Use Path)
				UIUC Bike Path
				Study Area
				Trail Facilities
				Paved Trails
				Nature Trails

## CRESTVIEW PARK LOOP TRAIL

Length: 0.31 miles  
 Existing Section: 0.12 miles  
 Proposed Section: 0.19 miles

**Description:** Approximately 0.19 miles of trail is recommended on the north and east sides of the park to connect to the existing trail on the south side of the park and create a loop trail.

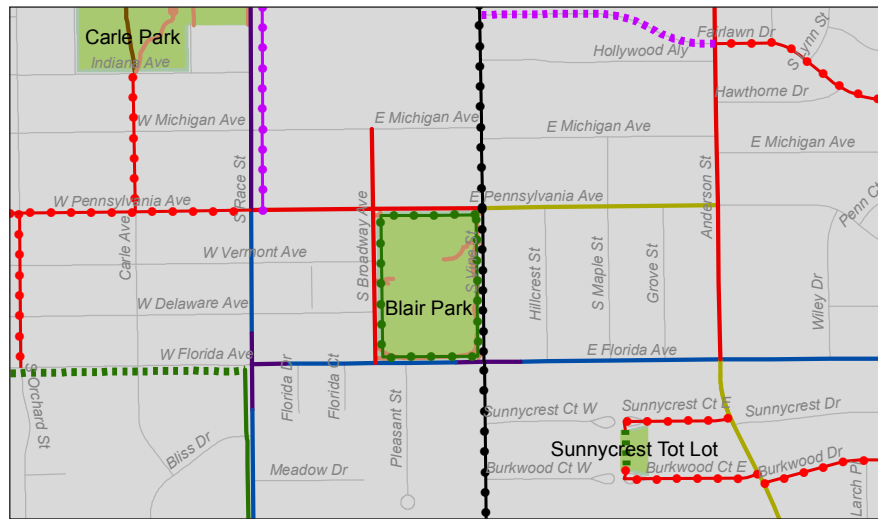
**Recommendation:** Long-Term Paved Trail (north, east)

**Connecting Facilities:** Cottage Grove Ave Shared Bike / Parking Lanes (Proposed)  
 Burkwood Dr Bike Route (Proposed)

**Other Nearby Destinations:** County Market, Philo Road Business District

**Trail Layout:** Completed - Appendix G





- +— Railroads
- Street
- UPD Parks
- Non-UPD Greenways
- Water Body
- Urbana City Limits

### Facility Types

Existing	Short	Medium	Long-Term	
				Bike Lanes
				Bike Route
				Bike Route + Sharrows
				Sharrows only
				Bike Boulevard
				Shared Bike / Parking Lane
				Share The Road
				Sidewalk (Shared-Use Path)
				UIUC Bike Path
				Study Area
				Trail Facilities
				Paved Trails
				Nature Trails

## BLAIR PARK LOOP TRAIL

Length: 0.51 miles  
 Existing Section: 0 miles  
 Proposed Section: 0.51 miles

### Description:

Approximately 0.51 miles of trail is recommended on all sides of the park to create a loop trail. Existing sidewalks on the east and south sides of the park along Vine Street and Florida Avenue should be widened to at least 8'. On-street bikeways exist on the north, west, and south sides of the park, but a loop trail will provide a recreational facility with no vehicular traffic that people of all ages and abilities to use.

### Recommendation:

Medium-Term Sidewalk (all sides)

### Connecting Facilities:

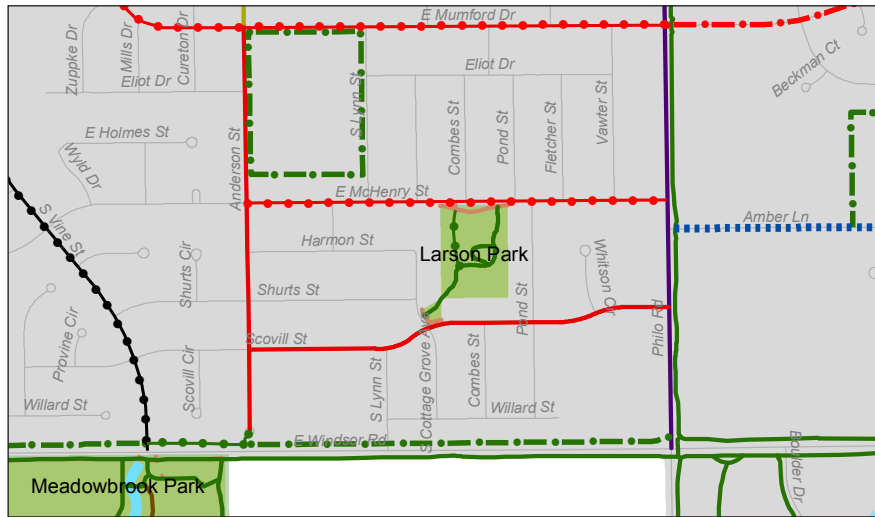
Pennsylvania Ave Bike Route (Existing)  
 Broadway Ave Bike Route (Existing)  
 Florida Ave Bike Lanes (Existing)

### Other Nearby Destinations:

Urbana Middle School, Urbana High School, Carle Park, Sunnycrest Tot Lot

## 8.1.4 LINEAR TRAILS WITHIN PARKS

The proposed **Urbana Green Loop** also includes linear trails in three Urbana parks, offering the same health, nature, and recreational benefits of loop trails.



### Facility Types

Existing	Short	Medium	Long-Term	
				Bike Lanes
				Bike Route
				Bike Route + Sharrows
				Sharrows only
				Bike Boulevard
				Shared Bike / Parking Lane
				Share The Road
				Sidepath (Shared-Use Path)
				UIUC Bike Path
				Study Area
				Trail Facilities
				Paved Trails
				Nature Trails

- Railroads
- Street
- UPD Parks
- Non-UPD Greenways
- Water Body
- Urbana City Limits

### LARSON PARK TRAIL

Length: 0.28 miles  
 Existing Section: 0.22 miles  
 Proposed Section: 0.06 miles

**Description:** Approximately 0.06 miles of trail is recommended on the west side of the park to create another connection from McHenry Street to the existing trail that runs from the southwest to northeast side of the park.

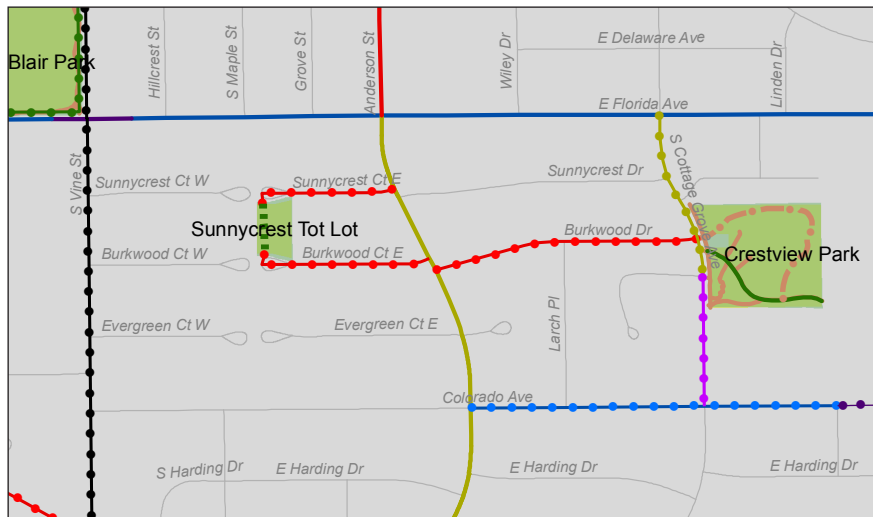
**Recommendation:** Medium-Term Shared-Use Trail

**Connecting Facilities:** Scovill St Bike Route (Existing)  
 McHenry St Bike Route (Proposed)

**Other Nearby Destinations:** Meadowbrook Park, Yankee Ridge Elementary School, Philo Road Business District, The Pines

**Trail Layout:** Completed - Appendix G





- +— Railroads
- Street
- UPD Parks
- Non-UPD Greenways
- Water Body
- Urbana City Limits

### Facility Types

Existing	Short	Medium	Long-Term	
				Bike Lanes
				Bike Route
				Bike Route + Sharrows
				Sharrows only
				Bike Boulevard
				Shared Bike / Parking Lane
				Share The Road
				Sidepath (Shared-Use Path)
				UIUC Bike Path
				Study Area
				Trail Facilities
				Paved Trails
				Nature Trails

## SUNNYCREST TOT LOT TRAIL

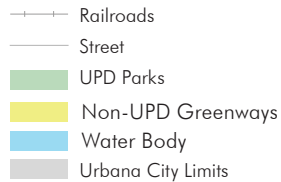
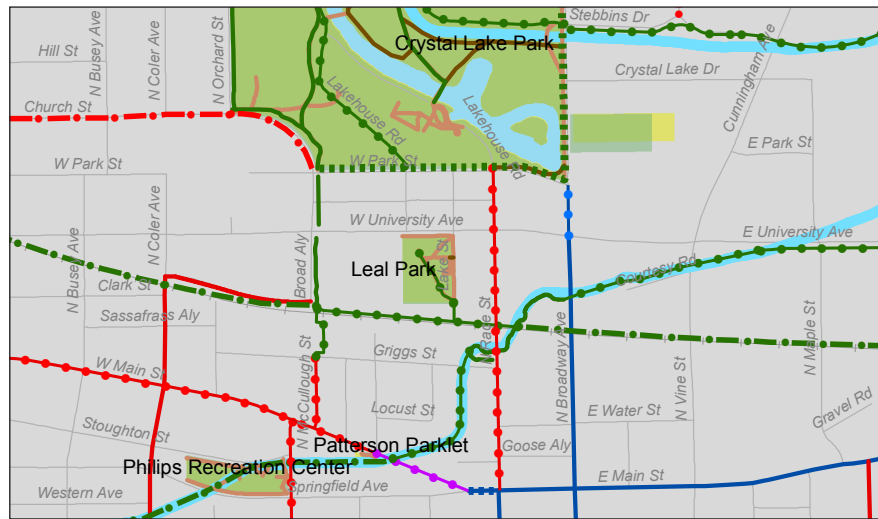
Length: 0.04 miles  
 Existing Section: 0 miles  
 Proposed Section: 0.04 miles

Description: The Sunnycrest Tot Lot Trail will connect Sunnycrest Court East and Burkwood Court East on the west side of the park.

Recommendation: Short-Term Shared-Use Trail

Connecting Facilities: Sunnycrest Ct E Bike Route (Proposed)  
 Burkwood Ct E Bike Route (Proposed)

Other Nearby Destinations: Crestview Park, Wiley Elementary School, Blair Park



## LEAL PARK TRAIL

Length: 0.09 miles  
 Existing Section: 0 miles  
 Proposed Section: 0.09 miles

### Description:

The existing paved trail from the park's parking lot in the northwest corner of the park to the southeast corner of the park should be widened to at least 8 feet wide. A short connector trail should also be constructed between Leal Park and the proposed Kickapoo Rail Trail and/or Race Street; UPD will have to work with the landowner of the parking lot between Leal Park and the railroad to create this connection. UPD should also work with IDOT and the City of Urbana if there is an opportunity to connect Leal Park to Crystal Lake Park via Central Avenue using a bike boulevard concept.

Recommendation: Medium-Term Paved Trails

Connecting Facilities: Kickapoo Rail Trail (Proposed)  
 Race Street Bike Route (Proposed)

Other Nearby Destinations: Downtown Urbana, Crystal Lake Park, Phillips Recreation Center

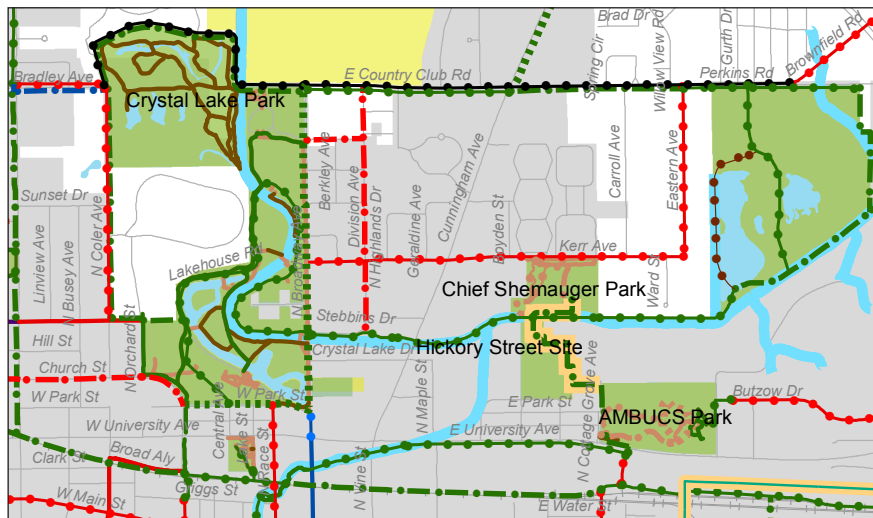
## Facility Types

Existing	Short	Medium	Long-Term	
				Bike Lanes
				Bike Route
				Bike Route + Sharrows
				Sharrows only
				Bike Boulevard
				Shared Bike / Parking Lane
				Share The Road
				Sidepath (Shared-Use Path)
				UIUC Bike Path
				Study Area
				Trail Facilities
				Paved Trails
				Nature Trails



### 8.1.5 LOOP TRAILS BETWEEN PARKS

Trails and bikeways recommended in this plan would also create connections between several parks in different areas of Urbana. Implementation of these facilities would provide medium-sized loop trails that the majority (35%) of Urbana Pedestrian and Bicycle Survey (PABS) respondents would prefer to use (see Chapter 7), between smaller-sized park loop trails and the larger Urbana Green Loop trail. **Trail development along private property between parks (e.g. Saline Branch, Norfolk Southern Railroad) is dependent upon mutual agreement between existing landowners and local governments.**



#### Facility Types

Existing	Short	Medium	Long-Term	
				Bike Lanes
				Bike Route
				Bike Route + Sharrows
				Sharrows only
				Bike Boulevard
				Shared Bike / Parking Lane
				Share The Road
				Sidepath (Shared-Use Path)
				UIUC Bike Path
				Study Area
				Trail Facilities
				Paved Trails
				Nature Trails

### NORTH URBANA PARKS LOOP TRAIL

**Parks Connected**  
(park type):

Crystal Lake Park / Busey Woods (Signature)  
Chief Shemauger Park (Neighborhood)  
Perkins Road Park Site / Judge Webber Park / Urbana Dog Park (Signature)

**Other Potential Park**  
**Connections:**

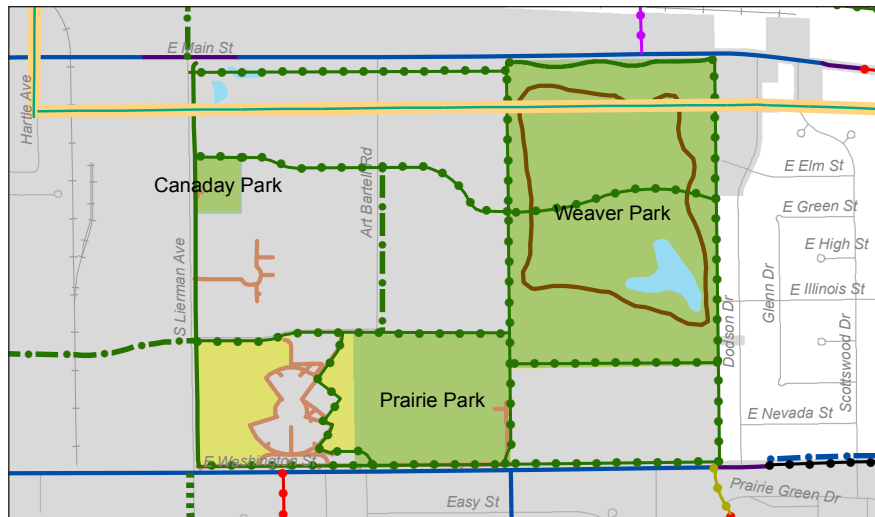
Hickory Street Site  
AMBUCS Park

**Connecting Facilities:**

Country Club Rd & Perkins Rd Sidepath (Proposed)  
Kerr Ave Bike Route (Proposed)  
Saline Branch Trail & Stebbins Dr Sidepath (Proposed)

**Description:**

Shared-use paths and bike routes in North Urbana have the potential to connect at least three parks (two **signature**, one **neighborhood**) totaling 241 acres. The Urbana Park District currently owns a lot of park space north of University Avenue, but there are few safe opportunities for people to travel between the parks on foot or bike.



### EAST URBANA PARKS LOOP TRAIL

- Railroads
- Street
- UPD Parks
- Non-UPD Greenways
- Water Body
- Urbana City Limits

Length: 2.24 miles  
 Existing Section: 0.73 miles  
 Proposed Section: 1.51 miles

Parks Connected (park type):  
 Canaday Park (Community)  
 Brookens Sports Complex (Community)  
 Prairie Park (Community)  
 Weaver Park (Signature)

Loop Facilities:  
 Lierman Avenue Sidepath (Existing)  
 Washington Street Sidepath (Proposed)  
 Bakers Lane Trail (Proposed)  
 Main Street Sidepath (Existing (east), Proposed (west))

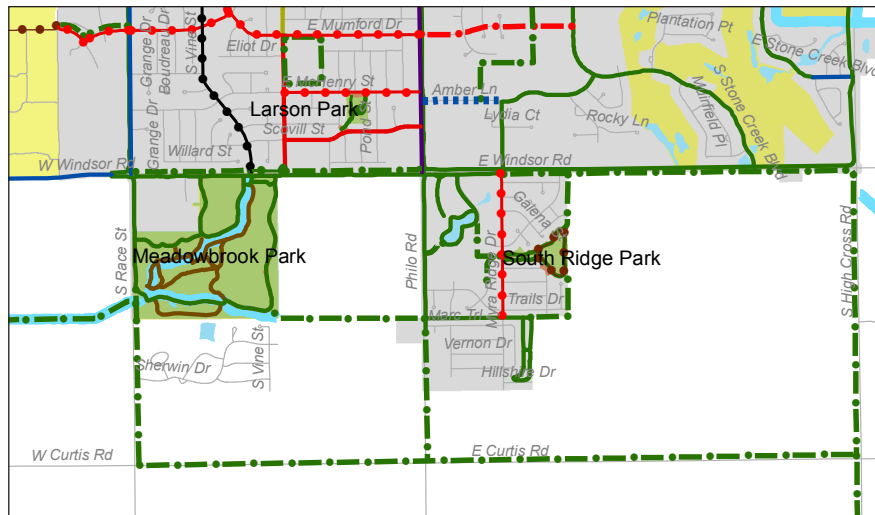
Description: A loop shared-use path in East Urbana has the potential to connect four parks (one **signature**, three **community**) totaling 94 acres. The Champaign County East Campus is contained within this loop, and Champaign County should be approached as a partner in development of this trail. The Prairie Campus owned by the Urbana School District is also contained within this loop.

Bakers Lane is right-of-way owned by the City of Urbana, running north-south between Main and Washington Streets west of Dodson Drive. The City of Urbana should also be approached as a partner in development of this trail, as the north and south segments also border City streets.

### Facility Types

Existing	Short	Medium	Long-Term	
				Bike Lanes
				Bike Route
				Bike Route + Sharrows
				Sharrows only
				Bike Boulevard
				Shared Bike / Parking Lane
				Share The Road
				Sidepath (Shared-Use Path)
				UIUC Bike Path
				Study Area
				Trail Facilities
				Paved Trails
				Nature Trails





## SOUTH URBANA PARKS LOOP TRAIL

- +— Railroads
- Street
- UPD Parks
- Non-UPD Greenways
- Water Body
- Urbana City Limits

Parks Connected  
(park type):

Connecting Facilities:

Description:

Meadowbrook Park (Signature)  
South Ridge Park (Neighborhood)

Windsor Rd Sidepaths (Existing & Proposed)  
Pomology Path (Philo Rd-Meadowbrook Park; Proposed)  
Marc Trail paths (Existing)  
Myra Ridge / Deerfield Trails Path (Proposed)  
Curtis Rd Sidepath (Proposed)  
Race St Sidepath (Existing (north), Proposed (south))  
Philo Rd Sidepath (Existing (north), Proposed (south))  
High Cross Rd / IL 130 Sidepath (Proposed)

Shared-use paths in South Urbana have the potential to connect two parks (one **signature**, one **neighborhood**) totaling 141 acres. Many trail loops could be developed between Windsor Road, Race Street, Curtis Road, and High Cross Road, complementing the existing loop trails at **Meadowbrook** and **South Ridge Parks**. The Urbana Park District should support opportunities for trail development if road reconstruction and/or land development occurs in this area.

### Facility Types

Existing	Short	Medium	Long-Term	
				Bike Lanes
				Bike Route
				Bike Route + Sharrows
				Sharrows only
				Bike Boulevard
				Shared Bike / Parking Lane
				Share The Road
				Sidepath (Shared-Use Path)
				UIUC Bike Path
				Study Area
				Trail Facilities
				Paved Trails
				Nature Trails

## 8.1.6 RAIL CORRIDOR TRAILS

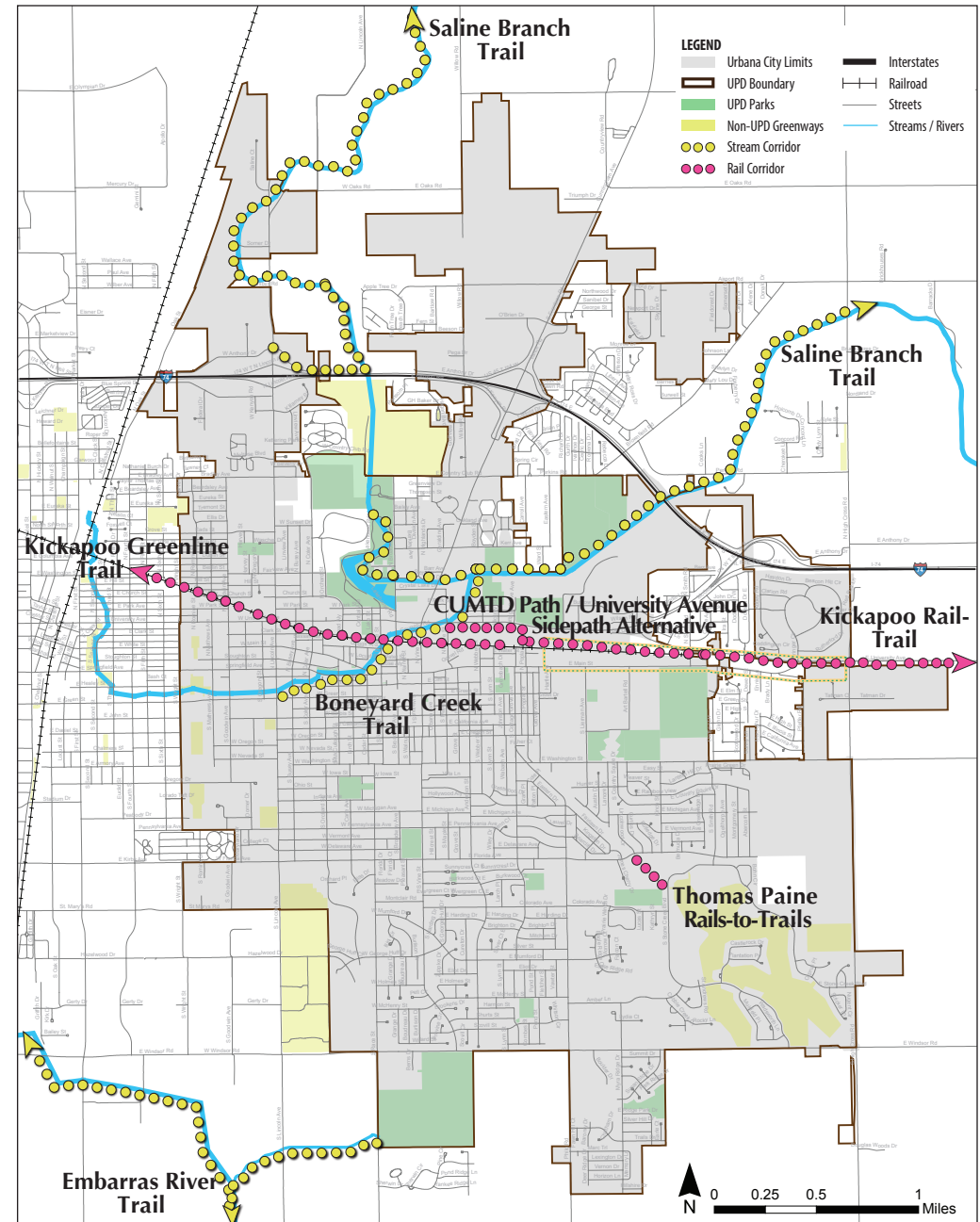
Trail development along private property (e.g. Norfolk Southern Railroad) is dependent upon mutual agreement between existing landowners and local governments.

### KICKAPOO RAIL-TRAIL (KRT)

The Champaign County Forest Preserve District nows owns the abandoned rail corridor land **east** of Smith Road in Urbana. Norfolk Southern Railroad owns the rail corridor and track **west** of Smith Road.

Recommendations for the east-west rail corridor along the University Avenue corridor include the following:

1. Continue to support **acquisition and construction efforts** to build the 24.5 mile Kickapoo Rail-Trail from Urbana to Kickapoo State Park in Vermilion County, working with the Champaign County Forest Preserve District (CCFPD), Champaign County Design & Conservation Foundation (CCDCF), and Vermilion County Conservation District (VCCD).
2. **Work with the City of Urbana to establish a safe, efficient trail connection into Urbana.** Evaluate the best connection from the KRT terminus at High Cross Road along the University Avenue/Main Street corridor between High Cross Road and Hartle Avenue (see study area outline on map), preferably establishing a trailhead at Weaver Park.
3. Work with the City of Urbana, Champaign-Urbana Mass Transit District (CUMTD), Champaign Park District, City of Champaign, and Illinois Department of Transportation (IDOT) to **extend the KRT as the “Kickapoo Greenline Trail”** into Downtown Urbana and Downtown Champaign. Investigate the alternative to a rail-with-trail of diverting the KRT north along the east side of the CUMTD property, continuing west as a sidepath along University Avenue, and connecting to Downtown Urbana via the proposed Boneyard Creek Trail.



**Figure 32** Recommended rail and stream trail corridors



### THOMAS PAINE RAIL-TO-TRAIL

Continue to explore the rail-to-trail acquisition and development opportunity along the former Norfolk & Western Railroad corridor running northwest and southeast from Florida Avenue to Stone Creek Boulevard east of Thomas Paine Elementary School.

## 8.1.7 STREAM CORRIDOR TRAILS

Trail development along private property (e.g. Saline Branch) is dependent upon mutual agreement between existing landowners and local governments.

### SALINE BRANCH TRAIL

Establish a paved trail along the Saline Branch north and south of the Urbana Country Club.

#### South of the Urbana Country Club

Construct a paved trail along the Saline Branch connecting Crystal Lake Park, Chief Shemauger Park, Perkins Road/Judge Webber Park, and other natural areas in unincorporated northeast Urbana.

- Lakehouse Road: Convert one lane of this road in Crystal Lake Park to a two-way divided shared-use path, and retain one lane for one-way vehicular traffic leading to Broadway Avenue.
- Stebbins Drive (Broadway Avenue-Division Street): Designate as a Bike Route, existing 5' sidewalk on the south side of the road.
- Stebbins Drive (Division Street-east terminus): Construct 8-10' sidepath on the south side of the road, continuing east along the Saline Branch.

#### North of the Urbana Country Club

- Construct 8-10' sidepath along the Saline Branch Path from Lincoln Avenue at Anthony Drive, continuing north along the Saline Branch.

### EMBARRAS RIVER TRAIL

Support construction of an 8-10' paved trail along the Upper Embarras River, continuing south along the Lower Embarras River. Termini include Race Street, connecting to Meadowbrook Park; and First Street in Champaign. This stream corridor runs through the University of Illinois South Farms.

### 8.1.8 FITNESS TRAILS

Fitness trails are proposed in **Crystal Lake Park** and **Weaver Park**, preferably utilizing existing trails. Crystal Lake Park is a candidate for a fitness trail considering its scenic beauty, high frequency of visitors, and focus on short-term improvements by the Urbana Park District.

Weaver Park is close to sports facilities (Prairie Park, Brookens Sports Complex) and also located near low income neighborhoods. Crystal Lake and Weaver Parks are also Signature Parks, which means they serve a wide range of Urbana residents.

Recommendations for the fitness trails include the following facilities:

1. **Trail Layout Map** – Create a Fitness Trail layout map for users including the location of exercise stations/equipment together with a list of fitness equipment provided at the site.
2. **Signage** – Install ‘user’ friendly self-guided signs that include graphics and text, describing and illustrating how to use the equipment safely and effectively for people of any physical ability and fitness level.
3. **Exercise Stations** – Evaluate probable locations for exercise stations, either grouped together or spaced out over the fitness trail considering site specific trail characteristics such as length, width and available amenities of the trail.
4. **Fitness Equipment** – Install fitness equipment and signs along an existing trail or at the exercise station. Explore options to provide the user with an environmentally friendly outdoor fitness system which would be easy to install, is functional, is low cost, needs a low amount of maintenance, and is durable. A list of possible fitness equipment includes but is not limited to:
  - Balance Beam
  - Climbing Wall
  - Jumping Station
  - Monkey Bars
  - Multi-level exercise step platforms
  - Parallel Bars
  - Pull Up Bar
  - Push Up Platform
  - Stretching Beam
  - Sit Up Bench
5. **Other Facilities** – Identify areas where benches, drinking fountains, garbage cans, trailheads, restroom facilities, picnic shelters, exercise stations, and bike racks are needed; and work to add these facilities when opportunities become available.
6. **Promotion** – Create outdoor exercise equipment brochures to promote the benefits of the fitness trail and thereby improving quality of life so that people will be inspired to use it as part of a healthy and active lifestyle.
7. **Implementation** – Develop a timeline for project implementation over the next 5 to 10 years. Encourage cooperation and seek partnership opportunities with Carle Hospital and/or the Champaign-Urbana Public Health District to install equipment and signs, and to promote trail usage.
8. **Maintenance** – Provide efficient and high quality maintenance of fitness equipment, trails, and signs.

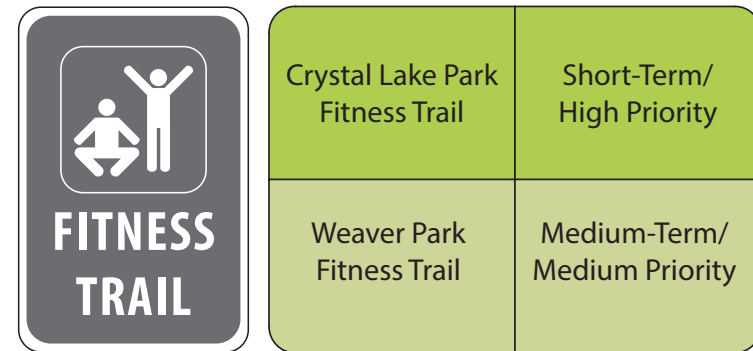


Figure 33 Fitness trail priorities



### 8.1.9 STUDY AREAS

Study areas are those sections which need further survey and analysis before determining trail feasibility, type, and alignment. **A trail connection between Chief Shemauger Park and the Hickory Street Site as well as the Kickapoo Rail-Trail entry into Urbana are designated as Study Areas.** The Urbana Park District should work with the appropriate agencies, such as the City of Urbana and the Champaign County Forest Preserve District, to make project recommendations after the UTMP is completed.

#### TRAIL CONNECTION OVER THE SALINE BRANCH

Investigate a trail connection between parks north of the Saline Branch (Chief Shemauger Park, Perkins Road/Judge Webber Park) and parks south of the Saline Branch (Hickory Street Park Site, AMBUCS Park). This is an important connection, as not only is there no trail connection between these parks, but there are no roads that cross the Saline Branch between Cunningham Avenue and I-74. **Security considerations** regarding the Urbana Park District Planning & Operations facilities next to Chief Shemauger Park and UPD storage facilities at the Hickory Street Site must be considered.

#### KICKAPOO RAIL-TRAIL (KRT) CONNECTION

Work with the City of Urbana to establish a safe, efficient trail connection into Urbana. Evaluate the best connection from the KRT terminus at High Cross Road along the University Avenue/Main Street corridor between High Cross Road and Hartle Avenue, preferably establishing a trailhead at Weaver Park.

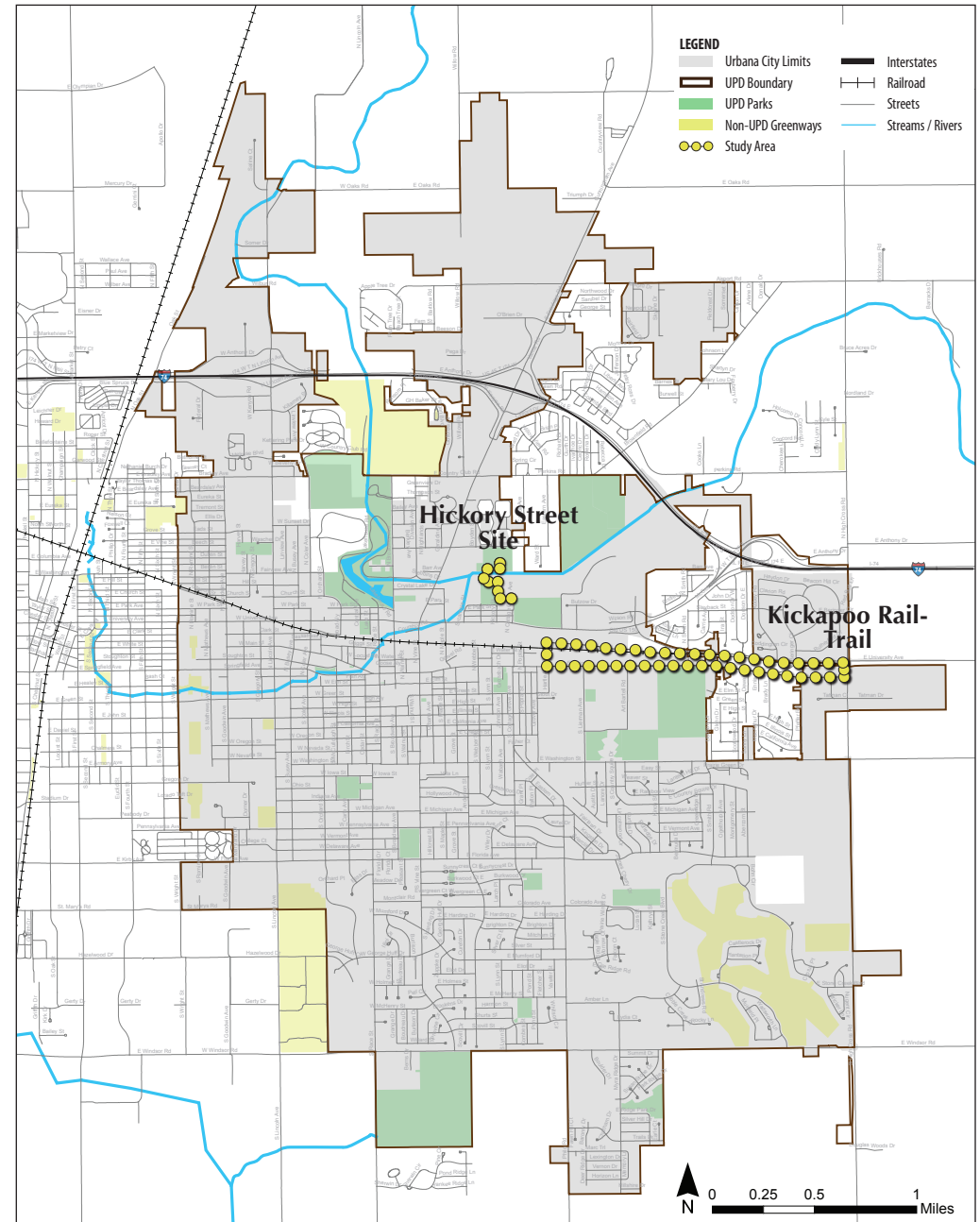


Figure 34 Study areas

## 8.2 TRAIL CONSTRUCTION AND MAINTENANCE

### 8.2.1 DESIGN GUIDELINES

The Urbana Park District should follow the latest version of the **Champaign County Greenways & Trails Design Guidelines** (Appendix H) during all new trail construction and maintenance projects. These guidelines provide guidance for shared-use trails, nature trails, on-street bikeways, crossings, trailheads, rest areas, logos and signage. Signage templates are presented for oval signs, mile marker signs, point of interest signs, arrow signs, and map signs. All guidelines should comply with the most recent versions of the Americans with Disabilities Act (ADA), Illinois Department of Transportation (IDOT) and American Association of State Highway and Transportation Officials (AASHTO) standards as applicable.

Although the Davis Bike Loop uses more pavement markings than signs, if mile marker signs are installed along the Urbana Green Loop, it is recommended to use the most northwest park (King Park) as the start and end point.

Distance (e.g. mileage), direction, and destination (e.g. next closest park, facility, trail, or bikeway) signage is recommended to be installed on trails within Urbana parks and bikeways between Urbana parks. This will help trail users orient themselves and assure them that they are on their chosen route. **Trail signage** should be used on **off-road trails and bikeways only**, and **bike route signage** should be used on **on-road bikeways only** (see Figures 35-36 below).



Figure 35 Off-street Trail Signage



Figure 36 On-street Bikeway Signage

### 8.2.2 MAINTENANCE

Recommendations in this category are meant to keep the trails system in appropriate operating condition.

1. Protect green corridors providing and connecting open space.
2. Prioritize consistent upkeep and maintenance of trails.
3. Through good design practices, minimize weather related obstacles such as ice and mud.
4. Prioritize improvements including accessibility to all facilities, facility safety, and improvements to field conditions.
5. Define ongoing preventive maintenance needs based on current facility conditions and build sustainable budgets based on this information.
6. Implement maintenance plans on trails and bikeways promoting safety, increasing efficiency, and minimizing lifetime costs.
7. Increase public awareness of how to report trail condition issues to the Urbana Park District.
8. Regularly evaluate existing amenities along trails such as water fountains, restrooms/changing rooms, trail maps, seating and interpretive signage.
9. Create and organize volunteer programs to provide additional trail maintenance support.
10. Schedule trail inspection on a regularly basis. Frequency will depend on the amount of trail usage, location, age and availability of staff.



## 8.3 NON-INFRASTRUCTURE RECOMMENDATIONS

In addition to development of trails and bikeways, the other 4 E's - Education, Encouragement, Enforcement and Evaluation - are the best way to increase the number of bicyclists and pedestrians using the trail system in a safe manner. Recommendations in this plan are not just about increasing trail use and accessibility, but also taking a holistic approach that includes safety and health. These 4 E's can improve the trail experience in and between parks.

### 8.3.1 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.

1. **K-12 Bicycle Education Curriculum:** Work with local schools to incorporate bicycle education into the existing curriculum at the Urbana School District and private schools, such as physical education and health.

*Potential Partners:* Urbana School District, private schools (e.g. University High School), Champaign-Urbana Safe Routes to School (C-U SRTS) Project

2. **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, Champaign-Urbana Bike Guide & Map, and a future Urbana Green Loop Trail 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:* Champaign County Bikes (CCB), League of Illinois Bicyclists (LIB), Champaign County Regional Planning Commission (CCRPC), Urbana Park District, City of Urbana, mobile app developers, Google

3. **Share the Road Campaigns:** Continue to convey the message to encourage bicyclists and motorists to obey traffic laws and show respect to other road users.

*Potential Partners:* C-U SRTS Project, City of Urbana, Champaign-Urbana Mass Transit District (CUMTD)

4. **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.

*Potential Partners:* Urbana School District, private schools (e.g. University High School), driving schools, CCB, LIB

5. **Bicycle Ambassador Program:** Partner with the University of Illinois to organize a bicycle ambassador program to educate residents at public events.

*Potential Partners:* University of Illinois, City of Urbana

6. **Bicycle Rodeos:** Increase volunteer base in order to institutionalize bicycle rodeos at public events and schools for children to learn and improve bicycling skills.

*Potential Partners:* Urbana Park District (UPD), City of Urbana, Urbana School District, C-U SRTS Project, CUMTD, Champaign-Urbana Public Health District (CUPHD), CCRPC, Parent-Teacher Associations (PTAs), service organizations

7. **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:* Urbana Park District, City of Urbana, Urbana School District, CUMTD, CCRPC

8. **Professional Development:** Support Urbana Park District staff attendance at professional development opportunities, such as the Illinois Bike Summit and other conferences, to provide learning, networking, and planning opportunities regarding bicycles and pedestrians.

*Potential Partners:* Urbana Park District, City of Urbana, Urbana School District, CUMTD, CCRPC

9. **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:* Urbana Park District Advisory Board (UPDAC); City of Urbana, particularly the Bicyclist and Pedestrian Advisory Commission (BPAC); bike@illinois.edu

10. **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.

*Potential Partners:* Urbana Park District, Urbana School District (Urbana Adult Education), CCB, League [of American Bicyclists] Certified Instructors (LCIs)

11. **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.

*Potential Partners:* Urbana Police Department, University of Illinois Police Department

### 8.3.2 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:

1. **Bike Route & Trail Signage:** Install standardized bike route signage on on-road bikeways only, and standardized trail signage on off-road bikeways and trails, with destination, distance, and direction information to better inform users.

*Potential Partners:* Urbana Park District, City of Urbana, University of Illinois, Champaign County Forest Preserve District (CCFPD)

2. **Bicycle Friendliness Promotion:** Promote Urbana as a bicycle friendly community, and local bicycle friendly businesses to demonstrate community support for and usage of active transportation.

*Potential Partners:* City of Urbana, University of Illinois, CCB, CUMTD, Urbana Business Association (UBA), businesses

3. **National Bike Month:** Continue to celebrate National Bike Month in May by hosting Bike Month, Bike to Work Day, Bike to School Day, Bikes on Campus Day and Bike to Market Saturdays.

*Potential Partners:* CCB, C-U SRTS Project, City of Urbana, University of Illinois, businesses, sponsors

4. **Open Streets initiative (car-free streets):** Temporarily close streets to motorized traffic so that people may use them for healthy and fun physical activities like walking, bicycling, dancing, jogging, playing and socializing.

*Potential Partners:* City of Urbana, CUPHD, University of Illinois, CCB, businesses, sponsors

5. **Support for Advocacy Organizations:** Support existing advocacy organizations to increase their capacity to carry out bike and trail encouragement activities.

*Potential Partners:* Urbana Park District, City of Urbana, CCB, Prairie Cycle Club, LIB

6. **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.

*Potential Partners:* Urbana Park District, City of Urbana, UBA, CCB, businesses, neighborhood groups

### 8.3.3 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.

1. **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.

*Potential Partners:* City of Urbana, CUMTD, University of Illinois, City of Champaign, The Bike Project (TBP), CCRPC

2. **Bicycle Diversion Program:** Continue education and enforcement campaign to allow bicyclists to waive a first-time fine using the League of Illinois Bicyclists' (LIB) Bike Safety Quiz.

*Potential Partners:* Urbana Police Department, University of Illinois Police Department, LIB

3. **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.

*Potential Partners:* Urbana Police Department, University of Illinois Police Department



4. **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.

*Potential Partners:* Urbana Police Department, University of Illinois Police Department

5. **Trail Safety & Security:** Create partnership between the Urbana Park District and the Urbana Police Department to promote safety and security of existing and proposed trail facilities.

*Potential Partners:* Urbana Park District, Urbana Police Department

6. **Off-Campus Light the Night Event:** Pursue opportunities to install free bike lights in the fall in other areas of Urbana, especially low-income neighborhoods, coupled with an education component, to keep bicyclists compliant with bike light and riding laws.

*Potential Partners:* Urbana Park District, City of Urbana, CCB, TBP, neighborhood groups

### 8.3.4 EVALUATION RECOMMENDATIONS

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

1. **Trail Counts:** Conduct counts before and after trails and bikeways are installed.

*Potential Partners:* City of Urbana, CCRPC, Illinois Department of Transportation (IDOT)

2. **Bicycle Level of Service (BLOS):** Continue to update the Urbana BLOS Database to measure existing and future conditions, and evaluate different measurements of bike friendliness if different tools become available.

*Potential Partners:* City of Urbana, CCRPC

3. **Pedestrian & Bicyclist Crash Studies:** Continue to analyze pedestrian and bicyclist crash data as part of the CUUATS Selected Crash Intersection Locations (SCIL) Report.

*Potential Partners:* City of Urbana, CCRPC

4. **Pedestrian and Bicycle Survey (PABS):** Conduct the Urbana PABS survey every five years to measure existing pedestrian and bicycle behavior and attitudes.

*Potential Partners:* City of Urbana, CCRPC, Urbana Park District

5. **Economic Impact of Trails:** Take advantage of opportunities to measure the economic impact of trail and bicycle facilities and event's on Urbana's economy.

*Potential Partners:* Urbana Park District, City of Urbana, CCRPC, University of Illinois, LIB, CCFPD

6. **Annual Performance Measure Assessment:** Identify a lead Urbana Park District staff member(s) to assess the progress of this plan's goals and objectives using the performance measures in Chapter 5 and Appendix B, as projects occur and/or each year after January 1st. Submit a report to the Urbana Park District Advisory Committee (UPDAC) and Board of Commissioners, post it to the Urbana Park District website, and incorporate information into the press release about completed and current trail construction projects.

7. **Trails Plan Updates:** Update the Urbana Park District Trails Master Plan (UTMP) every 5 years, completing the next plan update by 2020, and making plan amendments between plan updates if necessary.

## 9

## IMPLEMENTATION

## 9.1 HIGH PRIORITY INFRASTRUCTURE RECOMMENDATIONS

**Figure 37** lists the high priority infrastructure recommendations from this plan that the Urbana Park District should primarily focus on implementing in the next 5 years (2016-2020). Some of these are large projects, and may be good candidates for grant applications. Some of these projects require interagency cooperation, and the Urbana Park District should continue interagency cooperation when needed for implementation of any trail project.

Urbana Park District Trails Master Plan (UTMP) High Priority Infrastructure Recommendations	
1) Crystal Lake Park Trail Improvements	<ul style="list-style-type: none"> <li>a) <i>Widen Broadway Avenue sidewalk</i></li> <li>b) <i>Construct sidepath on Park Street</i></li> <li>c) <i>Install fitness trail</i></li> </ul>
2) AMBUCS Park Small Loop Trail	
3) Urbana Park District Capital Improvement Plan (CIP) funding	<i>Dedicate 5% of UPD CIP funding annually to trail construction and maintenance</i>
4) Kickapoo Rail Trail	<ul style="list-style-type: none"> <li>a) <i>Continue to support construction of the trail from Urbana to points east and west</i></li> <li>b) <i>Work with the City of Urbana to determine the best trail alignment into East Urbana, potentially using Weaver Park as a trailhead</i></li> </ul>
5) Urbana Green Loop Trail	<i>Work with the City of Urbana and other agencies to install missing loop segments</i>

**Figure 37** UTMP High Priority Infrastructure Recommendations

## 9.2 IMPLEMENTATION MAPS &amp; MATRICES

**Figure 38** lists the Urbana Park District Trails Master Plan projects by timeframe (short-term, medium-term, and long-term), as well as the two projects that are study areas.

**Figures 39-41** show the proposed Urbana trail and bicycle network improvements by timeframe: 0-5 years, 6-10 years, and 11+ years respectively.

The short-, medium-, and long-term priorities may change according to available funds, changing priorities, new bike and pedestrian facilities, new development and redevelopment opportunities, or with other factors. Therefore, it is recommended to review these projects periodically after the UTMP is completed. It is also recommended to update this plan at least every five years.

The full list of trail and bikeway network improvement projects include the following details:

- Project location
- Treatment type
- Agenc(ies) responsible
- Proposed timeframe of facility installation
- Future status of on-street parking
- Other relevant comments (e.g. temporary facilities, sidepaths that are part of a loop path)
- Estimates of striping, signage, and/or construction cost (based on information from the Pedestrian and Bicycle Information Center (PBIC))

**Table 15** organizes the implementation matrix by treatment type. Streets and path names are alphabetized under each treatment type. The recommended side of the street is usually listed for sidepaths. Alignment is described for off-street paths.

**Table 16** shows the implementation matrix by the agency responsible for installing the facility, and is further divided by timeframe. A total cost of recommended improvements is also listed for each agency. The table first lists single-party responsibilities, then multi-party responsibilities. Costs do include such things as striping, signage, and pavement markings.

**Table 17** displays the implementation matrix by timeframe of implementation. These periods are broken into 0-5 years, 6-10 years, and 11 years or more.

Separate plans showing specific designs and each stage of the work should be prepared. Such plans help identify and avoid any gaps in the network. Plans



should be publicized in the following manners, but not limited to these methods:

1. Project open houses
2. Urbana Park District website (<http://www.urbanaparks.org/>)
3. Urbana Park District social media (Facebook, Twitter, Instagram)
4. Neighborhood listservs

**Figure 38 UTMP Infrastructure Recommendation Timeframes**

<b>SHORT-TERM</b>	<ol style="list-style-type: none"> <li>1. AMBUCS Park Small Loop Trail</li> <li>2. Broadway Avenue Sidepath (Park St - Country Club Rd)</li> <li>3. Crystal Lake Park Fitness Trail</li> </ol>	<ol style="list-style-type: none"> <li>4. Kickapoo Rail-Trail (East City Limits - High Cross Rd)</li> <li>5. Park Street Sidepath (Broadway Ave - McCullough St)</li> <li>6. Sunnycrest Tot Lot Trail</li> </ol>
<b>STUDY AREA</b>	<ol style="list-style-type: none"> <li>1. Hickory Street Site Study Area (Chief Shemauger Park - AMBUCS Park)</li> <li>2. Kickapoo Rail Trail Study Area (High Cross Rd - Hartle Ave)</li> </ol>	
<b>MEDIUM-TERM</b>	<ol style="list-style-type: none"> <li>1. Art Bartell Road Trail</li> <li>2. Bakers Lane Trail</li> <li>3. Blair Park Loop Trail</li> <li>4. Boneyard Creek Path (Maple St - Main St)</li> <li>5. Canaday-Weaver Park Trail</li> <li>6. Chief Shemauger Park Small Loop Trail</li> <li>7. Crystal Lake Park Road Trail Retrofit</li> <li>8. Green Street Sidewalk Widening at Victory Park</li> <li>9. James Cherry Drive Trail to Thomas Paine School</li> <li>10. Kickapoo Rail Trail (Boneyard Creek Path - Broad Alley)</li> <li>11. Kinch Street Trail</li> <li>12. Larson Park West Trail</li> <li>13. Leal Park Trail Widening</li> <li>14. Leal Park Kickapoo Rail Trail Trailhead</li> <li>15. Lincoln Avenue Sidepath along King Park</li> </ol>	<ol style="list-style-type: none"> <li>16. Lohmann-Florida Trail (Lohmann Park - Florida Ave)</li> <li>17. Lohmann Park Loop Trail</li> <li>18. Lynn Street Sidewalk Widening at Victory Park</li> <li>19. Main Street Sidepath</li> <li>20. Perkins Road Park Trail</li> <li>21. Perkins Road Park North Trail</li> <li>22. Perkins Road Park West Nature Trail</li> <li>23. Prairie Park West Trail</li> <li>24. Saline Branch Trail (Stebbins Dr - Perkins Rd Park Site)</li> <li>25. South Ridge Park Trail Improvements</li> <li>26. Victory Park Trail Widening</li> <li>27. Weaver Park South Trail</li> <li>28. Weaver Park Fitness Trail</li> <li>29. Washington Street Sidepath</li> </ol>
<b>LONG-TERM</b>	<ol style="list-style-type: none"> <li>1. AMBUCS Park Long Loop Trail</li> <li>2. AMBUCS Park South &amp; West Trails</li> <li>3. Boneyard Creek Path (Main St - Lincoln Ave)</li> <li>4. Chief Shemauger Park Long Loop Trail</li> <li>5. Coler Avenue Sidepath (Country Club Rd - Fairview Ave)</li> <li>6. Country Club Road Sidepath (Broadway Ave - Coler Ave)</li> <li>7. Crestview Park Loop Trail</li> <li>8. Fairview Avenue Corridor Trail (Orchard St - Lakehouse Rd)</li> <li>9. Fairview Avenue Sidepath (Coler Ave - Orchard St)</li> </ol>	<ol style="list-style-type: none"> <li>10. Lower Embarras River Trail</li> <li>11. Kickapoo Rail-Trail (Hartle Ave - Boneyard Creek Path)</li> <li>12. Kickapoo Rail-Trail (Broad Alley - Wright St)</li> <li>13. Perkins Road Park East Trail</li> <li>14. Pomology Path (Philo Rd - Meadowbrook Park)</li> <li>15. Saline Branch Trail (Perkins Rd Park Site - High Cross Rd)</li> <li>16. Thomas Paine Rails-to-Trails (Florida Ave - Stone Creek Blvd)</li> <li>17. Upper Embarras River Trail</li> <li>18. Yankee Ridge School Loop Trail</li> </ol>

Figure 39 0-5 Year Trail and Bike Network Improvements

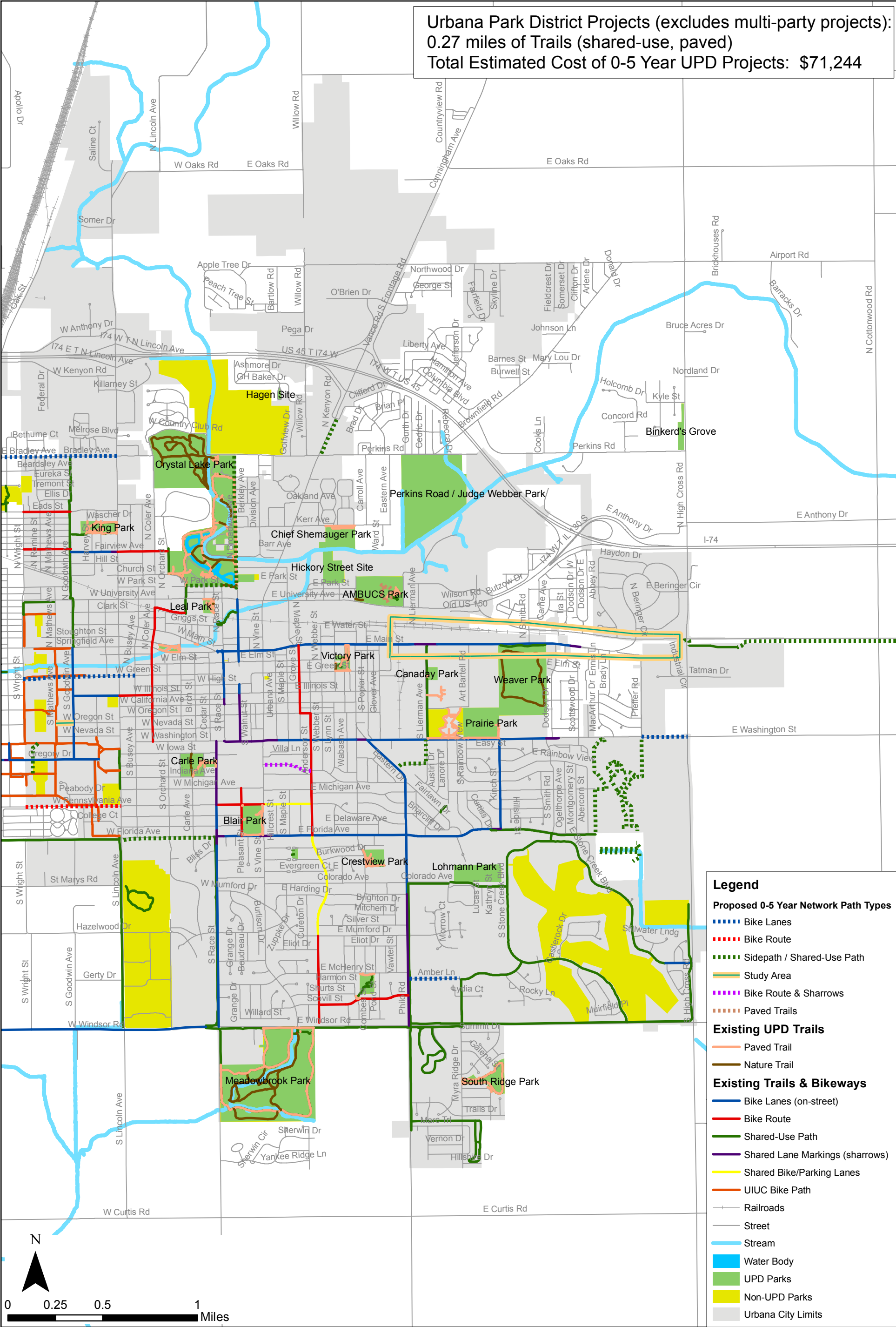




Figure 40 6-10 Year Trail and Bike Network Improvements

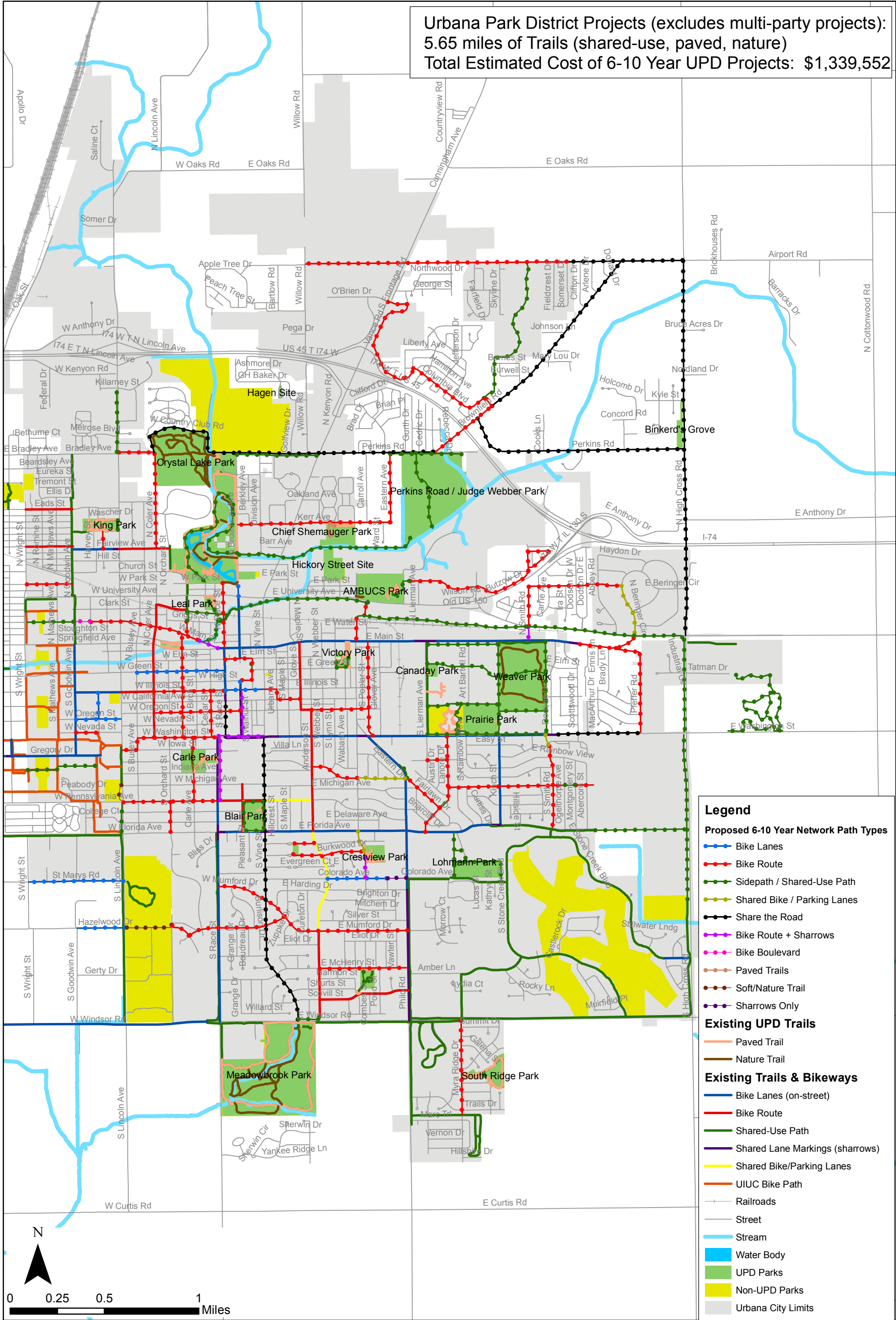


Figure 41 11+ Year Trail and Bike Network Improvements

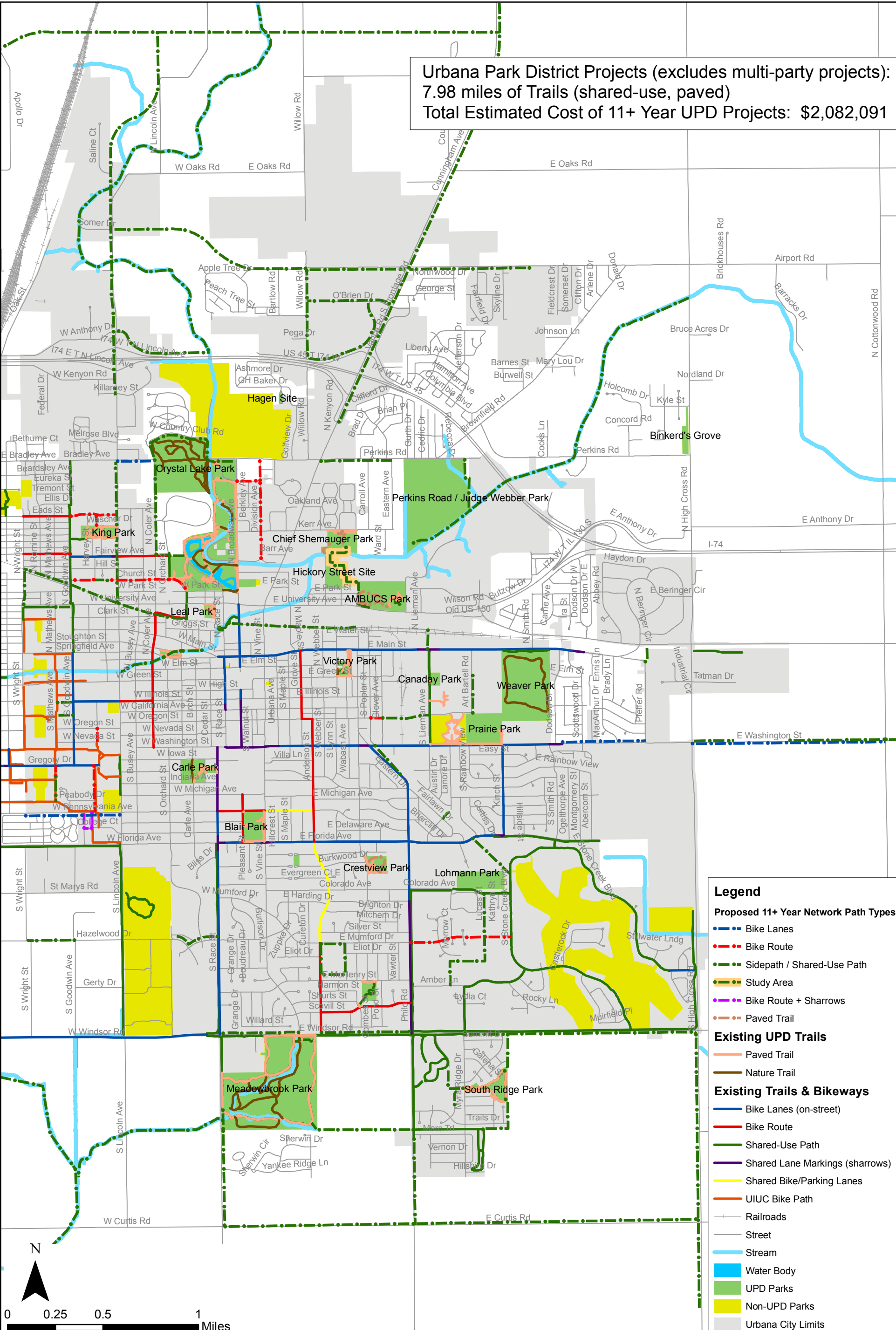




Table 15 Implementation Matrix by Treatment

Urbana Park District Trails Master Plan (UTMP) Implementation Matrix by Treatment										
Street Name	From (N/E)	To (S/W)	Treatment	Agenc(ies) Responsible	Timeframe of Implementation	Recommended Striping Dimensions* / Location / Alignment	Remove Auto Parking?	Comments	Length in miles	Cost Estimate**
<b>Off-Street Facilities</b>										
<b>Sidepath (parallel to the road)</b>										<b>\$1,627,899</b>
AMBUCS Park South Trail	AMBUCS Park Southwest Trail	University Ave	Sidepath (parallel to the road)	Urbana Park District, IDOT	11 +	South side	No		0.07	\$18,270
AMBUCS Park West Trail	NW corner of AMBUCS Park	AMBUCS Park Northwest Trail	Sidepath (parallel to the road)	City of Urbana, Urbana Park District	11 +	West side	No		0.07	\$18,270
Broadway Avenue	Country Club Rd	Park St	Sidepath (parallel to the road)	City of Urbana, Urbana Park District	0-5	West side	No	Part of Crystal Lake Park/Busey Woods loop path	0.70	\$182,436
Canaday-Weaver Trail	Canaday Park	Weaver Park	Sidepath (parallel to the road)	Champaign County	6-10	North side	No	Connect Canaday and Weaver Parks	0.34	\$89,968
Coler Avenue	Country Club Rd	Fairview Ave	Sidepath (parallel to the road)	Urbana Park District	11 +	East side	No	Part of Crystal Lake Park/Busey Woods loop path	0.57	\$149,870
Country Club Road	Broadway Ave	Coler Ave	Sidepath (parallel to the road)	Urbana Park District	11 +	South side	No	Part of Crystal Lake Park/Busey Woods loop path	0.59	\$153,364
Crystal Lake Park Road Trail Retrofit	Park St	Broadway Ave	Sidepath (parallel to the road)	Urbana Park District	6-10	Inner lane	No	Convert road to one-way vehicle traffic, two-way bike & pedestrian traffic	1.23	\$321,030
Fairview Avenue	Orchard St	Coler Ave	Sidepath (parallel to the road)	City of Urbana, Urbana Park District	11 +	North side	No		0.07	\$17,601
Green Street	Lynn St	Victory Park E sidewalk	Sidepath (parallel to the road)	City of Urbana, Urbana Park District	6-10	North side	No	Victory Park Loop Trail	0.05	\$12,964
Lincoln Avenue	Wascher Dr	King Park Loop Trail	Sidepath (parallel to the road)	City of Urbana, Urbana Park District	6-10	West Side	No		0.05	\$13,958
Lynn Street	Victory Park Path	Green St	Sidepath (parallel to the road)	City of Urbana, Urbana Park District	6-10	East side	No	Victory Park Loop Trail	0.03	\$7,256
Main Street	Weaver Park	Lierman Ave	Sidepath (parallel to the road)	City of Urbana	6-10	South Side	No		0.39	\$100,833
Park Street	Broadway Ave	McCullough St	Sidepath (parallel to the road)	City of Urbana, Urbana Park District	0-5	North side	No	Part of Crystal Lake Park/Busey Woods loop path	0.27	\$71,430
Perkins Road	Perkins Rd Park	Perkins Rd Park	Sidepath (parallel to the road)	Urbana Park District	6-10	South side	No		0.32	\$83,520
Perkins Road	Perkins Rd Park	Eastern Ave	Sidepath (parallel to the road)	Urbana Township	6-10	South side	No		0.06	\$15,866
Race Street	SW corner of Meadowbrook Park	S city limits	Sidepath (parallel to the road)	City of Urbana, Urbana Park District	11 +	East side	No	Meadowbrook Park	0.11	\$28,298
Stebbins Drive	Broadway Ave	E terminus	Sidepath (parallel to the road)	City of Urbana	6-10	South side	No	Saline Branch corridor	0.19	\$49,021
University Avenue	CUMTD	Vine St	Sidepath (parallel to the road)	City of Urbana	6-10	South side	No	Potential Kickapoo Rail Trail alternative	0.50	\$130,574
Washington Street	Bakers Ln	Lierman Ave	Sidepath (parallel to the road)	City of Urbana	6-10	North side	No	East Urbana Parks Loop Trail; To Prairie School	0.63	\$163,369
<b>Shared-Use Path (off-street)</b>										<b>\$8,087,648</b>
AMBUCS-Butzow Trail	AMBUCS Park	Butzow Dr	Shared-Use Path (off-street)	City of Urbana, Urbana Park District	6-10		No	Connection to AMBUCS Park, along Landscape Recycling Center access road	0.10	\$27,088
AMBUCS-CUMTD Path	CUMTD	AMBUCS Park	Shared-Use Path (off-street)	Urbana Park District, CUMTD, IDOT	6-10		No	University Avenue crossing, median as refuge	0.02	\$4,108
Art Bartell Road Trail	Lierman Ave	Weaver Park	Shared-Use Path (off-street)	Champaign County, Urbana Park District	6-10	South side	No	Connect Prairie and Weaver Parks	0.38	\$99,180
Bakers Lane Trail	Main St	Washington St	Shared-Use Path (off-street)	City of Urbana	6-10		No	Through east side of Weaver Park. Preserve tree cover.	0.49	\$127,890
Blair Park Loop Trail			Shared-Use Path (off-street)	Urbana Park District	6-10		No		0.51	\$133,213
Boneyard Creek Path 5	Maple St	Vine St	Shared-Use Path (off-street)	City of Urbana	6-10		No		0.09	\$22,781

Street Name	From (N/E)	To (S/W)	Treatment	Agenc(ies) Responsible	Timeframe of Implementation	Recommended Striping Dimensions* / Location / Alignment	Remove Auto Parking?	Comments	Length in miles	Cost Estimate**
Boneyard Creek Path 4	Vine St	Broadway Ave	Shared-Use Path (off-street)	City of Urbana	6-10		No		0.13	\$34,128
Boneyard Creek Path 2	Griggs St	Locust St	Shared-Use Path (off-street)	City of Urbana	6-10		No		0.08	\$20,846
Boneyard Creek Path 1	Locust St	Main St	Shared-Use Path (off-street)	City of Urbana	6-10		No		0.09	\$23,213
Boneyard Creek Path	Main St	McCullough St	Shared-Use Path (off-street)	City of Urbana	11+		No		0.11	\$29,051
Boneyard Creek Path	McCullough St	Springfield Ave	Shared-Use Path (off-street)	Urbana Park District	11+		No		0.10	\$25,933
Boneyard Creek Path	Springfield Ave	Lincoln Ave	Shared-Use Path (off-street)	City of Urbana	11+		No		0.24	\$62,640
Canaday-Weaver Trail	Canaday Park	Canaday Park	Shared-Use Path (off-street)	Urbana Park District	6-10	North side	No	Connect Canaday and Weaver Parks	0.06	\$15,023
Canaday-Weaver Trail	Weaver Park	Weaver Park	Shared-Use Path (off-street)	Urbana Park District	6-10		No	Connect Canaday and Weaver Parks	0.26	\$67,860
Fairview Avenue corridor	Orchard St	Lakehouse Rd	Shared-Use Path (off-street)	Urbana Park District	11+		No	Connection to Crystal Lake Park Path	0.09	\$23,890
James Cherry Drive corridor	S terminus of James Cherry Dr	Lohmann Park	Shared-Use Path (off-street)	Urbana School District, Urbana Park District	6-10		No	Connecting Thomas Paine School to Lohmann Park	0.03	\$6,707
Kickapoo Rail Trail	Champaign County line	Walmart Trail	Shared-Use Path (off-street)	CCFPD	0-5		No	Rail-to-Trail to Kickapoo State Park	11.57	\$3,020,133
Kickapoo Rail Trail	Walmart Trail	High Cross Rd Sidepath	Shared-Use Path (off-street)	CCFPD, IDOT	0-5		No	Rail-to-Trail to Kickapoo State Park	0.06	\$14,768
Kickapoo Rail Trail Study Area Corridor	High Cross Rd	Poplar St	Shared-Use Path (off-street)	City of Urbana, Urbana Park District, CCFPD	6-10		No	Study area - determine best alignment into Urbana	1.71	\$446,603
Kickapoo Rail-with-Trail 1	Poplar St	Cottage Grove Ave	Shared-Use Path (off-street)	CUMTD, CCFPD	6-10		No	Railroad crossing[]	0.05	\$13,041
Kickapoo Rail-with-Trail 2	Cottage Grove Ave	Boneyard Creek Path	Shared-Use Path (off-street)	CCFPD	11+		No		0.68	\$178,516
Kickapoo Rail-with-Trail 3	Boneyard Creek Path	McCullough St	Shared-Use Path (off-street)	City of Urbana, CCFPD	6-10		No		0.22	\$57,387
Kickapoo Rail-with-Trail 4	McCullough St	Coler Ave	Shared-Use Path (off-street)	City of Urbana, CCFPD	11+		No		0.17	\$43,205
Kickapoo Rail-with-Trail 5	Coler Ave	Wright St	Shared-Use Path (off-street)	City of Urbana, CCFPD	11+		No	Extend to Champaign if possible	0.73	\$191,221
Kinch Street Trail	Main St	Washington St	Shared-Use Path (off-street)	Urbana Park District	6-10		No		0.50	\$130,500
Larson Park West Trail	McHenry St	Larson Park Trail	Shared-Use Path (off-street)	Urbana Park District	6-10	Follow UPD Master Plan Layout	No		0.06	\$15,660
Leal Park Kickapoo Rail Trail Trailhead	Kickapoo Rail Trail	Leal Park	Shared-Use Path (off-street)	Private	6-10		No	Connection to Leal Park	0.03	\$6,783
Leal Park Trail			Shared-Use Path (off-street)	Urbana Park District	6-10		No	Widen existing sidewalk	0.07	\$18,270
Lierman Avenue Kickapoo Rail Trail Trailhead	Kickapoo Rail Trail	Main St	Shared-Use Path (off-street)	City of Urbana, CCFPD, Urbana Park District	11+		No	Potential Kickapoo Rail Trail trailhead	0.11	\$29,092
Lohmann-Florida Path	Florida Ave	Lohmann Park	Shared-Use Path (off-street)	City of Urbana	6-10		No	Connects Florida Ave to Lohmann Park and Thomas Paine School	0.20	\$52,185
Lohmann Park Loop Trail			Shared-Use Path (off-street)	Urbana Park District	6-10	East side, North side, West side	No		0.44	\$115,838
Lower Embarras River Trail	Upper Embarras River Trail	S of Curtis Rd	Shared-Use Path (off-street)	University of Illinois	11+		No		1.03	\$268,822
Perkins Road Park East Trail	Perkins Rd	Saline Branch Trail	Shared-Use Path (off-street)	Urbana Park District	11+	East side	No		0.30	\$76,997
Perkins Road Park Trail	Perkins Rd	Saline Branch Trail	Shared-Use Path (off-street)	Urbana Park District	6-10		No		0.44	\$114,840
Pfeffer Road Kickapoo Rail Trail trailhead	Kickapoo Rail Trail	Main St	Shared-Use Path (off-street)	Champaign County Forest Preserve	11+		No		0.10	\$25,547
Pomology Path	Philo Rd	Meadowbrook Park	Shared-Use Path (off-street)	Private	11+		No	Connecting Philo Road and Meadowbrook Park	0.55	\$144,628
Prairie Park West Trail	Art Bartell Rd	Washington St	Shared-Use Path (off-street)	Urbana Park District	6-10		No	Connection to Prairie Park	0.26	\$68,699



1 2 3 4 5 6 7 8 **9** IMPLEMENTATION

Street Name	From (N/E)	To (S/W)	Treatment	Agenc(ies) Responsible	Timeframe of Implementation	Recommended Striping Dimensions* / Location / Alignment	Remove Auto Parking?	Comments	Length in miles	Cost Estimate**
Saline Branch Trail	Olympian Dr	Anthony Dr	Shared-Use Path (off-street)	Urbana Park District	11+		No		3.07	\$800,822
Saline Branch Trail	Stebbins Dr	Chief Shemauger Park	Shared-Use Path (off-street)	Private	6-10		No		0.26	\$68,352
Saline Branch Trail	Chief Shemauger Park	Chief Shemauger Park	Shared-Use Path (off-street)	Urbana Park District	6-10		No		0.19	\$49,195
Saline Branch Trail	Chief Shemauger Park	Perkins Rd Park Site	Shared-Use Path (off-street)	Private	6-10		No		0.33	\$86,246
Saline Branch Trail	Perkins Rd Park Site	Perkins Rd Park Site	Shared-Use Path (off-street)	Urbana Park District	11+		No		0.35	\$90,556
Saline Branch Trail	Perkins Rd Park Site	High Cross Rd	Shared-Use Path (off-street)	Urbana Park District	11+		No		1.76	\$458,760
South Ridge Park Loop Trail	South Ridge Park Trail	South Ridge Park Trail	Shared-Use Path (off-street)	Urbana Park District	6-10		No	New segment connecting existing segments	0.03	\$7,830
Sunnycrest Tot Lot Trail	Sunnycrest Ct E	Burkwood Ct E	Shared-Use Path (off-street)	Urbana Park District	0-5		No		0.04	\$11,214
Thomas Paine Rail-to-Trail	Florida Ave	Stone Creek Blvd	Shared-Use Path (off-street)	Urbana Park District	11+		No	Former Norfolk & Western Railroad	0.27	\$71,287
Upper Embarras River Trail	Race St	Griffith Dr	Shared-Use Path (off-street)	University of Illinois	11+		No		2.31	\$602,537
Victory Park East Sidewalk	Victory Park Path	Green St	Shared-Use Path (off-street)	Urbana Park District	6-10		No	Victory Park Loop Trail	0.07	\$19,314
Weaver Park South Trail	Bakers Ln	Kinch St corridor	Shared-Use Path (off-street)	Urbana Park District	6-10		No		0.25	\$65,250
<b>Paved [Urbana Park District] Trail</b>										<b>\$339,571</b>
AMBUCS Park Long Loop Trail			Paved Trail	Urbana Park District	11+	Follow UPD Master Plan Layout	No		0.35	\$91,350
AMBUCS Park Small Loop Trail			Paved Trail	Urbana Park District	0-5	Follow UPD Master Plan Layout	No		0.23	\$60,030
Chief Shemauger Park Long Loop Trail			Paved Trail	Urbana Park District	11+	Follow UPD Master Plan Layout	No		0.35	\$90,251
Chief Shemauger Park Small Loop Trail			Paved Trail	Urbana Park District	6-10	Follow UPD Master Plan Layout	No		0.19	\$48,930
Crestview Park Loop Trail	Burkwood Dr	Crestview Park Path	Paved Trail	Urbana Park District	11+	Follow UPD Master Plan Layout	No	Complete loop	0.19	\$49,009
<b>Nature Trail</b>										<b>\$64,580</b>
Perkins Road Park West Trail	Perkins Rd Park Trail	Saline Branch Trail	Nature Trail	Urbana Park District	6-10	West side	No		0.37	\$31,032
South Ridge Park Nature Trail	South Ridge Park Loop Trail	South Ridge Park Loop Trail	Nature Trail	Urbana Park District	6-10	East side	No	Convert east half of existing trail to Nature Trail	0.40	\$33,548
<b>Study Area</b>										
Hickory Street Site Study Area	Chief Shemauger Park	AMBUCS Park	Study Area	Urbana Park District	11+		No		0.40	-
Kickapoo Rail Trail (KRT) Study Area	High Cross Rd	Hartle Ave	Study Area	City of Urbana, Urbana Park District, CCFPD	0-5		No	Determine best alignment into Urbana	1.54	-
<b>On-Street Facilities</b>										
<b>Bike Route signage (includes wayfinding signage)</b>										<b>\$1,335</b>
CUMTD Path	CUMTD	Kickapoo Rail Trail	Bike Route	CUMTD	6-10		No	Railroad crossing on Cottage Grove Ave corridor	0.05	\$1,335
*Based on minimal field survey. Actual striping dimensions may change based on full engineering study.										
**Costs do not include major roadway improvements, i.e. widening, resurfacing, etc. Costs only include striping, signage, pavement markings, etc.										

Table 16 Implementation Matrix by Responsible Agency

IMPLEMENTATION

1 2 3 4 5 6 7 8 9

Urbana Park District Trails Master Plan (UTMP) Implementation Matrix by Responsible Agency										
Street Name	From (N/E)	To (S/W)	Treatment	Agency(ies) Responsible	Timeframe of Implementation	Recommended Striping Dimensions* / Location / Alignment	Remove Auto Parking?	Comments	Length in miles	Cost Estimate**
SINGLE-PARTY RESPONSIBILITIES										
Urbana Park District (UPD)										\$3,492,887
0-5 Years										
AMBUCS Park Small Loop Trail			Paved Trail	Urbana Park District	0-5	Follow UPD Master Plan Layout	No		0.23	\$60,030
Sunnycrest Tot Lot Trail	Sunnycrest Ct E	Burkwood Ct E	Shared-Use Path (off-street)	Urbana Park District	0-5		No		0.04	\$11,214
6-10 Years										
Chief Shemauger Park Small Loop Trail			Paved Trail	Urbana Park District	6-10	Follow UPD Master Plan Layout	No		0.19	\$48,930
Blair Park Loop Trail			Shared-Use Path (off-street)	Urbana Park District	6-10		No		0.51	\$133,213
Canaday-Weaver Trail	Canaday Park	Canaday Park	Shared-Use Path (off-street)	Urbana Park District	6-10	North side	No	Connect Canaday and Weaver Parks	0.06	\$15,023
Canaday-Weaver Trail	Weaver Park	Weaver Park	Shared-Use Path (off-street)	Urbana Park District	6-10		No	Connect Canaday and Weaver Parks	0.26	\$67,860
Kinch Street Trail	Main St	Washington St	Shared-Use Path (off-street)	Urbana Park District	6-10		No		0.50	\$130,500
Larson Park West Trail	McHenry St	Larson Park Trail	Shared-Use Path (off-street)	Urbana Park District	6-10	Follow UPD Master Plan Layout	No		0.06	\$15,660
Leal Park Trail			Shared-Use Path (off-street)	Urbana Park District	6-10		No	Widen existing sidewalk	0.07	\$18,270
Lohmann Park Loop Trail			Shared-Use Path (off-street)	Urbana Park District	6-10	East side, North side, West side	No		0.44	\$115,838
Perkins Road Park Trail	Perkins Rd	Saline Branch Trail	Shared-Use Path (off-street)	Urbana Park District	6-10		No		0.44	\$114,840
Prairie Park West Trail	Art Bartell Rd	Washington St	Shared-Use Path (off-street)	Urbana Park District	6-10		No	Connection to Prairie Park	0.26	\$68,699
Saline Branch Trail	Chief Shemauger Park	Chief Shemauger Park	Shared-Use Path (off-street)	Urbana Park District	6-10		No		0.19	\$49,195
South Ridge Park Loop Trail	South Ridge Park Trail	South Ridge Park Trail	Shared-Use Path (off-street)	Urbana Park District	6-10		No	New segment connecting existing segments	0.03	\$7,830
Victory Park East Sidewalk	Victory Park Path	Green St	Shared-Use Path (off-street)	Urbana Park District	6-10		No	Victory Park Loop Trail	0.07	\$19,314
Weaver Park South Trail	Bakers Ln	Kinch St corridor	Shared-Use Path (off-street)	Urbana Park District	6-10		No		0.25	\$65,250
Crystal Lake Park Road Trail Retrofit	Park St	Broadway Ave	Sidewalk (parallel to the road)	Urbana Park District	6-10	Inner lane	No	Convert road to one-way vehicle traffic, two-way bike & pedestrian traffic	1.23	\$321,030
Perkins Road	Perkins Rd Park	Perkins Rd Park	Sidewalk (parallel to the road)	Urbana Park District	6-10	South side	No		0.32	\$83,520
Perkins Road Park West Trail	Perkins Rd Park Trail	Saline Branch Trail	Nature Trail	Urbana Park District	6-10	West side	No		0.37	\$31,032
South Ridge Park Nature Trail	South Ridge Park Loop Trail	South Ridge Park Loop Trail	Nature Trail	Urbana Park District	6-10	East side	No	Convert east half of existing trail to Nature Trail	0.40	\$33,548
11+ Years										
AMBUCS Park Long Loop Trail			Paved Trail	Urbana Park District	11+	Follow UPD Master Plan Layout	No		0.35	\$91,350
Chief Shemauger Park Long Loop Trail			Paved Trail	Urbana Park District	11+	Follow UPD Master Plan Layout	No		0.35	\$90,251
Crestview Park Loop Trail	Burkwood Dr	Crestview Park Path	Paved Trail	Urbana Park District	11+	Follow UPD Master Plan Layout	No	Complete loop	0.19	\$49,009



1 2 3 4 5 6 7 8 **9** IMPLEMENTATION

Street Name	From (N/E)	To (S/W)	Treatment	Agency Responsible	Timeframe of Implementation	Recommended Striping Dimensions* / Location / Alignment	Remove Auto Parking?	Comments	Length in miles	Cost Estimate**
Boneyard Creek Path	McCullough St	Springfield Ave	Shared-Use Path (off-street)	Urbana Park District	11+		No		0.10	\$25,933
Fairview Avenue corridor	Orchard St	Lakehouse Rd	Shared-Use Path (off-street)	Urbana Park District	11+		No	Connection to Crystal Lake Park Path	0.09	\$23,890
Perkins Road Park East Trail	Perkins Rd	Saline Branch Trail	Shared-Use Path (off-street)	Urbana Park District	11+	East side	No		0.30	\$76,997
Saline Branch Trail	Olympian Dr	Anthony Dr	Shared-Use Path (off-street)	Urbana Park District	11+		No		3.07	\$800,822
Saline Branch Trail	Perkins Rd Park Site	Perkins Rd Park Site	Shared-Use Path (off-street)	Urbana Park District	11+		No		0.35	\$90,556
Saline Branch Trail	Perkins Rd Park Site	High Cross Rd	Shared-Use Path (off-street)	Urbana Park District	11+		No		1.76	\$458,760
Thomas Paine Rail-to-Trail	Florida Ave	Stone Creek Blvd	Shared-Use Path (off-street)	Urbana Park District	11+		No	Former Norfolk & Western Railroad	0.27	\$71,287
Coler Avenue	Country Club Rd	Fairview Ave	Sidepath (parallel to the road)	Urbana Park District	11+	East side	No	Part of Crystal Lake Park/Busey Woods loop path	0.57	\$149,870
Country Club Road	Broadway Ave	Coler Ave	Sidepath (parallel to the road)	Urbana Park District	11+	South side	No	Part of Crystal Lake Park/Busey Woods loop path	0.59	\$153,364
Hickory Street Site Study Area	Chief Shemauger Park	AMBUCS Park	Study Area	Urbana Park District	11+		No		0.40	-
<b>Champaign County</b>										<b>\$89,968</b>
<b>6-10 Years</b>										
Canaday-Weaver Trail	Canaday Park	Weaver Park	Sidepath (parallel to the road)	Champaign County	6-10	North side	No	Connect Canaday and Weaver Parks	0.34	\$89,968
<b>Champaign County Forest Preserve District (CCFPD)</b>										<b>\$3,224,196</b>
<b>0-5 Years</b>										<b>\$3,020,133</b>
Kickapoo Rail Trail	Champaign County line	Walmart Trail	Shared-Use Path (off-street)	CCFPD	0-5		No	Rail-to-Trail to Kickapoo State Park	11.57	\$3,020,133
<b>11+ Years</b>										<b>\$204,063</b>
Kickapoo Rail-with-Trail 2	Cottage Grove Ave	Boneyard Creek Path	Shared-Use Path (off-street)	CCFPD	11+		No		0.68	\$178,516
Pfeffer Road Kickapoo Rail Trail trailhead	Kickapoo Rail Trail	Main St	Shared-Use Path (off-street)	Champaign County Forest Preserve	11+		No		0.10	\$25,547
<b>Champaign-Urbana Mass Transit District (CUMTD)</b>										<b>\$1,335</b>
<b>6-10 Years</b>										
CUMTD Path	CUMTD	Kickapoo Rail Trail	Bike Route	CUMTD	6-10		No	Railroad crossing in Cottage Grove Ave corridor	0.05	\$1,335
<b>City of Urbana</b>										<b>\$816,529</b>
<b>6-10 Years</b>										<b>\$724,838</b>
Bakers Lane Trail	Main St	Washington St	Shared-Use Path (off-street)	City of Urbana	6-10		No	Through east side of Weaver Park. Preserve tree cover.	0.49	\$127,890
Boneyard Creek Path 1	Locust St	Main St	Shared-Use Path (off-street)	City of Urbana	6-10		No		0.09	\$23,213
Boneyard Creek Path 2	Griggs St	Locust St	Shared-Use Path (off-street)	City of Urbana	6-10		No		0.08	\$20,846
Boneyard Creek Path 4	Vine St	Broadway Ave	Shared-Use Path (off-street)	City of Urbana	6-10		No		0.13	\$34,128
Boneyard Creek Path 5	Maple St	Vine St	Shared-Use Path (off-street)	City of Urbana	6-10		No		0.09	\$22,781
Lohmann-Florida Path	Florida Ave	Lohmann Park	Shared-Use Path (off-street)	City of Urbana	6-10		No	Connects Florida Ave to Lohmann Park and Thomas Paine School	0.20	\$52,185
Main Street	Weaver Park	Lierman Ave	Sidepath (parallel to the road)	City of Urbana	6-10	South Side	No		0.39	\$100,833
Stebbins Drive	Broadway Ave	E terminus	Sidepath (parallel to the road)	City of Urbana	6-10	South side	No	Saline Branch corridor	0.19	\$49,021
University Avenue	CUMTD	Vine St	Sidepath (parallel to the road)	City of Urbana	6-10	South side	No	Potential Kickapoo Rail Trail alternative	0.50	\$130,574
Washington Street	Bakers Ln	Lierman Ave	Sidepath (parallel to the road)	City of Urbana	6-10	North side	No	East Urbana Parks Loop Trail; To Prairie School	0.63	\$163,369
<b>11+ Years</b>										<b>\$91,691</b>
Boneyard Creek Path	Main St	McCullough St	Shared-Use Path (off-street)	City of Urbana	11+		No		0.11	\$29,051
Boneyard Creek Path	Springfield Ave	Lincoln Ave	Shared-Use Path (off-street)	City of Urbana	11+		No		0.24	\$62,640

Street Name	From (N/E)	To (S/W)	Treatment	Agenc(ies) Responsible	Timeframe of Implementation	Recommended Striping Dimensions* / Location / Alignment	Remove Auto Parking?	Comments	Length in miles	Cost Estimate**
<b>Private</b>										<b>\$304,446</b>
<b>6-10 Years</b>										<b>\$159,818</b>
Leal Park Kickapoo Rail Trail Trailhead	Kickapoo Rail Trail	Leal Park	Shared-Use Path (off-street)	Private	6-10		No	Connection to Leal Park	0.02	\$5,220
Saline Branch Trail	Stebbins Dr	Chief Shemauger Park	Shared-Use Path (off-street)	Private	6-10		No		0.26	\$68,352
Saline Branch Trail	Chief Shemauger Park	Perkins Rd Park Site	Shared-Use Path (off-street)	Private	6-10		No		0.33	\$86,246
<b>11+ Years</b>										<b>\$144,628</b>
Pomology Path	Philo Rd	Meadowbrook Park	Shared-Use Path (off-street)	Private	11+		No	Connecting Philo Road and Meadowbrook Park	0.55	\$144,628
<b>University of Illinois</b>										<b>\$871,359</b>
<b>11+ Years</b>										
Lower Embarras River Trail	Upper Embarras River Trail	S of Curtis Rd	Shared-Use Path (off-street)	University of Illinois	11+		No		1.03	\$268,822
Upper Embarras River Trail	Race St	Griffith Dr	Shared-Use Path (off-street)	University of Illinois	11+		No		2.31	\$602,537
<b>Urbana Township</b>										<b>\$15,866</b>
<b>6-10 Years</b>										
Perkins Road	Perkins Rd Park	Eastern Ave	Sidepath (parallel to the road)	Urbana Township	6-10	South side	No		0.06	\$15,866
<b>Total Cost of Single-Party Projects</b>										<b>\$8,816,587</b>



Street Name	From (N/E)	To (S/W)	Treatment	Agency Responsible	Timeframe of Implementation	Recommended Striping Dimensions* / Location / Alignment	Remove Auto Parking?	Comments	Length in miles	Cost Estimate**
<b>MULTI-PARTY RESPONSIBILITIES</b>										
<b>Urbana Park District (UPD) &amp; City of Urbana</b>										<b>\$379,302</b>
<b>0-5 Years</b>										<b>\$253,867</b>
Broadway Avenue	Country Club Rd	Park St	Sidepath (parallel to the road)	City of Urbana, Urbana Park District	0-5	West side	No	Part of Crystal Lake Park/Busey Woods loop path	0.70	\$182,436
Park Street	Broadway Ave	McCullough St	Sidepath (parallel to the road)	City of Urbana, Urbana Park District	0-5	North side	No	Part of Crystal Lake Park/Busey Woods loop path	0.27	\$71,430
<b>6-10 Years</b>										<b>\$61,266</b>
AMBUCS-Butzow Trail	AMBUCS Park	Butzow Dr	Shared-Use Path (off-street)	City of Urbana, Urbana Park District	6-10		No	Connection to AMBUCS Park, along Landscape Recycling Center access road	0.10	\$27,088
Green Street	Lynn St	Victory Park E sidewalk	Sidepath (parallel to the road)	City of Urbana, Urbana Park District	6-10	North side	No	Victory Park Loop Trail	0.05	\$12,964
Lincoln Avenue	Wascher Dr	King Park Loop Trail	Sidepath (parallel to the road)	City of Urbana, Urbana Park District	6-10	West Side	No		0.05	\$13,958
Lynn Street	Victory Park Path	Green St	Sidepath (parallel to the road)	City of Urbana, Urbana Park District	6-10	East side	No	Victory Park Loop Trail	0.03	\$7,256
<b>11+ Years</b>										<b>\$64,170</b>
AMBUCS Park West Trail	NW corner of AMBUCS Park	AMBUCS Park Northwest Trail	Sidepath (parallel to the road)	City of Urbana, Urbana Park District	11+	West side	No		0.07	\$18,270
Fairview Avenue	Orchard St	Coler Ave	Sidepath (parallel to the road)	City of Urbana, Urbana Park District	11+	North side	No		0.07	\$17,601
Race Street	SW corner of Meadowbrook Park	S city limits	Sidepath (parallel to the road)	City of Urbana, Urbana Park District	11+	East side	No	Meadowbrook Park	0.11	\$28,298
<b>Urbana Park District (UPD) &amp; Champaign County</b>										<b>\$99,180</b>
<b>0-5 Years</b>										
Art Bartell Road Trail	Lierman Ave	Weaver Park	Shared-Use Path (off-street)	Champaign County, Urbana Park District	6-10	South side	No	Connect Prairie and Weaver Parks	0.38	\$99,180
<b>Urbana Park District (UPD), City of Urbana &amp; Champaign County Forest Preserve District (CCFPD)</b>										<b>\$475,694</b>
<b>0-5 Years</b>										
Kickapoo Rail Trail (KRT) Study Area	High Cross Rd	Hartle Ave	Study Area	City of Urbana, Urbana Park District, CCFPD	0-5		No	Determine best alignment into Urbana	1.54	-
<b>6-10 Years</b>										
Kickapoo Rail Trail Study Area Corridor	High Cross Rd	Poplar St	Shared-Use Path (off-street)	City of Urbana, Urbana Park District, CCFPD	6-10		No	Study area - determine best alignment into Urbana	1.71	\$446,603
<b>11+ Years</b>										
Lierman Avenue Kickapoo Rail Trail Trailhead	Kickapoo Rail Trail	Main St	Shared-Use Path (off-street)	City of Urbana, CCFPD, Urbana Park District	11+		No	Potential Kickapoo Rail Trail trailhead	0.11	\$29,092
<b>Urbana Park District (UPD), Champaign-Urbana Mass Transit District (CUMTD) &amp; Illinois Department of Transportation (IDOT)</b>										<b>\$4,108</b>
<b>6-10 Years</b>										
AMBUCS-CUMTD Path	CUMTD	AMBUCS Park	Shared-Use Path (off-street)	Urbana Park District, CUMTD, IDOT	6-10		No	University Avenue crossing, median as refuge	0.02	\$4,108
<b>Urbana Park District (UPD) &amp; Illinois Department of Transportation (IDOT)</b>										<b>\$18,270</b>
<b>11+ Years</b>										
AMBUCS Park South Trail	AMBUCS Park Southwest Trail	University Ave	Sidepath (parallel to the road)	Urbana Park District, IDOT	11+	South side	No		0.07	\$18,270

Street Name	From (N/E)	To (S/W)	Treatment	Agenc(ies) Responsible	Timeframe of Implementation	Recommended Striping Dimensions* / Location / Alignment	Remove Auto Parking?	Comments	Length in miles	Cost Estimate**
<b>Urbana Park District (UPD) &amp; Urbana School District (USD)</b>										<b>\$6,707</b>
<b>6-10 Years</b>										
James Cherry Drive corridor	S terminus of James Cherry Dr	Lohmann Park	Shared-Use Path (off-street)	Urbana School District, Urbana Park District	6-10		No	Connecting Thomas Paine School to Lohmann Park	0.03	\$6,707
<b>City of Urbana &amp; Champaign County Forest Preserve District (CCFPD)</b>										<b>\$291,812</b>
<b>6-10 Years</b>										
Kickapoo Rail-with-Trail 3	Boneyard Creek Path	McCullough St	Shared-Use Path (off-street)	City of Urbana, CCFPD	6-10		No		0.22	\$57,387
<b>11+ Years</b>										
Kickapoo Rail-with-Trail 4	McCullough St	Coler Ave	Shared-Use Path (off-street)	City of Urbana, CCFPD	11+		No		0.17	\$43,205
Kickapoo Rail-with-Trail 5	Coler Ave	Wright St	Shared-Use Path (off-street)	City of Urbana, CCFPD	11+		No	Extend to Champaign if possible	0.73	\$191,221
<b>Champaign County Forest Preserve District (CCFPD) &amp; Champaign-Urbana Mass Transit District (CUMTD)</b>										<b>\$13,041</b>
<b>6-10 Years</b>										
Kickapoo Rail-with-Trail 1	Poplar St	Cottage Grove Ave	Shared-Use Path (off-street)	CUMTD, CCFPD	6-10		No	Railroad crossing	0.05	\$13,041
<b>Champaign County Forest Preserve District (CCFPD) &amp; Illinois Department of Transportation (IDOT)</b>										<b>\$14,768</b>
<b>0-5 Years</b>										
Kickapoo Rail Trail	Walmart Trail	High Cross Rd Sidepath	Shared-Use Path (off-street)	CCFPD, IDOT	0-5		No	Rail-to-Trail to Kickapoo State Park	0.06	\$14,768
<b>Total Cost of Multi-Party Projects</b>										<b>\$1,302,883</b>
<b>TOTAL COST OF ALL PROPOSED PROJECTS</b>										<b>\$10,119,470</b>
*Based on minimal field survey. Actual striping dimensions may change based on full engineering study.										
**Costs do not include major roadway improvements, i.e. widening, resurfacing, etc. Costs only include striping, signage, pavement markings, etc.										

Table 17 Implementation Matrix by Timeframe

Urbana Park District Trails Master Plan (UTMP) Implementation Matrix by Timeframe										
Street Name	From (N/E)	To (S/W)	Treatment	Agenc(ies) Responsible	Timeframe of Implementation	Recommended Striping Dimensions* / Location / Alignment	Remove Auto Parking?	Comments	Length in miles	Cost Estimate**
<b>0-5 Years</b>										<b>\$3,360,012</b>
AMBUCS Park Small Loop Trail			Paved Trail	Urbana Park District	0-5	Follow UPD Master Plan Layout	No		0.23	\$60,030
Broadway Avenue	Country Club Rd	Park St	Sidepath (parallel to the road)	City of Urbana, Urbana Park District	0-5	West side	No	Part of Crystal Lake Park/Busey Woods loop path	0.70	\$182,436
Kickapoo Rail Trail	Champaign County line	Walmart Trail	Shared-Use Path (off-street)	CCFPD	0-5		No	Rail-to-Trail to Kickapoo State Park	11.57	\$3,020,133
Kickapoo Rail Trail	Walmart Trail	High Cross Rd Sidepath	Shared-Use Path (off-street)	CCFPD, IDOT	0-5		No	Rail-to-Trail to Kickapoo State Park	0.06	\$14,768
Kickapoo Rail Trail (KRT) Study Area	High Cross Rd	Hartle Ave	Study Area	City of Urbana, Urbana Park District, CCFPD	0-5		No	Determine best alignment into Urbana	1.54	-
Park Street	Broadway Ave	McCullough St	Sidepath (parallel to the road)	City of Urbana, Urbana Park District	0-5	North side	No	Part of Crystal Lake Park/Busey Woods loop path	0.27	\$71,430
Sunnycrest Tot Lot Trail	Sunnycrest Ct E	Burkwood Ct E	Shared-Use Path (off-street)	Urbana Park District	0-5		No		0.04	\$11,214
<b>6-10 Years</b>										<b>\$3,019,668</b>
AMBUCS-Butzow Trail	AMBUCS Park	Butzow Dr	Shared-Use Path (off-street)	City of Urbana, Urbana Park District	6-10		No	Connection to AMBUCS Park, along Landscape Recycling Center access road	0.10	\$27,088
AMBUCS-CUMTD Path	CUMTD	AMBUCS Park	Shared-Use Path (off-street)	Urbana Park District, CUMTD, IDOT	6-10		No	University Avenue crossing, median as refuge	0.02	\$4,108
Art Bartell Road Trail	Lierman Ave	Weaver Park	Shared-Use Path (off-street)	Champaign County, Urbana Park District	6-10	South side	No	Connect Prairie and Weaver Parks	0.38	\$99,180
Bakers Lane Trail	Main St	Washington St	Shared-Use Path (off-street)	City of Urbana	6-10		No	Through east side of Weaver Park. Preserve tree cover.	0.49	\$127,890
Blair Park Loop Trail			Shared-Use Path (off-street)	Urbana Park District	6-10		No		0.51	\$133,213
Boneyard Creek Path 1	Locust St	Main St	Shared-Use Path (off-street)	City of Urbana	6-10		No		0.09	\$23,213
Boneyard Creek Path 2	Griggs St	Locust St	Shared-Use Path (off-street)	City of Urbana	6-10		No		0.08	\$20,846
Boneyard Creek Path 4	Vine St	Broadway Ave	Shared-Use Path (off-street)	City of Urbana	6-10		No		0.13	\$34,128
Boneyard Creek Path 5	Maple St	Vine St	Shared-Use Path (off-street)	City of Urbana	6-10		No		0.09	\$22,781
Canaday-Weaver Trail	Canaday Park	Canaday Park	Shared-Use Path (off-street)	Urbana Park District	6-10	North side	No	Connect Canaday and Weaver Parks	0.06	\$15,023
Canaday-Weaver Trail	Canaday Park	Weaver Park	Sidepath (parallel to the road)	Champaign County	6-10	North side	No	Connect Canaday and Weaver Parks	0.34	\$89,968
Canaday-Weaver Trail	Weaver Park	Weaver Park	Shared-Use Path (off-street)	Urbana Park District	6-10		No	Connect Canaday and Weaver Parks	0.26	\$67,860
Chief Shemauger Park Small Loop Trail			Paved Trail	Urbana Park District	6-10	Follow UPD Master Plan Layout	No		0.19	\$48,930
Crystal Lake Park Road Trail Retrofit	Park St	Broadway Ave	Sidepath (parallel to the road)	Urbana Park District	6-10	Inner lane	No	Convert road to one-way vehicle traffic, two-way bike & pedestrian traffic	1.23	\$321,030
CUMTD Path	CUMTD	Kickapoo Rail Trail	Bike Route	CUMTD	6-10		No	Railroad crossing on Cottage Grove Ave corridor	0.05	\$1,335
Green Street	Lynn St	Victory Park E sidewalk	Sidepath (parallel to the road)	City of Urbana, Urbana Park District	6-10	North side	No	Victory Park Loop Trail	0.05	\$12,964
James Cherry Drive corridor	S terminus of James Cherry Dr	Lohmann Park	Shared-Use Path (off-street)	Urbana School District, Urbana Park District	6-10		No	Connecting Thomas Paine School to Lohmann Park	0.03	\$6,707
Kickapoo Rail Trail Study Area Corridor	High Cross Rd	Poplar St	Shared-Use Path (off-street)	City of Urbana, Urbana Park District, CCFPD	6-10		No	Study area - determine best alignment into Urbana	1.71	\$446,603
Kickapoo Rail-with-Trail 1	Poplar St	Cottage Grove Ave	Shared-Use Path (off-street)	CUMTD, CCFPD	6-10		No	Railroad crossing	0.05	\$13,041



Street Name	From (N/E)	To (S/W)	Treatment	Agency(ies) Responsible	Timeframe of Implementation	Recommended Striping Dimensions* / Location / Alignment	Remove Auto Parking?	Comments	Length in miles	Cost Estimate**
Kickapoo Rail-with-Trail 3	Boneyard Creek Path	McCullough St	Shared-Use Path (off-street)	City of Urbana, CCFPD	6-10		No		0.22	\$57,387
Kinch Street Trail	Main St	Washington St	Shared-Use Path (off-street)	Urbana Park District	6-10		No		0.50	\$130,500
Larson Park West Trail	McHenry St	Larson Park Trail	Shared-Use Path (off-street)	Urbana Park District	6-10	Follow UPD Master Plan Layout	No		0.06	\$15,660
Leal Park Kickapoo Rail Trail Trailhead	Kickapoo Rail Trail	Leal Park	Shared-Use Path (off-street)	Private	6-10		No	Connection to Leal Park	0.02	\$5,220
Leal Park Trail			Shared-Use Path (off-street)	Urbana Park District	6-10		No	Widen existing sidewalk	0.07	\$18,270
Lincoln Avenue	Wascher Dr	King Park Loop Trail	Sidewalk (parallel to the road)	City of Urbana, Urbana Park District	6-10	West Side	No		0.05	\$13,958
Lohmann-Florida Path	Florida Ave	Lohmann Park	Shared-Use Path (off-street)	City of Urbana	6-10		No	Connects Florida Ave to Lohmann Park and Thomas Paine School	0.20	\$52,185
Lohmann Park Loop Trail			Shared-Use Path (off-street)	Urbana Park District	6-10	East side, North side, West side	No		0.44	\$115,838
Lynn Street	Victory Park Path	Green St	Sidewalk (parallel to the road)	City of Urbana, Urbana Park District	6-10	East side	No	Victory Park Loop Trail	0.03	\$7,256
Main Street	Weaver Park	Lierman Ave	Sidewalk (parallel to the road)	City of Urbana	6-10	South Side	No		0.39	\$100,833
Perkins Road	Perkins Rd Park	Perkins Rd Park	Sidewalk (parallel to the road)	Urbana Park District	6-10	South side	No		0.32	\$83,520
Perkins Road	Perkins Rd Park	Eastern Ave	Sidewalk (parallel to the road)	Urbana Township	6-10	South side	No		0.06	\$15,866
Perkins Road Park Trail	Perkins Rd	Saline Branch Trail	Shared-Use Path (off-street)	Urbana Park District	6-10		No		0.44	\$114,840
Perkins Road Park West Trail	Perkins Rd Park Trail	Saline Branch Trail	Nature Trail	Urbana Park District	6-10	West side	No		0.37	\$31,032
Prairie Park West Trail	Art Bartell Rd	Washington St	Shared-Use Path (off-street)	Urbana Park District	6-10		No	Connection to Prairie Park	0.26	\$68,699
Saline Branch Trail	Stebbins Dr	Chief Shemauger Park	Shared-Use Path (off-street)	Private	6-10		No		0.26	\$68,352
Saline Branch Trail	Chief Shemauger Park	Chief Shemauger Park	Shared-Use Path (off-street)	Urbana Park District	6-10		No		0.19	\$49,195
Saline Branch Trail	Chief Shemauger Park	Perkins Rd Park Site	Shared-Use Path (off-street)	Private	6-10		No		0.33	\$86,246
South Ridge Park Loop Trail	South Ridge Park Trail	South Ridge Park Trail	Shared-Use Path (off-street)	Urbana Park District	6-10		No	New segment connecting existing segments	0.03	\$7,830
Stebbins Drive	Broadway Ave	E terminus	Sidewalk (parallel to the road)	City of Urbana	6-10	South side	No	Saline Branch corridor	0.19	\$49,021
University Avenue	CUMTD	Vine St	Sidewalk (parallel to the road)	City of Urbana	6-10	South side	No	Potential Kickapoo Rail Trail alternative	0.50	\$130,574
Victory Park East Sidewalk	Victory Park Path	Green St	Shared-Use Path (off-street)	Urbana Park District	6-10		No	Victory Park Loop Trail	0.07	\$19,314
Washington Street	Bakers Ln	Lierman Ave	Sidewalk (parallel to the road)	City of Urbana	6-10	North side	No	East Urbana Parks Loop Trail; To Prairie School	0.63	\$163,369
Weaver Park South Trail	Bakers Ln	Kinch St corridor	Shared-Use Path (off-street)	Urbana Park District	6-10		No		0.25	\$65,250
South Ridge Park Nature Trail	South Ridge Park Loop Trail	South Ridge Park Loop Trail	Nature Trail	Urbana Park District	6-10	East side	No	Convert east half of existing trail to Nature Trail	0.40	\$33,548
<b>11+ Years</b>										<b>\$3,739,790</b>
AMBUCS Park Long Loop Trail			Paved Trail	Urbana Park District	11+	Follow UPD Master Plan Layout	No		0.35	\$91,350
AMBUCS Park South Trail	AMBUCS Park Southwest Trail	University Ave	Sidewalk (parallel to the road)	Urbana Park District, IDOT	11+	South side	No		0.07	\$18,270
AMBUCS Park West Trail	NW corner of AMBUCS Park	AMBUCS Park Northwest Trail	Sidewalk (parallel to the road)	City of Urbana, Urbana Park District	11+	West side	No		0.07	\$18,270

1 2 3 4 5 6 7 8 **9** IMPLEMENTATION

Street Name	From (N/E)	To (S/W)	Treatment	Agenc(ies) Responsible	Timeframe of Implementation	Recommended Striping Dimensions* / Location / Alignment	Remove Auto Parking?	Comments	Length in miles	Cost Estimate**
Boneyard Creek Path	Main St	McCullough St	Shared-Use Path (off-street)	City of Urbana	11 +		No		0.11	\$29,051
Boneyard Creek Path	McCullough St	Springfield Ave	Shared-Use Path (off-street)	Urbana Park District	11 +		No		0.10	\$25,933
Boneyard Creek Path	Springfield Ave	Lincoln Ave	Shared-Use Path (off-street)	City of Urbana	11 +		No		0.24	\$62,640
Chief Shemauger Park Long Loop Trail			Paved Trail	Urbana Park District	11 +	Follow UPD Master Plan Layout	No		0.35	\$90,251
Coler Avenue	Country Club Rd	Fairview Ave	Sidewalk (parallel to the road)	Urbana Park District	11 +	East side	No	Part of Crystal Lake Park/Busey Woods loop path	0.57	\$149,870
Country Club Road	Broadway Ave	Coler Ave	Sidewalk (parallel to the road)	Urbana Park District	11 +	South side	No	Part of Crystal Lake Park/Busey Woods loop path	0.59	\$153,364
Crestview Park Loop Trail	Burkwood Dr	Crestview Park Path	Paved Trail	Urbana Park District	11 +	Follow UPD Master Plan Layout	No	Complete loop	0.19	\$49,009
Fairview Avenue	Orchard St	Coler Ave	Sidewalk (parallel to the road)	City of Urbana, Urbana Park District	11 +	North side	No		0.07	\$17,601
Fairview Avenue corridor	Orchard St	Lakehouse Rd	Shared-Use Path (off-street)	Urbana Park District	11 +		No	Connection to Crystal Lake Park Path	0.09	\$23,890
Hickory Street Site Study Area	Chief Shemauger Park	AMBUCS Park	Study Area	Urbana Park District	11 +		No		0.40	-
Kickapoo Rail-with-Trail 2	Cottage Grove Ave	Boneyard Creek Path	Shared-Use Path (off-street)	CCFPD	11 +		No		0.68	\$178,516
Kickapoo Rail-with-Trail 4	McCullough St	Coler Ave	Shared-Use Path (off-street)	City of Urbana, CCFPD	11 +		No		0.17	\$43,205
Kickapoo Rail-with-Trail 5	Coler Ave	Wright St	Shared-Use Path (off-street)	City of Urbana, CCFPD	11 +		No	Extend to Champaign if possible	0.73	\$191,221
Lierman Avenue Kickapoo Rail Trail Trailhead	Kickapoo Rail Trail	Main St	Shared-Use Path (off-street)	City of Urbana, CCFPD, Urbana Park District	11 +		No	Potential Kickapoo Rail Trail trailhead	0.11	\$29,092
Lower Embarras River Trail	Upper Embarras River Trail	S of Curtis Rd	Shared-Use Path (off-street)	University of Illinois	11 +		No		1.03	\$268,822
Perkins Road Park East Trail	Perkins Rd	Saline Branch Trail	Shared-Use Path (off-street)	Urbana Park District	11 +	East side	No		0.30	\$76,997
Pfeffer Road Kickapoo Rail Trail trailhead	Kickapoo Rail Trail	Main St	Shared-Use Path (off-street)	Champaign County Forest Preserve	11 +		No		0.10	\$25,547
Pomology Path	Philo Rd	Meadowbrook Park	Shared-Use Path (off-street)	Private	11 +		No	Connecting Philo Road and Meadowbrook Park	0.55	\$144,628
Race Street	SW corner of Meadowbrook Park	S city limits	Sidewalk (parallel to the road)	City of Urbana, Urbana Park District	11 +	East side	No	Meadowbrook Park	0.11	\$28,298
Saline Branch Trail	Olympian Dr	Anthony Dr	Shared-Use Path (off-street)	Urbana Park District	11 +		No		3.07	\$800,822
Saline Branch Trail	Perkins Rd Park Site	Perkins Rd Park Site	Shared-Use Path (off-street)	Urbana Park District	11 +		No		0.35	\$90,556
Saline Branch Trail	Perkins Rd Park Site	High Cross Rd	Shared-Use Path (off-street)	Urbana Park District	11 +		No		1.76	\$458,760
Thomas Paine Rail-to-Trail	Florida Ave	Stone Creek Blvd	Shared-Use Path (off-street)	Urbana Park District	11 +		No	Former Norfolk & Western Railroad	0.27	\$71,287
Upper Embarras River Trail	Race St	Griffith Dr	Shared-Use Path (off-street)	University of Illinois	11 +		No		2.31	\$602,537
TOTAL COST OF ALL PROPOSED PROJECTS										\$10,119,470
*Based on minimal field survey. Actual striping dimensions may change based on full engineering study.										
**Costs do not include major roadway improvements, i.e. widening, resurfacing, etc. Costs only include striping, signage, pavement markings, etc.										

## 9.3 POTENTIAL FUNDING SOURCES

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

In order to combat this, **it is recommended that the Urbana Park District dedicate 5% of its annual Capital Improvement Plan (CIP) funding to trails.**

Potential activities include:

- Construction
- Acquisition
- Widening
- Rehabilitation
- Sign Installation
- Amenity Installation (e.g. lights, benches, bike racks, etc.)

### ENGINEERING

Illinois Bicycle Path Program			
Department: IDNR	Deadline: March 1st	Maximum Amount: \$200,000 for Development Projects, None for Acquisition Projects	Category: Engineering
Description: The Illinois Bicycle Path Grant Program was created to financially assist eligible units of government acquire, construct, and rehabilitate public, non-motorized bicycle paths and directly related support facilities. Grants are available to any local government agency having statutory authority to acquire and develop land for public bicycle path purposes. Financial assistance up to 50% of approved project costs is available through the program.			
Website: <a href="http://www.dnr.state.il.us/ocd/newbike2.htm">http://www.dnr.state.il.us/ocd/newbike2.htm</a>			

Illinois Transportation Enhancement Program (ITEP)			
Department: IDOT	Deadline: Set by IDOT	Maximum Amount: N/A	Category: Engineering
Description: ITEP provides funding for community based projects that expand travel choices and enhance the transportation experience by improving the cultural, historic, aesthetic and environmental aspects of our transportation infrastructure. Project sponsors may receive up to 80 percent reimbursement for project costs. The remaining 20 percent is the responsibility of the project sponsor. A project must qualify as one of the 6 eligible categories listed in the ITEP Guidelines Manual and it must relate to surface transportation to be eligible for funding.			
Website: <a href="http://www.dot.il.gov/opp/itep.html">http://www.dot.il.gov/opp/itep.html</a>			

The Urbana Park District should also continue to work with the **Champaign County Greenways & Trails member agencies** on regional trail planning, in case there are funding opportunities that can benefit multiple jurisdictions.

Beyond those member agencies, the Urbana Park District should maintain a relationship with the **Champaign-Urbana Public Health District (CUPHD)** and **Healthy Champaign County (HCC)**, as funding and resources for trail use and education have become increasingly available from the public health sector.

**Trails for Illinois** is another organization that the Urbana Park District should investigate working with, especially the **Illinois Trails Corps** that piloted the “do-it-yourself trail building” model in Shelby County, IL in 2014. A young adult service corps and volunteers were recruited to repair, rebuild, and extend nearly 27 miles of hiking, biking and equestrian trails in Shelby County.<sup>8</sup>

At the state level, the **Illinois Department of Natural Resources (IDNR)** and **Illinois Department of Transportation (IDOT)** provide the most access to funding for trails. Those funding sources, along with federal, private, and non-profit sources are listed below, organized by the 5 E’s (singular, then multiple categories).

<sup>8</sup> Trails for Illinois. Illinois Trail Corps. <http://www.trailsforillinois.org/ILtrailcorps>



**National Trails Fund**

Organization: American Hiking Society	Deadline: Mid-December	Maximum Amount: \$5,000	Category: Engineering
Description: The American Hiking Society's National Trails Fund is the only privately funded, national grants program dedicated solely to building and protecting hiking trails. Created in response to the growing backlog of trail maintenance projects, the National Trails Fund has helped hundreds of grassroots organizations acquire the resources needed to protect America's cherished hiking trails. Grant applicants must be a member of the American Hiking Society Alliance and a 501(c)(3) non-profit organization.			
Website: <a href="http://www.americanhiking.org/national-trails-fund/">http://www.americanhiking.org/national-trails-fund/</a>			

**Off-Highway Vehicle (OHV) Recreation Program**

Department: IDNR	Deadline: March 1st	Maximum Amount: N/A	Category: Engineering
Description: The OHV grant program provides financial aid to government agencies, not-for-profit organizations, and other eligible groups or individuals to develop, operate, maintain, and acquire land for off-highway vehicle parks and trails. These facilities must be open and accessible to the public. The program can also help restore areas damaged by unauthorized OHV use. The program can provide up to 100% funding reimbursement assistance for approved, eligible project costs.			
Website: <a href="http://www.dnr.state.il.us/ocd/newohv2.htm">http://www.dnr.state.il.us/ocd/newohv2.htm</a>			

**Open Space Lands Acquisition and Development Program (OSLAD) & Land and Water Conservation Fund (LWCF)**

Department: IDNR	Deadline: Between May 1st & July 1st	Maximum Amount: \$750,000 for Acquisition Projects, \$400,000 for Development/Renovation Projects	Category: Engineering
Description: The OSLAD Program is a state-financed grant program that provides funding assistance to local government agencies for acquisition and/or development of land for public parks and open space. The federal LWCF program (also known as LAWCON) is a similar program with similar objectives. Projects vary from small neighborhood parks or tot lots to large community and county parks and nature areas. Both programs provide funding assistance up to 50% of approved project.			
Website: <a href="http://www.dnr.state.il.us/ocd/newoslad1.htm">http://www.dnr.state.il.us/ocd/newoslad1.htm</a>			

**People for Bikes (PFB) Community Grants Program**

Organization: People for Bikes	Deadline: Varies; Letter of Interest Required	Maximum Amount: \$10,000	Category: Engineering
Description: The People for Bikes (PFB) Community Grants Program provides funding for important and influential projects that leverage federal funding and build momentum for bicycling in communities across the U.S. These projects include bike paths, bike lanes, rail trails, bridges, mountain bike trails, bike parks, BMX facilities, end-of-trip facilities, and large-scale bicycle advocacy initiatives.			
Website: <a href="http://www.peopleforbikes.org/pages/community-grants">http://www.peopleforbikes.org/pages/community-grants</a>			

**Recreational Trails Program (RTP)**

Department: IDNR	Deadline: March 1st	Maximum Amount: N/A	Category: Engineering
Description: This program provides funding assistance for acquisition, development, rehabilitation and maintenance of both motorized and non-motorized recreation trails. Examples of eligible project activities include: trail construction and rehabilitation; restoration of areas adjacent to trails damaged by unauthorized trail uses; construction of trail-related support facilities and amenities; and acquisition from willing sellers of trail corridors through easements or fee simple title. By law, 30% of each state's RTP funding must be earmarked for motorized trail projects, 30% for non-motorized trail projects and the remaining 40% for multi-use (diversified) motorized and non-motorized trails or a combination of either. The RTP program can provide up to 80% federal funding on approved projects and requires a minimum 20% non-federal funding match.			
Website: <a href="http://www.dnr.state.il.us/ocd/newrtp2.htm">http://www.dnr.state.il.us/ocd/newrtp2.htm</a>			

**Snowmobile Grant Program**

Department: IDNR	Deadline: May 1st	Maximum Amount: N/A	Category: Engineering
Description: The state-funded Snowmobile Grant Program for local governments is financed from the registration fees of snowmobiles and provides up to 50% reimbursement of approved facility development/rehabilitation costs and 90% of approved trail corridor land acquisition costs for public snowmobile trails and areas in the state. This program is available to any unit of local government located in a region of Illinois with sufficient snow cover and having statutory authority to acquire and develop lands for public park and recreation purposes.			
Website: <a href="http://www.dnr.state.il.us/ocd/newsnow2.htm">http://www.dnr.state.il.us/ocd/newsnow2.htm</a>			

**Snowmobile Trail Establishment Fund (STEF)**

Department: IDNR	Deadline: May 1st	Maximum Amount: N/A	Category: Engineering
Description: The Snowmobile Trail Establishment Fund (STEF) Program provides financial assistance to incorporated, private snowmobile clubs in Illinois. The STEF Program provides reimbursement funding assistance up to 100% of eligible project costs. Funds for the program come from a portion of snowmobile registration fees collected by the state. Grants may be obtained by local snowmobile clubs to develop and maintain additional public trails and facilities in the state. Although grants are made to private clubs, STEF-assisted snowmobile trails and facilities must be open and available for general public use.			
Website: <a href="http://dnr.state.il.us/ocd/newstef2.htm">http://dnr.state.il.us/ocd/newstef2.htm</a>			

**EDUCATION****Illinois Biodiversity Field Trip**

Department: IDNR	Deadline: January 31st	Maximum Amount: \$500	Category: Education
Description: Grants are only available to teachers in Illinois and should be for the purpose of studying some aspect of Illinois' biodiversity, referring to the variety of life in an area. The field trip site must be in Illinois and can include state parks, natural areas, natural history museums and nature centers. A budget with an itemized list of expenditures to be covered by the grant must be included. Items eligible for funding include: transportation, substitute teachers, admission fees, and guest speakers.			
Website: <a href="http://dnr.state.il.us/education/Classrm/grants.htm">http://dnr.state.il.us/education/Classrm/grants.htm</a>			

**MULTIPLE E'S**

AmeriCorps Funding Opportunities			
Organization: Corporation for National and Community Service (CNCS)	Deadline: Varies	Maximum Amount: Varies	Categories: Engineering, Education
Description: The Corporation for National and Community Service (CNCS) provides grants through its AmeriCorps program to national and local nonprofits, schools, government agencies, faith-based and community organizations, and other groups committed to strengthening their communities through volunteering. The promotion of environmental stewardship is one of CNCS' six focus areas.			
Website: <a href="http://www.nationalservice.gov/build-your-capacity/grants/funding-opportunities">http://www.nationalservice.gov/build-your-capacity/grants/funding-opportunities</a>			
New Belgium Environmental Stewardship Grants Program			
Organization: New Belgium Brewing Company	Deadline: Varies depending on grant strategy	Maximum Amount: \$10,000	Categories: Engineering, Education, Encouragement
Description: The purpose of New Belgium's Environmental Stewardship Grants Program is to serve and connect with the communities where they sell their beers. Their goal is to improve the health of the planet and inspire others to joyously embrace sustainable choices. They focus their grants on the following four strategies to mitigate human impacts on the planet: youth environmental education, sustainable agriculture, sensible transportation & bike advocacy, and water stewardship.			
Website: <a href="http://www.newbelgium.com/sustainability/Community/Philanthropy.aspx">http://www.newbelgium.com/sustainability/Community/Philanthropy.aspx</a>			
Pedestrian & Bicycle Safety Program (PBS)			
Department: IDOT	Deadline: Set by IDOT	Maximum Amount: N/A	Categories: Education, Enforcement
Description: Pedestrian and Bicycle Safety Program (PBS) is designed to aid public agencies in funding cost-effective projects that improve pedestrian and bicycle safety through education and enforcement. The primary focus of this program will be on areas experiencing disproportionately high pedestrian and bicycle crashes and surrounding facilities such as schools, parks, and senior centers.			
Website: <a href="http://www.trafficsafetygrantsillinois.org">http://www.trafficsafetygrantsillinois.org</a>			
Safe Routes to School (SRTS)			
Department: IDOT	Deadline: Set by IDOT	Maximum Amount: \$200,000 for Infrastructure Applications, \$30,000 for Non-Infrastructure Applications	Categories: Engineering, Education, Encouragement, Enforcement
Description: The Illinois Safe Routes to School Program (SRTS) is a federally funded program administered by the Illinois Department of Transportation. The Illinois SRTS Program supports projects and programs that enable and encourage walking and bicycling to and from school. The program applies to schools serving grades Kindergarten through 8 <sup>th</sup> grade. Project sponsors may receive up to 80 percent reimbursement for project costs. The remaining 20 percent is the responsibility of the project sponsor.			
Website: <a href="http://www.dot.il.gov/saferoutes/saferouteshome.aspx">http://www.dot.il.gov/saferoutes/saferouteshome.aspx</a>			





Figure 42 Busey Woods Boardwalk exit