

## Future Conditions

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

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

### Project Prioritization Checklist Factors

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

This plan lists projects identified by each participating agency from their own plans. These projects are then prioritized according to how well they comply with this plan's goals and objectives, which were identified through public input and best planning practices. While this prioritization will not likely affect what is already planned for by individual agencies, it can serve as a guide to development once those projects have been implemented or deemed infeasible. Maps 11 through 15 illustrate the proposed greenways and trails system.

## List of Prioritized Projects

The following list of projects were categorized into high, medium, and low priority based on the project prioritization checklist. These projects will be reviewed periodically, which could affect the number of projects listed and/or the category in which a project is listed. An estimated implementation time period has been supplied by the corresponding lead agency for each project.

The 1999 Natureways, Bikeways, and Trails Plan prioritized projects according to the time frame in which each agency believed they would complete the project. Appendix 5 lists those projects and their current status.

Name	Mileage	Description	Jurisdiction	Priority	Time Frame
Barber Park Greenway	0.60	Along west side of Barber Park near Sangamon River, connecting to existing path on Route 47 South	Mahomet	High	0-5
Busey Woods Boardwalk	1.50	Within Busey Woods	UPD	High	0-5
Conrail Trail	26.00	Connects Urbana to Danville via former Conrail Railroad tracks	Independent	High	0-5
CSX Rail line	TBD	From Smith Road to IL130, connecting to proposed Conrail Trail in Urbana	UPD	High	0-5
East Main Street Path	1.66	Connects Prairie Park, Lohmann Park, proposed Stone Creek Path, and proposed Route 130 Path	UPD	High	0-5
Saline Branch Path	0.73	Connects Judge Webber Park, Chief Shemauger Park, AMBUCS Park and Crystal Lake Park via the Saline Branch	UPD	High	0-5
AMBUCS Park Path	1.10	Connects Judge Webber Park Site/Dog Park, Chief Shemauger Park, and Crystal Lake Park	UPD	High	6-10
Chief Shemauger Park Path	1.15	Connects Chief Shemauger Park to Crystal Lake Park, AMBUCS Park, and Judge Webber Park Site/Dog Park	UPD	High	6-10
Dog Park/Judge Webber Park Site Trail	1.60	Connects Judge Webber Park/Dog Park with Chief Shemauger Park, AMBUCS Park and Crystal Lake Park	UPD	High	6-10
Kinch Street Path	0.98	On Kinch Street between Florida Avenue and Main Street	Urbana	High	6-10
North Broadway Avenue Path	TBD	Along Broadway Avenue from Water Street to Country Club Road and Busey Woods	Urbana	High	6-10
University of Illinois Pomology Path	0.73	Connects Meadowbrook Park, Windsor Road Path, Pomology Site, and Myra Ridge Subdivision	UPD	High	6-10
Upper Embarrass River Trail	2.39	Along Windsor Road between 1st Street and Race Street	Champaign	High	6-10
West Florida Avenue Path	TBD	Adjacent to Florida between Lincoln and Broadway, then north on Broadway to Urbana Middle School/High School/Urbana Aquatic Center	Urbana	High	6-10
Baermann Park Bike Path	0.72	Loops around Baermann Park and connects to Aquatic Center Path	Rantoul	Med	0-5
Chanute Street Extension	0.14	Connects Detention Pond Path to Veteran's Parkway Path	Rantoul	Med	0-5
Country Ridge IV Path	0.27	On Route 47 South between MidAmerica Road and South Mahomet Road	Mahomet	Med	0-5
Curtis Road Path	1.29	On Curtis Road between Prospect Avenue and First Street	Savoy	Med	0-5

**Please note: Projects highlighted in green were amended into the approved 2004 Plan in June 2005.**

Name	Mileage	Description	Jurisdiction	Priority	Time Frame
Goodwin Avenue Path	0.96	On Goodwin Avenue between Bradley Avenue and Springfield Avenue	Urbana	Med	0-5
High Cross/Rt 130 Path	TBD	On High Cross Rd/Route 130 between Windsor Road and University Avenue	Urbana	Med	0-5
Leal Park Path	0.57	Along north side of railroad between Coler Avenue and Broadway Avenue	Urbana	Med	0-5
Philo Road Deerfield Trails Path Extension	0.13	On Philo Road from the south side of Deerfield Trails subdivision to the south city limits	Urbana	Med	0-5
Prairie Fields Trail	2.23	Between Curtis Road and Church Street via Prairie Fields Subdivision, with a spur to the future Carrie Busey Elementary School	Savoy	Med	0-5
South Mahomet Rd Path	1.91	On South Mahomet Road between Route 47 South and Sunny Acres Road, then north on Sunny Acres Road from South Mahomet Road to US Route 150	Mahomet	Med	0-5
Stone Creek Path	2.27	On Stone Creek Boulevard between Castle Rock Drive and High Cross Road	Urbana	Med	0-5
Arboretum Path	0.25	Connects Race Street and Lincoln Avenue via Arboretum and family housing	Urbana	Med	6-10
Bikepath Rt 47	0.86	On Route 47 between South Mahomet Road and the Dowell Property	Mahomet	Med	6-10
Boneyard Creek Second Street Reach	0.91	Connect existing Martin Luther King Trail and U of I Trails along the Boneyard Creek	CPD	Med	6-10
Bradley Avenue Path	0.59	On Bradley Avenue between Goodwin Avenue and Coler Avenue	Urbana	Med	6-10
Burrell-Cain Trail	1.58	Between Church Street and Airport Road via Burrell/Cain Property	Savoy	Med	6-10
Centennial Park Trail	1.13	Connect existing O'Malley's Alley Trail to Roby Trail via Centennial Park	CPD	Med	6-10
Chandler Perimeter Road Path	1.90	On Chandler Road connecting to Heritage Park	Rantoul	Med	6-10
Curtis Road Interchange Path	1.00	Adjacent to Curtis Road interchange between Duncan Road and Staley Road	IDOT	Med	6-10
Dodds Park Trail	0.50	From Greenbelt Trail west along Parkland Way to Clayton Drive	CPD	Med	6-10
First Street Trail Phase 1	1.01	On First Street between Curtis Road and Church Street	Savoy	Med	6-10
Florida Avenue Path Extension	0.64	On Florida Avenue between Abercorn Street and High Cross Road	Urbana	Med	6-10
King Park Path	0.27	Within King Park, connecting to proposed Goodwin Avenue Path	UPD	Med	6-10
Lakes at River Bend Path	0.92	Connects Riverbend Boulevard and Lakes at Riverbend Subdivision via Riverbend Forest Preserve	Mahomet	Med	6-10
Mid America Rd Path	1.76	On MidAmerica Road between Route 47 and Riverbend Forest Preserve	Mahomet	Med	6-10
Myra Ridge Subdivision Path	0.45	Connects Subdivision with Southridge Park, East Main Park Site	Urbana	Med	6-10
Philo Road Path	1.81	On Philo Road between Colorado Avenue and Washington Street, then east on Washington Street to Lierman Avenue, then north on Lierman Avenue to Main Street	Urbana	Med	6-10
Route 150 Path	3.08	On Route 150 between Mahomet ETJ and Mattis Avenue	Champaign	Med	6-10

Please note: Projects highlighted in green were amended into the approved 2004 Plan in June 2005, and yellow in December 2011.

## Champaign County Greenways & Trails Plan

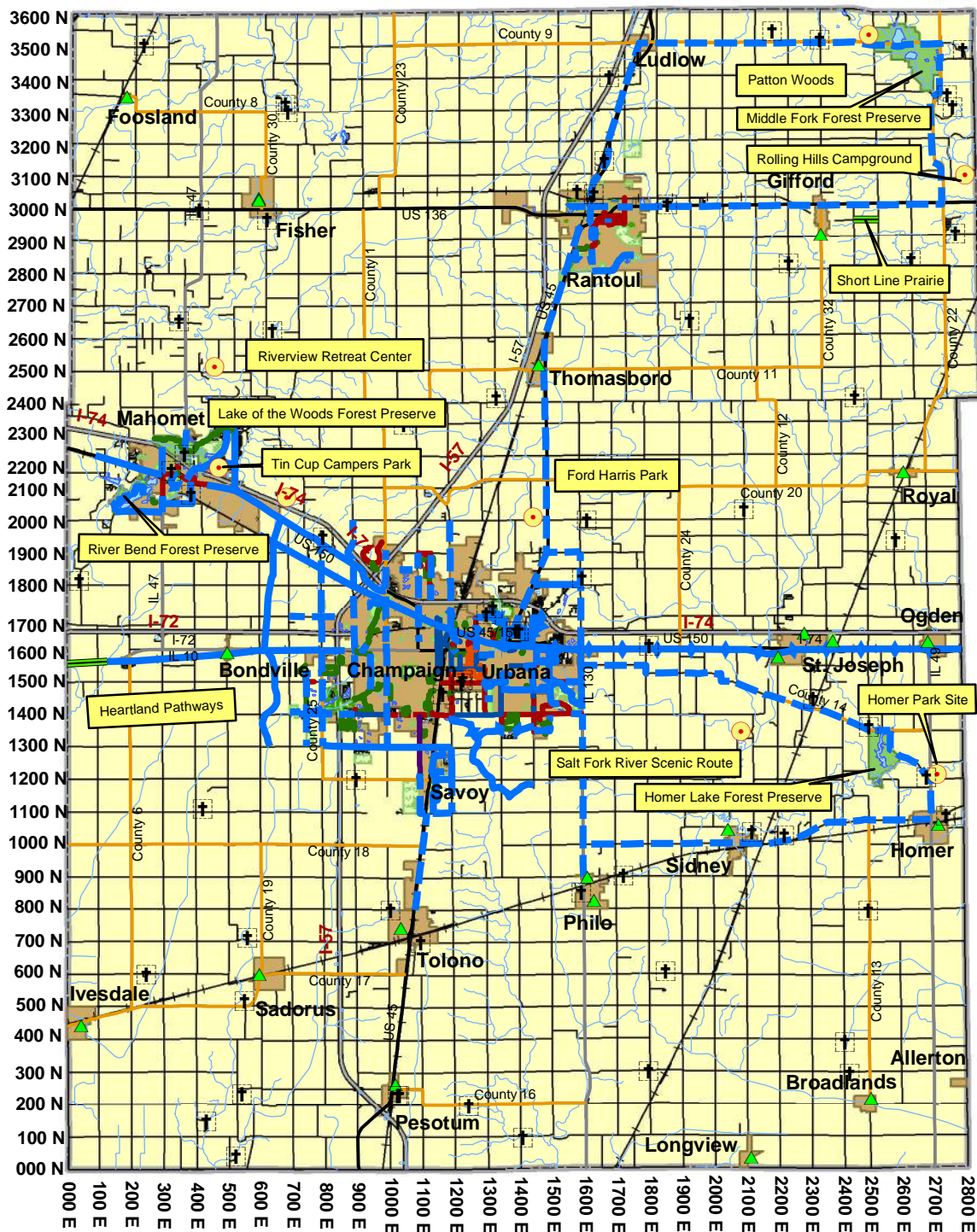
Name	Mileage	Description	Jurisdiction	Priority	Time Frame
Moreland Boulevard Trail	TBD	Along Moreland Boulevard, extending north through Menard's tract, along the Wal-Mart tract, and through Ashland Park subdivision	CPD	Med	6-10
Airport Road Path	1.92	On Airport Road between Cunningham Avenue and High Cross Road	Urbana	Med	11-20
Colorado Avenue Path 1	1.33	On Colorado Avenue between Race Street and Philo Road	Urbana	Med	11-20
Curtis Road Path 2	0.30	On Curtis Road between Duncan Road and Meadow Lane	TBD	Med	11-20
Curtis Road Path 3	1.70	On Curtis Road between Meadow Lane and Prospect Avenue	TBD	Med	11-20
Lake of the Woods Rd Path	2.45	On Lake of the Woods Road between Route 150 and Village limits	Mahomet	Med	11-20
Middle Fork Path	31.50	Between Urbana and Middle Fork Forest Preserve	CCFPD	Med	11-20
North Branch Boneyard Path	0.32	Between Bradley Avenue and Hickory Street following Boneyard Creek	Champaign	Med	11-20
Prairieview N Path	1.03	On Prairieview Road between Tin Cup Road and existing off-street bike trail head on Fogel Road	Mahomet	Med	11-20
Prairieview/Tin Cup Rd Path	1.73	On Prairieview Road between Route 150 to Tin Cup Road, then west to Lake of the Woods Road	Mahomet	Med	11-20
Route 150 Path	7.81	Along Route 150 throughout the Village, extending into ETJ areas	Mahomet	Med	11-20
Rt 47 N Path	0.58	On Route 47 between Lake of the Woods and Thornewood Subdivision	Mahomet	Med	11-20
Salt Fork Path	10.35	Between Urbana and Salt Fork River Forest Preserve	CCFPD	Med	11-20
South Farms Path	3.50	Along waterways in South Farm landscape	U of I	Med	11-20
West Fork Boneyard Path	0.33	Between Market Street and Prairie Street following Boneyard Creek	Champaign	Med	11-20
NW Champaign Trail System	TBD	Through future development at SW corner of Olympian Drive, connecting to other trails to be developed in the area	CPD	Med	11-20
Rail-Trail Urbana East	1.55	From Smith Road to Broadway Avenue along Norfolk Southern Railroad corridor	TBD	Med	11-20
Rail-Trail Urbana West	0.73	From Coler Avenue to Wright Street along Norfolk Southern Railroad corridor	TBD	Med	11-20
Rail-Trail Champaign East	0.61	From Wright Street to Market Street along Norfolk Southern Railroad corridor	TBD	Med	11-20
Rail-Trail Champaign West	TBD	From Prairie Street west along the Norfolk Southern Railroad corridor	TBD	Med	11-20
Colorado Avenue Path 2	0.68	On Colorado Avenue between Philo Road and Stone Creek Boulevard	Urbana	Low	0-5
Cunningham/Rt 45 Path	2.03	On Cunningham Avenue/Route 45 between University Avenue and Airport Road	Urbana	Low	0-5
Philo Road Corridor beautification	0.50	Trees and other landscaping/streetscaping for Philo Road between Colorado and Windsor	Urbana	Low	0-5
Century Boulevard Path	0.70	On Century Boulevard between Keal Street and Chandler Road	Rantoul	Low	6-10
Copper Slough Greenway	1.32	Along Copper Slough between Staley Road and Rising Road	CPD	Low	6-10

**Please note: Projects highlighted in green were amended into the approved 2004 Plan in June 2005; tan in April 2008; and blue in August 2010.**

Name	Mileage	Description	Jurisdiction	Priority	Time Frame
Frost/Doolittle Extension	1.00	On Keal Street south to Frost Avenue, then east to proposed Century Boulevard Extension	Rantoul	Low	6-10
Green Street Path	0.96	On Green Street between Goodwin Avenue and Race Street	Urbana	Low	6-10
Lohmann Park Path	0.44	Within Lohmann Park, extending to proposed Stone Creek Path and proposed Route 130 Path	UPD	Low	6-10
Main Street Path	0.62	On Main Street between proposed path on Lierman Avenue and proposed path at Weaver Park Site	Urbana	Low	6-10
Myra Ridge Path	0.20	Connects South Ridge Park to Windsor Road on east side of Myra Ridge subdivision	Urbana	Low	6-10
Smith Road Path	0.05	On Smith Road between University Avenue and Main Street	Urbana	Low	6-10
Tennis Center Trail	0.50	By CPD Tennis Center between Farber Drive and Boardwalk Drive	CPD	Low	6-10
Airport Road Trail (Savoy)	1.29	On Airport Road between Hartwell Drive and First Street	Savoy	Low	11-20
First Street Trail Phase 2	1.02	On First Street between Church Street and Airport Road	Savoy	Low	11-20
Grove Avenue/Chanute Street Path	1.65	On Grove Street between East Avenue and Chanute Street	Rantoul	Low	11-20
North Mattis Path	1.76	On Mattis Avenue north of University Avenue	Champaign	Low	11-20
North Prospect Path	1.68	On Prospect Avenue north of University Avenue	Champaign	Low	11-20
O'Malley's Alley Extension	1.66	Connect existing O'Malley's Alley Trail to the Greenbelt Trail to the north and to Staley Road to the west	CPD	Low	11-20
Prospect Avenue Path Extension	1.24	Along east side of U of I Golf Course between Church Street and Airport Road	Savoy	Low	11-20
West Bradley Avenue Path	1.50	On Bradley Avenue between I-57 and Rising Road	Champaign	Low	11-20
Windsor Road Path	1.30	On Mattis Avenue west of I-57	Champaign	Low	11-20
Pipeline Trail	TBD	Between Kirby Avenue and Windsor Road along petroleum easement in Ironwood West subdivision	Champaign	Low	11-20
Pipeline Trail North	TBD	Extend trail north of Kirby Avenue along petroleum easement into future development; curve trail east to link to Turnberry Ridge subdivision trail	Champaign	Low	11-20
Pipeline Trail South	TBD	Extend trail south of Windsor Road along petroleum easement into future development	Champaign	Low	11-20

Please note: Projects highlighted in green were amended into the approved 2004 Plan in June 2005.





Map purpose: To show the proposed Greenways and Trails system that local agencies believe can be implemented in Champaign County over the next 20 years in relation to recreation-based places of interest, natural features and the transportation system.

#### Legend

- |                             |                                 |                  |
|-----------------------------|---------------------------------|------------------|
| Places of Interest          | Low Priority Path               | Water            |
| Town Parks                  | Medium Priority Path            | Streams          |
| Heartland Pathways          | High Priority Path              | US Highway       |
| Public Park                 | Shared-Use Path (sidepath)      | IL Highway       |
| Private Recreational        | Divided Shared-Use Path         | County Highway   |
| Public Golf Course          | Shared-Use Path (off-street)    | Interstate       |
| Public/Private Recreational | Bike Path                       | Railroads        |
| Forest Preserves            | UIUC Bike Path                  | Roads            |
|                             | Bike Lanes (on-street)          | Cemetery         |
|                             | Walking Path                    | Corporate Limits |
|                             | Shared Lane Markings (sharrows) | County           |

**Map 11: Champaign County  
Greenways and Trails Proposed System  
As Amended December 2011**



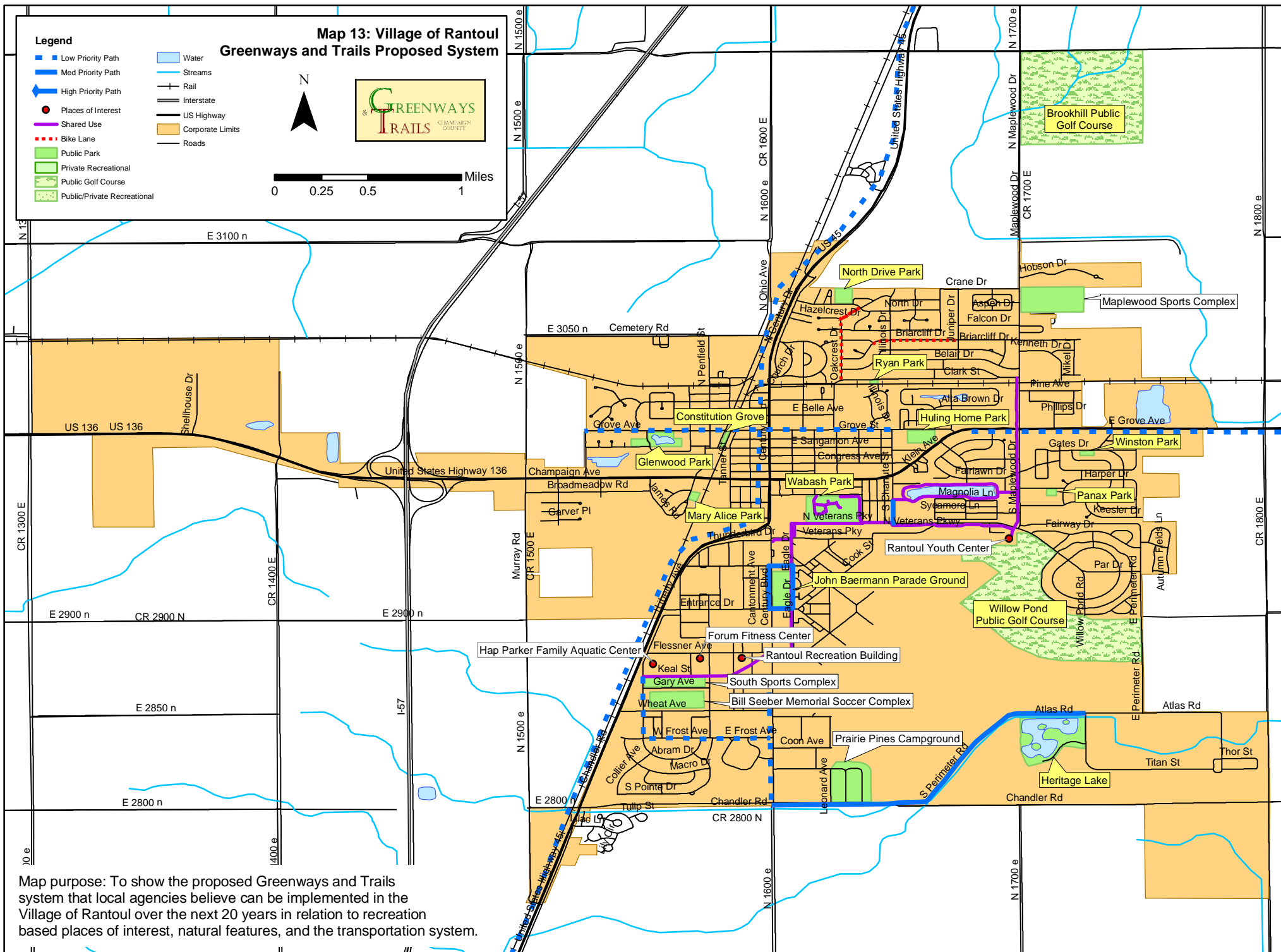
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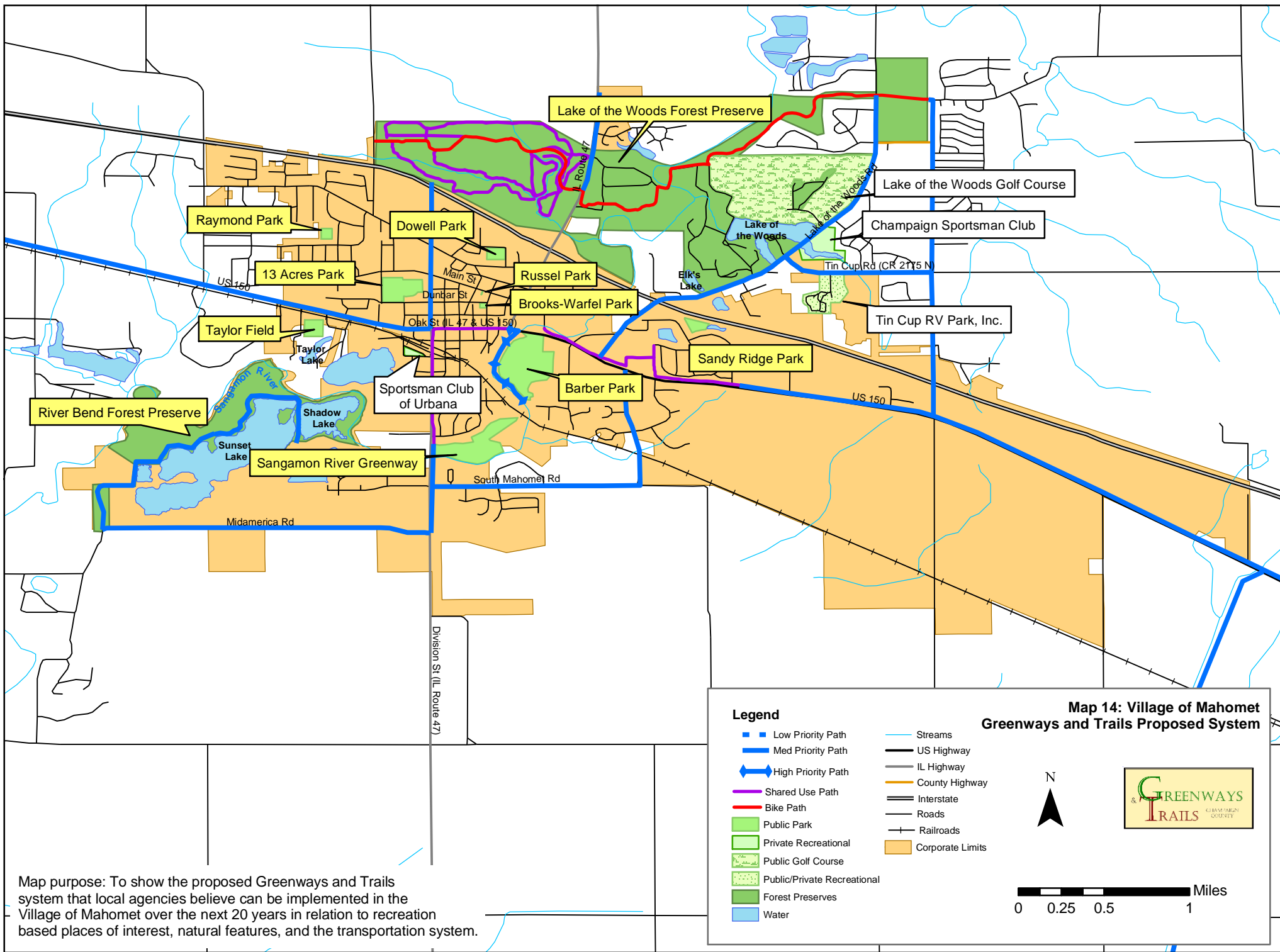
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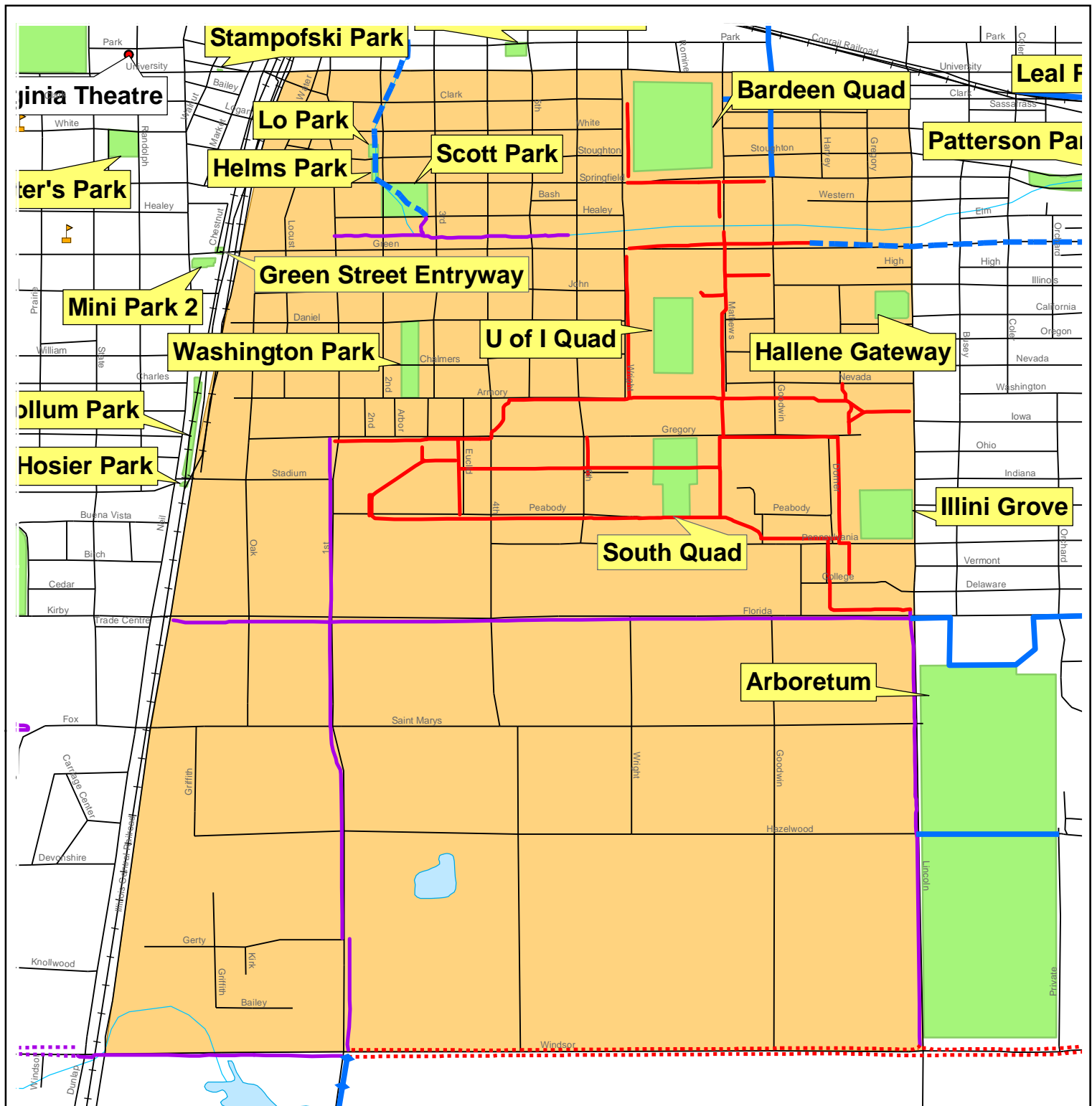
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Map purpose: To show the proposed Greenways and Trails system that local agencies believe can be implemented in the University of Illinois area over the next 20 years in relation to recreation-based places of interest, natural features, and the transportation system.

#### Legend

- |                             |                        |
|-----------------------------|------------------------|
| Low Priority Path           | School                 |
| Medium Priority Path        | Water                  |
| High Priority Path          | Streams                |
| Shared-Use Path             | Interstate             |
| Divided Shared-Use Path     | Streets                |
| Bike Path                   | Railroads              |
| On-Street Bike Lane         | University of Illinois |
| Public Park                 |                        |
| Private Recreational        |                        |
| Public Golf Course          |                        |
| Public/Private Recreational |                        |

**Map 15: University of Illinois  
Greenways and Trails Proposed System**



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## Funding Greenways and Trails

Each year, local governments receive a set amount of funds from federal and state transportation agencies for transportation projects. Local governments also have funding set aside within their own budgets for transportation projects. The vast majority of this funding is allocated by these agencies to roadway projects; a small portion is periodically allocated to pedestrian and/or bicycle projects. Local agencies must seek funding from external sources for the majority of proposed greenways and trails projects. *Trails for the Twenty-first Century* offers a comprehensive list of funding sources for greenways and trails projects (Flink, p. 127-134):

### Federal Funding Sources

- The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and its successor, the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) provided eligibility for pedestrian and bicycle transportation facilities, including trails. After 2003, new legislation, titled the Safe, Accountable, Flexible and Efficient Transportation Equity Act of 2003 (SAFETEA), should continue to provide funding for such projects.
- The Federal-Aid Highway Program provides financial assistance to the states to construct and improve the National Highway System, other major roads, bridges, bicycle and pedestrian facilities, and trails. Trail projects have to compete for funding with other eligible transportation projects.
  - The Surface Transportation Program (STP) provides funding for all types of transportation projects, including pedestrian and bicycle facilities. Projects are selected through the Transportation Improvement Program (TIP) created yearly by the Champaign-Urbana Urbanized Area Transportation Study for projects within the metropolitan planning boundary. Outside the planning boundary, projects are selected through the State Highway Improvement Program. Within STP funding, there are several unique funding programs:
    - Safety: 10% of STP funds are available only for safety programs such as railway-highway crossing projects and hazard elimination.
    - Transportation Enhancements: 10% of STP funds are available for projects that include pedestrian and bicycle facilities, educational programs, landscaping, and historic preservation, among other factors.
  - The Congestion Mitigation and Air Quality Improvement Program (CMAQ) provides funding for greenways and trails projects if they can demonstrate an air quality benefit.
  - The Recreational Trails Program (RTP) provides funds to the states to develop and maintain recreational trails for motorized and nonmotorized trails and trail-related projects.
  - The Public Lands Highways Discretionary Program (PLH) provides assistance to improve access to and within federal lands.
  - The National Scenic Byways Program provides funding for state scenic byways programs and improvements.

*"To be truly successful, implementation of a trail project should not become the sole responsibility of local government, but a collective pursuit that includes residents, businesses, and organizations"*  
—*Trails for the 21st Century*

- The Community Development Block Grant (CDBG) Program, through the Department of Housing and Urban Development, offers grants to communities for neighborhood revitalization, economic development, and improvements to community facilities and services, which can include trails.
- The Land and Water Conservation Fund (LWCF) Grants are used by federal agencies to acquire additions to national parks, forests, and wildlife refuges. They are also available for communities to acquire and build a variety of park and recreation facilities.

### State Funding Sources

The Illinois Department of Natural Resources (IDNR) administers two grant programs:

- The Bike Path Grant Program offers a 50% matching program for local governments.
- The Conservation 2000 Program is a program for Ecosystem Partnerships administered by IDNR; greenways conservation projects are eligible.

### Local Funding Sources

- Sales taxes can be used to raise funds for trails acquisition and development.
- Impact fees are one-time charges levied by a local government on new development that can be used to finance trails and other projects located outside the boundary of development.
- Local governments can require developers to provide public trails as part of development.
- General obligation bonds can be used to fund greenways and trails projects, but many require referenda. Referendum is an opportunity to educate the public and build support for trail programs.
- The local Capital Improvements Program can have a yearly greenways and trails appropriation.
- Many trail projects occur simultaneously with new road projects. Comparing trail projects in local and regional plans to the Capital Improvements Program (CIP) and the Transportation Improvement Program (TIP) could provide opportunities for joining geographically similar projects that save both time and money.

### Private Sector Funding Sources

- A land trust is typically a private, nonprofit organization that is engaged in the protection and conservation of real estate, which can include trail corridors. Local organizations playing this role include the Champaign County Design and Conservation Foundation (CCDC), Heartland Pathways, and Grand Prairie Friends.
- Local and national foundations can be solicited for trail funding; local foundations are more likely to fund local interests than national foundations.
- Local businesses can donate funds for specific trail segments or amenities; donate services to reduce the cost of developing trails; reduce the costs of materials for trail construction, and/or contribute employee volunteer time to work on trail projects.

- Service clubs can hold fund-raisers for greenways and trails projects.
- Individual sponsors can contribute to greenways and trails projects by sponsoring the purchase of facilities or parts of a trail.
- Volunteer work can decrease construction costs of trail projects.
- “Buy-a-Foot” programs raise funds and promote awareness of trail projects.

Public-private partnerships have been deemed the most successful way to raise funding for greenways and trails projects. “To be truly successful, implementation of a trail project should not become the sole responsibility of local government, but a collective pursuit that includes residents, businesses, and organizations” (Flink, p. 134).

### Land Acquisition Strategies for Greenways and Trails

There are a variety of methods that local and state governments, nonprofit organizations, and landowners can use to acquire land for greenways and trails projects. *Trails for the Twenty-First Century* outlines these methods in more detail (Flink, p. 121-122). When using these options, a real estate attorney should be consulted in preparing and executing agreements for land and trails.

- Donations by landowners should be solicited before paying cash for land. “The best way to solicit donations is to negotiate with landowners on an individual basis, making sure to explain all of the income tax deductions and tax credit benefits (donations of land for public recreation and conservation purposes are considered charitable gifts)” (Flink, p. 122).
- Trail easements, licenses, and revocable permits are ways to acquire the use of land for trail purposes without obtaining full ownership of the land.
- Land dedication occurs when landowners or developers dedicate corridors for trail use, typically accomplished when tracts are subdivided. Some communities require developers to dedicate land for trail or open space use, while others provide incentives for developers to do so.
- Fee-simple purchase gives one full title to a property and all rights associated with it; this is the most expensive means to acquire land for trails, but is effective in achieving full ownership of the trail corridor.
- Bargain sales occur when landowners voluntarily sell land or an easement on land at below-market value for trail purposes. The landowner may be eligible to take charitable deductions from federal and state income taxes for the sale of the land.
- Right of first refusal allows one to match a purchase offer received by the landowner at a future time, if and when the owner decides to sell the property. It could be beneficial to have an understanding of the purchase price up front to avoid the potentially higher cost of land when the landowner decides to sell.
- Lease purchase allows the acquirement of land via a time-specific lease, with conveyance of ownership interest or donation of the land at the end of the lease term.

## Education and Awareness

Public awareness is arguably the most important factor in creating a successful greenways and trails system. Greenways and Trails member agencies are responsible for educating the public about existing facilities, the transportation modes one can use to arrive at them, what amenities are available at each site, and what limitations exist for users. In addition, member agencies should

make every effort to include the public in the planning and implementation of future facilities. Early and continuous public involvement gives residents a stake in the greenways and trails system, which often instills a sense of community pride and vigilance over the system.

Marketing existing greenways and trails in Champaign County as an interconnected system promotes fundraising efforts for improvements and gives the system an identity for tourist attraction. This type of marketing can also be linked to improved property values in residential, commercial, institutional, and industrial areas.

*Early and continuous public involvement gives residents a stake in the greenways and trails system, which often instills a sense of community pride and vigilance over the system.*

The use of standardized signage throughout the Champaign County Greenways and Trails system would help users identify facilities such as restrooms, water fountains, trail heads, and playgrounds. In addition, distance markers along trails and informational kiosks make facilities user-friendlier and communicate important information about adjacent facilities and other parts of the system.

Residents and users need to be aware of how to safely use trails and facilities. All facilities should have signs at trailheads and along the trail that show who the intended users of the trail are, and how to exercise caution when different types of users are present. To make bicycling on streets safer for all roadway users, *Bicycle Rules of the Road* is available online or at the local Department of Motor Vehicles office. Motorists also need to be provided with educational opportunities concerning how to share the road with bicyclists, who have the same right as motorists to be on the roadway.

## Bicycle Routes

Bicycle routes are on-street facilities intended only for bicyclists. Over the last few years, bicycle routes in Champaign-Urbana have not been maintained due to legislation regarding liability for traffic crashes involving bicyclists. Illinois State law does not consider a bicyclist to be an intended roadway user, which removes all liability for local governments as long as they do not provide signage and markings for bicycle routes.

Currently, the Illinois House is discussing changing the legislation so that bicycle route markings and signage can be installed without placing liability on local governments. The new legislation narrowly missed approval in the spring 2003 House session. If the new legislation is eventually approved, perhaps local governments would once again be willing to install and maintain bicycle routes. Until the legislation passes, the Greenways and Trails steering committee does not feel that it can put bicycle routes on the maps because they are no longer maintained and thus are not considered safe.

In lieu of providing a bicycle routes map, the steering committee has created a map (Map 16, in Appendix 6) that highlights those roadways “frequently used” by commuter bicyclists in the Champaign-Urbana-Savoy area. These roads were mapped based on responses from a Bicycle Route Survey that was available on the Champaign Urbana Urbanized Area Transportation Study (CUUATS) website between April and September 2003. The Greenways and Trails member agencies are providing this map in a good faith effort to educate the public about travel options. They neither advocate nor oppose the use of these roadways for bicycle use and thus assume no liability for any bicycle related incidents that occur on these roads.

### **Implementation: Where do we go from here?**

The Greenways and Trails Steering Committee has numerous expectations of themselves and other stakeholders in the Greenways and Trails implementation process:

- Local agencies that participated in this plan’s creation will actively implement the plan both as individual agencies and in collaboration with one another.
- Comments, opinions, and proposed projects that were provided by the public through resident surveys, workshops, and other public involvement measures will be considered in every planning process that involves potential greenways and trails or renovation of existing greenways and trails over the next 20 years.
- Projects identified for implementation in this plan will be considered by relevant local agencies and implemented where possible given funding, environmental, and geographic constraints.
- As greenways and trails projects that were planned for before this publication are realized, thus opening up room for new projects, local agencies will place more emphasis on completing links in the system rather than creating new, unconnected pieces of greenways and trails.
- Greenways and Trails Steering Committee members will remain dedicated to the plan, meeting periodically (at least once per year) over the 20 year planning horizon to discuss project prioritization, funding sources, and implementation measures as outlined in the plan.
- This plan will be periodically amended as project lists change and new information becomes available. The Greenways and Trails Steering Committee does not foresee the need to update this plan in its entirety for 20 years.

This plan can be considered successfully implemented if all goals, objectives, and projects outlined herein are completed within the next 20 years (by 2024).



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