

- **Obstacles to movement:** Railroad tracks, narrow roadways, and trails ending are all obstacles to bicycle movement that create dependence on motorized travel. Similarly, lack of sidewalks, lack of marked crosswalks, and busy streets are all barriers to pedestrian movement.

Forces

- **Existing trails:** Champaign County trails often link important activity centers, including parks, schools, shopping centers, etc. Existing trails also show us where gaps are in the system so that we can consider how and when those connections should be created.
- **System diversity:** The Champaign County system offers facilities for all types of bicyclists and pedestrians, from those who commute by bicycle to children who use trails in our parks.
- **New subdivisions:** Newly constructed subdivisions often have some sort of pedestrian and/or bicycle path system as well as a neighborhood park. Developers and/or local governments can plan these paths and parks to link to existing paths and parks.
- **The community:** According to the Greenways and Trails Resident Survey, 72% of respondents agree that greenways and trails that connect urban centers to rural communities and forest preserves enhance residents' quality of life. Such community support helps ensure that more trails and open spaces will be created in Champaign County.
- **Interagency coordination:** The Greenways and Trails Steering Committee has members from local governments, park districts, and other agencies to coordinate and plan for the future of the Champaign County system.
- **The region:** Developing trails and greenways that connect Champaign County with the rest of the state, especially metro areas in central Illinois, contributes to the statewide greenways and trails system.

Goals and Objectives

The formulation of goals and objectives is meant to determine what direction planning efforts should take, independent of time frame and individual projects. A goal is defined as an end state that will be brought about by implementing the Greenways Plan. Objectives are sub-goals that help organize the implementation of the plan into measurable and manageable parts. Implementation measures are specific activities that must be completed in order to achieve goals.

The Greenways and Trails Steering Committee has developed six principal goals for the Greenways and Trails Plan. These goals were created based on public input and a variety of planning efforts. Below each goal, objectives, implementation measures, responsible entities, and benchmarks for completion are listed that will lead our efforts in the Greenways and Trails implementation process.

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

Objectives:

1. Increase the mileage of bicycle and pedestrian facilities in Champaign County by 160 miles over the next 20 years, as calculated by the number of proposed trail miles submitted by local agencies for this plan. (Responsible: Greenways and Trails member agencies, private parties, developers)
 - a. Identify “missing links” in the overall system.
 - b. As a committee, identify funding sources for priority projects.
 - c. Prioritize those projects that are likely to be funded.
2. Increase the acreage of parks and greenways in Champaign County, with the increase in acreage to be determined by an Open Space Level of Service analysis. (Responsible: Greenways and Trails member agencies, developers)
 - a. Perform a level of service analysis on parks and open spaces as per NRPA guidelines to determine local supply and demand of such spaces.
 - b. As a committee, identify funding sources for priority projects.
3. Increase the number and types of recreational facilities in Champaign County. (Responsible: Greenways and Trails member agencies)
 - a. Based on public perception and need, identify types of recreational facilities that are currently not available and for which there is a market in our communities.
 - b. Actively support community efforts to bring recreational trails and facilities to our area.
4. Increase the number of connection points between travel modes (i.e. bikeway to transit, bike route to bikeway connection points) in order to complete missing links in the trails system. (Responsible: Greenways and Trails member agencies, developers)
 - a. Install bicycle racks at transit shelters.
 - b. Identify gaps between trails that can be connected with the implementation of trails, bike lanes or bike routes.
 - c. Study the feasibility of implementing bicycle routes in Champaign-Urbana.
 - d. Identify “dead end” shared-use paths, bikeways and bike lanes.
 - e. Develop an implementation schedule for creating multi-modal connections.
5. Enhance the Greenways and Trails system by linking popular activity centers (e.g. Market Place Mall, Phillips Recreation Center) via non-vehicular infrastructure (e.g. bikeways, multi-use paths) for all of Champaign County. (Responsible: Greenways and Trails member agencies, private parties, developers, businesses)
 - a. As a committee and as Greenways and Trails member agencies identify funding sources for those linkages identified and prioritized in this plan.
 - b. Retrofit transportation corridors with bikeways and multi-use paths, especially in heavy traffic areas.
6. Increase the number of non-vehicular connections between rural recreational areas and major population centers by at least 60 miles over the next 20 years, as calculated by the number of proposed trail miles submitted by local agencies for this plan. (Responsible: Greenways

and Trails member agencies, private parties, developers)

- a. Identify connections that are underserved by pedestrian and bicycle paths.
- b. Prioritize those connections lacking in pedestrian and bicycle facilities.
- c. Identify funding sources for constructing those linkages.

Benchmarks for completing this goal:

- There will be at least 160 more miles of trails complete in 20 years.
- A Level of Service analysis will have been completed for determining open space needs.
- A needs analysis for recreational facilities will have been performed.
- There will be more connection points between travel modes in 20 years.
- Missing linkages between the Trails system and major activity centers will have been identified.
- There will be at least 60 more miles of trails connecting urban centers with rural recreation sites.
- A list of funding sources will have been created and maintained.

Goal 2: All Champaign County residents will be provided with a greenways and trails system that emphasizes safety and user-friendliness.

Objectives:

1. Reduce the number of modal conflicts (e.g. grade crossings, pedestrian-bicycle, automobile-pedestrian, bus-bicycle, etc.) as transportation improvements occur. (Responsible: Greenways and Trails member agencies)
 - a. Monitor the planning process and implementation of transportation projects to ensure bicycle and pedestrian friendliness.
 - b. Improve existing bicycle and pedestrian facilities, especially in the University District.
 - c. Create a database of known modal conflicts.
2. Increase pedestrian safety by continuing to maintain and augment street light systems in all areas with bicycle and pedestrian facilities as per municipal code. (Responsible: municipalities)
3. Increase user-friendliness of the trails system by standardizing trail design. (Responsible: Greenways and Trails member agencies, developers)
 - a. Research and create design guidelines for the Champaign County Greenways and Trails system.
 - b. Implement design guidelines in all new trail development.
4. Design urban areas for walkability and other non-vehicular travel. (Responsible: Greenways and Trails member agencies, developers)
 - a. Support the study and implementation of Traditional Neighborhood Development practices, which foster walking and alternative transportation modes over the personal vehicle.
 - b. For all new commercial establishments, require pedestrian and bicycle connections to adjacent establishments, public streets and existing and planned bicycle and pedestrian facilities.

- c. Retrofit existing infrastructure for bicycles and pedestrians.
5. Increase pedestrian safety by minimizing cut-through motorized vehicular traffic in residential areas. (Responsible: municipalities, neighborhood/homeowners organizations, developers)
 - a. Support the study and implementation of traffic calming devices where warranted.
 - b. In new residential developments, require street layouts and traffic controls that discourage speeding and high through-traffic volumes (i.e. design streets to calm traffic).
6. Increase pedestrian safety by improving intersection markings and signage. (Responsible: municipalities)
 - a. Create a standardized crosswalk marking system throughout Champaign-Urbana and the University District.
 - b. Standardize installation locations of accessible pedestrian signals, pedestrian push buttons, and related signage.
 - c. Adopt policies that require “no right turn on red” for high pedestrian and bicycle traffic areas.
7. Improve pedestrian and bicycle related signage adjacent to bikeways, paths, and trails. (Responsible: Greenways and Trails member agencies)
 - a. Design and install standardized signage for all greenways and trails facilities in Champaign County.
 - b. Provide trail and path information (e.g. display maps, trail distance, park amenities)
8. Ensure through construction of the system that all types of bicycles and all types of travelers are considered. (Responsible: Greenways and Trails member agencies, developers)
 - a. Support bicycle commuters by monitoring new road planning and construction and ensuring adequate space and signage for bicyclists.

Benchmarks for completing this goal:

- A database of modal conflicts will have been created.
- There will be fewer modal conflicts in 20 years.
- There will be more street lighting installed near high-pedestrian activity centers.
- Design standards for trails and recreation facilities will have been created.
- How to create walkable communities will have been researched and implemented in pilot areas.
- All commercial developments built in the 20 years have bicycle racks or similar facilities.
- Traffic calming measures will have been researched and implemented in pilot areas.
- In residential developments built in the 20-year implementation horizon, corridors that promote speeding will have been avoided by design.
- Standardized pedestrian and bicycle related signage will have been designed and implemented adjacent to existing facilities and all new facilities.
- All new roads constructed during the 20 years will have considered the inclusion of bicycle facilities in their design.

Goal 3: All residents will be provided with a greenways and trails system that emphasizes efficiency, mobility, and convenience.

Objectives:

1. Create more trail and bikeway termini in densely populated areas. (Responsible: Greenways and Trails member agencies)
 - a. Identify residential areas that are lacking in trail facilities.
 - b. Seek funding for trails in those residential areas.
 - b. Support local efforts to implement more non-vehicular paths.
2. Ensure through construction of the system that all types of users can connect between all parts of the Greenways and Trails system without having to move into vehicular traffic. (Responsible: Greenways and Trails member agencies, developers)
 - a. Support the creation of bikeways and designated bike lanes in high bicycle traffic areas.
 - b. Ensure during the planning process for road construction and repair that pedestrians are considered.

Benchmarks for completing this goal:

- In all residential areas constructed during the 20-year horizon, trails for bicycles and pedestrians will have been constructed by design, connecting to existing trails where possible.
- For all on-street bicycle facilities constructed, an adjacent pedestrian path will have been constructed or already existing.

Goal 4: The development and operation of greenways and trails will preserve and enhance the natural environment.

Objectives:

1. Require an “environmental friendliness” evaluation of all greenways and trails projects. (Responsible: Greenways and Trails member agencies)
 - a. Create a set of criteria that can be applied to all projects in the Greenways and Trails Plan based on best planning practices.
 - b. Improve upon any negative impacts found during the evaluation through design changes, geographic location, or other options.
2. GT member agencies will support other agencies’ efforts toward maintaining and improving the environment in Champaign County. (Responsible: Greenways and Trails member agencies, environmental groups, private parties)
 - a. Support tree planting, prairie preservation and wildlife habitat conservation programs that follow acceptable management practices.
 - b. Consider habitat-fostering measures in the construction of open space facilities.
3. Increase the number of connections between natural features such as bodies of water, wooded areas, and open spaces. (Responsible: Greenways and Trails member agencies, developers, private parties)

- a. Based on inventory and analysis done for this Plan, seek financial and local support for pedestrian and bicycle access to appropriate public, non-agricultural natural areas.
 - b. Determine what linkages can be made to those areas from the existing greenways and trails system and identify priority connections to them.
4. Educate the public about the natural areas within the system with the intention of encouraging a respect for the natural environment in users of the system. (Responsible: Greenways and Trails member agencies)
 - a. Support the provision of public environmental classes that target all residents, but especially children.
 - b. Provide facilities that promote cleanliness in greenways and trails areas such as trash bins, restrooms, hand-washing stations, etc.

Benchmarks for completing this goal:

- Environmental friendliness criteria for new greenways and trails projects will have been created, adopted, and implemented by local agencies.
- All greenways and trails projects planned for construction during the 20-year horizon will have successfully passed an “environmental friendliness” evaluation.
- All open spaces constructed during the 20 years will have considered habitat-fostering measures in their design.
- An inventory of natural features that could be connected by trails and open spaces will have been created.
- Potential trails and open spaces that connect the inventoried natural areas will have been identified and prioritized.
- Pilot hand washing stations and/or restrooms will have been developed in some existing open spaces where such facilities did not exist prior to 2003.
- Greenways member agencies will have sponsored environmental education classes.

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

Objectives:

1. Consider and rank all projects in order to improve the system in a logical, cost-effective manner. (Responsible: Greenways and Trails member agencies)
 - a. Utilize the Project Prioritization Checklist established during the greenways and trails planning process to prioritize implementation and fundraising efforts by member agencies.
 - b. Combine projects that can be geographically linked for implementation.
2. Create model ordinance provisions to require paths/open spaces in new developments that connect these new additions to other parts of Champaign County. (Responsible: Greenways and Trails member agencies)

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3. Develop a coordinated greenways review process for all major new developments. (Responsible: Greenways and Trails member agencies)
 4. Improve information sharing and transparency between Greenways and Trails member agencies about possible projects that could benefit from having bicycle, pedestrian, and/or greenways features. (Responsible: Greenways and Trails member agencies)
 5. Promote the connection of Champaign County with the central Illinois region, contributing to a future statewide system of greenways and trails. (Responsible: Greenways and Trails member agencies)
 - a. Pursue connections along abandoned railroad rights of way which offer significant rail-to-trail possibilities.
 - b. Coordinate with neighboring jurisdictions to acquire and develop abandoned railroad rights of way.

Benchmarks for completing this goal:

- Projects will have been revised on a yearly basis for amendment into or removal from the Greenways and Trails Plan.
- Model ordinance for the creation of public paths in new developments will have been created.
- A review process regarding the inclusion of public greenways and/or trails in all major new developments will have been designed and implemented by local municipal governments.
- An agenda item will have been created regarding upcoming development projects for all Greenways and Trails Steering Committee meetings.
- Where financially feasible, all rails-to-trails efforts will have been implemented.

Goal 6: Greenways and Trails member agencies will provide educational materials and information about the countywide greenways and trails system to all interested persons.

Objectives:

1. To market Greenways and Trails in Champaign County as a full and integrated system that draws regional attention. (Responsible: Greenways and Trails member agencies, Chamber of Commerce, Convention and Visitors Bureau)
 - a. Promote the implementation of a marketable bike path system for the twin cities, Savoy, and the University district.
 - b. Market the system with standardized signage, inclusion in visitor guides, web presence, and other educational materials.
2. The Greenways and Trails Steering Committee will develop a marketing and publicity plan for the Greenways and Trails system. (Responsible: Greenways and Trails member agencies)
3. Greenways and Trails member agencies will apply for greenways and trails projects funding as part of road, infrastructure, and new development projects as appropriate. (Responsible: Greenways and Trails member agencies)
 - a. Keep abreast of upcoming transportation projects and how they could contribute to the greenways and trails system.

- b. Advocate for the inclusion of greenways and trails in new road projects and roadway repairs.
- c. Apply for funding to enhance road repair and construction aside from allocations from local agencies.

Benchmarks for completing this goal:

- A conceptual design of the “CUS Bikeway” will have been created that integrates existing and future projects in a series of interconnected loops through Champaign, Urbana, and Savoy.
- Marketing strategies will have been discussed and implemented by the Greenways and Trails Steering Committee, its member agencies, and auxiliary agencies such as the Convention and Visitors Bureau.
- The Regional Planning Commission will have created a Greenways and Trails website with information about the Plan and maps.
- A permanent agenda item will have been created regarding upcoming transportation projects and how they could integrate bicycle and/or pedestrian trails in their design.

Timeline for Completing Benchmarks

In order for the Greenways and Trails Plan to be successfully implemented, each benchmark listed under the goals and objectives must be achieved. The implementation process can be considered in terms of short-, mid-, and long-term. Short-term benchmarks should be completed within five years of plan approval; mid-term should occur within 10 years, and long-term should occur by the end of the 20 year implementation schedule.

Short-term Benchmarks

- A Level of Service analysis will have been completed for determining open space needs.
- A needs analysis for recreational facilities will have been performed.
- A database of modal conflicts will have been created.
- Missing linkages between the Trails system and major activity centers will have been identified.
- A list of funding sources will have been created and maintained.
- Design standards for trails and recreation facilities will have been created.
- Environmental friendliness criteria for new greenways and trails projects will have been created, adopted, and implemented by local agencies.
- An inventory of natural features that could be connected by trails and open spaces will have been created.
- Potential trails and open spaces that connect the inventoried natural areas will have been identified and prioritized.
- Model ordinance for the creation of public paths in new developments will have been created.
- A review process regarding the inclusion of public greenways and/or trails in all major new developments will have been designed and implemented by local municipal governments.
- An agenda item will have been created regarding upcoming development projects for all Greenways and Trails Steering Committee meetings.
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- The Regional Planning Commission will have created a Greenways and Trails website with information about the Plan and maps.
- A permanent agenda item will have been created regarding upcoming transportation projects and how they could integrate bicycle and/or pedestrian trails in their design.

Mid-term Benchmarks

- How to create walkable communities will have been researched and implemented in pilot areas.
- Traffic calming measures will have been researched and implemented in pilot areas.
- Standardized pedestrian and bicycle related signage will have been designed and implemented adjacent to existing facilities and all new facilities.
- Pilot hand washing stations and/or restrooms will have been developed in some existing open spaces where such facilities did not exist prior to 2003.
- Greenways member agencies will have sponsored environmental education classes.

Long-term Benchmarks

- There will be at least 160 new miles of trails complete in 20 years.
- There will be more connection points between travel modes in 20 years.
- There will be at least 60 more miles of trails connecting urban centers with rural recreation sites.
- There will be fewer modal conflicts in 20 years.
- There will be more street lighting installed near high-pedestrian activity centers.
- All commercial developments built in the 20 years have bicycle racks or similar facilities.
- In residential developments built in the 20-year implementation horizon, corridors that promote speeding will have been avoided by design.
- All new roads constructed during the 20 years will have considered the inclusion of bicycle facilities in their design.
- In all residential areas constructed during the 20-year horizon, public trails for bicycles and pedestrians will have been constructed by design, connecting to existing trails where possible.
- For all on-street bicycle facilities constructed, an adjacent pedestrian path will have been constructed or already existing.
- All greenways and trails projects planned for construction during the 20-year horizon will have successfully passed an “environmental friendliness” evaluation.
- All open spaces constructed during the 20 years will have considered habitat-fostering measures in their design.
- Projects will have been revised on a yearly basis for amendment into or removal from the Greenways and Trails Plan.
- Where financially feasible, all rails-to-trails efforts will have been implemented.