



## **Appendix 1:**

### **Public Workshop Series #1 Results**



Non-mapped comments

## Active Choices: Greenways & Trails Plan Update Results of Public Workshop Series #1: November 2012

*Pages 1-8* compiles all comments received between November 2012 and January 2013 via comment cards and phone calls from people who were not able to attend the workshops. *Pages 9-16* compiles all comments marked on group and individual maps at the November 2012 workshops. *Pages 17-26* compiles all the public outreach methods and advertisements for the November 2012 workshops.

### Participation

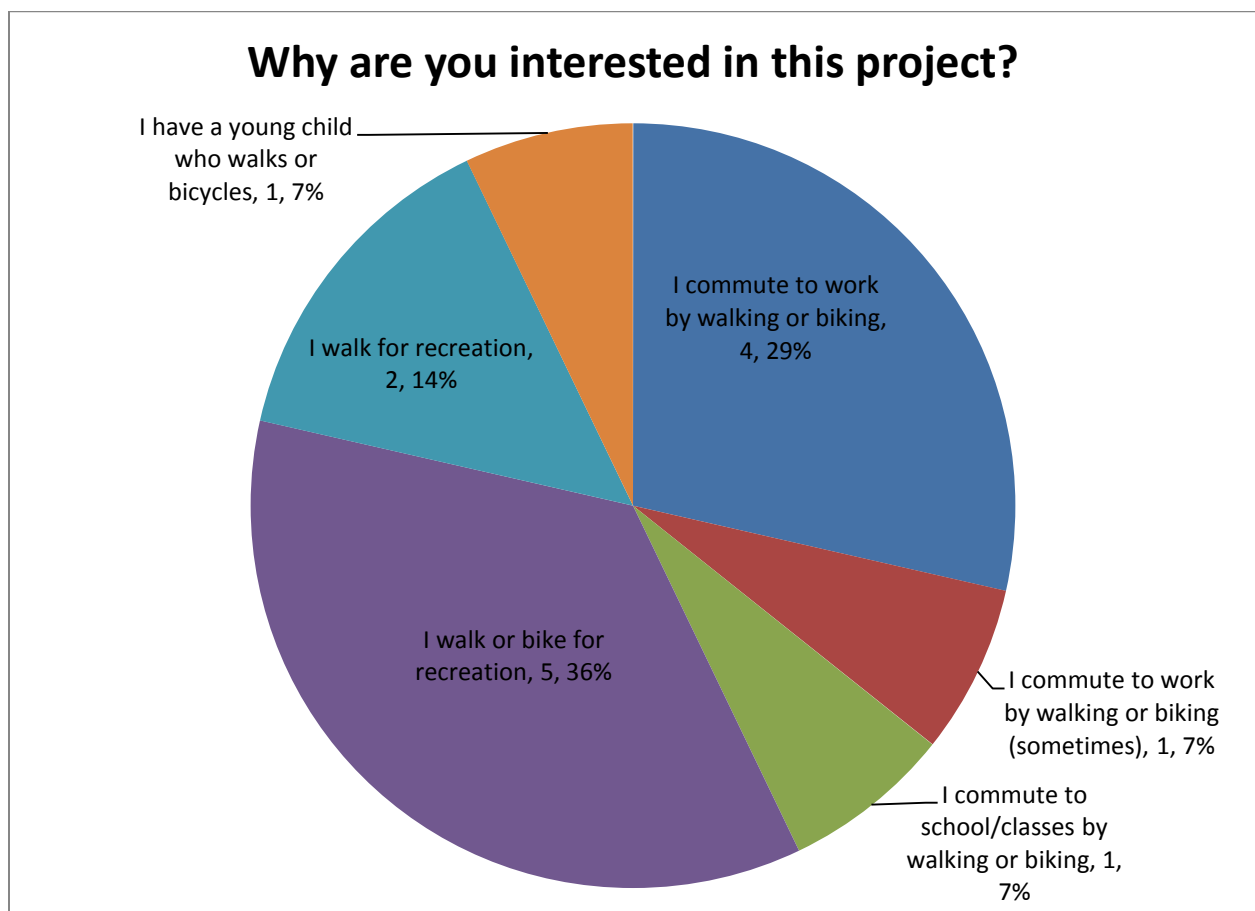
34 people attended the first series of Active Choices workshops:

- 25 at Illinois Terminal in Champaign-Urbana
- 9 at Lake of the Woods in Mahomet

Input was also received from the St. Joseph Comprehensive Plan Update Workshop.

### Interest

When asked why participants were interested in the Greenways & Trails Plan update, half use active transportation for recreation, while another 43% use active transportation for commuting.





## *Non-mapped comments*

### **Destinations**

The following lists the destinations that participants want to gain bike and pedestrian access to or between.

- **Champaign**
  - Lincolnshire Fields subdivision, west of I-57
  - Parkland College
- **Mahomet**
  - Lake of the Woods Bike Trail
  - Spring Lake subdivision to Mahomet-Seymour High School
  - Thornewood subdivision to Central Mahomet
- **Savoy**
  - First Street corridor:
    - Prairie Fields subdivision
    - The Place at 117 apartments (First & Curtis)
    - The Village at Colbert Place
- **St. Joseph**
  - Kickapoo Rail-Trail corridor to Urbana and Danville
  - Salt Fork River
  - Schools
  - St. Joseph Wetland
- **Urbana**
  - Boneyard Creek from Springfield/Main split to Lincoln Avenue
  - Cunningham Avenue (US 45) corridor
    - Airport Road
    - Downtown Urbana
    - Farm & Fleet
    - Kerr Avenue
    - O'Brien Auto Park
  - Kickapoo Rail-Trail corridor to Danville
  - Rails-to-Trails corridor from Carle Hospital to the Gateway Shoppes at Five Points

### **Barriers**

The following lists barriers preventing participants from bicycling or walking to destinations they wish to access.

- **Champaign**
  - Interstates
    - I-57, especially at Kirby Avenue
    - I-72, especially at Staley Road
- **Mahomet**
  - US 150 between Spring Lake subdivision and Mahomet-Seymour High School



## Non-mapped comments

### Comments

The following lists all comments collected by subject, with subject tallies and geographic areas also listed.

#### Key:

Comment listed under multiple subjects

SUBJECT/Comment	Tally/Area
<b>DESTINATIONS</b>	<b>16</b>
Look at the Trail/Greenway systems in larger context, i.e. at a minimum surrounding counties	Central Illinois
Lives on northwest side of Lincolnshire Fields subdivision, far side of I-57.	Champaign
Would like to have a system that is comprehensive & provides for use of bicycling as a mode of transportation with more bike paths and trails. Designation of routes to bicycle to forest preserves with wayfinding. This would also be good for economic development as demonstrated by spin-off development along bike trails.	County
Bicycle and pedestrian access is needed along IL 47 to connect the center of Mahomet to the Thornewood Subdivision to the north. This will connect many areas to the Lake of the Woods bike trail.	Mahomet
Building a bike path from Spring Lake subdivision to Mahomet-Seymour High School would shorten the distance quite a bit	Mahomet
Lives in Spring Lake subdivision, which is west of River Bend Forest Preserve, south of US 150 (located about 4 miles west of Mahomet). There are 74 households in the Spring Lake subdivision.	Mahomet
Many Spring Lake residents have school age children who ride their bikes to Mahomet-Seymour High School (MSHS), but the only way to get there is to ride on US 150, which has no shoulder and a 65 mph speed limit. Spring Lake residents want a safe passage to MSHS besides US 150.	Mahomet
Savoy has added significant student population with two apartment complexes. Additional population was added with the completion of Prairie Fields and other new subdivisions south of Old Church Road.	Savoy
Trail suggestions: RR trails, Salt Fork trail, bike trails, trail to connect wetlands to Village, rails-to-trails, bike facilities near schools.	St. Joseph
Safety of pedestrians walking from O'Briens and Farm & Fleet along Cunningham Ave. south to Kerr.	Urbana
It takes too long to travel by bus from downtown Urbana to Parkland College. Very slow route. Can't there be a more direct route - not passing through downtown Champaign - at least once an hour? This would serve the community attending Parkland. North on Lincoln, west on Bradley.	Urbana, Champaign



### Non-mapped comments

Support trail development along east-west rail line from Urbana to Danville. Develop it along Griggs Street to connect Carle to Five Points Gateway. Include extension of Boneyard from Springfield/Main St. west to Lincoln along Boneyard Creek. Connect Airport Road to Cunningham all the way into downtown. Sidepaths? Shared Sidewalks?	Urbana, County
Providing bicycle infrastructure for all levels of bicyclists that create a comprehensive system to major destinations.	
Providing safe and connected sidewalks & crosswalks that provide access to daily needs and transit.	
<b>Facilities</b>	<b>2</b>
Suggestions for open space features include walking trails, basketball courts, a soccer field and swimming pool. Desire for a rec center for children in the winter. Suggestion to coordinate schedule with schools and open up gyms at night for other uses.	St. Joseph
There are many desired recreational facilities such as a swimming pool (look to Monticello for example), more sport courts and fields, using the ponds as recreational areas (paddleboats, fishing), and some form of open gym for use during the winter.	St. Joseph

<b>MODES</b>	<b>10</b>
<b>Bicycles</b>	<b>3</b>
Would like to have a system that is comprehensive & provides for use of bicycling as a mode of transportation with more bike paths and trails. Designation of routes to bicycle to forest preserves with wayfinding. This would also be good for economic development as demonstrated by spin-off development along bike trails.	County
Providing bicycle infrastructure for all levels of bicyclists that create a comprehensive system to major destinations.	
We need physically separate bicycle roadways.	
<b>Multi-Modal</b>	<b>3</b>
Paint bike lanes and crosswalks - the ones on First Street in Champaign south of University Ave. are worn off.	Champaign
Bicycle and pedestrian access is needed along IL 47 to connect the center of Mahomet to the Thornewood Subdivision to the north. This will connect many areas to the Lake of the Woods bike trail.	Mahomet
Providing safe and connected sidewalks & crosswalks that provide access to daily needs and transit.	
<b>Pedestrians</b>	<b>3</b>
More sidewalks are strongly desired	St. Joseph
Safety of pedestrians walking from O'Briens and Farm & Fleet south to Kerr.	Urbana
Enforce the law to have cars stop when pedestrians step off the curb into crosswalks.	



*Non-mapped comments*

<b>Transit</b>	<b>1</b>
It takes too long to travel by bus from downtown Urbana to Parkland College. Very slow route. Can't there be a more direct route - not passing through downtown Champaign - at least once an hour? This would serve the community attending Parkland. North on Lincoln, west on Bradley.	Urbana, Champaign

<b>ROUTES</b>	<b>10</b>
Would like to have a system that is comprehensive & provides for use of bicycling as a mode of transportation with more bike paths and trails. Designation of routes to bicycle to forest preserves with wayfinding. This would also be good for economic development as demonstrated by spin-off development along bike trails.	County
Building a bike path from Spring Lake subdivision to Mahomet-Seymour High School would shorten the distance quite a bit	Mahomet
First Street Corridor	Savoy
Fifth Street has many kids walking and biking to school - need safety measures and/or bike routes.	St. Joseph
Trail suggestions: RR trails, Salt Fork trail, bike trails, trail to connect wetlands to Village, rails-to-trails, bike facilities near schools.	St. Joseph
Safety of pedestrians walking from O'Briens and Farm & Fleet along Cunningham Ave. south to Kerr.	Urbana
Support trail development along east-west rail line from Urbana to Danville. Develop it along Griggs Street to connect Carle to Five Points Gateway. Include extension of Boneyard from Springfield/Main St. west to Lincoln along Boneyard Creek. Connect Airport Road to Cunningham all the way into downtown. Sidepaths? Shared Sidewalks?	Urbana, County
<b>Near-Term Construction</b>	<b>3</b>
City projects under way at the moment and proposed and bidded should probably be restated in the plans somehow - or the maps are going to be outdated very soon - e.g. Main Street in Urbana, Boneyard, Broadway, Washington, and Race Streets.	Urbana
Please include under-construction projects on the map.	Urbana
Please include Urbana facilities under construction - Boneyard Creek, Main Street bike lanes, Washington Street bike lanes, and SRTS bike lanes and routes in Plan.	Urbana

<b>NETWORK</b>	<b>9</b>
Would like to have a system that is comprehensive & provides for use of bicycling as a mode of transportation with more bike paths and trails. Designation of routes to bicycle to forest preserves with wayfinding. This would also be good for economic development as demonstrated by spin-off development along bike trails.	County



### Non-mapped comments

Campus degraded infrastructure - it looks more connected on the map than it feels in person.	University District
<b>Connectivity</b>	<b>6</b>
Since this plan is the county-wide plan, let's focus on the large-scale regional connections. We have lots of nice walking and biking segments, but they aren't stitched together into a usable network.	County
Bicycle and pedestrian access is needed along IL 47 to connect the center of Mahomet to the Thornewood Subdivision to the north. This will connect many areas to the Lake of the Woods bike trail.	Mahomet
Mahomet Village Planner (Bob Mahrt) is supportive of a bike connection to the rest of the community	Mahomet
Campus degraded infrastructure - it looks more connected on the map than it feels in person.	University District
Hole in West Urbana on Trail Connectivity Map - is this a mistake?	Urbana
Interest in connecting edges of community to downtown, especially along Lincoln and Cunningham Avenues	Urbana
<b>Accessibility</b>	<b>1</b>
Feels cut off from walking trails and access to the rest of Champaign-Urbana because of narrow bridges on Kirby Ave. over I-57 & Staley Rd. over I-72.	Champaign

<b>INFRASTRUCTURE</b>	<b>8</b>
We need physically separate bicycle roadways.	Champaign
County roads are woefully unsafe for bicycles (can we start with rails-to-trails)?	County
Spring Lake itself is a shallow but healthy lake, and Spring Lake Road has a bridge over it	Mahomet
More sidewalks are strongly desired	St. Joseph
Campus degraded infrastructure - it looks more connected on the map than it feels in person.	University District
Providing bicycle infrastructure for all levels of bicyclists that create a comprehensive system to major destinations.	
Providing safe and connected sidewalks & crosswalks that provide access to daily needs and transit.	
<b>Maintenance</b>	<b>1</b>
Paint bike lanes and crosswalks - the ones on First Street in Champaign south of University Ave. are worn off.	Champaign

<b>TREATMENT</b>	<b>8</b>
County roads are woefully unsafe for bicycles (can we start with rails-to-trails)?	County
Would like to have a system that is comprehensive & provides for use of bicycling as a mode of transportation with more bike paths and trails. Designation of routes to bicycle to forest preserves with wayfinding. This would also be good for economic development as demonstrated by spin-off development along bike trails.	County



### Non-mapped comments

Another alternative is to build a shoulder on US 150 from Spring Lake subdivision to Mahomet-Seymour High School, since there is only soft grass on the road edge right now	Mahomet
Participants are satisfied with amount of parks, but desire more trails and pathways.	St. Joseph
Respondents expressed desire for sidewalks	St. Joseph
Support trail development along east-west rail line from Urbana to Danville. Develop it along Griggs Street to connect Carle to Five Points Gateway. Include extension of Boneyard from Springfield/Main St. west to Lincoln along Boneyard Creek. Connect Airport Road to Cunningham all the way into downtown. Sidepaths? Shared Sidewalks?	Urbana, County
<b>Signage</b>	<b>2</b>
Would like to have a system that is comprehensive & provides for use of bicycling as a mode of transportation with more bike paths and trails. Designation of routes to bicycle to forest preserves with wayfinding. This would also be good for economic development as demonstrated by spin-off development along bike trails.	County
Wayfinding/bike markers	

<b>BARRIERS</b>	<b>6</b>
Feels cut off from walking trails and access to the rest of Champaign-Urbana because of narrow bridges on Kirby Ave. over I-57 & Staley Rd. over I-72.	Champaign
Has a friend who moved from the west side of I-57 to east side just to be able to ride her bike	Champaign
Knows that the Kirby Ave. bridge over I-57 was just repaired, and that a bike/ped bridge near Curtis Rd. is planned, but Curtis Rd. is another 1.5 miles south - doesn't help her family.	Champaign
Not safe to cross Interstates as a bicyclist or pedestrian	Champaign
Would be great for pedestrians and bicyclists to be able to cross the I-57/Kirby and I-72/Staley bridges	Champaign
Many Spring Lake residents have school age children who ride their bikes to Mahomet-Seymour High School (MSHS), but the only way to get there is to ride on US 150, which has no shoulder and a 65 mph speed limit. Spring Lake residents want a safe passage to MSHS besides US 150.	Mahomet

<b>WORKSHOP</b>	<b>4</b>
Good data & existing conditions presentation. It is helpful to the public to really work to use language that is commonly understood. For example, "Block Group" was mentioned - most people do not know what this is.	
Just for the next workshops, have some way for people to say "I Agree" with others' suggestions on the maps - stickers or stars or check marks, etc.	
Nice presentation. Liked the opportunity to dream out ideas on the maps.	
No additional comments - Thank you!	



*Non-mapped comments*

<b>IMPLEMENTATION</b>	<b>3</b>
Spoke to Spring Lake Homeowner's Association, and they are willing to put money behind building a bike path to Mahomet-Seymour High School	Mahomet
I hope we can increase the emphasis on fundable, feasible projects that we can use grants and partnerships to achieve.	
Most concerned about implementation. Afraid this might sit on a shelf and the plan won't result in implementation.	

<b>USERS</b>	<b>3</b>
Would like to have a system that is comprehensive & provides for use of bicycling as a mode of transportation with more bike paths and trails. Designation of routes to bicycle to forest preserves with wayfinding. This would also be good for economic development as demonstrated by spin-off development along bike trails.	County
Has three kids who go to school in Mahomet (1 in High School, 2 in Grade School)	Mahomet
Majority of St. Joe Comprehensive Plan survey respondents walk or bike somewhere in the community on a regular basis.	St. Joseph

<b>E's</b>	<b>3</b>
<b><i>Economic Development</i></b>	<b>1</b>
Would like to have a system that is comprehensive & provides for use of bicycling as a mode of transportation with more bike paths and trails. Designation of routes to bicycle to forest preserves with wayfinding. This would also be good for economic development as demonstrated by spin-off development along bike trails.	County
<b><i>Education</i></b>	<b>1</b>
More education efforts for sharing the road.	
<b><i>Enforcement</i></b>	<b>1</b>
Enforce the law to have cars stop when pedestrians step off the curb into crosswalks.	Champaign

<b>SAFETY</b>	<b>2</b>
It is a dangerous situation for kids who want to bike from Spring Lake subdivision to Mahomet-Seymour High School	Mahomet
I would like to feel safer on my bicycle	

<b>OTHER</b>	<b>1</b>
Most of the land between Spring Lake and the village limits is owned by Russell Taylor of Re/Max real estate	Mahomet



## *Mapped comments*

### **Mapped Comments**

**Pages 10-17** compiles all comments marked on group and individual maps at the November 2012 workshops.

#### **November 15, 2012: Illinois Terminal, Champaign-Urbana**

- Champaign Group Map
- University District Group Map
- Urbana Group Map
- Savoy Group Map
- Champaign County Group Map

#### **November 27, 2012: Lake of the Woods, Mahomet**

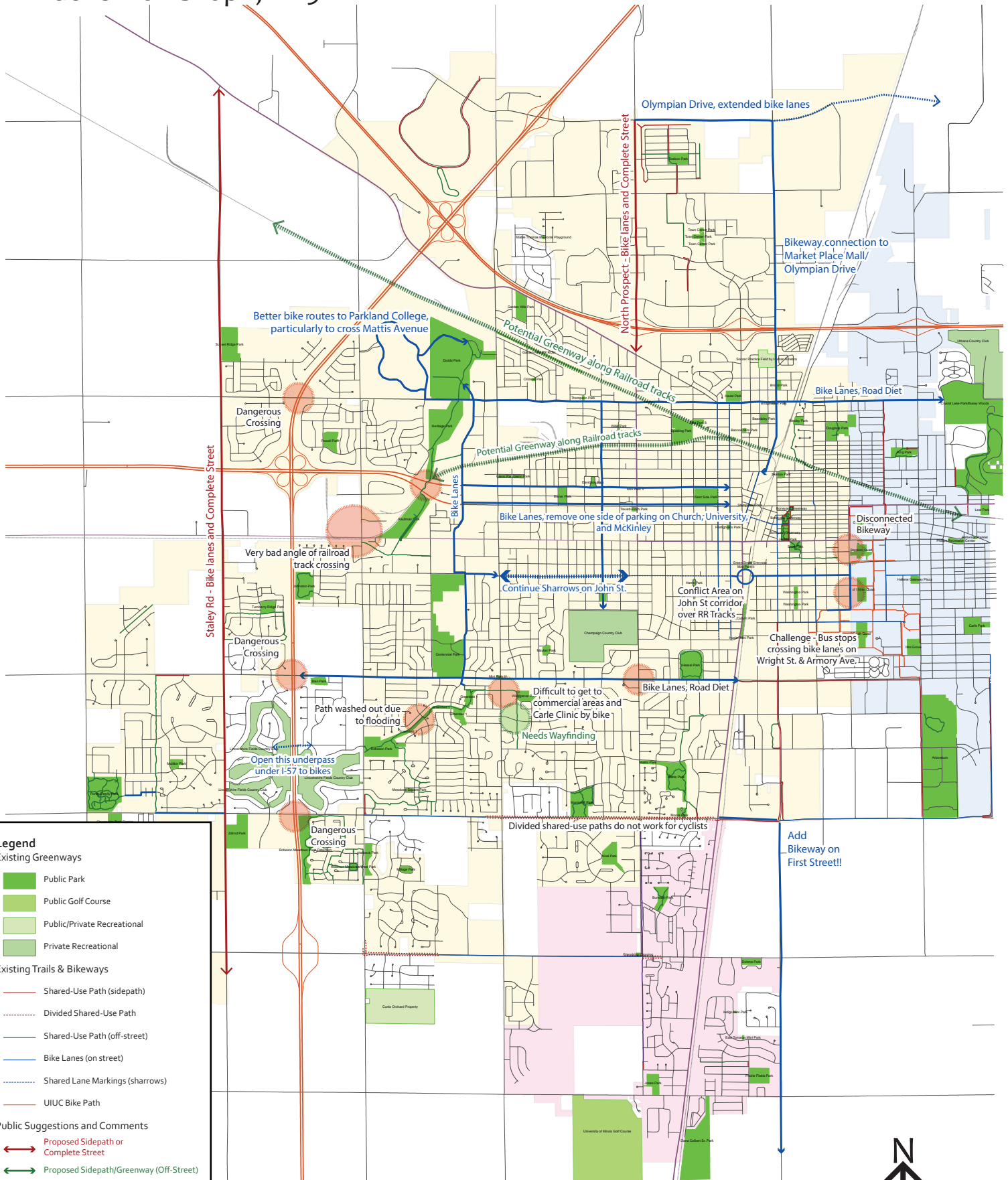
- Champaign County Group Map
- Mahomet Group & Individual Maps

#### **November 29, 2012: St. Joseph Comprehensive Plan Public Workshop**

- Desired Pathways in St. Joseph

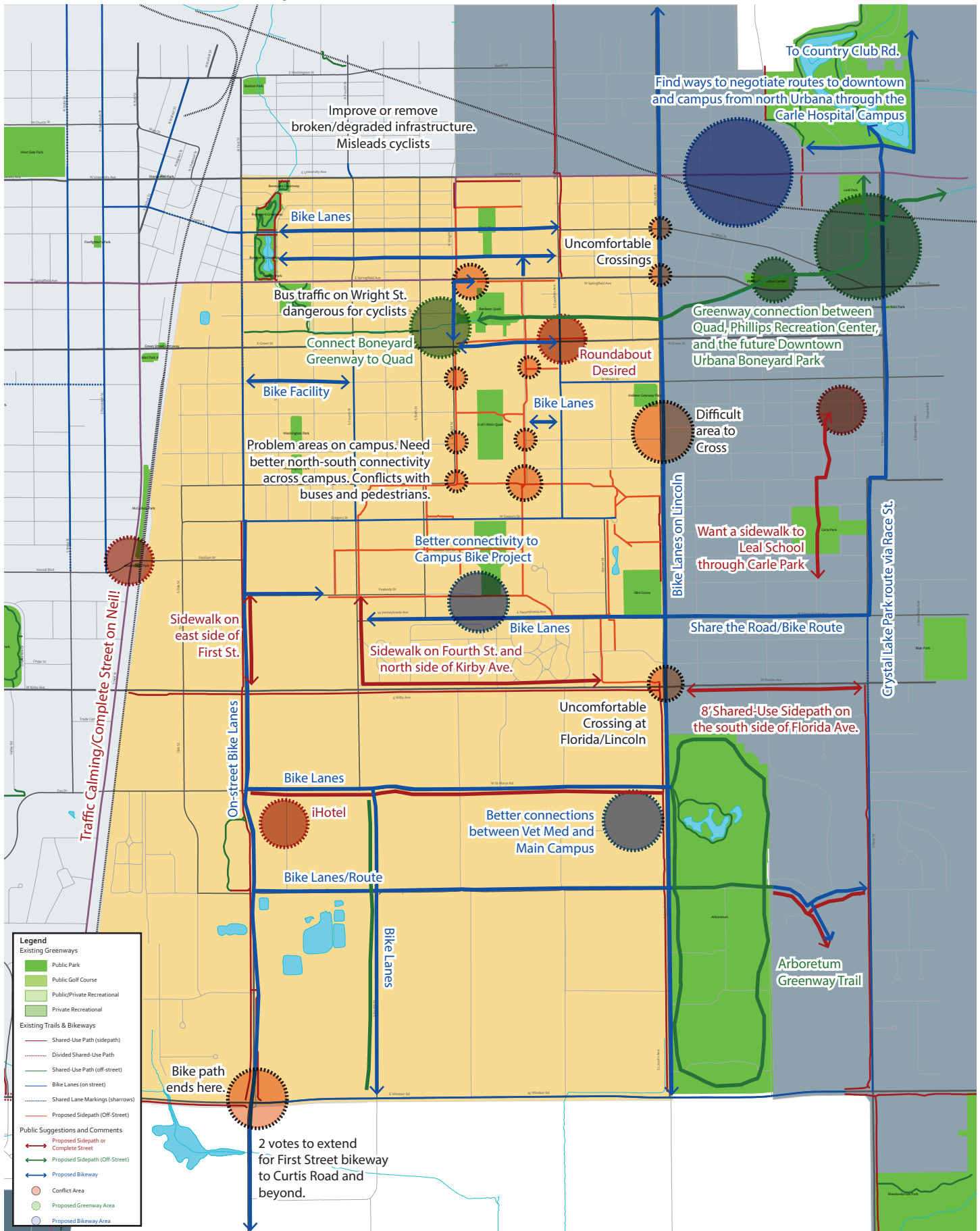
# Champaign Group Map

Public Workshop 1, 11-15-12



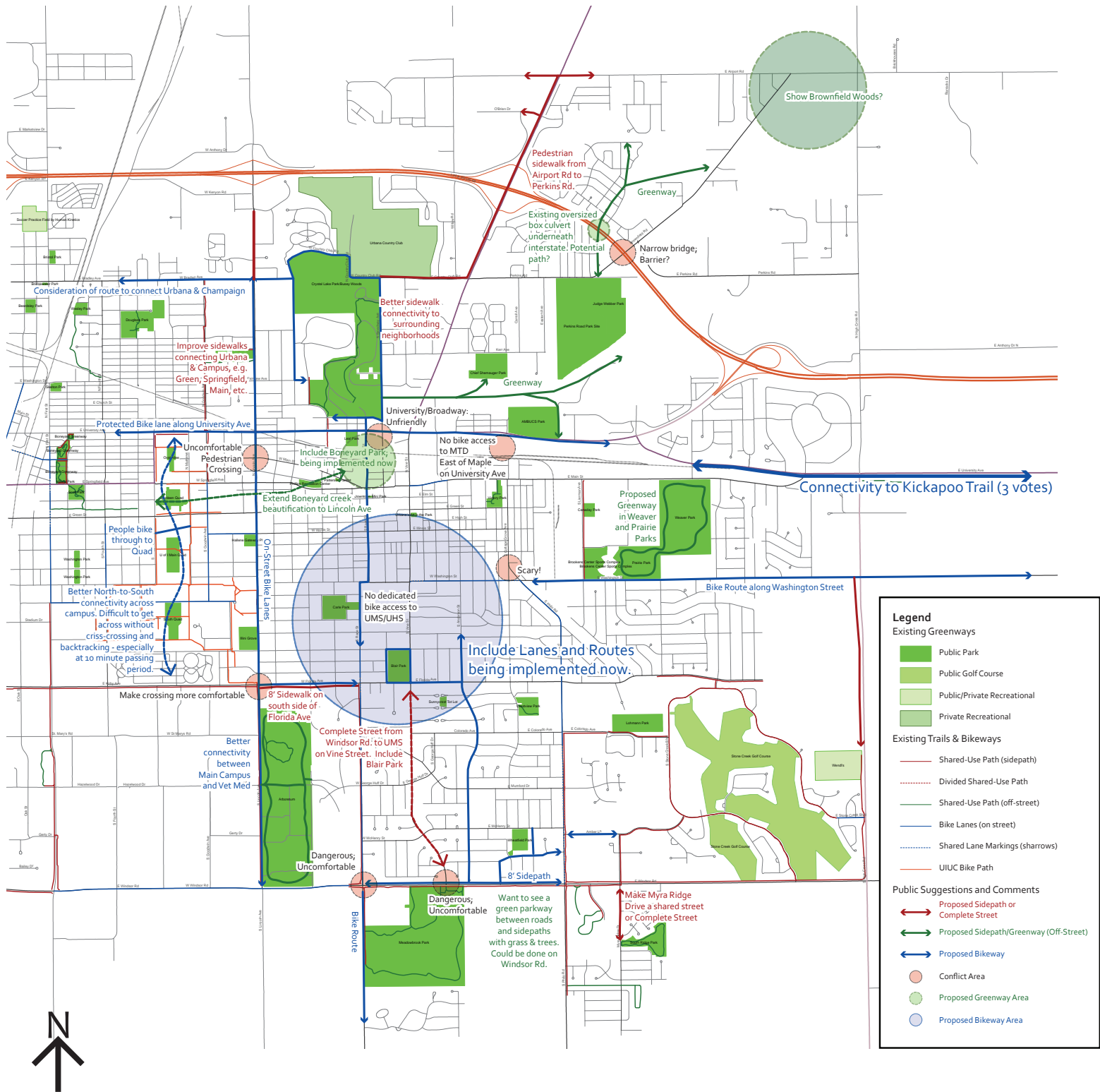
# University District Group Map

## Public Workshop 1, 11-15-12



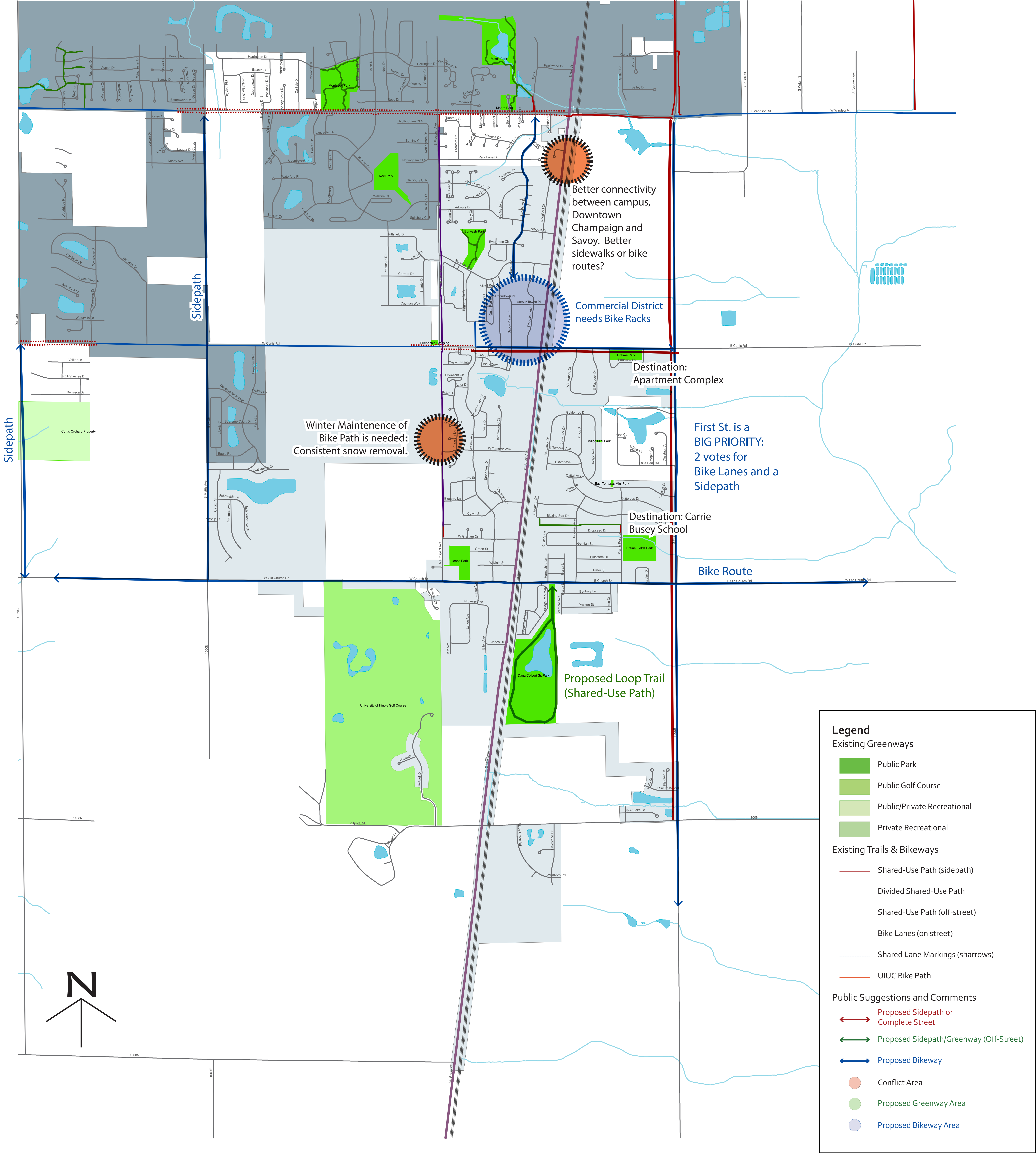
# Urbana Group Map

Public Workshop 1, 11-15-12



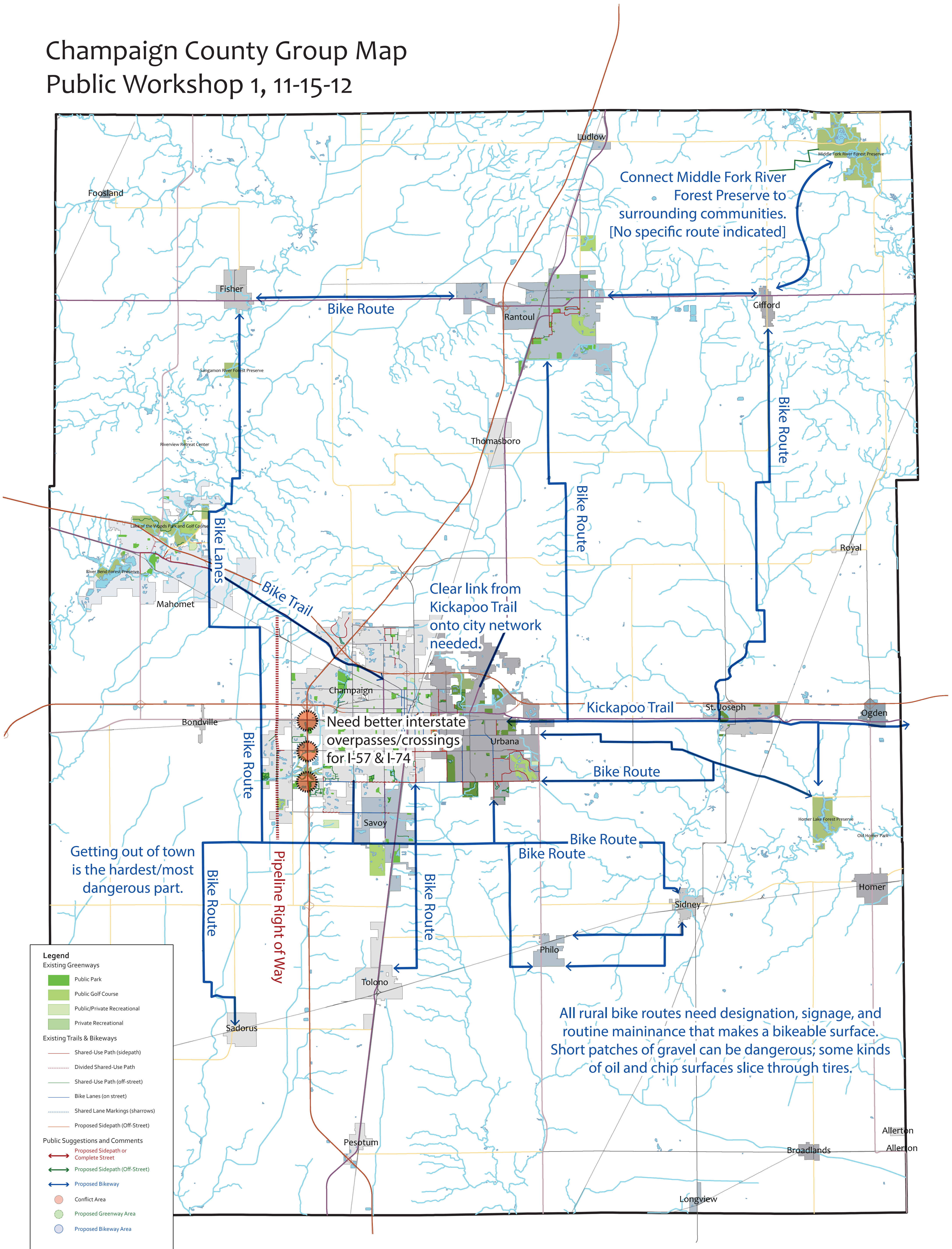
# Savoy Group Map

## Public Workshop 1, 11-15-12



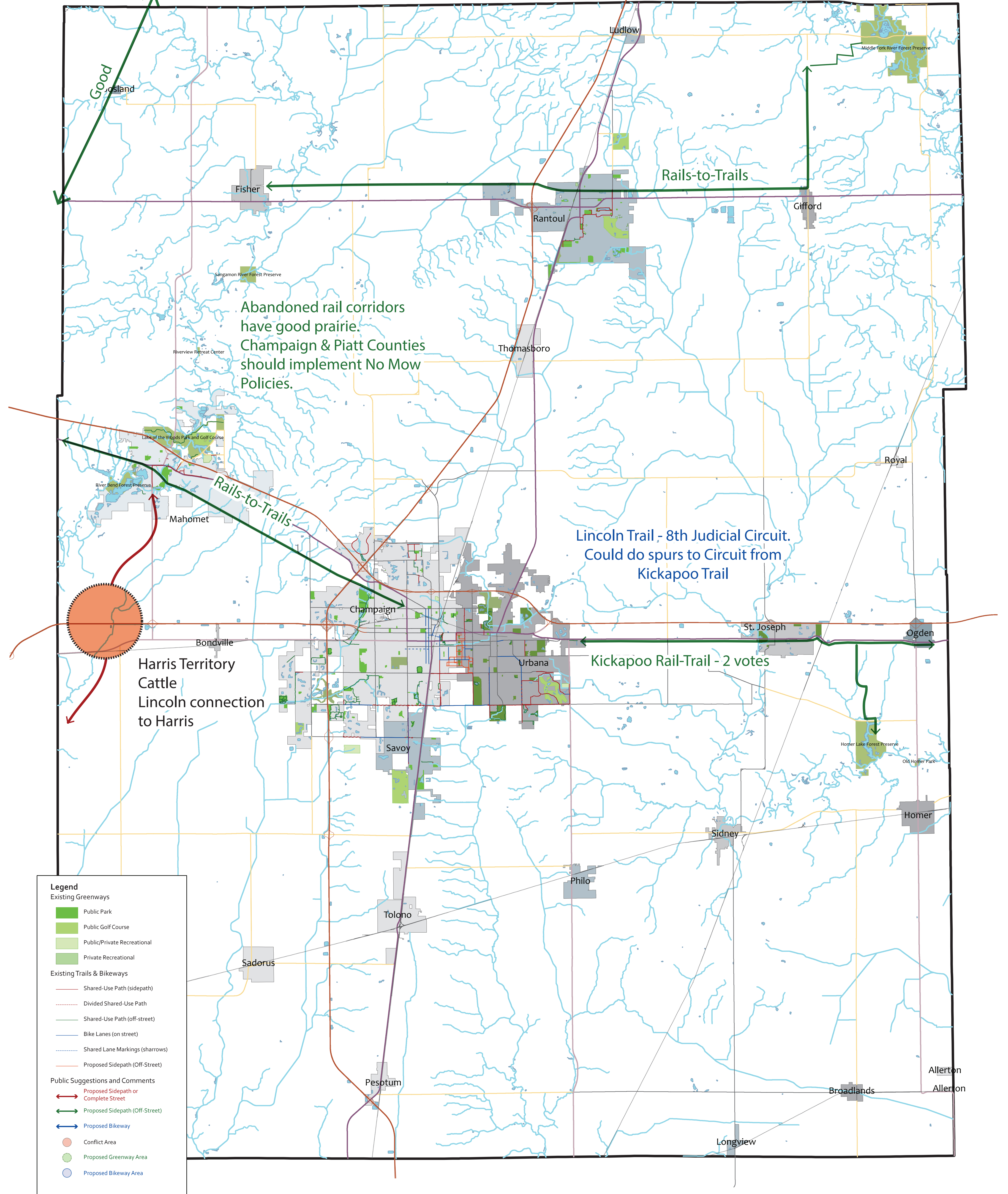
# Champaign County Group Map

## Public Workshop 1, 11-15-12



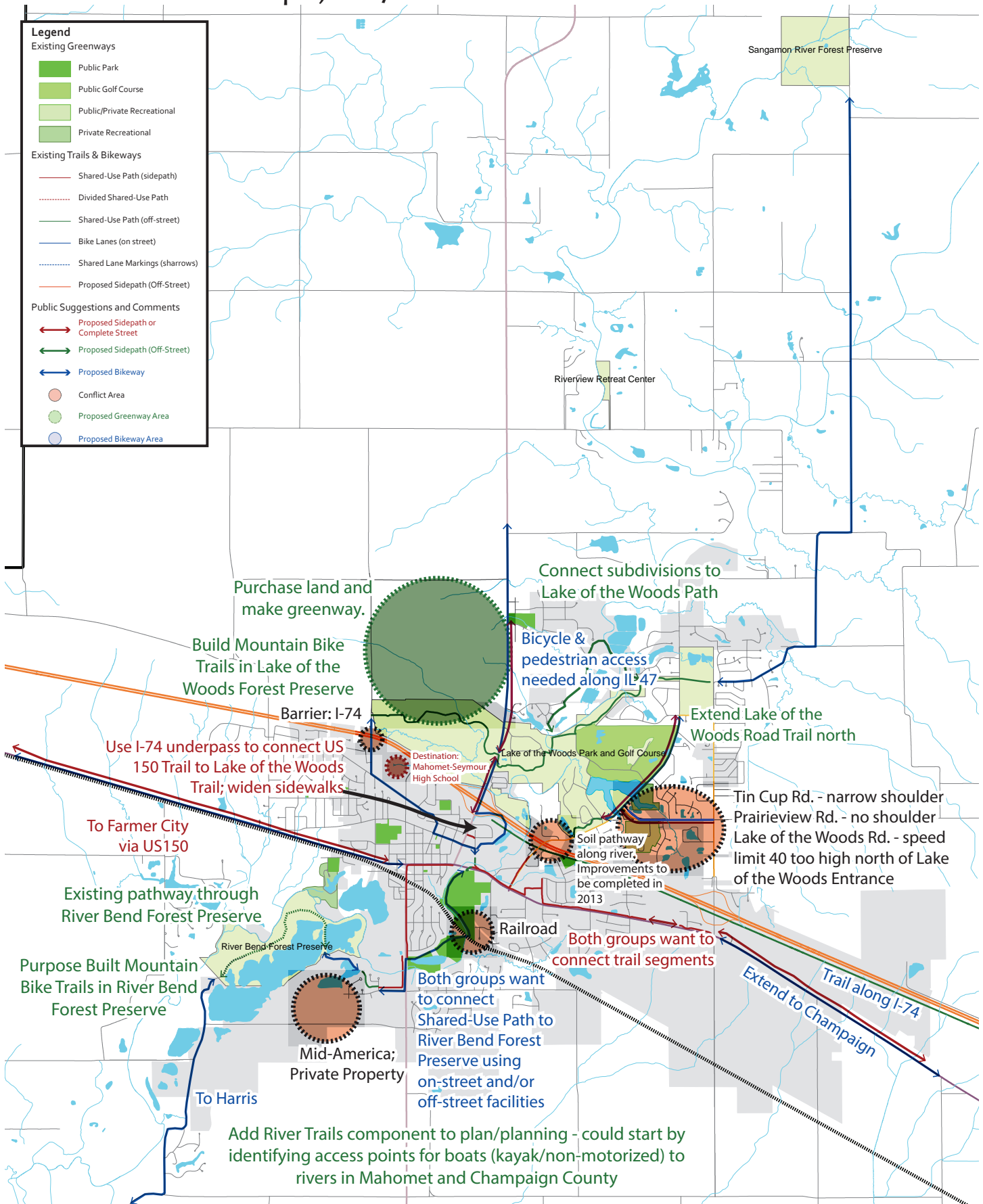
# Champaign County Group Map

## Public Workshop 1, 11-27-12



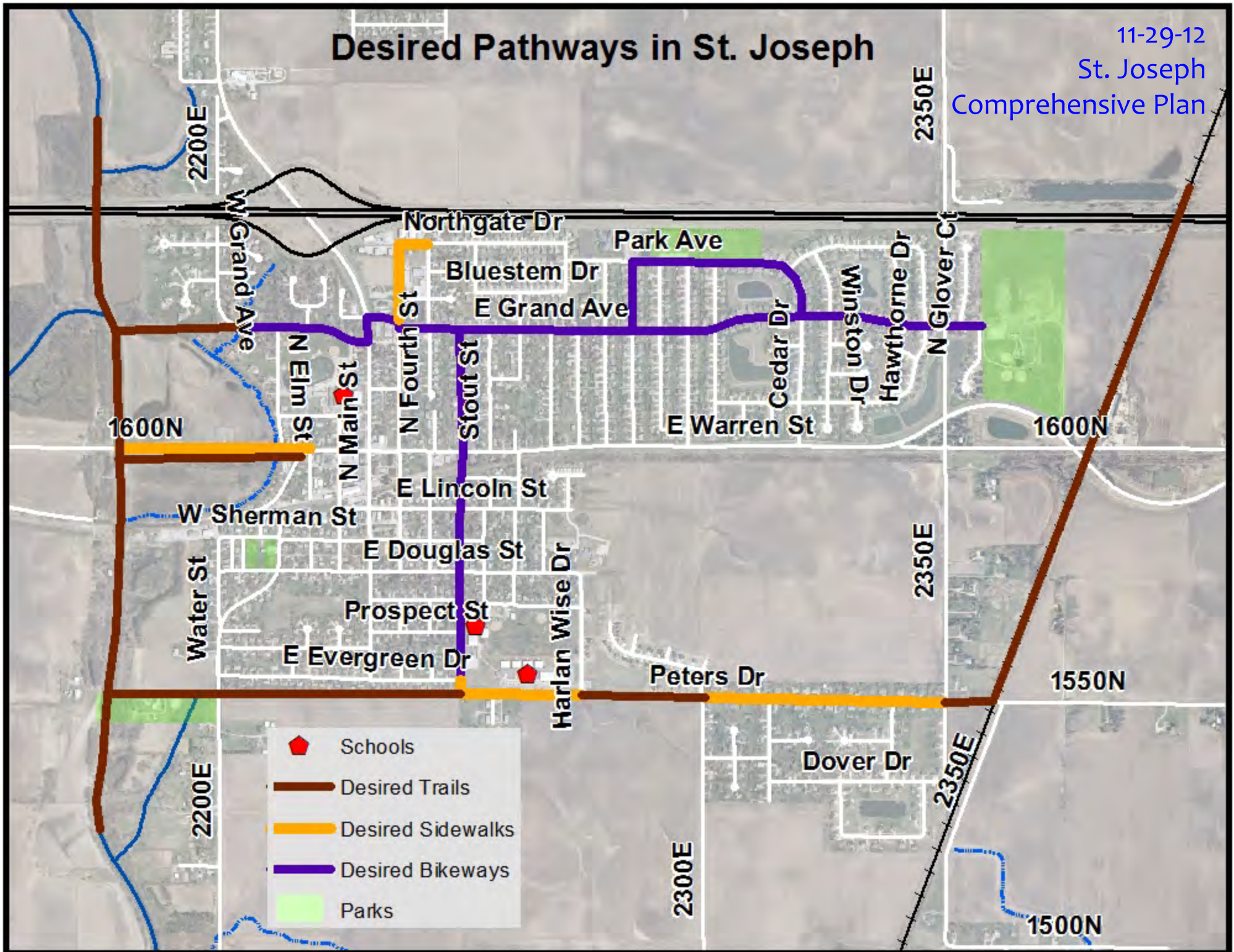
# Mahomet Group & Individual Maps

Public Workshop 1, 11-27-12



# Desired Pathways in St. Joseph

11-29-12  
St. Joseph  
Comprehensive Plan





## Outreach

### Outreach

The November 2012 workshops were advertised in the following places:

1. News-Gazette legal ad
2. News-Gazette retail ad
3. Mahomet Citizen newspaper retail ad
4. CCRPC website
  - a. CCRPC Homepage
  - b. Planning & Community Development News webpage
  - c. CUUATS Homepage
  - d. GT News & Meetings webpage
5. CUUATS Facebook page
6. Meeting flyers posted around town
  - a. Champaign
    - i. Hessel Park
    - ii. West Side Park
    - iii. Café Kopi
    - iv. Aroma
    - v. Quality
    - vi. Boltini
    - vii. One Main Plaza
    - viii. Illinois Terminal
    - ix. Art Theater
    - x. Evolve Fitness Club
    - xi. Studio Helix
    - xii. Champaign Public Library
    - xiii. Market Place Mall
    - xiv. Champaign Cycle
    - xv. Durst Cycle
    - xvi. Charter Fitness
    - xvii. Fitness Center
    - xviii. Refinery
    - xix. Windsor West apartments
  - b. Urbana
    - i. Lincoln Square
    - ii. Urbana Free Library
    - iii. Bike Project of Urbana-Champaign
    - iv. Charter Fitness
    - v. Meadowbrook Park
    - vi. Crystal Lake Park
    - vii. Bikeworks
    - viii. Durst Cycle
    - ix. Bakers Bikes
    - x. County Market
    - xi. Schnucks
    - xii. One North/South apartments
    - xiii. Town & Country apartments



## *Outreach*

- xiv. Provena Covenant Medical Center
  - c. Savoy
    - i. Savoy Recreation Center
  - d. University of Illinois campus
    - i. Illini Union
    - ii. Quad
    - iii. Davenport Hall
    - iv. YWCA
    - v. Temple Buell Hall
    - vi. Campus Bike Project
    - vii. Edward Madigan Laboratory
- 7. Champaign County Bikes (CCB) listserv
- 8. Champaign-Urbana Fit Families (CUFF) listserv
- 9. Champaign Government Television (CGTV) slides
- 10. Urbana Public Television (UPTV) slides
- 11. Champaign neighborhood groups email
- 12. Urbana neighborhood listservs
- 13. City of Urbana website
- 14. Urbana Park District email
- 15. Urbana School District distribution
- 16. Thomasboro Grade School
- 17. CUMTD social media

Retail Ad  
Sunday, November 11, 2012

Retail Ad  
Wednesday, November 14, 2012

[illegible]

**Active Choices:**  
Champaign County Greenways & Trails Plan  
Public Workshop #1

Join us for the public involvement meeting, including an overview of:  

- Land-based trail planning process
- Map & information on trail network
- Needs & opportunities
- Road and land use impacts

**Thursday, November 19, 2012**  
8:00 - 9:00 a.m.  
In-State Terminal, 4th Floor  
46 E. University Ave., Champaign

This meeting has a **children's menu**.  
Please arrive at the meeting early to actively  
participate in our interactive trail workshop!

To RSVP or for more information:  
Gaye Cass, CCRP Transportation Planner  
618-243-1171  
11/19/12

## Added to Pan Meds?

**Champaign Treatment Center**  
**106 S. Country Fair Dr.**  
**(217) 373-8200**

[methadonetreatmentcenter.com](http://methadonetreatmentcenter.com)

**Medicare Part D**  
**Open Enrollment Event**  
**Monday, November 19, 2012**

Time: 9:00 a.m. - 12:00 p.m.  
Location: 200 E. Duane • Duane & Duane Pharmacy • 200 E. Duane • 200 E. Duane

For more information, call 1-800-368-5878

Our services include:

- Enrollment assistance
- Insurance plan comparisons
- Understanding of plan rules and regulations
- Understanding of plan costs
- Understanding of plan benefits

The participants will be given information packets!

**217-819-4054**

For more information, call 1-800-368-5878


[illegible]

Retail Ad  
Wednesday, November 21, 2012

the business, and the *difference* just one student can make.

PBA & PBA, is the national and largest business owner and professional association that

provides competent business leadership training. For more information about PBA, go to [www.pba-pba.org](http://www.pba-pba.org).



*What's Possible and What's Not*

## EMERITUS SENIOR LIVING

Experience Senior Living, all the way. A wide range of services for retirement living and assisted living. If you are looking for an active lifestyle and want to ensure the best of both living, Emeritus Senior Living is experienced in helping you and your family find the right place.

### EMERITUS

*at Welches Ridge*

(217) 328-3150

1700 East Avenue Lane, Alton, IL

[www.emeritus.com](http://www.emeritus.com)

**Leslie's Night Out**  
Tuesdays, Nov. 20th from 6-9pm

**Holiday Style Show**  
By Appointment! Dec 1st at 2pm

**Stag, ladies and family**  
Ladies: Holiday gift giving  
Gent: to the pub

Thursday, November 22, 2012



**REAL ESTATE**

**400**

Home available for sale. Call for details.

**DEAN HOUSE**

**405**

Fullly renovated. Call for details.

**Public Notices**

**409**

Notice regarding the sale of property.

**Public Notices**

**410**

Notice regarding the sale of property.

**Public Notices**

**411**

Notice regarding the sale of property.

**Public Notices**

**412**

Notice regarding the sale of property.

**Public Notices**

**413**

Notice regarding the sale of property.

**Public Notices**

**414**

Notice regarding the sale of property.

**Public Notices**

**415**

Notice regarding the sale of property.

**Public Notices**

**416**

Notice regarding the sale of property.

**Public Notices**

**417**

Notice regarding the sale of property.

**Public Notices**

**418**

Notice regarding the sale of property.

**Public Notices**

**419**

Notice regarding the sale of property.

**Public Notices**

**420**

Notice regarding the sale of property.

**Public Notices**

**421**

Notice regarding the sale of property.

**Public Notices**

**422**

Notice regarding the sale of property.

**Public Notices**

**423**

Notice regarding the sale of property.

**Public Notices**

**424**

Notice regarding the sale of property.

**Public Notices**

**425**

Notice regarding the sale of property.

**Public Notices**

**426**

Notice regarding the sale of property.

**Public Notices**

**427**

Notice regarding the sale of property.

**Public Notices**

**428**

Notice regarding the sale of property.

**Public Notices**

**429**

Notice regarding the sale of property.

**Public Notices**

**430**

Notice regarding the sale of property.

**Public Notices**

**431**

Notice regarding the sale of property.

**Public Notices**

**432**

Notice regarding the sale of property.

**Public Notices**

**433**

Notice regarding the sale of property.

**Public Notices**

**434**

Notice regarding the sale of property.

**Part Time**

**612**

Weekend Dates. Call for details.

**Part Time**

**613**

Weekend Dates. Call for details.

**Part Time**

**614**

Weekend Dates. Call for details.

**Part Time**

**615**

Weekend Dates. Call for details.

**MAHOMET SEYMOUR CUSD #3 ANNUAL STATEMENT OF AFFAIRS**

For the year ended December 31, 2011. The following information was prepared by the Board of Directors of the Mahomet Seymour Community Unit School District #3, Illinois, for the year ended December 31, 2011.

Category	2011 Actual	2010 Actual	2009 Actual	2008 Actual	2007 Actual	2006 Actual	2005 Actual	2004 Actual	2003 Actual	2002 Actual	2001 Actual	2000 Actual	1999 Actual	1998 Actual	1997 Actual	1996 Actual	1995 Actual	1994 Actual	1993 Actual	1992 Actual	1991 Actual	1990 Actual	1989 Actual	1988 Actual	1987 Actual	1986 Actual	1985 Actual	1984 Actual	1983 Actual	1982 Actual	1981 Actual	1980 Actual	1979 Actual	1978 Actual	1977 Actual	1976 Actual	1975 Actual	1974 Actual	1973 Actual	1972 Actual	1971 Actual	1970 Actual	1969 Actual	1968 Actual	1967 Actual	1966 Actual	1965 Actual	1964 Actual	1963 Actual	1962 Actual	1961 Actual	1960 Actual	1959 Actual	1958 Actual	1957 Actual	1956 Actual	1955 Actual	1954 Actual	1953 Actual	1952 Actual	1951 Actual	1950 Actual	1949 Actual	1948 Actual	1947 Actual	1946 Actual	1945 Actual	1944 Actual	1943 Actual	1942 Actual	1941 Actual	1940 Actual	1939 Actual	1938 Actual	1937 Actual	1936 Actual	1935 Actual	1934 Actual	1933 Actual	1932 Actual	1931 Actual	1930 Actual	1929 Actual	1928 Actual	1927 Actual	1926 Actual	1925 Actual	1924 Actual	1923 Actual	1922 Actual	1921 Actual	1920 Actual	1919 Actual	1918 Actual	1917 Actual	1916 Actual	1915 Actual	1914 Actual	1913 Actual	1912 Actual	1911 Actual	1910 Actual	1909 Actual	1908 Actual	1907 Actual	1906 Actual	1905 Actual	1904 Actual	1903 Actual	1902 Actual	1901 Actual	1900 Actual	1899 Actual	1898 Actual	1897 Actual	1896 Actual	1895 Actual	1894 Actual	1893 Actual	1892 Actual	1891 Actual	1890 Actual	1889 Actual	1888 Actual	1887 Actual	1886 Actual	1885 Actual	1884 Actual	1883 Actual	1882 Actual	1881 Actual	1880 Actual	1879 Actual	1878 Actual	1877 Actual	1876 Actual	1875 Actual	1874 Actual	1873 Actual	1872 Actual	1871 Actual	1870 Actual	1869 Actual	1868 Actual	1867 Actual	1866 Actual	1865 Actual	1864 Actual	1863 Actual	1862 Actual	1861 Actual	1860 Actual	1859 Actual	1858 Actual	1857 Actual	1856 Actual	1855 Actual	1854 Actual	1853 Actual	1852 Actual	1851 Actual	1850 Actual	1849 Actual
----------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------	-------------



## ACTIVE CHOICES: Champaign County Greenways & Trails Plan PUBLIC WORKSHOP #1

Join us in our first public forum about walking, bicycling, and the environment to:

- Learn about the planning process
- Map & comment on preferred routes, issues & opportunities
- Find out how to stay involved

Thursday, November 15, 2012  
6:00 - 8:00 p.m.  
Illinois Terminal, 4<sup>th</sup> Floor  
45 E. University Ave., Champaign

Champaign County Regional Planning Commission strives to provide an environment welcoming to all persons regardless of physical or mental challenges, race, gender, or religion. Please call 217-328-3313 to request special accommodations at least 2 business days in advance.

This meeting has a structured agenda.  
Please attend the workshop in its entirety.  
RSVP is requested but not necessary.

To RSVP or for more information:

Gabe Lewis

CCRPC Transportation Planner

[glewis@ccrpc.org](mailto:glewis@ccrpc.org)

328-3313

CHAMPAIGN COUNTY  
**rpc**  
REGIONAL  
PLANNING  
COMMISSION





# OPCIONES ACTIVAS: Condado de Champaign Plan de Vías Verdes & Senderos TALLER PUBLICO #1

Únete a nosotros en nuestro primer foro público acerca de caminar, andar en bicicleta, y el medio ambiente:

- Aprenda acerca del proceso de planificación
- Comente y muestre en un mapa rutas preferidas, problemas y oportunidades
- Encuentre maneras de seguir participando

Jueves, Noviembre 15, 2012  
6:00 - 8:00 p.m.  
Illinois Terminal, 4<sup>th</sup> Piso  
45 E. University Ave., Champaign

La Comisión Regional de Planificación de Champaign County se esfuerza por ofrecer un ambiente acogedor para todas las personas independientemente de retos físicos o mentales, raza, sexo o religión. Por favor llame a 217-328-3313 para solicitar adaptaciones especiales al menos con 2 días hábiles de anticipación.

Esta reunión tiene una agenda estructurada.  
Por favor, asista al taller en su totalidad.  
Reservaciones son solicitadas, pero no necesarias.

Para reservar o si necesita mayor información,  
por favor contacte a:

Rita Morocoima-Black

CCRPC Director de Planificación y Desarrollo de la Comunidad  
rmorocoi@ccrpc.org  
328-3313

CHAMPAIGN COUNTY  
**rpc**  
REGIONAL  
PLANNING  
COMMISSION





# ACTIVE CHOICES: Champaign County Greenways & Trails Plan PUBLIC WORKSHOP #1

Join us in our first public forum about walking, bicycling, and the environment to:

- Learn about the planning process
- Map & comment on preferred routes, issues & opportunities
- Find out how to stay involved

This meeting has a structured agenda.  
Please attend the workshop in its entirety.  
RSVP is requested but not necessary.

To RSVP or for more information:

Gabe Lewis

CCRPC Transportation Planner

[glewis@ccrpc.org](mailto:glewis@ccrpc.org)

328-3313



Champaign County Regional Planning Commission strives to provide an environment welcoming to all persons regardless of physical or mental challenges, race, gender, or religion. Please call 217-328-3313 to request special accommodations at least 2 business days in advance.

CHAMPAIGN COUNTY  
**rpc**  
REGIONAL  
PLANNING  
COMMISSION

Tuesday, November 27, 2012  
6:00 - 8:00 p.m.  
Izzak Walton Cabin  
Lake of the Woods, Mahomet





## ACTIVE CHOICES: Champaign County Greenways & Trails Plan PUBLIC WORKSHOP #1

Join us in our first public forum about walking, bicycling, and the environment to:

- Learn about the planning process
- Map & comment on preferred routes, issues & opportunities
- Find out how to stay involved

Thursday, November 29, 2012  
6:00 - 8:00 p.m.  
Prince of Peace Church  
802 E. Douglas St., St. Joseph

Champaign County Regional Planning Commission strives to provide an environment welcoming to all persons regardless of physical or mental challenges, race, gender, or religion. Please call 217-328-3313 to request special accommodations at least 2 business days in advance.

This meeting has a structured agenda.  
Please attend the workshop in its entirety.  
RSVP is requested but not necessary.

To RSVP or for more information:

Gabe Lewis

CCRPC Transportation Planner

[glewis@ccrpc.org](mailto:glewis@ccrpc.org)

328-3313

CHAMPAIGN COUNTY  
**rpc**  
REGIONAL  
PLANNING  
COMMISSION








# ACTIVE CHOICES: Champaign County Greenways & Trails Plan PUBLIC WORKSHOP #1



Join us in our first public forum about walking, bicycling, and the environment to:

- ☐ Learn more about the planning process 
- ☐ Map & comment on preferred routes, issues & opportunities 
- ☐ Find out how to stay involved 

Champaign Government  
Television (CGTV) and  
Urbana Public Television  
(UPTV) advertisement

Thursday, November 15, 2012  
6:00 - 8:00 p.m.  
Illinois Terminal, 4<sup>th</sup> Floor  
45 E. University Ave., Champaign

To RSVP or for more information:

Gabe Lewis

CCRPC Transportation Planner

328-3313

[glewis@ccrpc.org](mailto:glewis@ccrpc.org)

[www.ccrpc.org](http://www.ccrpc.org)

This meeting has a structured agenda.  
Please attend the workshop in its entirety.  
RSVP is requested but not necessary.



# ACTIVE CHOICES: Champaign County Greenways & Trails Plan PUBLIC WORKSHOP #1 November 15, 2012



Champaign County Regional Planning Commission strives to provide an environment welcoming to all persons regardless of physical or mental challenges, race, gender, or religion. Please call Gabe Lewis at 217-328-3313 to request special accommodations at least 2 business days in advance.



## **Appendix 2:**

### **Cultural, Natural, and Archeological Area Landmarks**



*Cultural, Natural, and Archeological Area Landmarks*

**Active Choices: Champaign County Greenways & Trails Plan  
Cultural, Natural, and Archeological Area Landmarks**

Following is a list of all of the named landmarks in Map 22: Cultural, Natural, and Archeological Areas, as of 2012.

Andrew Rla Airport
Atkins Tennis Center
Augerville
Bailey Memorial Cemetery
Beckman Cemetery
Beekman Cemetery
Bethlehem Cemetery
Bielfeldt Athletic Building
Bliss Cemetery
Block
Blue Mound
Blue Mound
Bondville
Bongard
Booker T. Washington Elementary School, Champaign
Broadlands
Broadmeadow School
Brookhill Golf Course
Bryan Cemetery
Busboom Airport
Busboom Rla Airport
Calvary Cemetery
Camp Howard
Camp Kiwanis
Champaign
Champaign Centennial High School
Champaign Central High School
Champaign Country Club
Champaign County Fairground
Chanute Aerospace Museum
Chenoweth Cemetery
Chestnut Grove Court Cul-De-Sac
Chestnut Grove Drive Cul-De-Sac
Clements Cemetery



*Cultural, Natural, and Archeological Area Landmarks*

Country Fair Shopping Center
Craw Cemetery
Dailey
Day Aero-Place
Deers
Devonshire Corporate Centre
Dewey
Dickerson
Dillsburg
Douglass Park
East Bend Cemetery
East Lawn Cemetery
East Urbana Industrial Park
Eden Cemetery
Elmwood Cemetery
Episcopal Church
Episcopal Church Foundation East
Episcopal Church Foundation West
Fairfield Circle
Fisher
Fisher Cemetery
Fisher High School
Flatville
Flessner Landing Field
Foosland
Former Carrie Busey Elementary School, Champaign
Frasca Field
Frasca Field Industrial Park
Fulls
Furtney Airport
Gerald
Giblin
Gifford
Glover
Grandview Memorial Grounds
Harvey Cemetery
Harwood Chapel Cemetery
Holy Sepulchre Cemetery
Homer
Homer Airport



*Cultural, Natural, and Archeological Area Landmarks*

Homer Grand Army of the Republic Cemetery
Homer Park
Huffman Cemetery
Huls Cemetery
Huls Cemetery
Huss Cemetery
Illini Airport
Illinois Department of Corrections-Urbana Community Correctional Center
Illinois Field
Illinois Program for Research in Humanities
Immaculate Conception Cemetery
Immanuel Lutheran Cemetery
Interstate Research Park
Ivesdale
J W Eater Jr High School
Jefferson Middle School
Jersey Cemetery
Jessee Cemetery
Jimtown
Justus Airport
Kenwood
Kenwood Elementary School, Champaign
Knife-Stout Cemetery
Knott Airport
Kopman Cemetery
Lake of the Woods
Leverett
Lincoln Cemetery
Lincolnshire Fields Golf Course
Litchfield Rla Airport
Locust Grove Cemetery
Longview
Lost Grove Cemetery
Lotus
Ludlow
Ludlow Cemetery
Lynn Grove Cemetery
Mahomet
Mahomet Cemetery
Mahomet-Seymour High School



*Cultural, Natural, and Archeological Area Landmarks*

Maple Grove Plaza Shopping Center
Maplewood Cemetery
Maplewood School
Market Place Business & Technical Center
Market Place Mall Shopping Center
Market Street Industrial Park
Mayview
McCulley Airport
Methodist
Mira
Mount Hope Cemetery
Mount Hope Cemetery
Mount Hope Cemetery
Mount Olive Cemetery
Naylor Cemetery
North Lincoln Industrial Park
Northview School
O'Bryan Cemetery
Ogden
Oink Acres Airport
Old Huss Cemetery
Parkville
Patterson Cemetery
Patton Cemetery
Pauline
Penfield
Pesotum
Pesotum Cemetery
Peters Cemetery
Phillippe Cemetery
Philo
Pleasant Acres School
Prairieview Cemetery
Prospect
Rantoul
Rantoul Industrial Park
Rantoul Municipal Building
Rantoul Plaza Shopping Center
Rantoul Township Building
Rice Cemetery



*Cultural, Natural, and Archeological Area Landmarks*

Rising
Riverside Cemetery
Rock Cemetery
Roselawn Cemetery
Routh Airport
Royal
Rutherford
Sadorus
Sadorus Cemetery
Saint Boniface Cemetery
Saint Elizabeth Cemetery
Saint John Cemetery
Saint John Lutheran Cemetery
Saint Joseph
Saint Joseph Cemetery
Saint Lawrence Cemetery
Saint Marys Cemetery
Saint Marys Cemetery
Saint Marys Cemetery
Saint Patrick Cemetery
Saint Paul Church
Sandcherry Court Cul-De-Sac
Sandcherry Court Cul-De-Sac
Savoy
Schmidt Airport
Sellers
Seymour
Seymour Methodist Episcopal Cemetery
Shiloh Cemetery
Sidney
Sloan Station
Staley
State Road
Stearns Cemetery
Stratton Elementary School, Champaign
Thomasboro
Tipton
Tolono
Tolono-Unity High School
Tomlinson



*Cultural, Natural, and Archeological Area Landmarks*

Tomlinson Cemetery
Twin City Bible Church Office
University of Illinois Baseball Field
University of Illinois Track
University of Illinois-Willard Airport
Urbana
Urbana Country Club
Urbana High School
Urbana University High School
Wabash Park & Swimming Pool, Rantoul
Welles Cemetery
White Oak Court
Wilbur Heights
Willow Pond Golf Course
Willow Pond Golf Course
Willowbrook Cemetery
Woodlawn Cemetery
Yearsley Cemetery



**Appendix 3:**  
**Needs Assessment**



# ACTIVE CHOICES:

Champaign County Greenways & Trails Plan

NEEDS ASSESSMENT

December 2012



## **GLOSSARY**

*Definitions were updated in 2014 to match those used in the final Active Choices Plan.*

**Accessibility:** the ability to reach and use infrastructure in a system according to physical distance from the infrastructure.

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

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

**Connectivity:** the capacity to move from one place to another in a system.

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

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

## **Active Choices: Champaign County Greenways & Trails Plan Needs Assessment 2012**

Greenways and trails are important for many Champaign County residents because they believe this system improves their quality of life.<sup>1</sup> The system also provides people with the opportunity to engage in active transportation when they travel around the County as an alternative to automobiles. Given this significance, this needs assessment is an effort to gauge the provision of the public greenways and trails for people in the County. In the following sections, the connectivity and accessibility of our greenways and trails system is examined. These two indicators help evaluate how pedestrians and cyclists experience our current system; what type of infrastructure is available to these users; and where there are missing links in the system. This analysis will help determine how the system can be maintained currently and improved in the future to better serve the people of Champaign County.

### ***Greenways and Trails Connectivity***

Connectivity is the capacity to move from one place to another in a system. The greenways and trails in Champaign County together create a comprehensive system with many ways to travel between each segment. A critical step for improving this system is examining where current connectivity is low, medium and high. Once the quality of connectivity is established for greenways and trails, improvements to the system can be addressed where additional connectivity is most necessary.

#### *Trails Connectivity*

For the purpose of this analysis, the connectivity of the trails is measured according to the system's integration into existing road infrastructure, since people often use the road network to travel to and from the trails.<sup>2</sup> Chances are a cyclist will ride on the roads to reach bicycle infrastructure and a pedestrian will travel on a sidewalk along a road to reach a shared-use path.

The following spatial analysis examines the density of connection points per square mile of block groups in the County to measure trail connectivity. This will clarify how travelers interact with the trails system through connection points (i.e. entrances, exits, and intersections with the road network), and where connectivity of trails can be improved to enhance the regional system (*Figure 1*).

#### *Greenways Connectivity*

Champaign County trails connectivity is used in this analysis to determine the connectivity of greenways in the system (*Figure 1*). Greenways are often destinations in the greenways and trails system and not a means of travel. However, the existence of a trail network near a greenway and the quality of the trail's connectivity may increase the connectivity of the greenway to the greenways and trails system. Imagine if there are no trails near a greenway, then people must use sidewalks or the

---

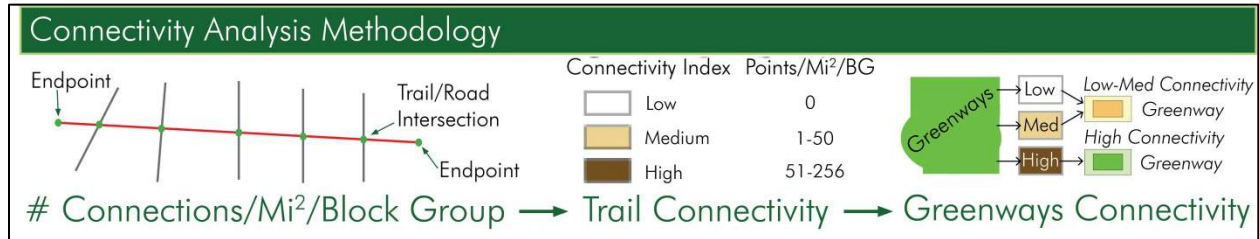
<sup>1</sup> CCRPC. Champaign County Greenways & Trails Plan. Appendix 3: Resident Survey. February 2004.

<sup>2</sup> Victoria Transportation Policy Institute. Roadway Connectivity: Creating More Connected Roadway and Pathway Networks. Web accessed 2012. <http://www.vtpi.org/tm/tm116.htm>

## Active Choices: Champaign County Greenways & Trails Plan Needs Assessment 2012

road network to reach other segments of the greenways and trails system. If there are trails near the greenway, then people can use this infrastructure to connect to the regional system.<sup>3</sup>

Figure 1



### Trails Connectivity Analysis Results

Connectivity in the Champaign County trails system is generally limited to Champaign, Urbana, Savoy, Rantoul and Mahomet, as trail infrastructure is lacking in the other municipalities (Figure 2). In Champaign and Urbana, the highest connectivity exists near downtown Champaign, the University of Illinois, and along Philo Road, due to the trail infrastructure integration into the roadways in the area (Figure 3).

Connectivity is low in portions of northwest Champaign, western Champaign, central Urbana, and southern Savoy because of the lack of trail infrastructure, although these areas may make up for low trail infrastructure connectivity with complete streets in a grid-like, dense street network, which are often more bicycling and walking-friendly.<sup>4</sup> Mahomet has higher connectivity near the center of the Village, and fair connectivity in the surrounding areas, except in the southern portions (Figure 4). Rantoul has higher connectivity in its central and southern areas, but lacks connectivity in the north, southwest and southeast (Figure 5).

### Future Research

A complete ArcGIS sidewalk layer would help assess pedestrian access to the trails system more accurately. Currently, this layer is being developed for the urbanized area, but could be expanded to include the remainder of Champaign County for future research on regional transportation systems.

Certain areas with low trails connectivity may not need more trail infrastructure if road characteristics are present that make bicycling and walking easier, such as a well-connected street network, complete streets, dense streets, and/or low average daily traffic. These areas of the street network should be

<sup>3</sup> Please refer to the appendix for the complete trails and greenways connectivity analysis methodology.

<sup>4</sup> Smart Growth America. Complete Streets: Fundamentals. Web accessed 2012.  
<http://www.smartgrowthamerica.org/documents/cs/cs-brochure-features.pdf>.

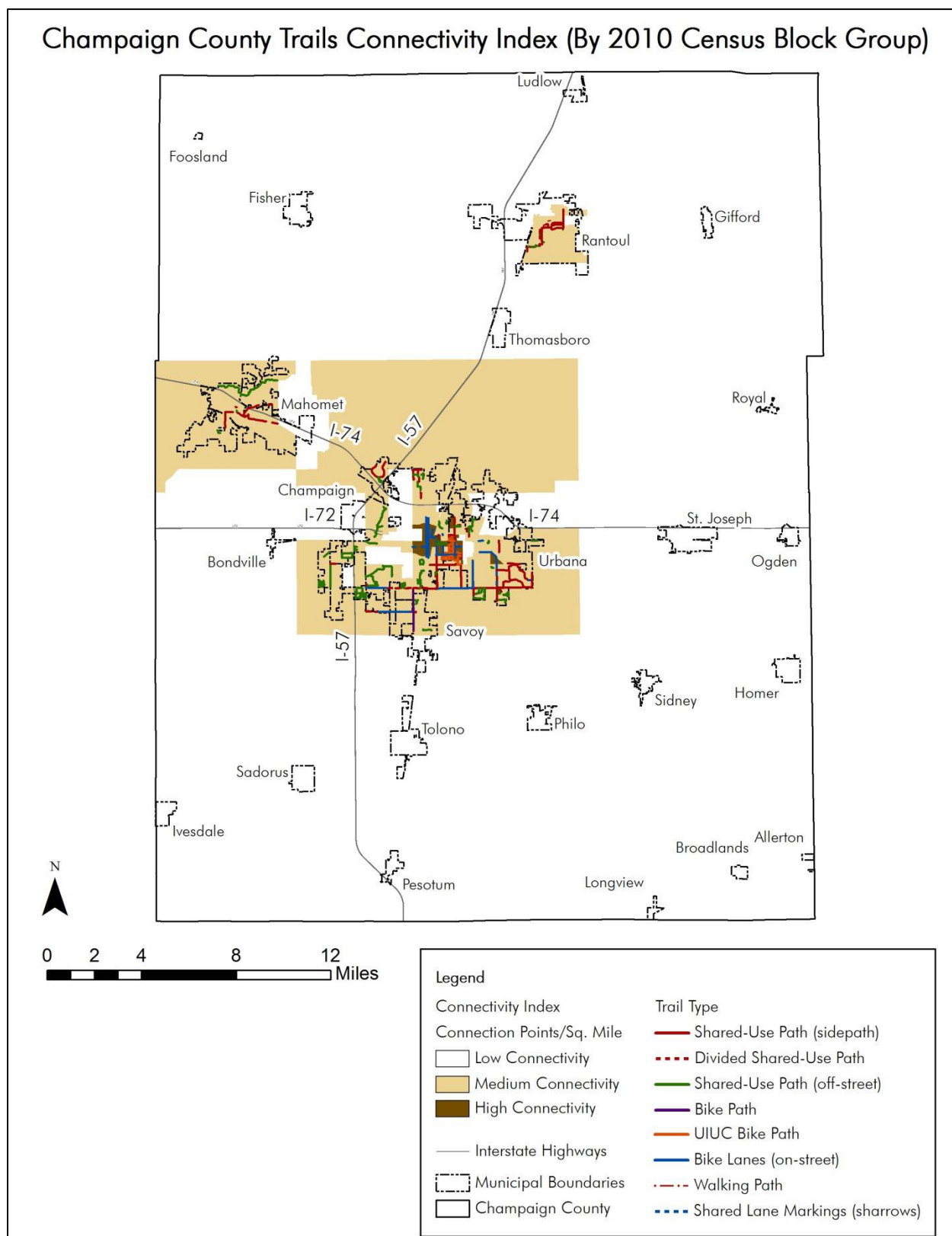
**Active Choices: Champaign County Greenways & Trails Plan  
Needs Assessment 2012**

studied further to assess options for making bicycling and walking more connected to the existing trails system.

Connectivity throughout the Champaign County trails system may be improved by using the signage described in the *Greenways & Trails Design Guidelines, Logos and Signage* document. The trails in the system can be better connected if information is given regarding location and directional information about their current location and destinations. This is especially true for areas that are connections between segments of the trails system without actual trail infrastructure.

**Active Choices: Champaign County Greenways & Trails Plan  
Needs Assessment 2012**

**Figure 2**



Active Choices: Champaign County Greenways & Trails Plan  
Needs Assessment 2012

Figure 3

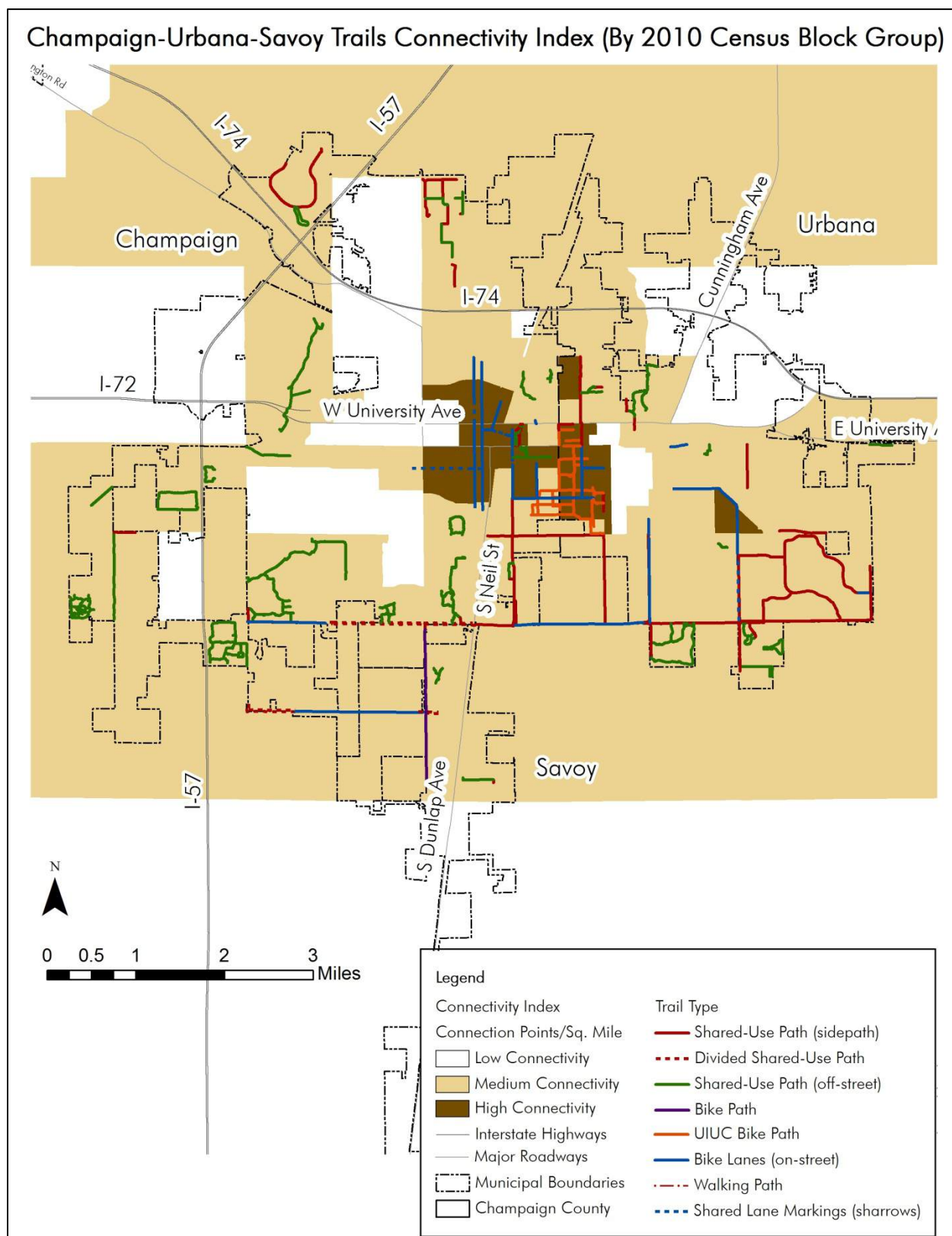
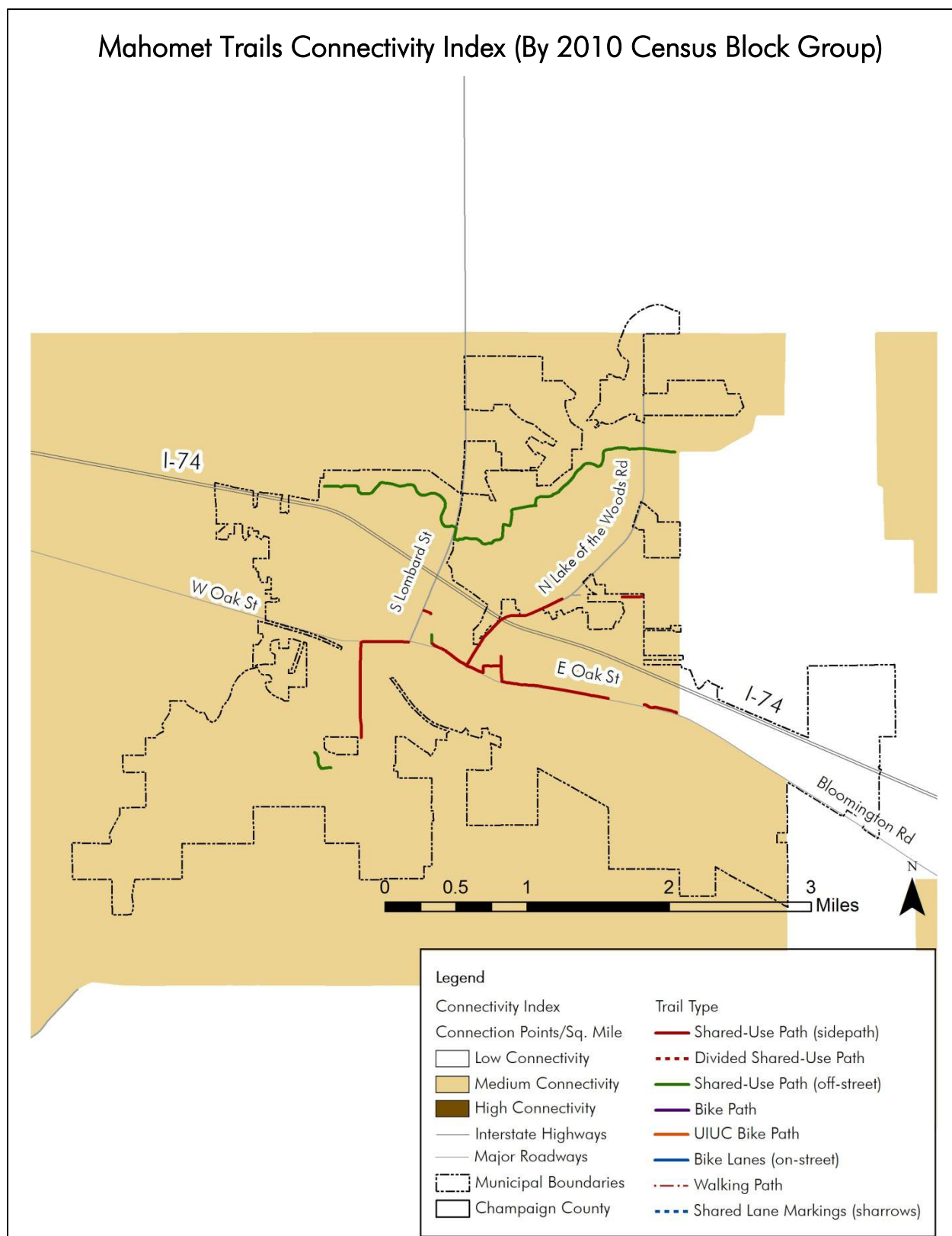
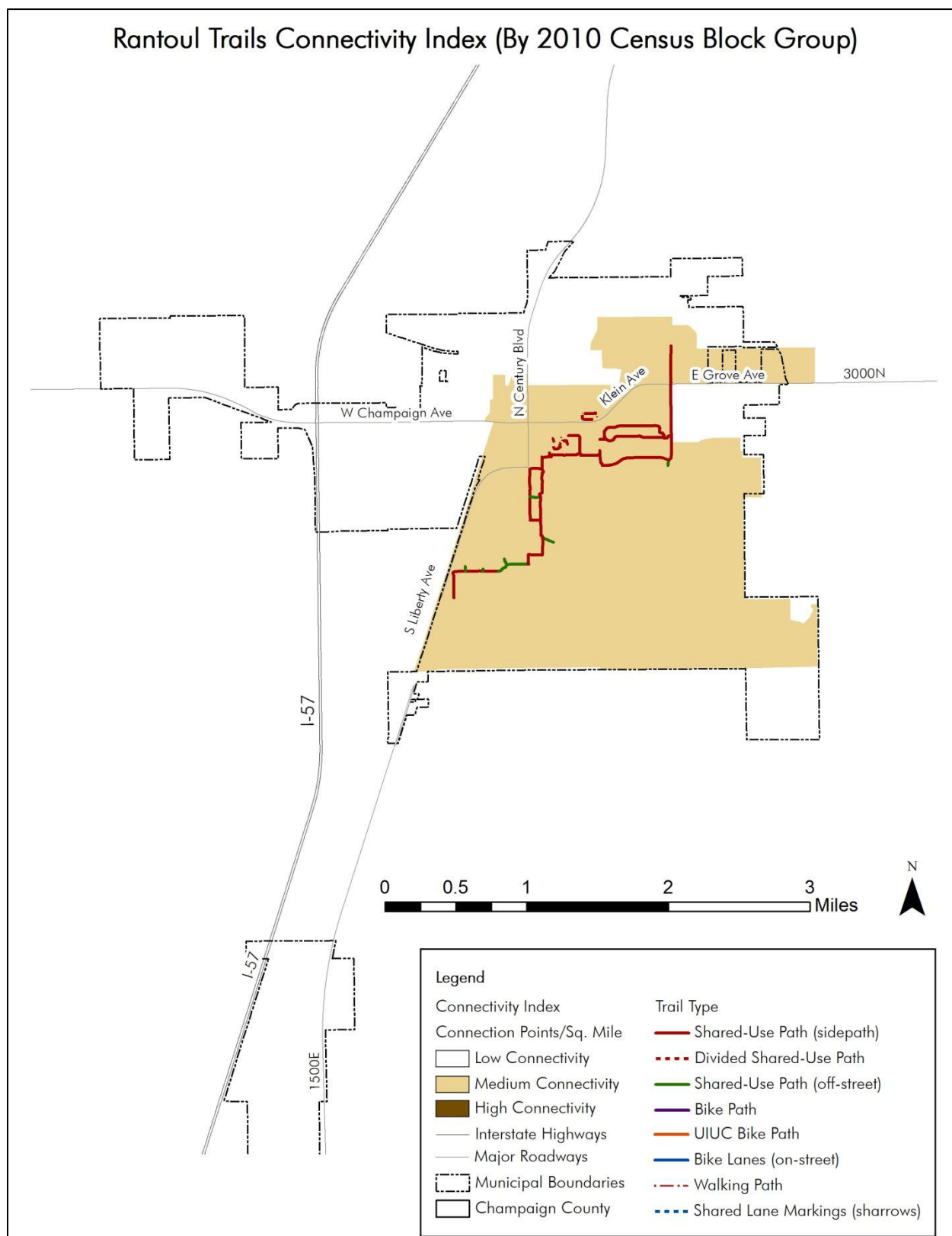


Figure 4



Active Choices: Champaign County Greenways & Trails Plan  
Needs Assessment 2012

Figure 5



**Active Choices: Champaign County Greenways & Trails Plan  
Needs Assessment 2012**

*Greenways Connectivity Analysis Results*

The most connected greenways in Champaign County are situated in Champaign and Urbana (Figure 6). These places are well served by road infrastructure and the trail network with many intersections with the street network throughout. The medium connectivity greenways are situated in Champaign, Urbana, Rantoul and Mahomet (Figure 7). These greenways are connected to road infrastructure or the trails network, but lack the density of intersections present in the high connectivity greenways. Greenways in the remaining areas of Champaign County have low connectivity to the trails system (Figure 8). The twenty largest greenways with low connectivity are shown in the map. These areas are generally in the rural municipalities or are Champaign County Forest Preserves and are in block groups without trail infrastructure.

*Future Research*

A comprehensive, County-wide sidewalk network would help more accurately evaluate the connectivity of the greenways system. This data would help explain the ability of pedestrians to connect to the system.

As the greenways system becomes more integrated into the trails system, research on which greenways contain trails and how long this trail infrastructure reaches outside the greenway would be an important measure of greenway connectivity to the regional system.

***Greenways and Trails Accessibility Opportunities***

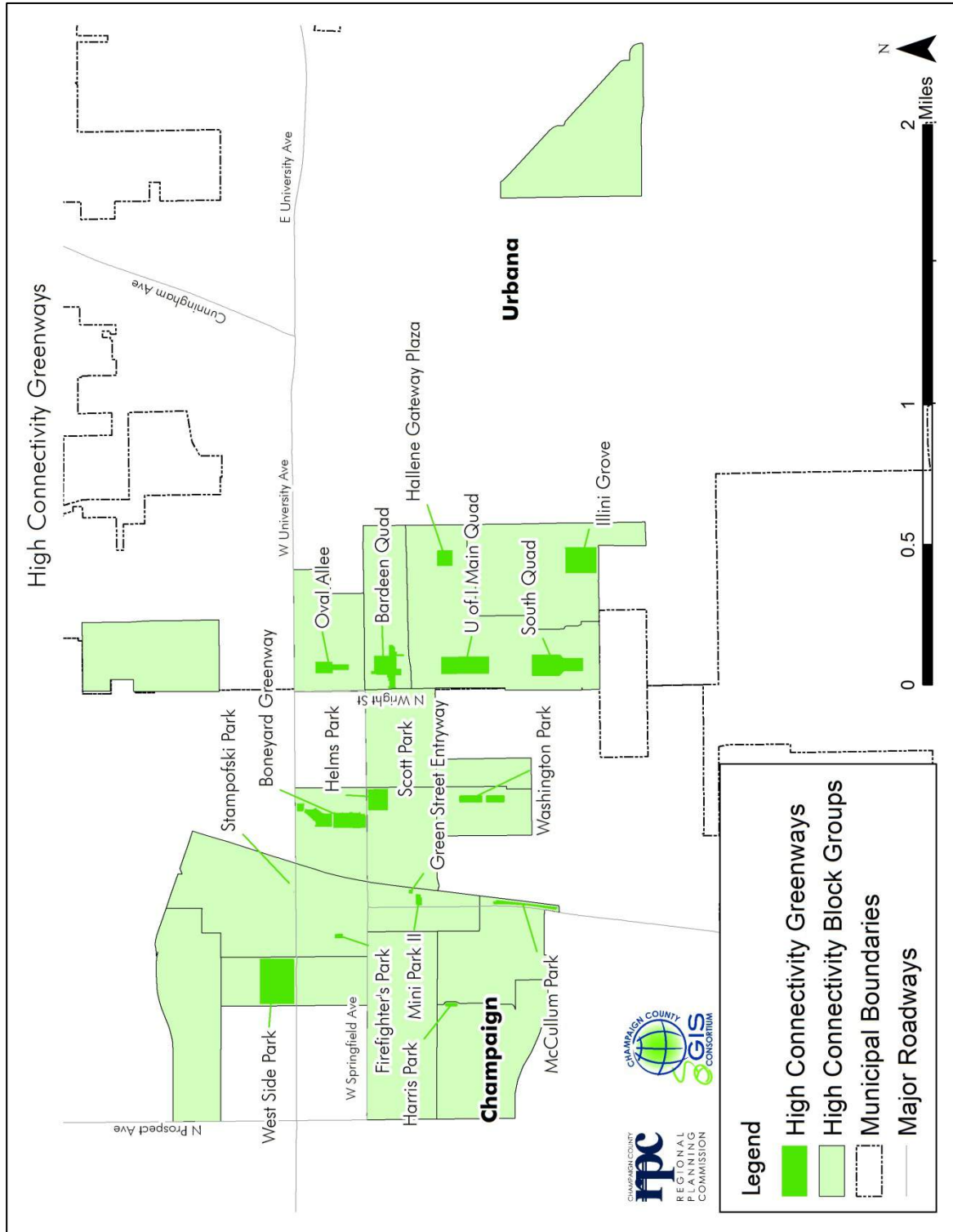
Improved connectivity of trails in urban areas between existing infrastructure is a short term opportunity for increasing the connectivity of the greenways and trails system. Places where streets are safe, convenient and accessible to bicyclists, pedestrians and people with disabilities may not need enhanced infrastructure immediately, but signage to provide wayfinding for regional travelers may be useful.

Medium connectivity greenways should be connected to high and low connectivity greenways through trail infrastructure in the medium-term to strengthen regional connections between greenways and trails.

Over the long-term, infrastructure should be planned and built in rural areas to connect low connectivity trails and greenways to existing greenways and trails infrastructure.

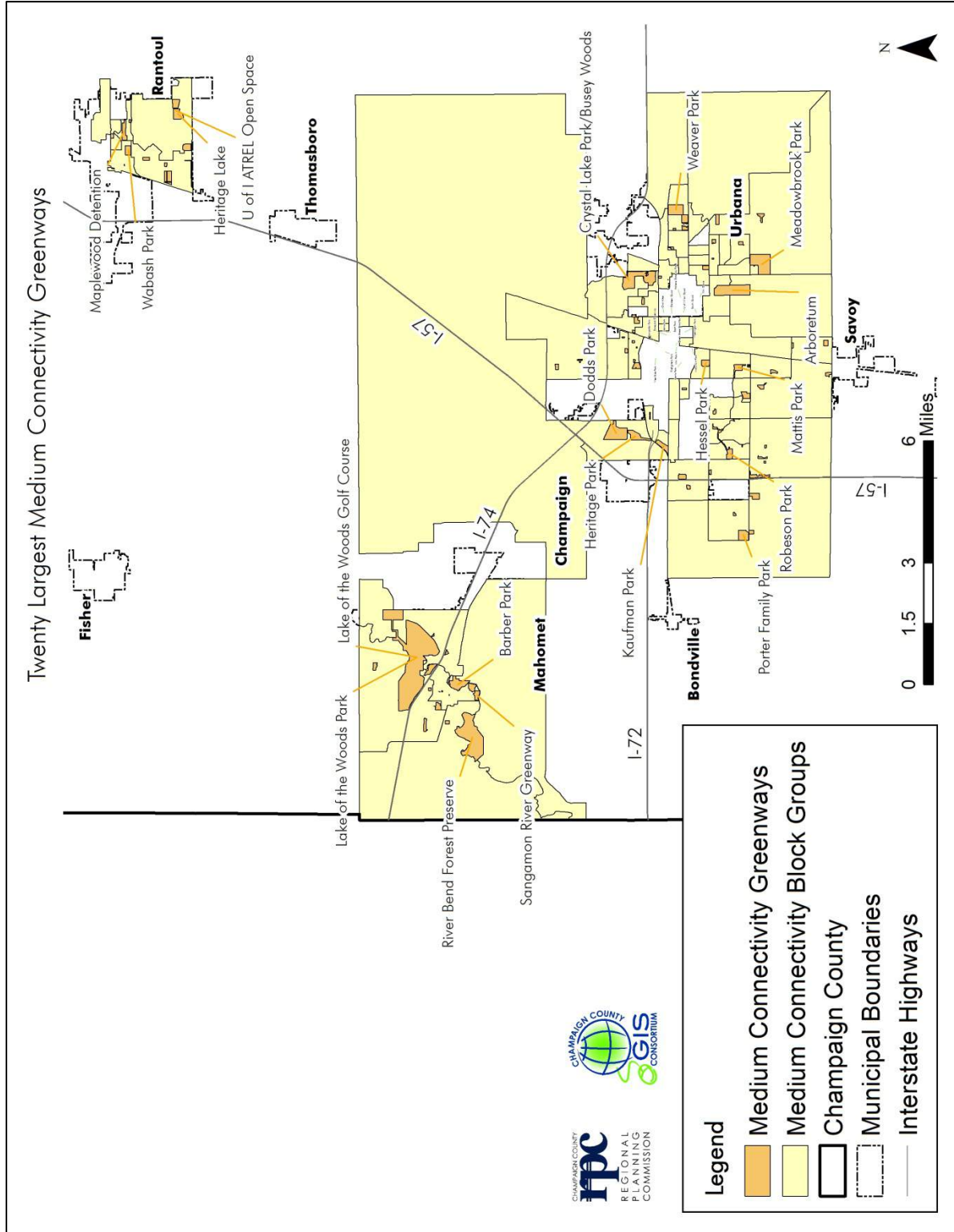
Active Choices: Champaign County Greenways & Trails Plan  
Needs Assessment 2012

Figure 6



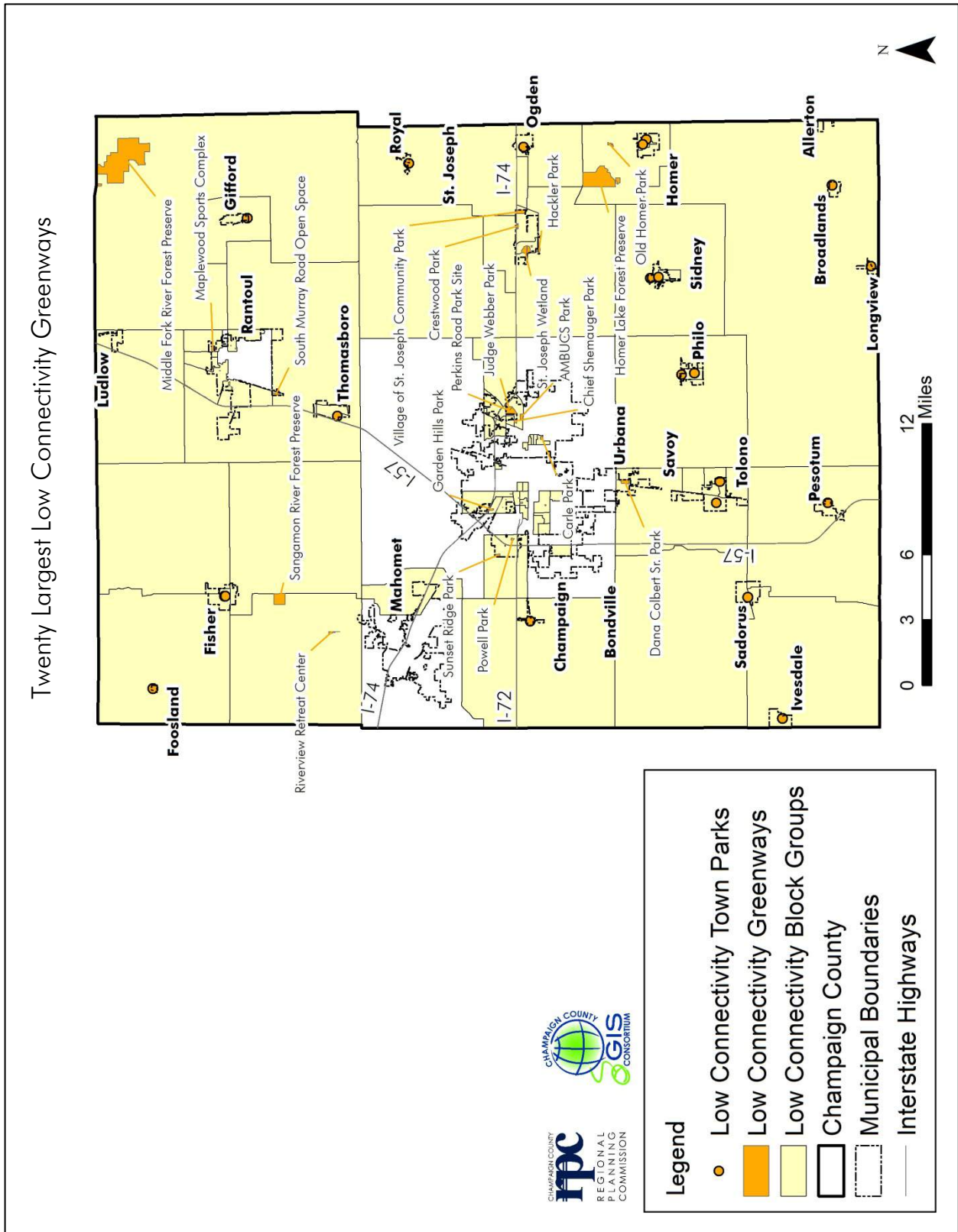
Active Choices: Champaign County Greenways & Trails Plan  
Needs Assessment 2012

Figure 7



Active Choices: Champaign County Greenways & Trails Plan  
Needs Assessment 2012

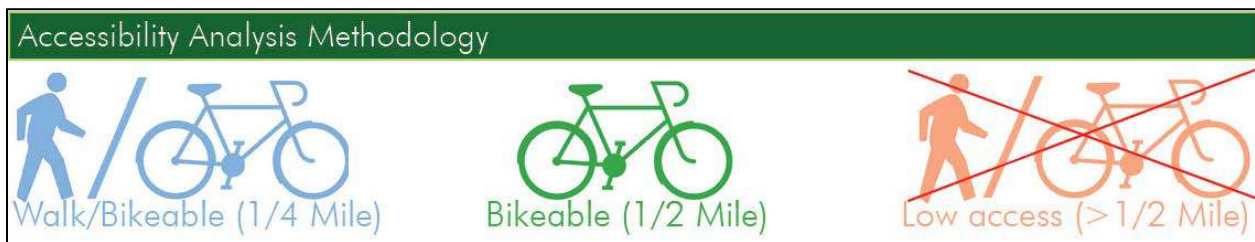
Figure 8



### *Greenways and Trails Accessibility*

Accessibility is the ability to reach and use infrastructure within a system according to physical distance from the infrastructure.<sup>5</sup> Households are often the place where people make the choice to drive, walk or bicycle to their destinations. One factor that may affect this decision is distance from different types of transportation infrastructure. A distance of a quarter mile is generally how far people will walk to use transportation infrastructure<sup>6</sup> and is used as a baseline for walking. A distance of a half-mile is generally a distance that makes people more willing to cycle<sup>7</sup> and is used as a baseline for cycling. For the purpose of this analysis, the accessibility of the Champaign County greenways and trails system is defined as the number of households within a walking or biking distance from the infrastructure (Figure 9). The accessibility of greenways and trails were studied independently to assess the provision of each for people in Champaign County.

Figure 9



### *Trails Accessibility Analysis Results*

In Champaign County, 45 percent of households have walk/biking access to trails and 69 percent have biking access to bicycle or shared-use trails. *Table 1* provides a comprehensive analysis of trails accessibility in the County for areas with accessible parcels. *Figure 10* shows a comparison of the share of walk/bikeable and bikeable households for each place with trails accessibility within Champaign County. Accessibility to the Champaign County trails system is highest in Champaign, Urbana, Savoy, Mahomet and Rantoul (*Figure 11*). Outside of these areas, accessibility to trails is generally lacking because of the absence of trail infrastructure.

In Champaign, residences in the south, southwest, and east have the greatest walking accessibility to walking trails (*Figure 12*). Bicycle infrastructure also exists in these areas and extends into central Champaign and near the University of Illinois. Portions of central, northern and western Champaign lack access to trail infrastructure completely.

<sup>5</sup> Litman, Todd. Evaluating Accessibility for Transportation Planning: Measuring People's Ability to Reach Desired Goods and Activities. Victoria Transport Policy Institute: Sept. 10, 2012.

<sup>6</sup> Tresidder, Mike. Using GIS to Measure Connectivity: An Exploration of Issues. Portland State University: Dec. 2005.

<sup>7</sup> Vernez-Moudon, A.V., Lee, C., Cheadle, A.D., et al., 2005. Cycling and the built environment, a US perspective. *Transp. Res. Part D* 10, 245–261.

**Active Choices: Champaign County Greenways & Trails Plan  
Needs Assessment 2012**

In Urbana, walking accessibility to the trails system is high near the University of Illinois and in the south and southwestern parts of the City. Bicycle access is high in these areas as well with additional access for bicycles in the central and southern parts of the City. Access to trails infrastructure is generally missing in the northeastern portions of Urbana. Savoy has high accessibility for bicycles and walking throughout most of the Village, except in the southeast and southwest.

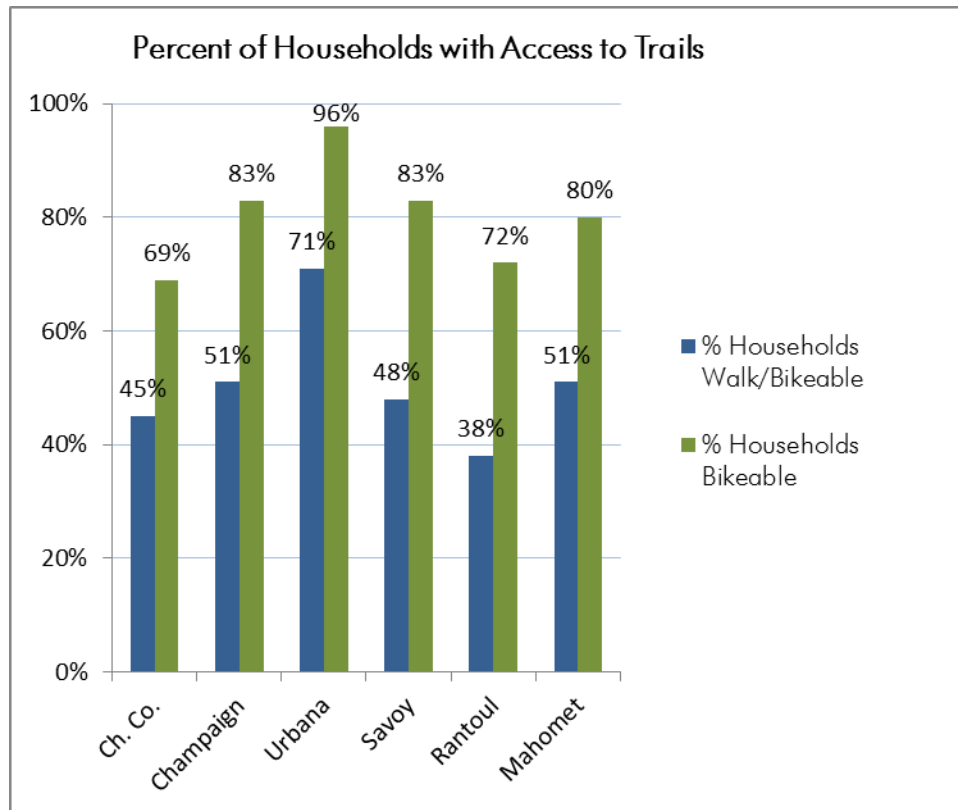
Mahomet and Rantoul have walking and bicycling accessibility in their central sections (*Figures 13 & 14*). Walking and bicycle accessibility also exists for households along a southwest to northeast axis in both municipalities. Accessibility for both modes is lacking for residences in the northwestern and northern portions of both places.

**Table 1**

Trails Accessibility Analysis Results by Place					
Place Name	Total HH*	Walk/Bikeable HH	% Total	Bikeable HH	% Total
Champaign County	86,246	38,560	45%	59,304	69%
Champaign	33,681	17,224	51%	28,019	83%
Urbana	19,858	14,080	71%	19,108	96%
Savoy	3,087	1,473	48%	2,556	83%
Mahomet	2,579	1,303	51%	2,051	80%
Rantoul	5,438	2,047	38%	3,890	72%

\*Households (HH) are at least partially within each respective place.

**Figure 10**



**Active Choices: Champaign County Greenways & Trails Plan  
Needs Assessment 2012**

*Future Research*

Accessibility measured with a buffer is a fair measure of how people will reach trails infrastructure, but fails to take into account the road and sidewalk infrastructure people will use between home and the trails. A network analysis of this infrastructure with a countywide sidewalk layer, intersection ramps layer, and streets layer would be helpful for determining how people actually access the trails and not simply their distance from them. This type of analysis would also allow other obstacles to be considered such as highways, roads with high motor vehicle traffic, railroads, places that lack sidewalks and other considerable challenges for pedestrians, people with disabilities and cyclists attempting to access trail infrastructure.

An analysis that includes demographic information about populations near the trails infrastructure would reveal more about where accessibility should be improved for the system. Places with characteristics such as lower incomes or lack of motor vehicle access should be considered in decisions about bicycle or pedestrian infrastructure.

Shared-use paths help create access for everyone and may encourage more support of the trails system in the future. These paths should be studied more for their effects on pedestrian-bicycle interactions and safety benefits. Bicycle-only infrastructure is also important in areas where we would like to encourage bicycle use in a safe and efficient manner on pre-existing street infrastructure.

**Active Choices: Champaign County Greenways & Trails Plan  
Needs Assessment 2012**

Figure 11

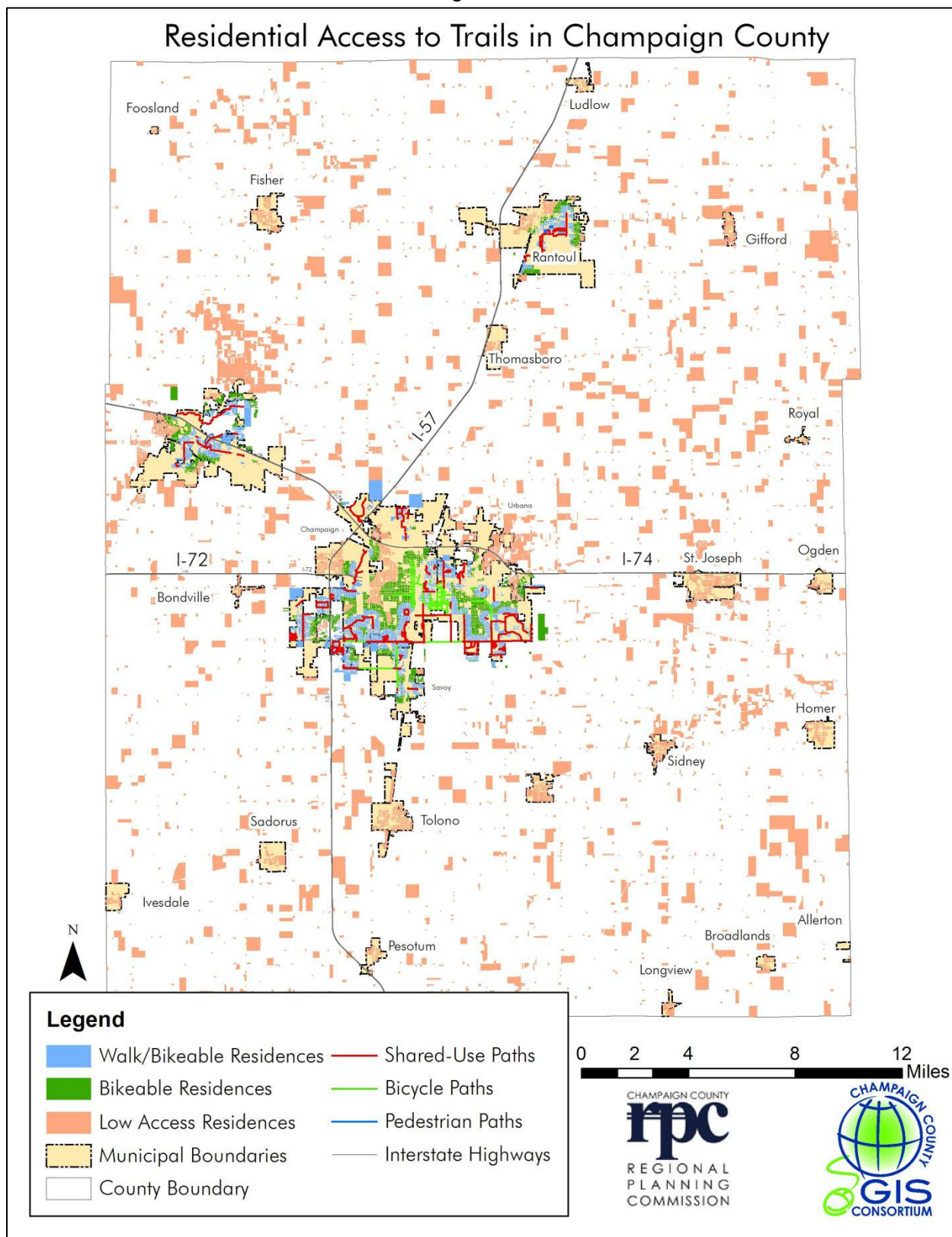


Figure 12

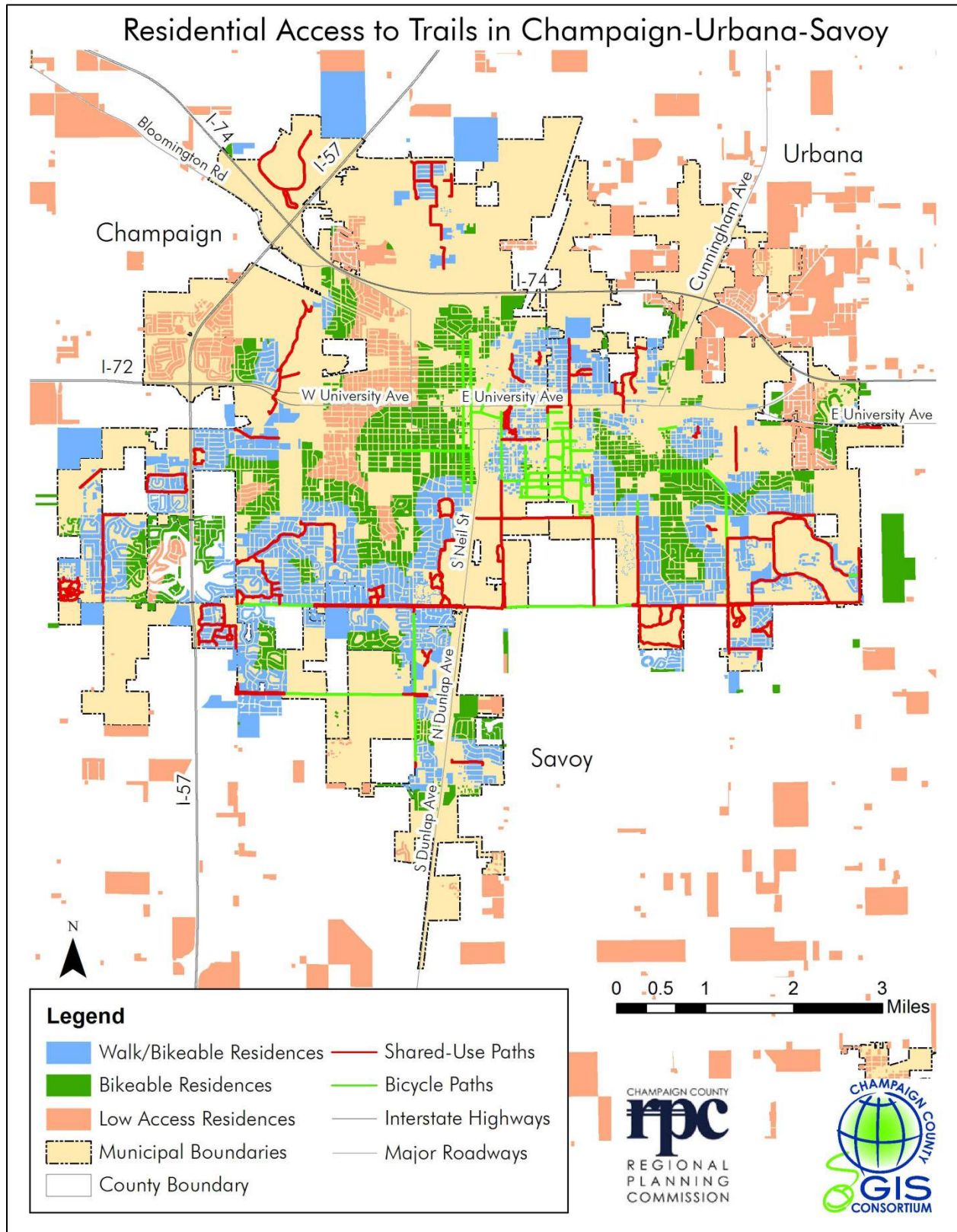


Figure 13

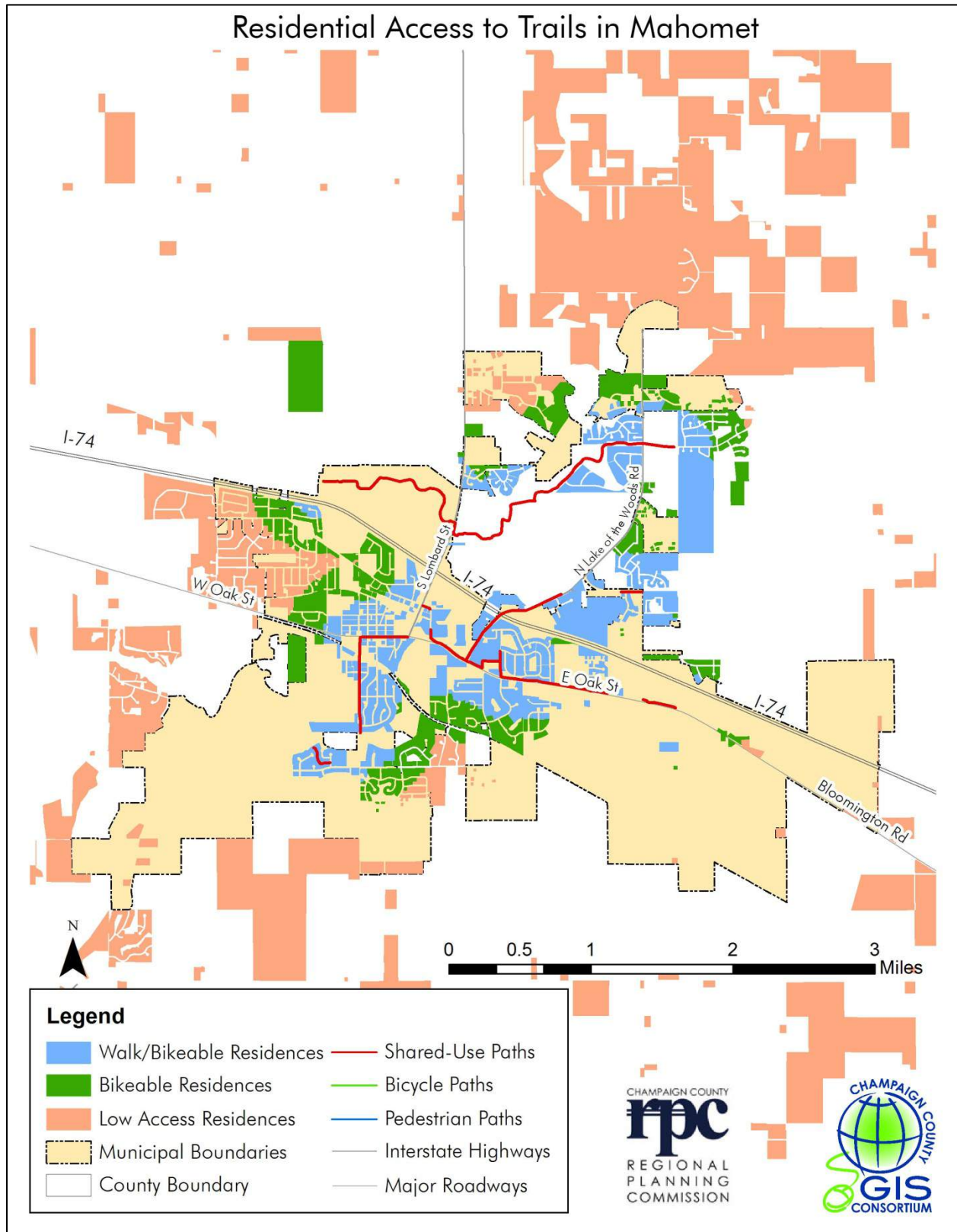
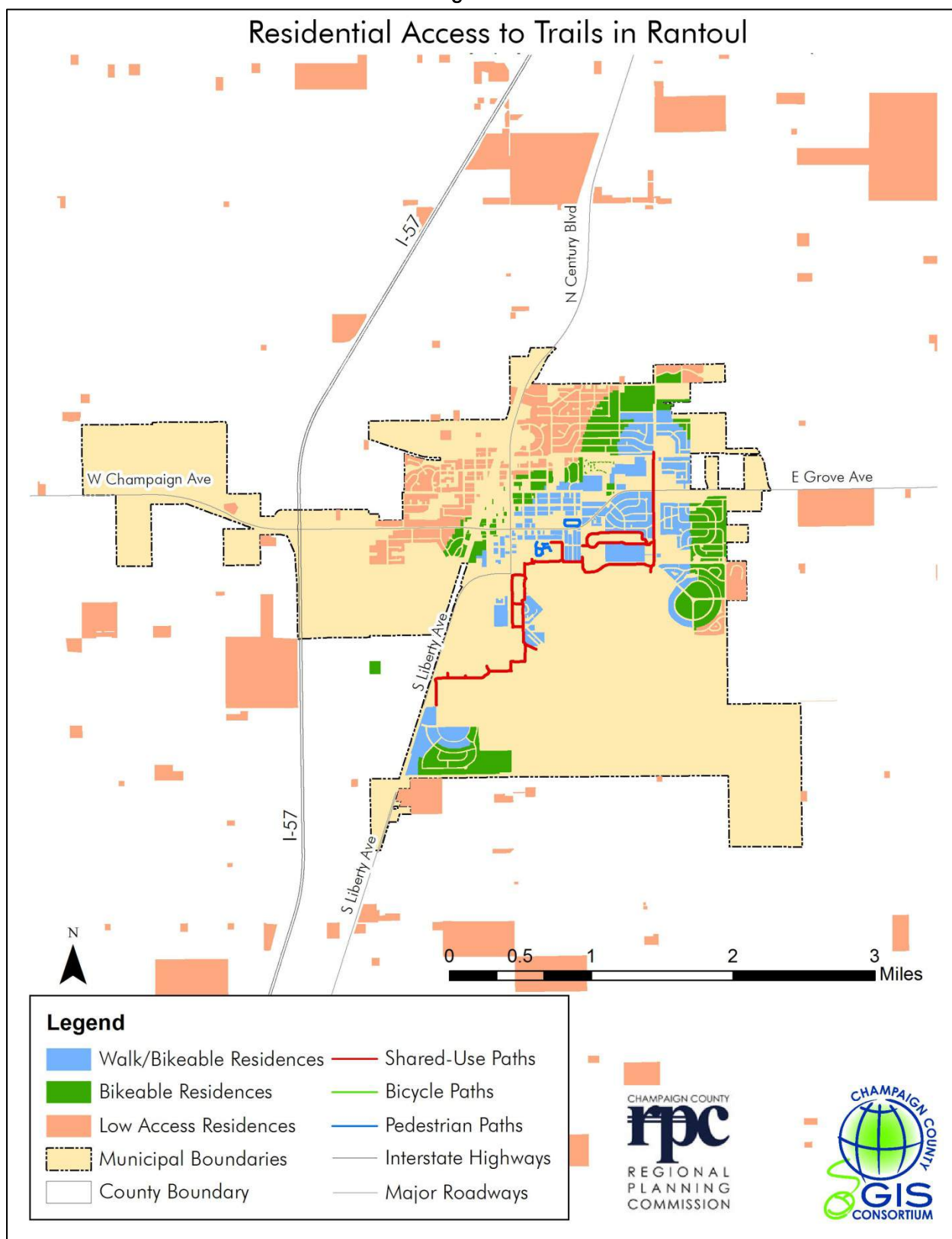


Figure 14



**Active Choices: Champaign County Greenways & Trails Plan  
Needs Assessment 2012**

*Greenways Accessibility Analysis Results*

In Champaign County, 72 percent of households are within a walk/biking distance of a greenway and 90 percent are within a biking distance. *Table 2* is a comprehensive analysis of greenways accessibility in Champaign County by municipality. *Figure 15* provides a comprehensive analysis of greenways accessibility for the most populous municipalities in the County.

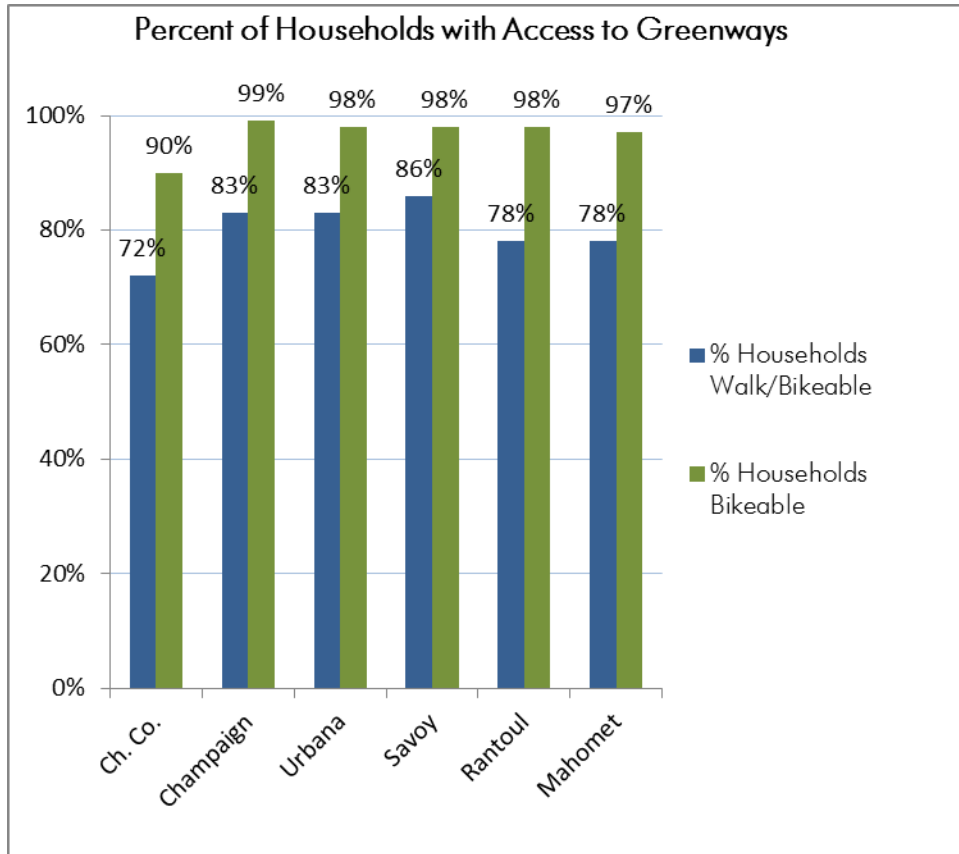
Access to greenways for bicyclists is generally better than it is for trails since greenway infrastructure is more pervasive in the County, particularly because rural households have access to large greenways and/or town parks outside of Champaign, Urbana, Savoy, Mahomet and Rantoul (*Figure 16*). In Champaign, household walking access via trails to greenways is widespread, except for portions of the center, southern center and west (*Figure 17*). Bikeway access to greenways is available throughout the City with the exception of small portions of western and southern Champaign. The City of Urbana has widespread walking access to greenway infrastructure and bicycling access from nearly all households with the exception of those in the eastern extremities. Households in Savoy have walking access to the greenways in all but small parts of the southeastern and southwestern parts of the Village. Bicycle access is also available for most households except those in the southern portions. Bicycle and walking accessibility for households in Mahomet and Rantoul follow a pattern similar to trails accessibility with pedestrian and bicycle access following an axis from southwest to northeast (*Figures 18 & 19*). Some households in the southeast and southwest in Mahomet lack any access to greenways, while some households in southeast Rantoul lack access.

**Active Choices: Champaign County Greenways & Trails Plan  
Needs Assessment 2012**

**Table 2**

Champaign County Greenways Analysis Results by Place					
Place Name	Total HH*	Walk/Bikeable HH	% Total	Bikeable HH	% Total
Champaign County	86,246	61,870	72%	77,192	90%
Champaign	33,681	27,975	83%	33,177	99%
Urbana	19,858	16,557	83%	19,401	98%
Rantoul	5,438	4,215	78%	5,319	98%
Savoy	3,087	2,660	86%	3,035	98%
Mahomet	2,579	1,998	78%	2,490	97%
St. Joseph	1,548	805	52%	1,465	95%
Tolono	1,456	708	49%	1,264	87%
Fisher	783	272	35%	641	82%
Philo	578	298	52%	556	96%
Homer	552	299	54%	522	95%
Sidney	541	208	38%	473	87%
Thomasboro	541	153	28%	458	85%
Gifford	439	81	19%	183	42%
Ogden	347	156	45%	321	93%
Pesotum	264	95	36%	229	87%
Sadorus	215	120	56%	215	100%
Bondville	204	145	71%	175	86%
Broadlands	193	110	57%	193	100%
Ivesdale	157	105	67%	156	99%
Royal	152	69	45%	152	100%
Longview	124	117	94%	124	100%
Foosland	65	65	100%	65	100%
*Households (HH) are at least partially within each respective place.					

Figure 15



#### Future Research

Much like the trails accessibility, greenway accessibility measured with a buffer is a fair measure of how people will reach greenways, but fails to take into account the road and sidewalk infrastructure people will use between home and the green space. A network analysis of this infrastructure with a countywide sidewalk layer, intersection ramps layer, and trails infrastructure layer would be helpful for determining how people actually access the greenways and not just their distance from them. This type of analysis would also allow other obstacles to be considered such as highways, roads with high motor vehicle traffic, railroads, places that lack sidewalks and other considerable challenges for pedestrians, people with disabilities and cyclists attempting to access trails infrastructure.

An analysis that includes demographic information about populations near the greenways infrastructure would reveal more about where connections should be created for the system. Specifically, data about low income households or populations without access to vehicles would help illuminate where the need for increased trail infrastructure in and near greenways may be necessary.

**Active Choices: Champaign County Greenways & Trails Plan  
Needs Assessment 2012**

Town parks are an important part of the greenways system in Champaign County. They provide access to the more rural households of the County, but should be provided better connectivity to the greenways and trails system. Trail connections should be considered in town parks to provide greater regional access to people across the County.

Mixed use tax parcels are difficult to assess with the current residential tax parcels layer. This layer should be further researched to assess the amount of residences and businesses within mixed use parcels like those in downtown Champaign and Urbana.

*Greenways and Trails Accessibility Opportunities*

The accessibility to trails for low access residential parcels should be enhanced in urban areas by continuing to plan and create greenways and trails infrastructure.

Trail infrastructure should be planned and built in rural areas to increase the regional accessibility of the system across Champaign County.

Complete streets projects should be encouraged and cataloged if they are to be a proxy for trail infrastructure in the region.

Active Choices: Champaign County Greenways & Trails Plan  
Needs Assessment 2012

Figure 16

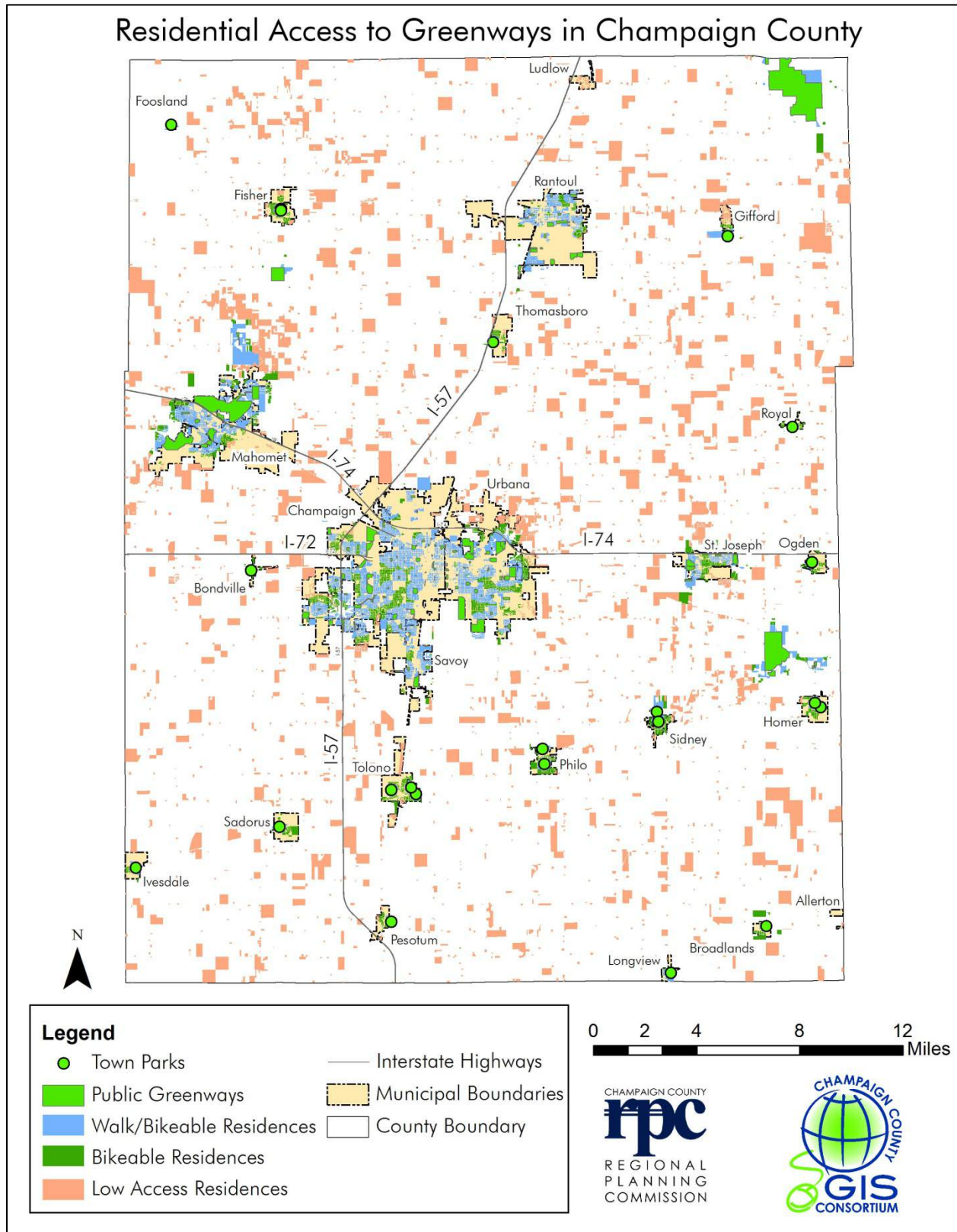


Figure 17

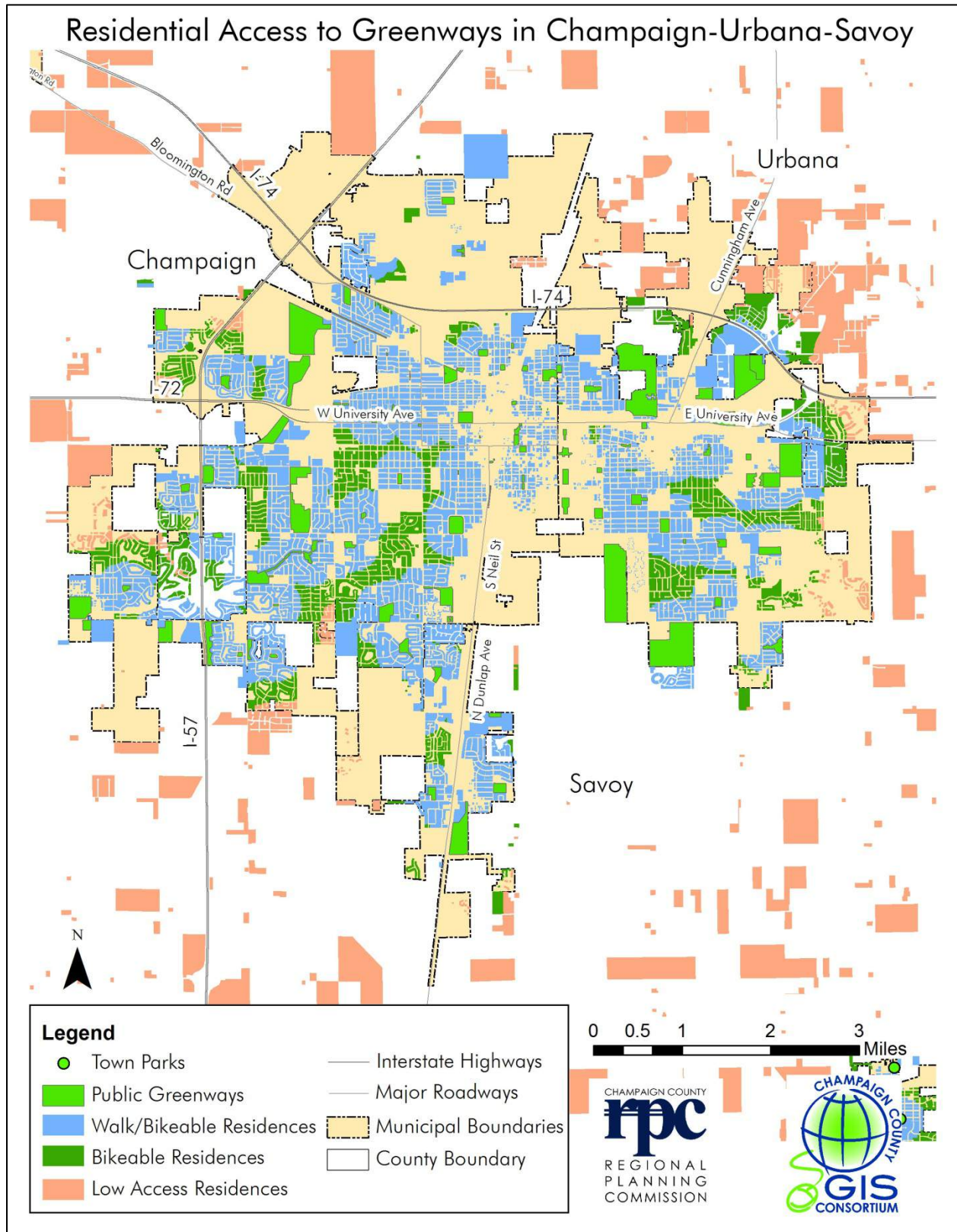


Figure 18

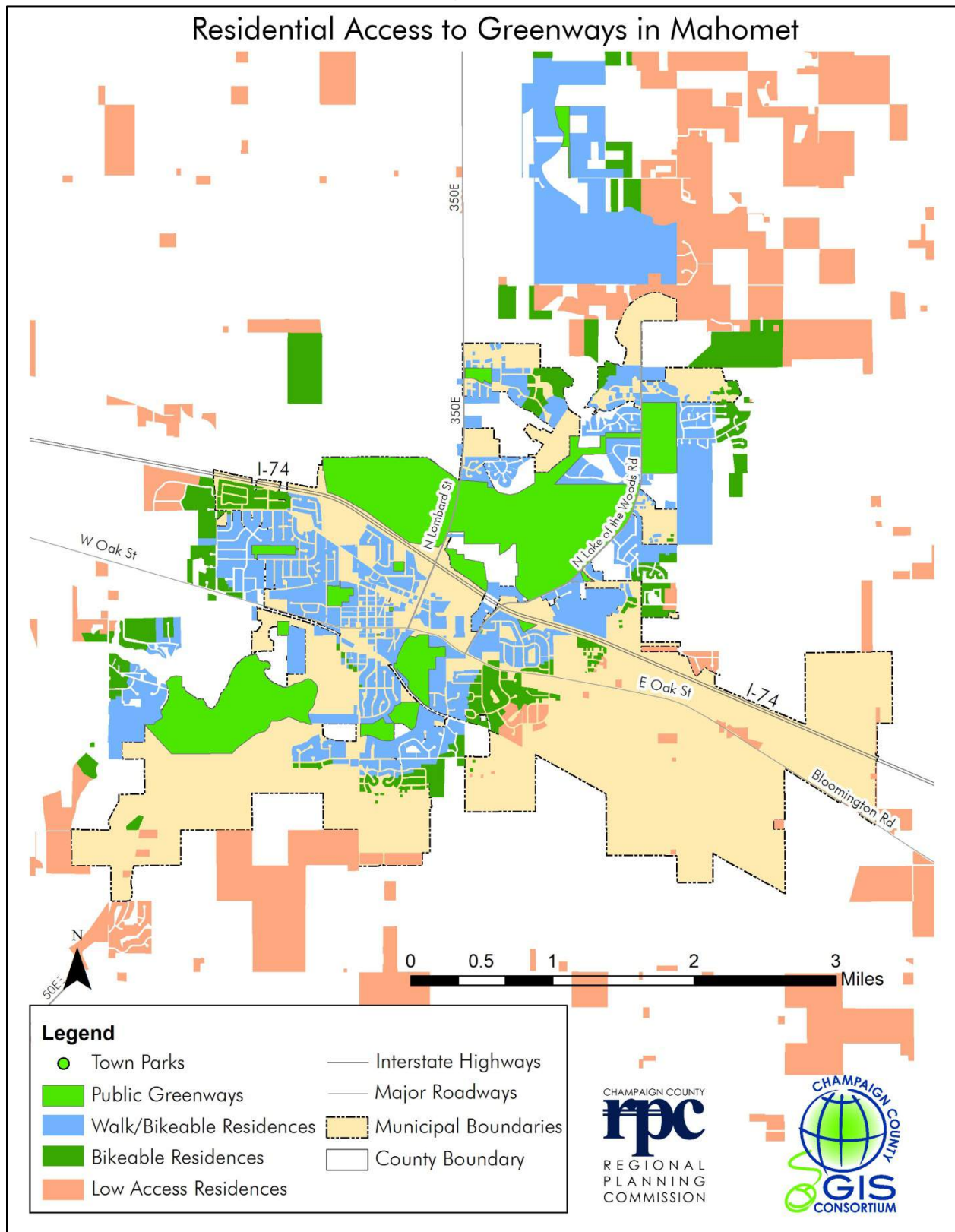
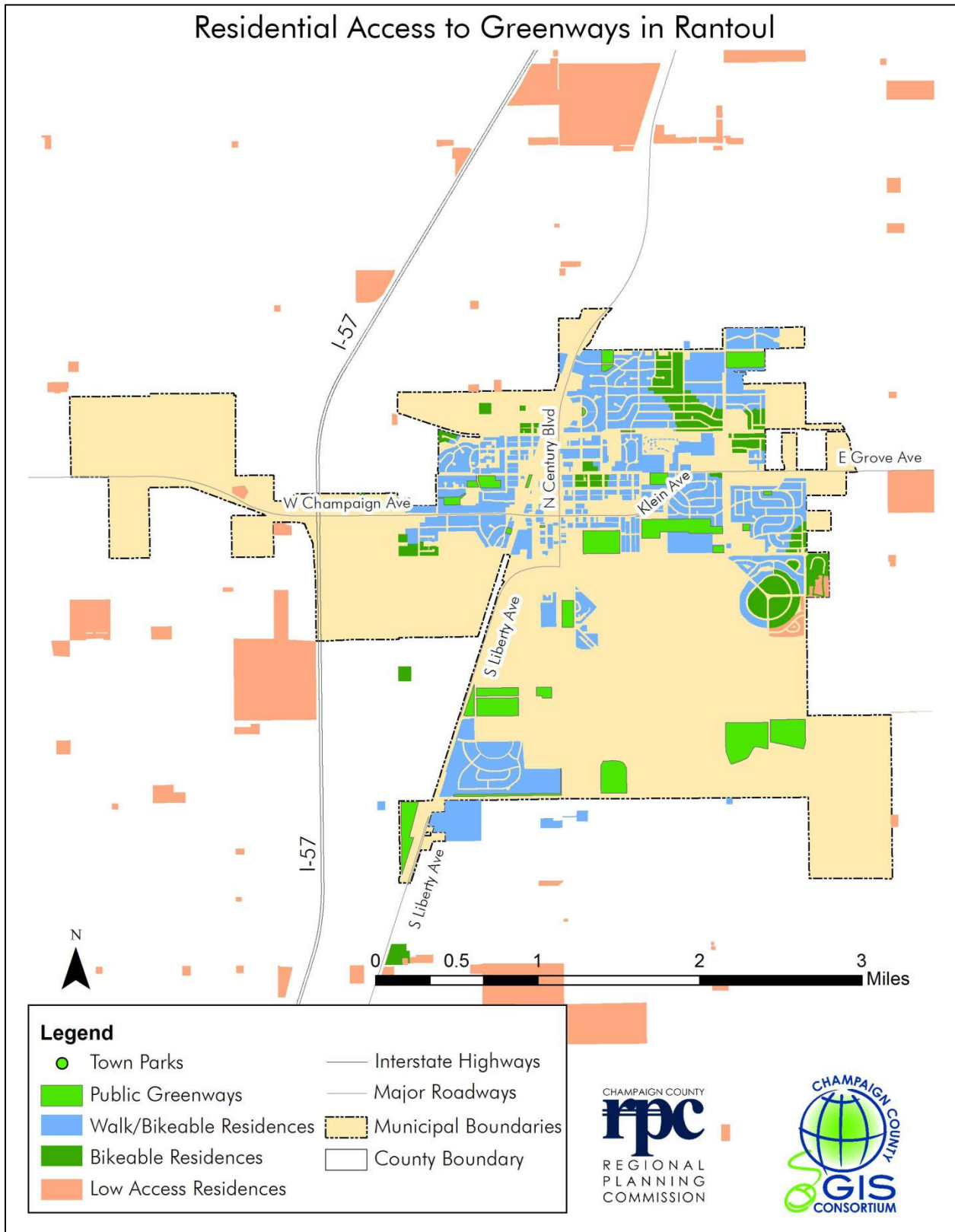


Figure 19

# Residential Access to Greenways in Rantoul



## APPENDIX

### Trails Connectivity Analysis Methodology

The following layers were used for this portion of the needs assessment:

- Municipal boundaries
  - Champaign County streets
  - Champaign County trails
  - Champaign County 2010 Census block groups
1. Use the Feature Vertices to Points tool with the Champaign County trails layer as the Input Feature and name the Output Feature Class "Trails\_Dangle\_Points." Select the Point Type as "Dangle" and run the tool.
    - a. This will give you the entrances and exits for each trail segment.
    - b. Some of the dangle points may need to be edited if trail segments are drawn with breaks in a contiguous trail.
  2. Use the Intersect tool to find the areas where the Champaign County streets and Champaign County trails layers intersect each other. Set both layers as Input Features in the tool, name the Output Feature Class "StreetTrails\_Intersect," make sure the JoinAttributes is on "All," and set the Output Type as "points."
    - a. This output will provide the intersection points between the trail system and the street network. These points are crucial for providing connectivity to the greenways and trails system.
    - b. Some of the points will need to be edited, particularly on round line segments where the tool will insert too many intersection points.
  3. Now that you have all the connectivity points for the trails layer (street/trails intersects & dangle points) you will need to spatially join this information to the layer for the 2010 Census block groups. In the Spatial Join tool, set the 2010 Census blocks groups as the target layer, the StreetTrails\_Intersect layer as the Join Features, and name the Output Feature Class "Spatial Join w/o Dangle Pts." Make sure the Join Operation setting is on "JOIN\_ONE\_TO\_ONE."
  4. Repeat this step with the output feature class as the Target Feature and the Trails\_Dangle\_Points layer as the Join Feature. Name the output feature "Trails with Connectivity Points."
  5. Open the attribute table of the Trails with Connectivity Points layer and create a new field named "TOT\_CONN\_PTS." Use the field calculator to create an equation that adds the two Join\_Count fields.
  6. Create another field called AREA\_SQMI, and use the Calculate Geometry function to calculate the area in square miles of each block group.
  7. Finally, create another field called PTS\_PER\_SQMI and use the field calculator to create the equation  $TOT\_CONN\_PTS/AREA\_SQMI$ .
    - a. This will give you the connectivity points per square mile for each Census block group.

**Active Choices: Champaign County Greenways & Trails Plan  
Needs Assessment 2012**

8. Some of the block groups in the county are within a close distance to connectivity points in other block groups, particularly for those block groups that have trails along their borders. To account for this, select the block groups with zero connection points and create a layer from this selection.
9. Use the Select by Location function to select features from StreetTrails\_Intersect and Trails\_Dangle\_Points layers based on the block group selection layer as the Source layer. Set the Spatial selection method as "Target layer(s) features are within a distance of the Source layer feature," check the "Apply a search distance" box, and set the distance as 50 feet.
  - a. This output shows you the connection points on the fringe of block groups without any points, which should not be overlooked in the connectivity process.
10. Update the TOT\_CONN\_PTS column for each block group that has adjacent points and use the field calculator again to calculate the TOT\_CONN\_PTS/AREA\_SQMI.
11. Symbolize your results according to INT\_PER\_SQMI with these breaks:
  - i. 0 – Low Connectivity
  - ii. 1-50 – Medium Connectivity
  - iii. 51-256 – High Connectivity

### **Greenways Connectivity Analysis Methodology**

The following layers were used for this portion of the needs assessment:

- The results of the Trails Connectivity Analysis
  - Champaign County Public Greenways
    - o Greenways & Trails Public Parks
    - o Champaign County Forest Preserves
  - Champaign County Town Parks
1. Begin the analysis with the results of the Trails Connectivity Analysis.
  2. Open the attribute table of the Connectivity Index layer and select the rows with "0" under the "PTS\_PER\_SQMI" column.
  3. Create a layer from this selection and label it "Low Connectivity BG"
  4. Use the Select by Location feature to select features the Public Greenways and Town Parks layers within the Low Connectivity BG source layer. Be sure to set the Spatial Selection Method to "Target layer(s) are within the Source layer feature."
    - a. This will provide you with all the greenways that have low access through the trails system.
  5. Create selections from the Champaign County Public Greenways and Town Park layers and label them "Low Connectivity Greenways" and "Low Connectivity Town Parks."
  6. Open the attribute table of the Connectivity Index layer and select the rows within the "PTS\_PER\_SQMI" column that are greater than 0 and less than or equal to 50.
  7. Create a layer from this selection and label it "Medium Connectivity."
  8. Repeat Step 4 with the Medium Connectivity layer.

**Active Choices: Champaign County Greenways & Trails Plan  
Needs Assessment 2012**

- a. This will provide you with all the greenways that have medium access through the trails system.
9. Create selections from the Champaign County Public Greenways and Town Park layers and label them "Medium Connectivity Greenways" and "Medium Connectivity Town Parks."
10. Open the attribute table of the Connectivity Index layer and select the rows within the "PTS\_PER\_SQMI" column that are greater than 50 and less than or equal to 256.
11. Create a layer from this selection and label it "High Connectivity."
12. Repeat Step 4 with the High Connectivity layer.
13. Create selections from the Champaign County Public Greenways and Town Park layers and label them "High Connectivity Greenways" and "High Connectivity Town Parks."
14. Symbolize the layers to show the various block groups and greenways according to their access type: low connectivity, medium connectivity, and high connectivity.
  - a. This will tell you which greenways are most connected to the street system and trails infrastructure.

### Trails Accessibility Analysis Methodology

The following layers were used for this portion of the needs assessment:

- Municipal boundaries
  - Champaign County streets
  - Champaign County trails
  - Champaign County housing by tax parcel
1. The Champaign County tax parcels layer includes the following household (HH) data:
    - a. 1100 Single Family Rental Dwelling (includes vacant lots); 1 HH
    - b. 1150 Owner/Occupied Single Family Dwelling; 1 HH
    - c. 1200 Duplex Rental Dwelling; 2 HH
    - d. 1250 Owner/Occupied Duplex Dwelling (Owner resides in 1/2); 2 HH
    - e. 1300/1350 Apartment – 3 to 7 Dwelling Units; 5 HH
    - f. 1400/1450 Apartment – 8 or more Dwelling Units; 8 HH
    - g. 1500/1600 Group home – Fraternity – Sorority; Individually counted
    - h. 1700/1750 Mobile Home Park; Individually counted
    - i. 1800 Condominium Rental Dwelling; Individually counted
    - j. 1850 Owner/Occupied Condominium Dwelling; Individually counted
    - k. 3000/3050 Owner/Occupied Commercial Use (Containing a Dwelling); Individually counted
    - l. 6000/6005 Properties Exempt from Taxation; Individually counted; 1 HH
    - m. 8150 Agricultural Use With Owner/Occupied Dwelling (10 Acres or Greater); 1 HH
  2. Open the Champaign County trails layer and select the path types that allow walking:
    - a. 1. Shared-Use Path (sidepath);
    - b. 2. Divided Shared-Use Path;

**Active Choices: Champaign County Greenways & Trails Plan  
Needs Assessment 2012**

- c. 3. Shared-Use Path (off-street); and
  - d. 7. Walking Path.
3. Create a new layer from this selection called "Pedestrian Paths."
4. Use the Select by Location function with the Selection method as "select features from," the Target layer as "Champaign County housing by tax parcels," the source layer as "Pedestrian Paths," and use the Spatial selection method of "Target layer features are within a distance of source layer." Set the search distance to 0.25 miles.
  - a. The output of this will give you the residential tax parcels that are within a walking distance (0.25 mi) of trails infrastructure.
5. Create a new layer from this selection called "Walkable HH." Use the summary statistics on the "units" column in the attribute table to find out how many households are walkable in the County.
6. Repeat Step 2 for biking paths and use the following path types:
  - a. 1. Shared-Use Path (sidepath);
  - b. 2. Divided Shared-Use Path;
  - c. 3. Shared-Use Path (off-street);
  - d. 4. Bike Path
  - e. 5. UIUC Bike Path
  - f. 6. Bike Lanes (on-street)
  - g. 8. Shared Lane Markings (sharrows)
7. Repeat Step 3 and label the selection "Bicycle Paths."
8. Repeat Step 4 and use a 0.5 mile buffer for the search distance.
9. Repeat Step 5 and call the layer "Bikeable HH." Use the summary statistics on the "units" column in the attribute table to find out how many households are bikeable in the County.
10. The total households with access to walking and biking paths in Champaign County are listed below:
  - a. Total Households – 86,246
  - b. Walking paths – 38,515 households or 45% of the total
  - c. Biking paths – 59,304 households or 69% of the total
11. These layers can be used to isolate the total, walkable and bikeable households for each municipal area within Champaign County.

### **Greenways Accessibility Analysis Methodology**

Begin with the following layers:

- Municipal Boundaries
- Champaign County Greenways
- Champaign County Forest Preserve Boundaries
- Champaign County Town Parks
- Champaign County Residential Parcels

**Active Choices: Champaign County Greenways & Trails Plan  
Needs Assessment 2012**

1. Open the attribute table for the Champaign County greenways layer and select all the rows with a "1" in the column labeled "Type." Create a layer from this selection and title it "Public Greenways no FP." This will give you all the public greenways in Champaign County, not including the Champaign County Forest Preserves.
2. Use the Merge tool to combine the "Public Greenways no FP" layer with the Forest Preserve boundaries, and title the output "Public Greenways."
3. Use the Buffer (Analysis) tool to create a ¼ mile buffer around the Public Greenways layer. Be sure to set the Dissolve Type to "All," and label the Output Feature Class as "Public\_GW\_QtrMiBuff."
4. Repeat Step 3 with the Champaign County Town Parks layer and label the Output Feature Class as "TP\_QtrMiBuff."
5. Next, repeat Steps 3 & 4 for the respective layers, but this time with a ½ mile buffer and label the outputs "Public\_GW\_HalfMiBuff" and "TP\_HalfMiBuff."
6. Use the Merge tool to combine the ¼ mile buffers and the ½ mile buffers of the Champaign County Greenways and Town Parks layers and label them "TP\_GWQtrMiBuff\_Merge" and "TP\_GWHalfMiBuff\_Merge."
  - a. This will give you a complete ¼ mile buffer and ½ mile buffer for all Champaign County greenways.
7. Use the Select by Location function with the merged ¼ mile buffer to select features from the Residential Parcels layer. Set the Spatial Selection Method as "Target layer(s) features intersect the Source layer feature."
8. Create a layer from the selected features and label it "Walkable Parcels."
9. Use the Select by Location function with the merged ½ mile buffer to select features from the Residential Parcels layer. Set the spatial selection method as "Target layer(s) features intersect the Source layer feature."
10. Create a layer from the selected features and label it "Bikeable Parcels."
11. Use the summary statistics on the "units" column in the attribute table of the Walkable Parcels and Bikeable Parcels layers to find out how many households have these types of access in the County.
12. The total households with access to greenways in Champaign County are listed below:
  - a. Total Households – 86,246
  - b. Walkable – 31,867 households or 37% of the County
  - c. Bikeable – 76,144 households or 88% of the County
13. These layers can be used to isolate the total, walkable and bikeable households for each municipal area within Champaign County as well.



## **Appendix 4:**

### **2004 Greenways & Trails Plan**

### **Goals & Objectives Status Report**

Goal	Objective	Strategy	Responsibility	Status	Further Information
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,	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.	A. Identify "missing links" in the overall system.	GT member agencies, private parties, developers	In progress	A total of 86 projects totaling more than 160 miles were identified to contribute to the greenways and trails system. Since 2004, nearly 40 miles of pathways have been built in the County, an increase of 90% in 8 years.
		B. As a committee, identify funding sources for priority projects.	GT member agencies, private parties, developers	Met	<a href="#">47 funding sources totaling more than \$8 million are identified in the updated Greenways &amp; Trails Funding Sources List</a>
		C. Prioritize those projects that are likely to be funded.	GT member agencies, private parties, developers	Met	<a href="#">14 high, 48 medium, and 24 low priority projects have been identified for construction in the County in the next ten years according to the Greenways &amp; Trails Plan, amended 12/2011</a>
	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.	A. Perform a level of service analysis on parks and open spaces as per NRPA guidelines to determine the local supply and demand of such spaces.	GT member agencies, private parties, developers	Unmet	A survey of park and open space supply and demand was performed during the previous <i>GT Plan</i> process, but no NRPA Level of Service Analysis has been performed since. However, the Champaign Park District has input data to NRPA's Park and Recreation Operating Ratio and Geographic Information System (PRORAGIS) inventory.
		B. As a committee, identify funding sources for priority projects.	GT member agencies, private parties, developers	Met	<a href="#">47 funding sources totaling more than \$8 million are identified in the updated Greenways &amp; Trails Funding Sources List</a>
	3. Increase the number and types of recreational facilities in Champaign County.	A. Based on public perception and need, identify types of recreational facilities that are currently not available and for which there is a market in our communities.	GT member agencies	Met	In January 2003, a 29-question survey was distributed to a random sample of 3000 County residents concerning recreation facilities amongst other outdoor recreation topics.
		B. Actively support community efforts to bring recreational trails and facilities to our area.	GT member agencies	Met/In progress	Since 2004, nearly 40 miles of pathways have been built in the County, which includes sites like the Boneyard Greenway, Mable Thomas Memorial Playground and Sangamon River Forest Preserve.
	4. Increase the number of connection points between travel modes in order to complete missing links in the trails system.	A. Install bike racks at transit shelters.	GT member agencies, developers	In progress	CCRPC is doing an inventory of existing transit facilities as part of the <i>Transit Facility Guidelines</i> . Some transit stops already have adjacent bike racks. There is bike parking at all major transit hubs, including bike lockers at Illinois Terminal.
		B. Identify gaps between trails that can be connected with the implementation of trails, bike lanes or bike routes.	GT member agencies, developers	Met/In progress	Of the 86 projects identified by the amended <i>GT Plan</i> (12/11), 13 connect to greenways and trails within the existing system through proposed trails, bike lanes or bike routes.
		C. Study the feasibility of implementing bicycle routes in Champaign-Urbana.	GT member agencies, developers	Met	Champaign Trails Plan (2011), Champaign Moving Forward (2008), and Urbana Bicycle Master Plan (2008). Five corridor studies between 2006 and 2010 also address bicycle routes in C-U. Urbana has a SRTS grant to install bike routes in 2013.

workplaces, other travel modes, major activity centers, and recreational sites.

5. Enhance the Greenways and Trails system by linking popular activity centers via non-vehicle infrastructure for all Champaign County.	D. Identify "dead end" shared-use paths, bikeways and bike lanes.	GT member agencies, developers	In progress	CCRPC actively maintains the County trail & bikeway inventory, and existing trails have been noted in the Champaign Trails Plan (2011), Champaign Moving Forward (2008), and Urbana Bicycle Master Plan (2008), as well as the Draft UIUC Campus Bike Plan. However, there is not a specific listing of dead-end facilities.
	E. Develop an implementation schedule for creating multi-modal connections	GT member agencies, developers	In progress	<a href="#">Multi-jurisdictional Core Area Mobility Project (CAMP)</a> will improve roadways to support additional transit, bicycle and pedestrian traffic (L RTP).
	A. As a committee and as Greenways & Trails member agencies, identify funding sources for those linkages identified and prioritized in this plan.	GT member agencies, private parties, developers, businesses	In progress	47 funding sources and 86 projects are identified and prioritized by the 2004 GT Plan . Projects like the Boneyard Greenway provide a potential link between downtown Champaign and Campustown (Champaign Trails Plan 2011).
	B. Retrofit transportation corridors with bikeways and multi-use paths, especially in heavy traffic areas.	GT member agencies, private parties, developers, businesses	In progress	Several streets have been retrofitted to include bike lanes in recent years: Washington Street, Philo Road, and Race Street in Urbana; Gregory Drive on the U of I campus; and First Street, Randolph Street, State Street, and Walnut Street in Champaign. There have also been several street reconstruction projects in Champaign, Urbana, and Savoy that have included active transportation facility installation.
	A. Identify connections that are underserved by pedestrian and bicycle paths.	GT member agencies, private parties, developers	In progress	Varying amounts of work have been done on this in the Urbana Bicycle Master Plan, other corridor studies and active transportation plans. The <i>Active Choices Plan</i> Needs Assessment takes this a step further.
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.	B. Prioritize those connections lacking in pedestrian and bicycle facilities	GT member agencies, private parties, developers	In progress	<a href="#">14 high, 48 medium, and 24 low priority projects have been identified for construction in the County in the next ten years according to the amended Greenways &amp; Trails Plan, (12/2011).</a> However, more work could be done when redeveloping the <a href="#">Prioritized Projects List in the current GT Plan.</a>
	C. Identify funding sources for constructing those linkages.	GT member agencies, private parties, developers	In progress	<a href="#">47 funding sources totaling more than \$8 million are identified in the updated GT Funding Sources List.</a> Also see <a href="#">Tables 9.12 - 9.16 of the L RTP.</a>
	A. Monitor the planning process and implementation of transportation projects to ensure bicycle and pedestrian friendliness.	GT member agencies	Met	Monitored by CUUATS in coordination with GT member agencies. These considerations must be met as part of the L RTP planning process.
	B. Improve existing bicycle and pedestrian facilities, especially in the University District	GT member agencies	In progress	Monitored by CUUATS in coordination with CATS member agencies. These considerations must be met as part of the L RTP planning process and Complete Street ordinances.
7. Increase pedestrian safety by continuing to maintain and augment street light systems in all areas with bicycle and pedestrian facilities as per municipal code.	C. Create a database of known modal conflicts	GT member agencies	Met	<a href="#">Monitored by CUUATS through Selected Crash Intersection Locations (SCIL) Reports.</a>
		Municipalities	In progress	Numerous projects for the maintenance and installation of street lights near roadways and sidewalks in Urbana, Champaign and UIUC are detailed in CIPs for each jurisdiction, as well as the TIP.

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

3. Increase user-friendliness of the trails system by standardizing trail design.	A. Research and create design guidelines for the Champaign County Greenways & Trails system.	GT member agencies, developers	Met	<a href="#">Champaign County Greenways &amp; Trails Design Guidelines, Logos and Signage.</a>
	B. Implement design guidelines in all new trail development.	GT member agencies, developers	In progress	New trails have been built at the recommended width of 8' or wider.
	A. Support the study and implementation of Traditional Neighborhood Development practices, which foster walking and alternative transportation modes over the personal vehicle.	GT member agencies, developers	Met	Five corridor studies performed in the County between 2006 and 2010 studied and supported pedestrian and bicycle paths. Complete Streets ordinances in C-U encourage the consideration of pedestrian and bicycle infrastructure in new transportation construction.
4. Design urban areas for walkability and other non-vehicular travel.	B. For all new commercial establishments, require pedestrian and bicycle connections to adjacent establishments, public streets and planned bicycle and pedestrian facilities.	GT member agencies, developers	In progress	A consideration as part of the Urbana Bicycle Master Plan and Complete Streets Policy. In Champaign, new and retrofit transportation projects must accommodate pedestrians and bicyclists according to Complete Streets policy.
	C. Retrofit existing infrastructure for bicycles and pedestrians.	GT member agencies, developers	In progress	Several streets have been retrofitted to include bike lanes in recent years: Washington Street, Philo Road, and Race Street in Urbana; Gregory Drive on the U of I campus; and First Street, Randolph Street, State Street, and Walnut Street in Champaign. There have also been several street reconstruction projects in Champaign, Urbana, and Savoy that have included active transportation facility installation.
	A. Support the study and implementation of traffic calming devices where warranted	Municipalities, neighborhood/homeowner organizations, developers	In progress	This has been done in CCRPC's corridor studies, but studies for broader areas could be done.
5. Increase pedestrian safety by minimizing cut-through motorized vehicular traffic in residential areas.	B. In new residential developments, require street layouts and traffic controls that discourage speeding and high through-traffic volumes (i.e. design streets to calm traffic).	Municipalities, neighborhood/homeowner organizations, developers	In progress	This has been done in CCRPC's corridor studies and local Complete Street policies, but implementation should continue to be monitored.
	A. Create a standardized crosswalk marking system throughout Champaign-Urbana and the University District	Municipalities	In progress	<a href="#">Done in the University District with the Crosswalk Guidelines book updated by CUUATS in association with CAT's member agencies. (This has not been done for the rest of C-U.)</a>
	B. Standardize installation locations of accessible pedestrian signage, pedestrian push buttons, and related signage.	Municipalities	In progress	Guidelines for pedestrian signage are included in the <i>University District Crosswalk Markings and Signage</i> , 2011 and the <i>Greenways &amp; Trails Design Guidelines, Logos and Signage</i> documents. The <i>SRTS Report</i> (2nd Ed.) summarizes info about where pedestrian signals are needed. The <i>CUUATS Accessible Pedestrian Signals (APS) Design Standards</i> is another resource. Also, Phase 1 of the Urbana Signage & Wayfinding Plan is nearly complete.
7. Improve pedestrian and bicycle related signage adjacent to bikeways, paths and trails	C. Adopt policies that require "no right turn on red" for high pedestrian and bicycle traffic areas.	Municipalities	In progress	Each municipality will individually decide on the implementation of this strategy.
	A. Design and install standardized signage for all greenways and trails facilities in Champaign County.	GT member agencies	In progress	Refer to <i>Champaign County Greenways &amp; Trails Design Guidelines, Logos and Signage</i> ; not yet installed.

		<b>B. Provide trail and path information such as display maps, trail distance, park amenities, etc.</b>	GT member agencies	In progress	Refer to <i>Champaign County Greenways &amp; Trails Design Guidelines, Logos and Signage</i> : not yet installed.
	8. Ensure through construction of the system that all types of bicycles and all types of travelers are considered.		GT member agencies, developers	In progress	Five corridor studies performed in the County between 2006 and 2010 studied and supported pedestrian and bicycle paths. Local Complete Streets ordinances encourage the consideration of pedestrian and bicycle infrastructure in new transportation construction, and Urbana's ordinance requires this. Urbana is following its <i>Bicycle Master Plan</i> in all road projects by installing bike facilities when they are called for, and also installs pedestrian facilities.
	1. Create more trail and bikeway termini in densely populated areas.		GT member agencies	In progress	<a href="#">14 high, 48 medium, and 24 low priority projects have been identified for construction in the County in the next ten years according to the amended <i>Greenways &amp; Trails Plan (12/2011)</i>. (More analysis should be done, though.)</a>
			GT member agencies	In progress	<a href="#">47 funding sources totaling more than \$8 million are identified in the updated <i>Greenways &amp; Trails Funding Sources List</i></a>
			GT member agencies	In progress	Nearly 40 miles of bicycle and pedestrian paths have been constructed since 2004.
			GT member agencies	In progress	27.07 miles of bicycle lanes and paths were constructed in the C-U-S area from 2004-2012.
	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.		GT member agencies	In progress	Champaign's and Urbana's respective Complete Streets policies will ensure that pedestrians are considered during road construction and repair. The five-year updates of the LRTP will encourage pedestrian facilities near new road construction where feasible. The five corridor studies also address this issue.
			GT member agencies	Unmet	Although design standards are detailed in the <i>GT Design Guidelines, Logos and Signage</i> document, there are no criteria directly connecting GT projects to environmental impacts.
			GT member agencies	Unmet	Since a document with general guidelines for environmentally sound planning and construction does not exist, this is currently a variable across jurisdictions.
			GT member agencies, environmental groups, private parties	In progress	CCFPD acquired the 160-acre Sangamon River Forest Preserve in 2008 with oak savannah, floodplain forest, and wetlands. Urbana has received national recognition by being named a Tree City USA by the National Arbor Day Foundation every year since 1976. Urbana is currently creating a Climate Action Plan.
			GT member agencies, environmental groups, private parties	In progress	CCFPD acquired the 160-acre Sangamon River Forest Preserve in 2008 with oak savannah, floodplain forest, and wetlands.
3: All residents will be provided with a greenways and trails system that emphasizes efficiency, mobility, & convenience.					
4: The development and operation of greenways and trails will preserve and enhance the natural environment.	1. Require an "environmental friendliness" evaluation of all greenways and trails projects.		GT member agencies	Unmet	A. Create a set of criteria that can be applied to all projects in the Greenways & Trails Plan based on best planning practices.
	2. GT member agencies will support other agencies' efforts toward maintaining and improving the environment in Champaign County.		GT member agencies	Unmet	B. Improve upon any negative impacts found during evaluation through design changes, geographic location, or other options.
			GT member agencies, environmental groups, private parties	In progress	A. Support tree planting, prairie preservation and wildlife habitat conservation programs that follow acceptable management practices.
			GT member agencies, environmental groups, private parties	In progress	B. Consider habitat-fostering measures in the construction of open space facilities.

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.	3. Increase the number of connections between natural features such as bodies of water, wooded areas, and open spaces.	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.	GT member agencies, developers, private parties	In progress	CCFPD acquired the 160-acre Sangamon River Forest Preserve in 2008 with oak savannah, floodplain forest, and wetlands. Approximately 5,085 acres of Champaign County are designated as parks, 4.7% of the non-agricultural land area with an average of 25 acres / 1,000 people.
		B. Determine what linkages can be made to those areas from the existing greenways and trails system and identify priority connections to them.	GT member agencies, developers, private parties	In progress	Of the 86 projects identified by the amended <i>GT Plan</i> (12/11), 13 connect to greenways and trails within the existing system through proposed trails, bike lanes or bike routes.
	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.	A. Support the provision of public environmental classes that target all residents, but especially children.	GT member agencies	In progress	The CCFPD, Champaign Park District and Urbana Park District all sponsor educational activities and classes throughout the year. There are six educational/activity centers, eight gardens and one museum for educational purposes throughout the greenways and parks in Champaign County.
		B. Provide facilities that promote cleanliness in greenways and trails areas such as trash bins, restrooms, hand-washing stations, etc.	GT member agencies	Unmet	According to current measurements, 24% of member agency greenways have at least one of these features, but this could be increased.
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.	1. Consider and rank all projects in order to improve the system in a logical, cost-effective manner.	A. Utilize the Project Prioritization Checklist established during the greenways and trails planning process to prioritize implementation and fundraising efforts by member agencies.	GT member agencies	In progress	a. The City of Champaign developed a Trails Plan in 2011. The plan outlines several greenways, railtrails, and multi-use trails that are ranked high, medium or low which are included in the project prioritization checklist. The City of Champaign also lists partners to aid the completion of the projects such as Champaign Park District, CCFPD, CCDC, and CUMTD. b. The Village of Mahomet has made an effort to complete projects mentioned in the 2004 GT plan. The Barber Park Project was ranked high in priority and the 2004 plan mentioned it was underway.
		B. Combine projects that can be geographically linked for implementation.	GT member agencies	In progress	The construction of the Curtis Road sidepath in Champaign and Savoy is an example of meeting this goal. The Urbana Bicycle Master Plan and Champaign Moving Forward also recommended the same bikeway connections between the cities.
	2. Create model ordinance provisions to require paths/open spaces in new developments that connect these new additions to other parts of Champaign County.		GT member agencies	Unmet	The City of Champaign has an annexation ordinance regarding construction of the Pipeline Trail when adjacent land is developed, but there is currently no model ordinance for all GT member agencies.
	3. Develop a coordinated greenways review process for all major new developments.		GT member agencies	Unmet	No such mechanism is in place.
	4. Improve information sharing and transparency between Greenways & Trails member agencies about possible projects that could benefit from having bicycle, pedestrian, and/or greenways features.		GT member agencies	In progress	Member agencies have been transparent with project information at GT meetings, CUUATS meetings, and CATS meetings.

6: Greenways and Trails member agencies will provide educational materials and information about the countywide greenways and trails system to all interested persons.	5. Promote the connection of Champaign County with the central Illinois region, contributing to a future statewide system of greenways and trails	A. Pursue connections along abandoned railroad rights of way which offer significant rail-to-trail possibilities	GT member agencies	In progress	Currently two Rails-to-Trails projects are underway in Champaign County: the 33-mile Heartland Pathways and the 25-mile Conrail corridor.
		B. Coordinate with neighboring jurisdictions to acquire and develop abandoned railroad rights of way.	GT member agencies	In progress	The two projects listed above extend from Seymour into Piatt County and from Urbana to Danville (in Vermillion County) respectively. There is cross-county and cross-government coordination to secure rights of way for the trails.
	1. To market Greenways and Trails in Champaign County as a full and integrated system that draws regional attention.	A. Promote the implementation of a marketable bike path system for the twin cities, Savoy, and the University district.	GT member agencies, Chamber of Commerce, Convention and Visitors Bureau	In progress	Champaign's and Urbana's respective Complete Streets policies are a step towards a marketable bike path system for the Champaign-Urbana urbanized area. Additionally, the U of I, Urbana, and Champaign worked together on the Campus Bike Plan to ensure that each agency's proposed network meshed, and once the plan is complete, these entities will have a unified proposed bicycle path system. However, all member agencies should include greenways and trails in their promotional and communication materials.
		B. Market the system with standardized signage, inclusion in visitor guides, web presence, and other educational materials.	GT member agencies, Chamber of Commerce, Convention and Visitors Bureau	In progress	Standardized signage is detailed in the <i>GT Design Guidelines, Logos and Signage</i> document, but no signs have been installed. CCRPC maintains the GT website, and updates and distributes the GT Map with education information, but Web presence and educational materials can always be further enhanced.
			GT member agencies	Unmet	
		A. Keep abreast of upcoming transportation projects and how they could contribute to the greenways and trails system.	GT member agencies	In progress	Member agencies present project information at GT meetings, CUUATS meetings, and CATS meetings.
	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.	B. Advocate for the inclusion of greenways and trails in new road projects and roadway repairs.	GT member agencies	In progress	Champaign's and Urbana's respective Complete Streets policies will ensure that pedestrians are considered during road construction and repair. The five-year updates of the LRTP will encourage pedestrian facilities near new road construction where feasible.
		C. Apply for funding to enhance road repair and construction aside from allocations from local agencies.	GT member agencies	Met	The City of Champaign, City of Urbana, Village of Savoy, Village of Mahomet, Champaign County, and the Champaign County Forest Preserve District have applied for numerous HSIP, ITEP and SRTS grants, and many have been awarded.



## **Appendix 5:**

### **Public Meeting #2 Results**



## *Public Meeting #2 Votes, Comments & Outreach*

### **Active Choices: Greenways & Trails Plan Update Results of Public Meeting #2: Spring 2013**

*Pages 1-20* compiles all comments received between April 23<sup>rd</sup> and May 10<sup>th</sup>, 2013 via comment cards and emails from people who were not able to attend the workshops. *Pages 21-28* compiles all the public outreach methods and advertisements for the Spring 2013 comment period.

#### **Participation**

37 people participated in the Active Choices second public meeting comment period:

- 26 at Illinois Terminal on April 23<sup>rd</sup>
- 11 via email or mail from April 24<sup>th</sup> to May 10<sup>th</sup>

#### **Desired Trails & Bikeways**

Participants were given three votes for proposed trails and bikeways in each of the following areas:

- Champaign
- Urbana
- Savoy
- Mahomet
- Champaign County

Votes were translated to the following scores:

Vote	Score
1	3
2	2
3	1
Additional votes	1

The results are tabulated below.



*Public Meeting #2 Votes, Comments & Outreach*

Top 5 Desired Trails/Bikeways from All Areas						
Rank	Street/Path	From	To	Treatment(s)	Score	Area
1	Railroad Path	Smith Rd.	High Cross Rd.	Shared-Use Path	34	Urbana
2	Kickapoo Rail-Trail	High Cross Rd., Urbana	Ogden (village)	Shared-Use Path	32	County
3	Wabash Rail-Trail	Barker Rd.	Mattis Ave.	Shared-Use Path	28	County
4	Railroad Path	Wright St.	Lincoln Ave.	Shared-Use Path	25	Urbana
5	Railroad Path	Lincoln Ave.	Smith Rd.	Shared-Use Path	22	Urbana
6	Norfolk Southern Rail-Trail			Shared-Use Path	21	Mahomet
7	Urbana to Homer Lake Path	Cottonwood Rd.	Homer Lake Forest Preserve	Shared-Use Path	19	County
7	Washington Street (Urbana)	High Cross Rd.	Cottonwood Rd.	Bike Lanes	19	County
8	Market Street	Olympian Dr.	Marketview Dr.	Bike Lanes	18	Champaign
8	Wabash Rail-Trail	Mattis Ave.	Wright St.	Shared-Use Path	18	Champaign
9	Market Street	Marketview Dr.	Washington St.	Bike Lanes	15	Champaign
10	Kickapoo Rail-Trail	Ogden (village)	Kickapoo State Park	Shared-Use Path	14	County
10	Upper Embarras River Trail			Shared-Use Path	14	County
10	Main Street	Coler Ave.	Goodwin Ave.	Bike Route	14	Urbana
10	Main Street Path	Goodwin Ave.	Wright St.	Shared-Use Path	14	Urbana
11	US 45 East Sidepath	Perkins Rd.	O'Brien Dr.	Shared-Use Path	13	Urbana
12	Market Street	Ford Harris Rd.	Olympian Dr.	Bike Lanes	12	Champaign
12	US 150 Path	Champaign	Mahomet	Shared-Use Path	12	Champaign, County, Mahomet
12	First Street Trail	Windsor Rd.	Curtis Rd.	Shared-Use Path	12	County
12	First Street Trail	Curtis Rd.	Church St.	Shared-Use Path	12	Savoy
13	White Street	Wright St.	Second St.	Bike Lanes	11	Champaign
14	City of New Orleans Rail-Trail			Shared-Use Path	10	Savoy
15	River Bend Forest Preserve paths			Shared-Use Path	9	Mahomet
15	First Street Trail	Church St.	Airport Rd.	Shared-Use Path	9	Savoy
15	Prospect Avenue Path Extension			Shared-Use Path	9	Savoy
16	Barber Park Path			Shared-Use Path	8	Mahomet
16	IL 47 Path	Franklin St.	North City Limits	Shared-Use Path	8	Mahomet



Public Meeting #2 Votes, Comments & Outreach

**Top 5 Desired Trails/Bikeways from All Areas (cont.)**

Rank	Street/Path	From	To	Treatment(s)	Score	Area
16	Lake of the Woods Road	Windwood Ln.	Lake of the Woods Path (west)	Shared-Use Path	8	Mahomet
17	Boneyard Trail	Clark St.	Washington St.	Shared-Use Path	7	Champaign
17	Church Street	Mattis Ave.	Elm St.	Bike Lanes	7	Champaign
18	Lake of the Woods Road	Lake of the Woods Path (east)	Fogel Rd.	Shared-Use Path	6	Mahomet
19	Prairie Fields Trail	Curtis Rd.	Colbert Park	Shared-Use Path	4	Savoy
20	Champaign-Savoy Border Trail			Shared-Use Path	3	Savoy
20	Curtis Road Path			Shared-Use Path	3	Savoy

Key:

Same path listed in multiple areas

**Champaign Desired Trails/Bikeways**

Rank	Street/Path	From	To	Treatment(s)	Score	Area
1	Market Street	Olympian Dr.	Marketview Dr.	Bike Lanes	18	Champaign
1	Wabash Rail-Trail	Mattis Ave.	Wright St.	Shared-Use Path	18	Champaign
2	Market Street	Marketview Dr.	Washington St.	Bike Lanes	15	Champaign
3	Market Street	Ford Harris Rd.	Olympian Dr.	Bike Lanes	12	Champaign
3	US 150 Path	Champaign	Mahomet	Shared-Use Path	12	Champaign
4	White Street	Wright St.	Second St.	Bike Lanes	11	Champaign
5	Boneyard Trail	Clark St.	Washington St.	Shared-Use Path	7	Champaign
5	Church Street	Mattis Ave.	Elm St.	Bike Lanes	7	Champaign
6	Clark Street	Randolph St.	State St.	Bike Lanes	6	Champaign
6	Clark Street	State St.	Prairie St.	Sharrows	6	Champaign
6	Clark Street	Prairie St.	Russell St.	Bike Route	6	Champaign
6	John Street	Willis Ave.	Russell St.	Sharrows	6	Champaign
6	John Street	Russell St.	Mattis Ave.	Bike Lanes	6	Champaign
6	Russell Street	Clark St.	White St.	Bike Route	6	Champaign
6	University Avenue	Mattis Ave.	State St.	Bike Lanes	6	Champaign
6	White Street	Russell St.	Victor St.	Bike Route	6	Champaign
7	Bradley Avenue	East City Limits	Clayton Blvd.	Bike Lanes	5	Champaign
7	Church Street	State St.	Elm St.	Sharrows	5	Champaign
7	Church Street	Mattis Ave.	Country Fair Dr.	Bike Lanes	5	Champaign
7	First Street	Kirby Ave.	Gerty Dr.	Shared-Use Path	5	Champaign



*Public Meeting #2 Votes, Comments & Outreach*

Champaign Desired Trails/Bikeways (cont.)						
Rank	Street/Path	From	To	Treatment(s)	Score	Area
7	Green Street	State St.	Fourth St.	Bike Lanes	5	Champaign
7	Green Street	Fourth St.	Wright St.	Bike Route	5	Champaign
7	Prospect Avenue	Marketview Dr.	Bloomington Rd.	Bike Lanes	5	Champaign
8	Curtis Road Multi-Use Trail	Duncan Rd.	Kaskaskia River	Shared-Use Path	4	Champaign
8	North Champaign Trail I-74 Bridge			Shared-Use Path	4	Champaign
8	Washington Street	Market St.	First St.	Sharrows	4	Champaign
9	Church Street	Second St.	Wright St.	Bike Route	3	Champaign
9	City of New Orleans Rail-Trail			Shared-Use Path	3	Champaign
9	Duncan-I-57 Trail			Shared-Use Path	3	Champaign
9	First Street	Washington St.	Church St.	Bike Lanes	3	Champaign
9	Greenbelt Connector	Greenbelt Bikeway	O'Malley's Alley Trail Spur	Shared-Use Path	3	Champaign
9	Heritage Park Trail			Shared-Use Path	3	Champaign
9	John Street	Mattis Ave.	Duncan Rd.	Bike Lanes	3	Champaign
9	John Street	Duncan Rd.	Goldenview Dr.	Bike Route	3	Champaign
9	Kenwood Connector	Kirby Ave.	Southwood Dr.	Shared-Use Path	3	Champaign
9	Kenwood Road	John St.	Kirby Ave.	Shared-Use Path	3	Champaign
9	Kirby Avenue Trail	Duncan Rd.	Staley Rd.	Shared-Use Path	3	Champaign
9	Mattis Avenue	Williamsburg Dr.	Anthony Dr.	Bike Lanes	3	Champaign
9	Prospect Avenue	Bradley Ave.	Kirby Ave.	Bike Lanes	3	Champaign
9	University Avenue	Country Fair Dr.	Mattis Ave.	Bike Lanes	3	Champaign
9	White Street	Victor St.	Mattis Ave.	Bike Route	3	Champaign
10	Boneyard Trail	Washington St.	MLK Trail	Shared-Use Path	2	Champaign
10	Bradley Avenue	Clayton Blvd.	Pipeline Trail	Bike Lanes	2	Champaign
10	Carson Avenue	Columbia Ave.	Washington St.	Bike Route	2	Champaign
10	Church Street	First St.	Second St.	Bike Route	2	Champaign
10	Church Street	Neil St.	Randolph St.	Bike Route	2	Champaign
10	Church Street	Randolph St.	State St.	Sharrows	2	Champaign
10	CN Champaign Rail-Trail			Shared-Use Path	2	Champaign
10	Columbia Avenue	Neil St.	Carson Ave.	Bike Route	2	Champaign
10	CPD Bike Route North	Champaign Police Department	First St.	Bike Route	2	Champaign



*Public Meeting #2 Votes, Comments & Outreach*

Champaign Desired Trails/Bikeways (cont.)						
Rank	Street/Path	From	To	Treatment(s)	Score	Area
10	First Street	Washington St.	University Ave.	Bike Lanes	2	Champaign
10	First Street	Gregory Dr.	Kirby Ave.	Bike Lanes	2	Champaign
10	Glenn Park Drive	Miller Ave.	Victor St.	Bike Route	2	Champaign
10	Kirby Avenue Complete Street	Duncan Rd.	Staley Rd.	Bike Lanes	2	Champaign
10	Main Street	Neil St.	Chestnut St.	Bike Route	2	Champaign
10	Main Street Underpass	Chestnut St.	Champaign Police Department	Bike Route	2	Champaign
10	Mattis Avenue	Anthony Dr.	North City Limits	Bike Lanes	2	Champaign
10	McKinley Avenue	Bloomington Rd.	Armory Ave.	Bike Route	2	Champaign
10	Miller Avenue	Washington St.	Glenn Park Dr.	Bike Route	2	Champaign
10	Olympian Drive	Prospect Ave.	East City Limits	Shared-Use Path	2	Champaign
10	Phinney Branch Greenway	Roby Trail	Curtis Rd.	Shared-Use Path	2	Champaign
10	Prospect Avenue	Ford Harris Rd.	Olympian Dr.	Undetermined, Bike Lanes	2	Champaign
10	Prospect Avenue	Bloomington Rd.	Bradley Ave.	Undetermined	2	Champaign
10	Prospect Avenue	Kirby Ave.	Windsor Rd.	Bike Lanes	2	Champaign
10	Washington Street	Carson Ave.	Miller Ave.	Bike Route	2	Champaign
10	West Springfield Avenue Rail-Trail			Shared-Use Path	2	Champaign
10	Windsor Road	First St.	Neil St.	Shared-Use Path	2	Champaign
11	Any routes to major employers of low wage workers				1	Champaign
11	Duncan Road	Windsor Rd.	Curtis Rd.	Bike Lanes, Shared-Use Path	1	Champaign
11	Kaskaskia River Greenway	US 150	Curtis Rd.	Shared-Use Path	1	Champaign
11	Neil Street	Olympian Dr.	Kenyon Rd.	Bike Lanes	1	Champaign
11	Sangamon Drive	Duncan Rd.	Mayfair Rd.	Bike Route	1	Champaign
11	St. Mary's Road	Neil St.	Wright St.	Bike Lanes, Shared-Use Path	1	Champaign
11	To/from Parkland College				1	Champaign
11	University Avenue	State St.	Randolph St.	Bike Lanes	1	Champaign
11	Washington Street	Wright St.	First St.	Bike Route	1	Champaign
11	Washington Street	Market St.	Walnut St.	Sharrows	1	Champaign



*Public Meeting #2 Votes, Comments & Outreach*

Champaign Desired Trails/Bikeways (cont.)						
Rank	Street/Path	From	To	Treatment(s)	Score	Area
11	Windsor Road	Duncan Rd.	Pipeline Trail	Shared-Use Path, Bike Lanes	1	Champaign
11	Wright Street	Armory Ave.	University Ave.	Bike Lanes	1	Champaign
11	Wright Street	University Ave.	Grove St.	Bike Route	1	Champaign

Champaign County Desired Trails/Bikeways						
Rank	Street/Path	From	To	Treatment(s)	Score	Area
1	Kickapoo Rail-Trail	High Cross Rd., Urbana	Ogden (village)	Shared-Use Path	32	County
2	Wabash Rail-Trail	Barker Rd.	Mattis Ave.	Shared-Use Path	28	County
3	Urbana to Homer Lake Path	Cottonwood Rd.	Homer Lake Forest Preserve	Shared-Use Path	19	County
3	Washington Street (Urbana)	High Cross Rd.	Cottonwood Rd.	Bike Lanes	19	County
4	Kickapoo Rail-Trail	Ogden (village)	Kickapoo State Park	Shared-Use Path	14	County
4	Upper Embarras River Trail			Shared-Use Path	14	County
5	First Street Trail	Windsor Rd.	Curtis Rd.	Shared-Use Path	12	County
5	US 150 Path	Champaign	Mahomet	Shared-Use Path	12	County
6	Kickapoo Rail-Trail	Kickapoo State Park	Danville	Shared-Use Path	10	County
7	Homer Lake to Homer Trail	Homer Lake Forest Preserve	Homer (village)	Shared-Use Path	6	County
7	South Farms Path			Shared-Use Path	6	County
7	US 45 Path	Olympian Dr., Urbana	Century Blvd., Rantoul	Shared-Use Path	6	County
8	IL 130 Path	Windsor Rd.	Philo (village)	Shared-Use Path	5	County
9	CR 1100N Stream Trail			Shared-Use Path	4	County
10	US 45 Savoy to Tolono Trail	Savoy	Tolono	Shared-Use Path	3	County
11	Prospect Avenue	Waxwing Rd.	Olympian Dr.	Bike Lanes	2	County
11	Sangamon River Forest Preserve Nature Trails			Nature Trail	2	County
11	South Farms Path Extension			Shared-Use Path	2	County
12	Embarras River Trail South Extension			Shared-Use Path	1	County



*Public Meeting #2 Votes, Comments & Outreach*

Mahomet Desired Trails/Bikeways						
Rank	Street/Path	From	To	Treatment(s)	Score	Area
1	Norfolk Southern Rail-Trail			Shared-Use Path	21	Mahomet
2	US 150 Path	Champaign	Mahomet	Shared-Use Path	12	Mahomet
3	River Bend Forest Preserve paths			Shared-Use Path	9	Mahomet
4	Barber Park Path			Shared-Use Path	8	Mahomet
4	IL 47 Path	Franklin St.	North City Limits	Shared-Use Path	8	Mahomet
4	Lake of the Woods Road	Windwood Ln.	Lake of the Woods Path (west)	Shared-Use Path	8	Mahomet
5	Lake of the Woods Road	Lake of the Woods Path (east)	Fogel Rd.	Shared-Use Path	6	Mahomet
6	Fisher-Mahomet Trail			Shared-Use Path	2	Mahomet
7	Franklin Street			Shared-Use Path	1	Mahomet
7	State Street			Shared-Use Path	1	Mahomet

Savoy Desired Trails/Bikeways						
Rank	Street/Path	From	To	Treatment(s)	Score	Area
1	First Street Trail	Curtis Rd.	Church St.	Shared-Use Path	12	Savoy
2	City of New Orleans Rail-Trail			Shared-Use Path	10	Savoy
3	First Street Trail	Church St.	Airport Rd.	Shared-Use Path	9	Savoy
3	Prospect Avenue Path Extension			Shared-Use Path	9	Savoy
4	Prairie Fields Trail	Curtis Rd.	Colbert Park	Shared-Use Path	4	Savoy
5	Champaign-Savoy Border Trail			Shared-Use Path	3	Savoy
5	Curtis Road Path			Shared-Use Path	3	Savoy
6	Prairie Fields Trail	Colbert Park	Airport Rd.	Shared-Use Path	2	Savoy



*Public Meeting #2 Votes, Comments & Outreach*

Urbana Desired Trails/Bikeways						
Rank	Street/Path	From	To	Treatment(s)	Score	Area
1	Railroad Path	Smith Rd.	High Cross Rd.	Shared-Use Path	34	Urbana
2	Railroad Path	Wright St.	Lincoln Ave.	Shared-Use Path	25	Urbana
3	Railroad Path	Lincoln Ave.	Smith Rd.	Shared-Use Path	22	Urbana
4	Main Street	Coler Ave.	Goodwin Ave.	Bike Route	14	Urbana
4	Main Street Path	Goodwin Ave.	Wright St.	Shared-Use Path	14	Urbana
5	US 45 East Sidepath	Perkins Rd.	O'Brien Dr.	Shared-Use Path	13	Urbana
6	Bradley Avenue	West City Limits	Lincoln Ave.	Bike Lanes	12	Urbana
7	Main Street	Pfeffer Rd.	Scottswood Dr.	Bike Route	11	Urbana
7	Main Street	Scottswood Dr.	Springfield Ave.	Bike Lanes	11	Urbana
7	Main Street	Springfield Ave.	Coler Ave.	Bike Route	11	Urbana
8	Bradley Avenue	Lincoln Ave.	Coler Ave.	Bike Lanes	9	Urbana
8	Florida Avenue	Race St.	Lincoln Ave.	Shared-Use Path	9	Urbana
8	Green Street	Race St.	Wright St.	Bike Lanes	9	Urbana
9	Lincoln Avenue	Olympian Dr.	Bradley Ave.	Shared-Use Path	8	Urbana
9	Vine Street	Main St.	Windsor Rd.	Share the Road	8	Urbana
10	US 45 East Sidepath	O'Brien Dr.	Olympian Dr.	Shared-Use Path	7	Urbana
11	Florida Avenue	Philo Rd.	Vine St.	Bike Lanes	6	Urbana
11	Florida Avenue	Vine St.	Race St.	Bike Lanes	6	Urbana
12	IL 130 Path	University Ave.	Village Inn Pizza	Shared-Use Path	5	Urbana
12	Pomology Path			Shared-Use Path	5	Urbana
13	Florida Avenue	Kinch St.	Philo Rd.	Bike Lanes	4	Urbana
14	Boneyard Creek Path			Shared-Use Path	3	Urbana
14	Colorado Avenue	Philo Rd.	Vine St.	Share the Road	3	Urbana
14	Florida Avenue	High Cross Rd.	Kinch St.	Shared-Use Path	3	Urbana
14	Olympian Drive	West City Limits	Lincoln Ave.	Shared-Use Path	3	Urbana
14	Race Street Sidepath Extension			Shared-Use Path	3	Urbana
14	Washington Street	High Cross Rd.	Philo Rd.	Bike Lanes	3	Urbana
15	Broadway Avenue	Main St.	Country Club Rd.	Bike Lanes, Shared-Use Path	2	Urbana
15	Brownfield Road	Perkins Rd.	Airport Rd.	Share the Road	2	Urbana
15	Country Club Road	Coler Ave.	Cunningham Ave.	Shared-Use Path	2	Urbana
15	Perkins Road	Cunningham Ave.	Brownfield Rd.	Share the Road	2	Urbana
15	Saline Branch Path			Shared-Use Path	2	Urbana



*Public Meeting #2 Votes, Comments & Outreach*

Urbana Desired Trails/Bikeways (cont.)						
Rank	Street/Path	From	To	Treatment(s)	Score	Area
16	Airport Road Extension Sidepath			Shared-Use Path	1	Urbana
16	Curtis Road Sidepath	Race St.	High Cross Rd.	Shared-Use Path	1	Urbana
16	Florida Avenue	Lincoln Ave.	Vine St.	Shared-Use Path, Bike Lanes	1	Urbana

The following routes received votes, despite not currently being recommended in the Active Choices Plan.

New Recommendations				
Street/Path	From	To	Comment	Area
Neil Street	Kirby Ave.	Downtown	Road Diet	Champaign
Washington Street	Neil St.	Walnut St.		Champaign
Market Street	I-57	Ford Harris Rd.	I live in the country - I want to ride into town and not die! Interstates and overpasses from north of town are now major hazardous barriers. We live north of Champaign.	County
Lincoln Avenue	Florida Ave.	University Ave.	Bike lanes	Urbana
Lincoln Avenue	University Ave.	-	Road diet	Urbana
Vine Street	Florida Ave.	Michigan Ave.	Bike Lanes to Urbana Middle School	Urbana
Vine Street	Florida Ave.	Michigan Ave.	Shared-Use Path to Urbana Middle School	Urbana



## Public Meeting #2 Votes, Comments & Outreach

### Comments

The following lists all comments collected by subject, with subject tallies and geographic areas also listed.

### Transportation

Question #1: Rank your top 3 desired trails or bikeways in the following geographic areas.

Key:

Comment listed under multiple subjects

Street/Path	From	To	Comment	Tally/Area
<b>ROUTES</b>				<b>17</b>
Boneyard Trail	Clark St.	Washington St.	Convenient	Champaign
Church Street / Main Street	Wright St.	State St.	Convenient	Champaign
Duncan Road	Windsor Rd.	Curtis Rd.	Growing in importance	Champaign
First Street	University Ave.	Washington St.	Bike lane just stops	Champaign
John Street			I liked the old path circa 1990	Champaign
Wabash Rail-Trail	Mattis Ave.	East City Limits	This would be great!	Champaign
White Street	Wright St.	Second St.	Convenient	Champaign
-	-	-	Love the paths and routes	County
Kickapoo Rail-Trail	Urbana	Danville	This will be so important!	County
Kickapoo Rail-Trail	Urbana	Danville	24.5 mile multi-use trail	County
Urbana to Homer Lake Path	Urbana	Homer Lake Forest Preserve	This would be excellent!	County
Urbana to Homer Lake Path	Urbana	Homer (village)	A natural route!	County
First Street	Windsor Rd.	Church St.	Super important!!!	Savoy
Airport Road Extension Sidepath	-	-	If that could be built despite the road not going through	Urbana
Railroad Path	Wright St.	Lincoln Ave.	This would be great!	Urbana
US 45 East Sidepath	Perkins Rd.	O'Brien Dr.	Urgently needed	Urbana
US 45 East Sidepath	Perkins Rd.	O'Brien Dr.	Needed badly	Urbana
<b>TREATMENT</b>				<b>12</b>
Bradley Avenue	East City Limits	Pipeline Trail	Make bike lanes protected bike lanes	Champaign
Church Street	Elm St.	Country Fair Dr.	Bike Lanes	Champaign
Phinney Branch Greenway	Roby Trail	Curtis Rd.	I like Greenways	Champaign
Prospect Avenue	Bradley Ave.	Kirby Ave.	Road Diet	Champaign
Prospect Avenue	Windsor Rd.	Marketview Dr.	Bike Lanes	Champaign
University Avenue	Randolph St.	Country Fair Dr.	Bike Lanes	Champaign



*Public Meeting #2 Votes, Comments & Outreach*

Street/Path	From	To	Comment	Tally/Area
Sangamon River Forest Preserve Nature Trails	-	-	Walking Trail	County
Bradley Avenue	Lincoln Ave.	West City Limits	Protected bike lanes	Urbana
Florida Avenue	High Cross Rd.	Lincoln Ave.	Bike Lanes	Urbana
Lincoln Avenue	Olympian Dr.	Bradley Ave.	Sidepath	Urbana
Main Street	Pfeffer Rd.	Wright St.	Bike Lanes	Urbana
Railroad Path	High Cross Rd.	Smith Rd.	Bike path	Urbana
<b>CONNECTIVITY</b>				<b>10</b>
White Street / Clark Street	Wright St.	Mattis Ave.	Currently, the connectivity between Urbana and Champaign through the campus area is less than ideal along Main/White/Clark and the few blocks south and north of these roads	Champaign
Windsor Road	First St.	Neil St.	Key for connectivity!!	Champaign
-	-	-	A complete system of bikeways ought to be the goal so folks in the rural areas can safely ride into town	County
-	-	-	Connect the public green spaces.	County
Norfolk Southern Rail-Trail	Mahomet	Champaign	Connecting Mahomet is very good.	County
IL 47 Path	Franklin St.	North City Limits	Connectivity to Lake of the Woods	Mahomet
IL 47 Path	-	-	Connects Lake of the Woods to Downtown!	Mahomet
Main Street	Coler Ave.	Wright St.	Currently, the connectivity between Urbana and Champaign through the campus area is less than ideal along Main/White/Clark and the few blocks south and north of these roads	Urbana
Railroad Path	Smith Rd.	Wright St.	Super connectivity!!	Urbana
Railroad Path	-	-	Although to me it makes more sense to connect Tatman Ct. through to Pfeffer Rd. at least for bikes, if not for cars	Urbana
<b>DESTINATIONS</b>				<b>10</b>
-	-	-	To/from Parkland College	Champaign
Heritage Park Trail	-	-	To Parkland College	Champaign
Mattis Avenue	Williamsburg Dr.	North City Limits	We need the connection to retail. Mattis bisects the community.	Champaign
Prospect Avenue	Bloomington Rd.	Marketview Dr.	We need the connection to retail. Prospect bisects the community.	Champaign



*Public Meeting #2 Votes, Comments & Outreach*

Street/Path	From	To	Comment	Tally/Area
Market Street	I-57	Washington St. (Champaign)	We live north of Champaign	County
Franklin Street	-	-	Good path to Mahomet schools	Mahomet
IL 47 Path			Connects Lake of the Woods to Downtown!	Mahomet
State Street	-	-	Good path to Mahomet schools	Mahomet
First Street Trail	-	-	North to Campus	Savoy
Broadway Avenue	Main St.	Country Club Rd.	Getting kids to Crystal Lake Pool and Busey Woods Nature Center	Urbana
<b>BARRIERS</b>				<b>9</b>
Kirby Avenue Trail	Duncan Rd.	Staley Rd.	And getting across I-57	Champaign
Market Street	Ford Harris Rd.	Washington St.	Interstates and overpasses from north of town are now major hazardous barriers	Champaign
Mattis Avenue	Williamsburg Dr.	Anthony Dr.	Currently no good way to get North of I-74	Champaign
Mattis Avenue	Williamsburg Dr.	North City Limits	We need the connection to retail. Mattis bisects the community.	Champaign
Prospect Avenue	Bloomington Rd.	Marketview Dr.	We need the connection to retail. Prospect bisects the community.	Champaign
St. Mary's Road	Neil St.	Wright St.	Needs Neil St. crossing!	Champaign
Market Street	I-57	Washington St. (Champaign)	I live in the country - I want to ride into town and not die! Interstates and overpasses from north of town are now major hazardous barriers.	County
Prospect Avenue	Waxwing Rd.	Olympian Dr.	I live in the country - I want to ride into town and not die! Interstates and overpasses from north of town are now major hazardous barriers.	County
Lincoln Avenue	Olympian Dr.	Bradley Ave.	Interstates and overpasses north of town are now major hazardous barriers	Urbana
<b>NEUTRAL</b>				<b>4</b>
-	-	-	I don't know the area.	County
-	-	-	I do not know the area well enough to comment	Mahomet
-	-	-	I don't know the area	Mahomet
-	-	-	I do not know the area well enough to comment	Savoy



*Public Meeting #2 Votes, Comments & Outreach*

Street/Path	From	To	Comment	Tally/Area
<b>SAFETY</b>				<b>3</b>
Market Street	I-57	Washington St. (Champaign)	I live in the country - I want to ride into town and not die! Interstates and overpasses from north of town are now major hazardous barriers.	County
Prospect Avenue	Waxwing Rd.	Olympian Dr.	I live in the country - I want to ride into town and not die! Interstates and overpasses from north of town are now major hazardous barriers.	County
Green Street	Wright St.	Race St.	Hazardous now	Urbana
<b>ACCESS</b>				<b>2</b>
-	-	-	A complete system of bikeways ought to be the goal so folks in the rural areas can safely ride into town	County
Kickapoo Rail-Trail	Smith Rd.	East of High Cross Rd.	Multiple trail head in Urbana!	Urbana
<b>CONTINUITY</b>				<b>2</b>
-	-	-	It would be an asset to be able to travel N-S and E-W safely on well maintained roads	Champaign
-	-	-	It would be an asset to be able to travel N-S and E-W safely on well maintained roads	Urbana
<b>MAINTENANCE</b>				<b>2</b>
-	-	-	It would be an asset to be able to travel N-S and E-W safely on well maintained roads	Champaign
-	-	-	It would be an asset to be able to travel N-S and E-W safely on well maintained roads	Urbana
<b>GREENWAYS</b>				<b>1</b>
-	-	-	Connect the public green spaces.	County
<b>USERS</b>				<b>1</b>
Any routes to major employers of low wage workers	-	-	We should not overlook the people and the routes they need	Champaign



*Public Meeting #2 Votes, Comments & Outreach*

Environment

Question #2: Do you have any comments on the proposed environment information presented at this Open House?

<b>SUBJECT/Comment</b>	<b>Tally/Area</b>
<b>POSITIVE</b>	<b>4</b>
Champaign County is going to be a really great community in the years to come because of thoughtful planning!	County
All great info	
Looks good	
Yes - agree	
<b>TREATMENT</b>	<b>3</b>
I prefer bike lanes over paths for commuting purposes. Multi use is more appropriate for accessing streams, creeks. Example, Mahomet --> complete streets/lanes/routes, not just trails!	County, Mahomet
There's a big disconnect between environmental info and route maps. Most of the routes shown on maps are on street or side paths which are neither "greenways" nor trails. I'm thinking specifically of Urbana's network.	County, Urbana
Shared bike and parking lanes don't seem very safe - they would force cyclist to weave in and out of traffic around parked cars	
<b>NEUTRAL</b>	<b>2</b>
Unfortunately, I did not attend the open house	
Was not at open house	
<b>CONNECTIVITY</b>	<b>1</b>
Needs connectivity	



*Public Meeting #2 Votes, Comments & Outreach*

**Additional Comments**

**Question #3:** Please provide us with any additional comments about proposed Champaign County Greenways & Trails conditions that you may have:

<b>SUBJECT/Comment</b>	<b>Tally/Area</b>
<b>TREATMENT</b>	<b>13</b>
Can I put in a general vote for off-street shared use paths, like the ones on Windsor west of Neil? My second choice are on-street bike paths, like the ones on State & Randolph. I travel on all these streets frequently and find them really easy to bike and drive on, with few conflicts. I'm not a big fan of sharrows, since I don't think they do much to reassure the casual bike rider, and I think most drivers don't notice them at all.	Champaign
I bike in to the University from McKinley and Paula. The bike ride really isn't bad but that rail trail would be wonderful. I think it would also encourage students to come out to Champaign more often, if there was a trail.	Champaign
I will also say that on less traveled streets, it is *great* to have traffic lights where a bike can trip the signal! I bike on Mayfair across Kirby every day to & from work, and I love not having to pull up to the sidewalk to push the walk button.	Champaign
Multi-use and bike paths are very nice but when separated from a road, they have a different usage model. I like sharrows and lanes when commuting or getting around town. Paths are nice when walking, jogging, or biking slow with family for fun. So, they are great for parks and rail-trails. When near roads like First St. then cars think you should be off the road yet the path can be dangerous mixing fast/commuting biking with pedestrians. I am very concerned about the types of bike lanes implemented. The current ones are usually in the door zone and can cause right-hook dangers or bikes turning left from the bike lane on the right. I feel much less safe on State and Randolph after the bike lanes were installed. Please have new lanes buffered or away from a parking lane and encourage turning left from the left lane.	Champaign
Track street lights at intersections that have bike routes/lanes that are keyed to change based on weight of vehicle (1st and Springfield)	Champaign



*Public Meeting #2 Votes, Comments & Outreach*

Both Urbana and Champaign have made a lot of progress on making streets friendlier to cyclists over the past 5-6 years. It would be nice to focus on sidepath/multiuse trail development in the coming years, to draw more of the recreational users to ride throughout more of the community. Meadowbrook Park in Urbana, for example, is a popular destination for recreational cyclists. Connecting this up with more of the community and out into the county through proposed recreational and sidepath trails like the Upper Embarrass Trail (which would serve to connect Meadowbrook in Urbana to Champaign and down to Savoy with a scenic, recreational path), Race St. Extension, Curtis Road paths in Champaign and Urbana, First St. Path extension, IL 130 Path, etc. -- these additions may have significant impact on the community in terms of both recreational impact, and pulling recreational users to commute between municipalities without having to compete with motor vehicles on the streets. The creation of the Kickapoo Rail Trail is also excellent for this.	Champaign, County, Kickapoo Rail-Trail, Savoy, Urbana
I was reading about the proposed bicycle infrastructure improvements in Champaign-Urbana, and a few of the routes really stood out to me. In particular, putting shared-use paths on the rail routes; these are an unusual combination of "direct route across town" and "not shared with motor vehicles" - excellent. I also am glad to see thought given to Church / University between Country Fair and State St. Thanks!	Champaign, Urbana
We need education provided to the County Board about the benefits to rural communities of bicycle tourism and to engage their support for rural facilities.	County
Bike Safety for students: We are concerned about safety for students especially in elementary school and middle school. We would like to see that the city tries to connect all routes using a combination of bike lanes and sidewalks as much as possible. For example, the bike lanes will be implemented on Florida Ave this summer. We hope that the city will offer a safe route from the intersection of Florida and Vine by either: 1) Creating bike lanes on Vine from Florida to the middle school. 2) Creating a shared-use bike/walkway.	Urbana
In general, I think bike paths in relatively low traffic residential neighborhoods should be a low priority because they can be safely biked already. I think the priorities should be to connect major areas of which cannot be safely biked (i.e. where major thoroughfares without wide, paved shoulders i.e. US 45) and to connect people to where they want to go (i.e. Urbana people to the Post Office and Walmart).	Urbana
How is this different than a bicycle master plan? Is there a way to insert vegetation (like tree planting) with side paths to make greenways instead of just bikeways?	
Love multi-use paths in favor of bike lanes on streets. Lanes on streets scare me. We feel much safer on paths that are just for biking/running.	
More separated and off-road bike/pedestrian infrastructure is needed for risk-averse cyclists.	



Public Meeting #2 Votes, Comments & Outreach

ROUTES	8
I bike in to the University from McKinley and Paula. The bike ride really isn't bad but that rail trail would be wonderful. I think it would also encourage students to come out to Champaign more often, if there was a trail.	Champaign
I will also say that on less traveled streets, it is *great* to have traffic lights where a bike can trip the signal! I bike on Mayfair across Kirby every day to & from work, and I love not having to pull up to the sidewalk to push the walk button.	Champaign
I'm not sure I'm qualified to vote, since I'm not at all active on this list. But I do try to bike to work almost every day, and around town as time & my energy permit! I'm relatively happy with my own routes, and I don't see anything on this map for Mattis south of Bradley, which is the one thing that would make some of my travel easier.	Champaign
This could be the most exciting trail development to hit Champaign County in quite a long time.	Kickapoo Rail-Trail
The shared use path (proposed) going around the UI President's house near Florida and Lincoln should be removed from the map - it is outdated and not in the current campus bike plan.	University of Illinois
Bike Safety for students: We are concerned about safety for students especially in elementary school and middle school. We would like to see that the city tries to connect all routes using a combination of bike lanes and sidewalks as much as possible. For example, the bike lanes will be implemented on Florida Ave this summer. We hope that the city will offer a safe route from the intersection of Florida and Vine by either: 1) Creating bike lanes on Vine from Florida to the middle school. 2) Creating a shared-use bike/walkway.	Urbana
Connection points to library, parks and major attractions: Currently, it is very difficult to ride bicycles from south Urbana to the Anita Purves [Nature] Center or from North Urbana to Meadowbrook Park. Some areas are fine, but others are quite dangerous or not kid friendly. For example, we can use Anderson or Race til we reach Illinois to go northbound. After that, it is really difficult to find a way to ride to the Library or Anita Purves Nature Center. If the City could provide a route for families to ride, we believe that there will be more families coming out to ride their bicycles.	Urbana
The "Pomology Path," which I recall being in the original CCRPC study when Urbana's Bicycle Master Plan was being developed, is on land that has since changed hands from the University to private ownership. I'm not sure if this path would remain a possibility because of that change in ownership of the underlying land, even though it would be quite a useful route.	Urbana



Public Meeting #2 Votes, Comments & Outreach

USERS	6
<p>I bike in to the University from McKinley and Paula. The bike ride really isn't bad but that rail trail would be wonderful. I think it would also encourage students to come out to Champaign more often, if there was a trail.</p>	Champaign
<p>Both Urbana and Champaign have made a lot of progress on making streets friendlier to cyclists over the past 5-6 years. It would be nice to focus on sidepath/multiuse trail development in the coming years, to draw more of the recreational users to ride throughout more of the community. Meadowbrook Park in Urbana, for example, is a popular destination for recreational cyclists. Connecting this up with more of the community and out into the county through proposed recreational and sidepath trails like the Upper Embarrass Trail (which would serve to connect Meadowbrook in Urbana to Champaign and down to Savoy with a scenic, recreational path), Race St. Extension, Curtis Road paths in Champaign and Urbana, First St. Path extension, IL 130 Path, etc. -- these additions may have significant impact on the community in terms of both recreational impact, and pulling recreational users to commute between municipalities without having to compete with motor vehicles on the streets. The creation of the Kickapoo Rail Trail is also excellent for this.</p>	Champaign, County, Kickapoo Rail-Trail, Savoy, Urbana
<p>Bike Safety for students: We are concerned about safety for students especially in elementary school and middle school. We would like to see that the city tries to connect all routes using a combination of bike lanes and sidewalks as much as possible. For example, the bike lanes will be implemented on Florida Ave this summer. We hope that the city will offer a safe route from the intersection of Florida and Vine by either: 1) Creating bike lanes on Vine from Florida to the middle school. 2) Creating a shared-use bike/walkway.</p>	Urbana
<p>Connection points to library, parks and major attractions: Currently, it is very difficult to ride bicycles from south Urbana to the Anita Purves [Nature] Center or from North Urbana to Meadowbrook Park. Some areas are fine, but others are quite dangerous or not kid friendly. For example, we can use Anderson or Race til we reach Illinois to go northbound. After that, it is really difficult to find a way to ride to the Library or Anita Purves Nature Center. If the City could provide a route for families to ride, we believe that there will be more families coming out to ride their bicycles.</p>	Urbana
<p>I'm still learning about all facets of C-U and the issues that intersect with bicycling. One area is our communities' workers that use bikes for transportation out of necessity and not choice. We need to document and improve the routes they use from home to employers and to shopping and schools.</p>	
<p>More separated and off-road bike/pedestrian infrastructure is needed for risk-averse cyclists.</p>	



Public Meeting #2 Votes, Comments & Outreach

DESTINATIONS	4
<p>I bike in to the University from McKinley and Paula. The bike ride really isn't bad but that rail trail would be wonderful. I think it would also encourage students to come out to Champaign more often, if there was a trail.</p>	Champaign
<p>Both Urbana and Champaign have made a lot of progress on making streets friendlier to cyclists over the past 5-6 years. It would be nice to focus on sidepath/multiuse trail development in the coming years, to draw more of the recreational users to ride throughout more of the community. Meadowbrook Park in Urbana, for example, is a popular destination for recreational cyclists. Connecting this up with more of the community and out into the county through proposed recreational and sidepath trails like the Upper Embarrass Trail (which would serve to connect Meadowbrook in Urbana to Champaign and down to Savoy with a scenic, recreational path), Race St. Extension, Curtis Road paths in Champaign and Urbana, First St. Path extension, IL 130 Path, etc. -- these additions may have significant impact on the community in terms of both recreational impact, and pulling recreational users to commute between municipalities without having to compete with motor vehicles on the streets. The creation of the Kickapoo Rail Trail is also excellent for this.</p>	Champaign, County, Kickapoo Rail-Trail, Savoy, Urbana
<p>Connection points to library, parks and major attractions: Currently, it is very difficult to ride bicycles from south Urbana to the Anita Purves [Nature] Center or from North Urbana to Meadowbrook Park. Some areas are fine, but others are quite dangerous or not kid friendly. For example, we can use Anderson or Race til we reach Illinois to go northbound. After that, it is really difficult to find a way to ride to the Library or Anita Purves Nature Center. If the City could provide a route for families to ride, we believe that there will be more families coming out to ride their bicycles.</p>	Urbana
<p>In general, I think bike paths in relatively low traffic residential neighborhoods should be a low priority because they can be safely biked already. I think the priorities should be to connect major areas of which cannot be safely biked (i.e. where major thoroughfares without wide, paved shoulders i.e. US 45) and to connect people to where they want to go (i.e. Urbana people to the Post Office and Walmart).</p>	Urbana
CONNECTIVITY	3
<p>Bike Safety for students: We are concerned about safety for students especially in elementary school and middle school. We would like to see that the city tries to connect all routes using a combination of bike lanes and sidewalks as much as possible. For example, the bike lanes will be implemented on Florida Ave this summer. We hope that the city will offer a safe route from the intersection of Florida and Vine by either: 1) Creating bike lanes on Vine from Florida to the middle school. 2) Creating a shared-use bike/walkway.</p>	Urbana



*Public Meeting #2 Votes, Comments & Outreach*

Connection points to library, parks and major attractions: Currently, it is very difficult to ride bicycles from south Urbana to the Anita Purves [Nature] Center or from North Urbana to Meadowbrook Park. Some areas are fine, but others are quite dangerous or not kid friendly. For example, we can use Anderson or Race til we reach Illinois to go northbound. After that, it is really difficult to find a way to ride to the Library or Anita Purves Nature Center. If the City could provide a route for families to ride, we believe that there will be more families coming out to ride their bicycles.	Urbana
In general, I think bike paths in relatively low traffic residential neighborhoods should be a low priority because they can be safely biked already. I think the priorities should be to connect major areas of which cannot be safely biked (i.e. where major thoroughfares without wide, paved shoulders i.e. US 45) and to connect people to where they want to go (i.e. Urbana people to the Post Office and Walmart).	Urbana
<b>E's</b>	<b>2</b>
<b>Economic Development</b>	<b>1</b>
We need education provided to the County Board about the benefits to rural communities of bicycle tourism and to engage their support for rural facilities.	County
<b>Education</b>	<b>1</b>
We need education provided to the County Board about the benefits to rural communities of bicycle tourism and to engage their support for rural facilities.	County
<b>POSITIVE</b>	<b>2</b>
Thanks for all of the maps and opportunity to provide input.	
Thanks for all you are doing!	
<b>GREENBELT</b>	<b>1</b>
The final goal ought to be to establish an emerald necklace around the cities that in turn would be a growth boundary.	
<b>IMPLEMENTATION</b>	<b>1</b>
The sooner the better.	
<b>SAFETY</b>	<b>1</b>
Bike Safety for students: We are concerned about safety for students especially in elementary school and middle school. We would like to see that the city tries to connect all routes using a combination of bike lanes and sidewalks as much as possible. For example, the bike lanes will be implemented on Florida Ave this summer. We hope that the city will offer a safe route from the intersection of Florida and Vine by either: 1) Creating bike lanes on Vine from Florida to the middle school. 2) Creating a shared-use bike/walkway.	Urbana



## *Public Meeting #2 Votes, Comments & Outreach*

### **Outreach**

The April 2013 workshop was advertised in the following places:

1. News-Gazette legal ad
2. News-Gazette retail ad
3. Daily Illini retail ad
4. CCRPC website
  - a. CCRPC Homepage
  - b. Planning & Community Development News webpage
  - c. CUUATS Homepage
  - d. GT News & Meetings webpage
5. CUUATS Facebook page
6. Meeting flyers posted around town
  - a. Champaign
    - i. Hessel Park
    - ii. West Side Park
    - iii. Café Kopi
    - iv. Aroma
    - v. Quality
    - vi. Boltini
    - vii. Illinois Terminal
    - viii. Art Theater
    - ix. Evolve Fitness Club
    - x. Studio Helix
    - xi. Champaign Public Library
    - xii. Champaign Cycle
    - xiii. Durst Cycle
    - xiv. Windsor West apartments
  - b. Urbana
    - i. Lincoln Square
    - ii. Urbana Free Library
    - iii. Charter Fitness
    - iv. Meadowbrook Park
    - v. Crystal Lake Park
    - vi. Bikeworks
    - vii. Durst Cycle
    - viii. County Market employee break room
    - ix. Schnucks employee break room
    - x. One North/South apartments
    - xi. Town & Country apartments
    - xii. Urbana Public Works
  - c. University of Illinois campus
    - i. Illini Union
    - ii. Quad
    - iii. Davenport Hall
    - iv. YWCA
    - v. Temple Buell Hall



*Public Meeting #2 Votes, Comments & Outreach*

- vi. Campus Bike Project
- vii. Edward Madigan Laboratory
- 7. Champaign County Bikes (CCB) listserv
- 8. Champaign-Urbana Fit Families (CUFF) listserv
- 9. Champaign Government Television (CGTV) slides
- 10. Urbana Public Television (UPTV) slides
- 11. Champaign neighborhood groups email
- 12. Urbana neighborhood listservs
- 13. City of Urbana website
- 14. Urbana Park District email
- 15. Urbana School District distribution
- 16. Thomasboro Grade School
- 17. CUMTD social media
- 18. Illinois Bike Plan Timeline webpage

**Newspaper Advertisements  
Public Workshop #2**

Retail Ad

Champaign-Urbana News-Gazette  
Wednesday, April 17, 2013  
Sunday, April 21, 2013

**EARTH WEEK OPEN HOUSE:**

**Active Choices: Champaign  
County Greenways & Trails  
Plan Public Meeting #2**

*A Champaign County Regional Planning  
Commission (CCRPC) project funded by  
an Illinois Department of Transportation  
(IDOT) grant.*

**Illinois Bike  
Transportation Plan**

*The Illinois Department of  
Transportation (IDOT) has  
contracted with Alta Planning  
+ Design to complete this  
planning process.*



**Illinois Bike Transportation Plan**  
*Transforming Transportation for Tomorrow*

Join us to:

- Learn about proposed trail, bikeway, and environment conditions in Champaign County
- Find out how to stay involved in both projects

**Tuesday, April 23, 2013 • 5:00 - 7:00 p.m.**  
**Illinois Terminal, 4th Floor**  
**45 E. University Ave., Champaign**

RSVP is requested but not necessary.

To **RSVP** or for more information:

Gabe Lewis, CCRPC Transportation Planner  
glewis@ccrpc.org

**328-3313**

1173098

Retail Ad

The Daily Illini  
Wednesday, April 17, 2013

**EARTH WEEK OPEN HOUSE:**

**Active Choices: Champaign  
County Greenways & Trails  
Plan Public Meeting #2**

*A Champaign County Regional Planning  
Commission (CCRPC) project funded by  
an Illinois Department of Transportation  
(IDOT) grant.*

**Illinois Bike  
Transportation Plan**

*The Illinois Department of  
Transportation (IDOT) has  
contracted with Alta Planning  
+ Design to complete this  
planning process.*



**Illinois Bike Transportation Plan**  
*Transforming Transportation for Tomorrow*

Join us to:

- Learn about proposed trail, bikeway, and environment conditions in Champaign County
- Find out how to stay involved in both projects

**Tuesday, April 23, 2013 • 5:00 - 7:00 p.m.**  
**Illinois Terminal, 4th Floor**  
**45 E. University Ave., Champaign**

RSVP is requested but not necessary.

To **RSVP** or for more information:

Gabe Lewis, CCRPC Transportation Planner  
glewis@ccrpc.org

**328-3313**

1173098

# CERTIFICATE OF PUBLICATION IN

## The News-Gazette

The undersigned, THE NEWS-GAZETTE, INC. by its authorized agent, does hereby certify that said corporation is the publisher of The News-Gazette and that the same is the daily secular newspaper of general circulation published in Champaign, Champaign County, Illinois, and said newspaper is a newspaper as defined by 715 ILCS 5/5 (1992) and 715 ILCS 10/1 (1992); said publisher further certifies that the annexed notice was published in said newspaper, on the following date(s);

04/17/2013 04/21/2013

### THE CHAMPAIGN COUNTY REG

Said publisher further certifies that the date of the first paper containing the said notice was on the first date hereinabove set forth and that the date of the last paper continuing the said notice was on the last date hereinabove set forth.

The News-Gazette, Inc.

Publisher of The News-Gazette

By:

Authorized Agent

*Timothy H. Houghton*

The Champaign County Regional Planning Commission (CCRPC) and Alta Planning+Design will be hosting a joint OPEN HOUSE for the GREENWAYS AND TRAILS PLAN PUBLIC MEETING #2 and the ILLINOIS BIKE TRANSPORTATION PLAN.

Tuesday, April 23, 2013  
5:00 to 7:00 p.m.  
4th Floor, Illinois Terminal  
45 East University Avenue  
Champaign, Illinois

This meeting is open to the public. Reservations are not required, but are appreciated. To RSVP or to request special accommodations, please contact Gabe Lewis, CCRPC Transportation Planner at (217) 328-3313. [www.ccrpc.org](http://www.ccrpc.org) <<http://www.ccrpc.org>>

1173205 4/17,4/21

Publisher's fee

Ad # 1173205



ACTIVE  
CHOICES:  
Champaign  
County  
Greenways &  
Trails Plan  
PUBLIC  
MEETING #2

Illinois Bike  
Transportation Plan



Illinois Bike Transportation Plan  
*Transforming Transportation for Tomorrow*



OPEN HOUSE  
Tuesday, April 23, 2013  
5:00 - 7:00 p.m.  
Illinois Terminal, 4<sup>th</sup> Floor  
45 E. University Ave., Champaign

Join us to:

- Learn about proposed trail, bikeway and environment conditions in Champaign County
- Find out how to stay involved in both projects

Champaign County Regional Planning Commission strives to provide an environment welcoming to all persons regardless of physical or mental challenges, race, gender, or religion. Please call 217-328-3313 to request special accommodations at least 2 business days in advance.

To RSVP or for more information:  
Gabe Lewis  
CCRPC Transportation Planner  
glewis@ccrpc.org  
(217) 328-3313

RSVP is requested but not necessary.



EARTH WEEK

Both projects are funded by:



Illinois Department  
of Transportation



OPCIONES  
ACTIVAS:  
Condado de  
Champaign  
Plan de Vías  
Verdes &  
Senderos  
REUNIÓN  
PUBLICA #2

## Illinois Plan de Transporte de Bicicletas



**Illinois Bike Transportation Plan**  
*Transforming Transportation for Tomorrow*



## CASA ABIERTA

Martes, April 23, 2013

5:00 - 7:00 p.m.

Illinois Terminal, 4<sup>th</sup> Piso

45 E. University Ave., Champaign

Únete a nosotros para:

- Aprender acerca de propuestos senderos, vías de bicicletas y condiciones del medio ambiente en el Condado de Champaign
- Encontrar maneras de seguir participando en los dos planes

La Comisión Regional de Planificación de Champaign County se esfuerza por ofrecer un ambiente acogedor para todas las personas independientemente de retos físicos o mentales, raza, sexo o religión. Por favor llame a 217-328-3313 para solicitar adaptaciones especiales al menos con 2 días hábiles de anticipación.

Para reservar o si necesita mayor información,  
por favor contacte a:  
Rita Morocoima-Black  
CCRPC Director de Planificación y Desarrollo  
de la Comunidad  
rmorocoi@ccrpc.org  
328-3313

Reservaciones son solicitadas, pero no  
necesarias.



SEMANA DE LA TIERRA

Los dos proyectos están financiados por:



**Illinois Department  
of Transportation**



## PUBLIC MEETING #2





**Illinois Bike Transportation Plan**  
*Transforming Transportation for Tomorrow*

**OPEN HOUSE**  
**Tuesday, April 23, 2013**  
**5:00 - 7:00 p.m.**  
**Illinois Terminal, 4<sup>th</sup> Floor**  
**45 E. University Ave., Champaign**



Champaign Government  
Television (CGTV) and Urbana  
Public Television (UPTV)  
advertisement

Join us to:

- ☐ Learn more about proposed trail, bikeway and environment conditions in Champaign County 
- ☐ Find out how to stay involved in both projects 

Champaign County Regional Planning Commission strives to provide an environment welcoming to all persons regardless of physical or mental challenges, race, gender, or religion. Please call Gabe Lewis at 217-328-3313 to request special accommodations at least 2 business days in advance.

**To RSVP or for more information:**

Gabe Lewis  
CCRPC Transportation Planner  
217-328-3313  
glewis@ccrpc.org  
[www.ccrpc.org/greenways](http://www.ccrpc.org/greenways)

RSVP is requested but not necessary.



Earth Week

Both projects are funded by:



**Illinois Department  
of Transportation**

# County wants input on paths, trails

WCIA-TV Channel 3  
News story

Like 0 Tweet 0

🕒 05/05/2013 05:00 PM 🕒 05/06/2013 10:24 AM



CHAMPAIGN COUNTY -- If you want to see more green around the county, now's your chance to make your voice heard. The county's Regional Planning Commission is looking at bikes and trails in the area.

It wants to see where more improvements should be made in the next few years. People who live here say more people are using two-wheeled or two-footed transportation than before.

"A lot more people are interested in using walking or biking for smaller trips to reduce their carbon footprint and to use a cheaper mode of transportation. When they're not driving, they don't spend any money on gas," said Transportation Planner Gabe Lewis.

There's almost 90% more green space around Champaign-Urbana than there was just ten years ago. You can check out the maps of current trails and potential plans online.

You can also vote on where you want to see more bikes and trails between now and Friday. If you'd like to participate click here! (<http://www.ccrpc.org/greenways/documents.php>)

Copyright 2013 Nexstar Broadcasting, Inc. All rights reserved.

Page: 1



## **Appendix 6:**

### **CUUATS Online Bike Route Survey Results**

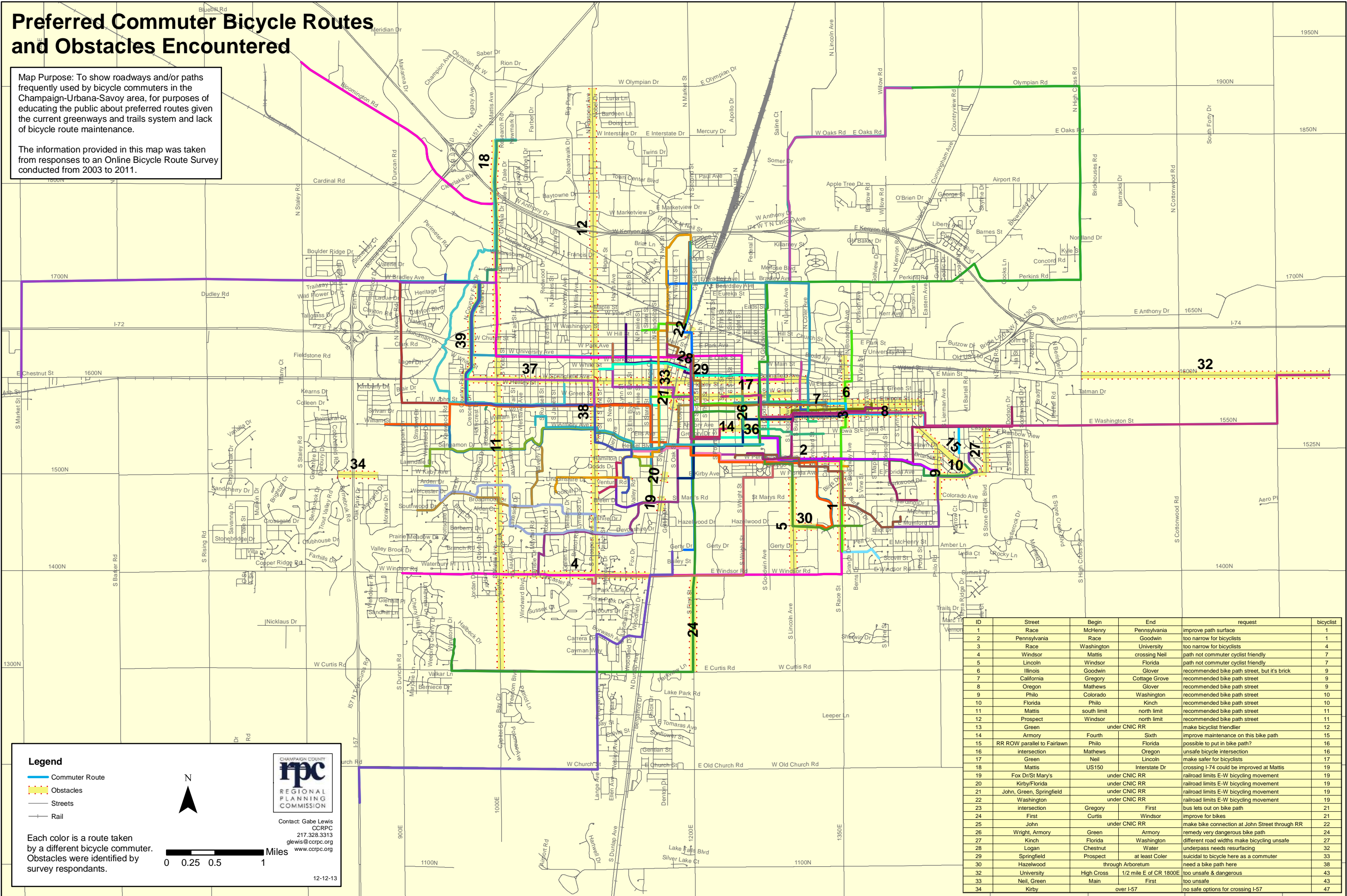
**2003-2011**

CCRPC/CUUATS developed an online bicycle route survey during the 2004 Champaign County Greenways & Trails Plan process, to gather public comments on commuter routes and bicycling obstacles encountered in the Champaign-Urbana area. This online survey remained open after the plan was finished, and responses continued to be received through 2011. Following are maps compiling these public comments.

# Preferred Commuter Bicycle Routes and Obstacles Encountered

Map Purpose: To show roadways and/or paths frequently used by bicycle commuters in the Champaign-Urbana-Savoy area, for purposes of educating the public about preferred routes given the current greenways and trails system and lack of bicycle route maintenance.

The information provided in this map was taken from responses to an Online Bicycle Route Survey conducted from 2003 to 2011.



# Preferred Commuter Bicycle Routes in the Champaign-Urbana area

Map Purpose: To show roadways and/or paths frequently used by bicycle commuters in the Champaign-Urbana-Savoy area, for purposes of educating the public about preferred routes given the current greenways and trails system and lack of bicycle route maintenance.

The information provided in this map was taken from responses to an Online Bicycle Route Survey conducted from 2003 to 2011.

Legend

Number of Commuter Cyclists

1

2

3

4

5

6

7

8

10

Streets

Rail

CHAMPAIGN COUNTY

**rpc**

REGIONAL PLANNING COMMISSION

Contact: Gabe Lewis

CCRPC

217.328.3313

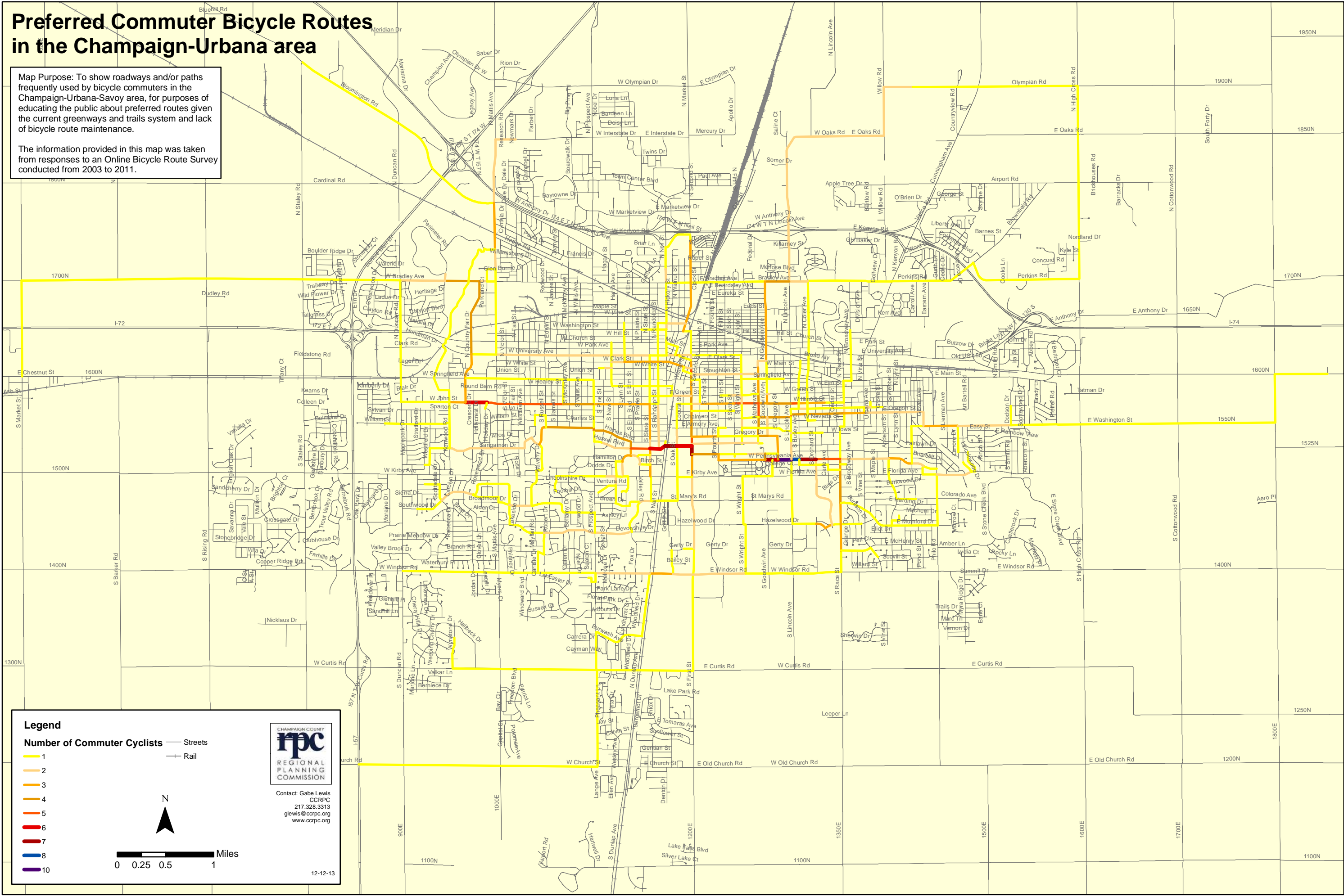
glewis@ccrpc.org

www.ccrpc.org

N

0 0.25 0.5 1 Miles

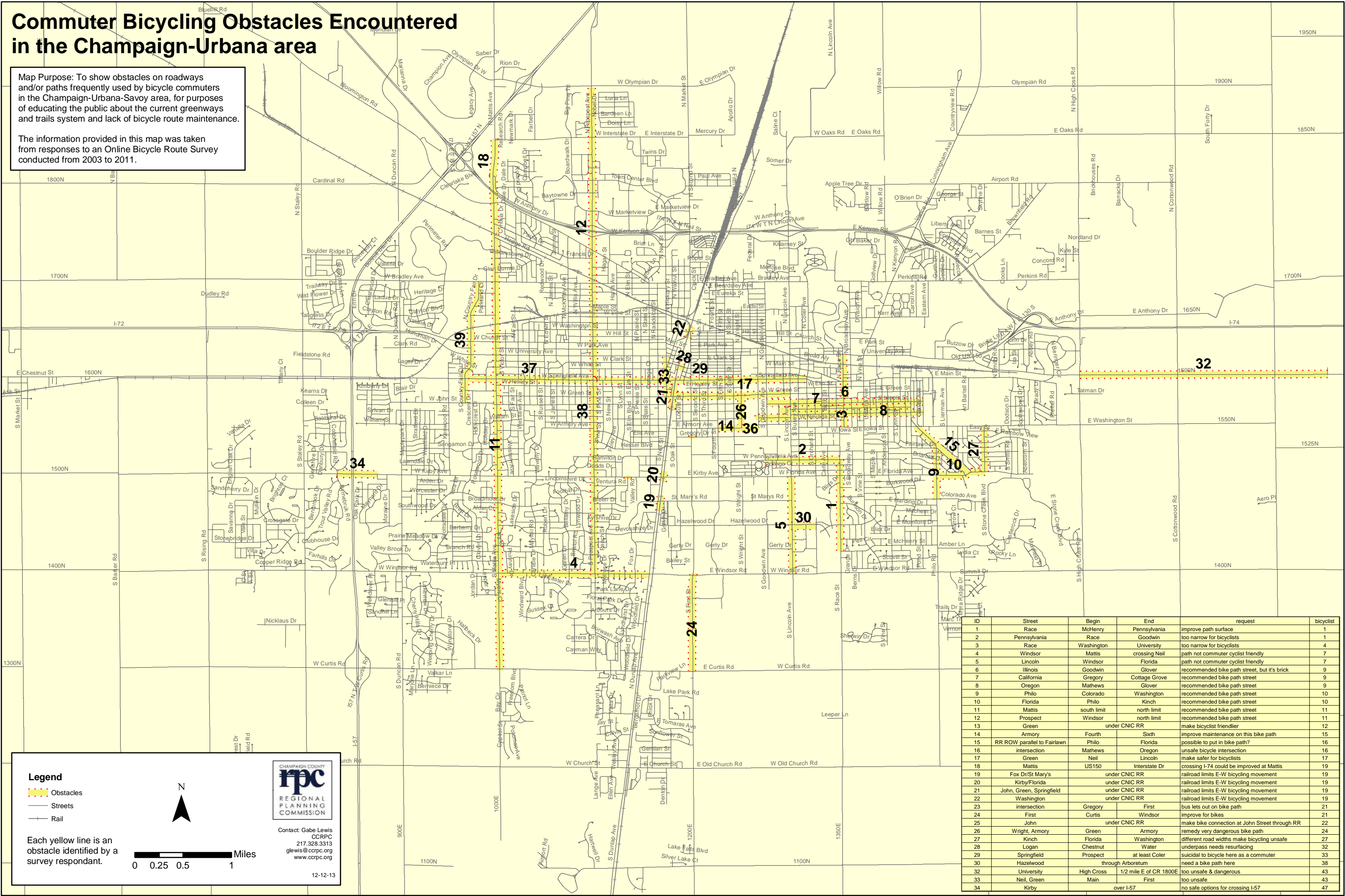
12-12-13



# Commuter Bicycling Obstacles Encountered in the Champaign-Urbana area

Map Purpose: To show obstacles on roadways and/or paths frequently used by bicycle commuters in the Champaign-Urbana-Savoy area, for purposes of educating the public about the current greenways and trails system and lack of bicycle route maintenance.

The information provided in this map was taken from responses to an Online Bicycle Route Survey conducted from 2003 to 2011.





## **Appendix 7:**

### **Draft Plan Public Comments**

**Fall 2013**

The draft Active Choices: Champaign County Greenways & Trails Plan document was made available to the public for a 30 day public comment period from Tuesday, November 19, 2013 to Wednesday, December 18, 2013.

Notice of this public comment period was advertised in the [Champaign-Urbana] News-Gazette, [Champaign] County Star, Mahomet Citizen, and The [St. Joseph] Leader newspapers.

The plan was made available on the Champaign County Regional Planning Commission (CCRPC) website at <http://www.ccrpc.org/greenways/documents>, and linked to the CCRPC homepage.

A physical copy of the draft plan document was also placed at the following locations for the duration of the public comment period:

1. Champaign County Regional Planning Commission (CCRPC), 1776 E. Washington St., Urbana, IL
2. Champaign Public Library: 200 W. Green St., Champaign, IL
3. Urbana Free Library: 210 W. Green St., Urbana, IL
4. Mahomet Public Library: 1602 E. Oak St., Mahomet, IL
5. St. Joseph Township-Swearingen Memorial Library: 201 N. Third St., St. Joseph, IL

The following comments were received in December 2013.

## **Active Choices: Champaign County Greenways & Trails Plan**

**13 December 2013**

### **Public Comments from one person**

#### 1) Chapter 12, Goal 4: Environment (natural)

**Comment:** "I suggest adding an objective about ranking projects that provide environmental benefits. Could be tied to the 'environmental friendliness' evaluation... but needs should actually inform decision making, rather than just an evaluation."

#### 2) Section 14.1.2 Project Prioritization, Checklist Factors

**Comment:** "Improves travel safety (1) and provides access for bicyclists and pedestrians [9] are the same measure. I think there is opportunity to make a much more robust prioritization methodology that might be used to inform local agencies, rather than react. The public input component is great and could maybe be weighted higher or additional measures related to public input (how long has the item been discussed). Economic and environmental measures would also enhance the prioritization."

#### 3) Section 14.1.2 Project Prioritization, Checklist Factors

**Comment:** "Consider removing the detail from the plan so that the factors might be changed/updated without amending the plan. Make the use of project prioritization an element of the plan, but specifics should be technical elements that can be updated as needed."

**From:** [Patti Petrie](#)  
**To:** [Gabriel Lewis](#)  
**Subject:** Re: FW: Announcement of a Meeting for the Greenways & Trails (GT) Joint Technical and Policy Committees - December 19, 2013 - 1:30 p.m.  
**Date:** Friday, December 20, 2013 11:33:47 AM

---

Gabe, congratulations on the approval of the report yesterday. I choose not to mention the follow during the meeting, but will here for the record. Less than a 100 individuals, which actually might be duplicate count, commented on a plan that could possibly have a life of 5-years. Since there is no funding on the horizon for an update in 2-3 years, my confidence level as to reliability as a county wide express of priorities is very low. And if the original plan was produced under similar circumstances and then this update of that original plan just compounds the lack of reliability levels.

Not only do I want this comment on the record, but I strongly encourage an adjustment as to how the public is engaged during various comment periods. Your report that there were no public comments during mid Nov to mid Dec. is a huge flag. I know that there was pressure to put closure on the project due to the funding guidelines. But expecting people to take time to comment during the holidays is just unrealistic.

Enjoy your holidays, P2

On Thu, Dec 19, 2013 at 11:21 AM, Gabriel Lewis <[GLewis@ccrpc.org](mailto:GLewis@ccrpc.org)> wrote:

This is a reminder that our meeting is this afternoon at 1:30 pm. Please keep in mind that we need at least 5 voting Policy members or proxies to have quorum. If you have any questions, please let me know.

Thanks!  
Gabe

From: Pamela Schroeder  
Sent: Friday, December 13, 2013 3:55 PM  
Subject: Announcement of a Meeting for the Greenways & Trails (GT) Joint Technical and Policy Committees - December 19, 2013 - 1:30 p.m.

Greenways & Trails Technical and Policy Committee Members,

The next Greenways & Trails Joint Technical and Policy Committee Meeting is scheduled for Thursday, December 19, 2013, at 1:30 p.m. in the John Dimit Meeting Room at Brookens Administrative Center, 1776 E Washington St., Urbana.

The agenda and related Committee meeting materials can be found at this link:

<http://www.ccrpc.org/greenways/news.php>

Under Meetings~ click "2013 Meetings"

Under Meeting Materials~ click "12-19-13"

Please let me know if you can or cannot attend.

Pam Schroeder  
Administrative Secretary  
Champaign County Regional Planning Commission  
Planning & Community Development  
1776 E Washington Street  
Urbana IL 61802  
[217-819-4035](tel:217-819-4035)

[cid:image001.jpg@01CEF81B.B6ACDAB0]

---

This electronic message and any attached files contain information intended for the exclusive use of the individual or entity to whom it is addressed and may contain information that is proprietary, privileged, confidential and/or exempt from disclosure under applicable law. If you are not the intended recipient, you are hereby notified that any viewing, copying, disclosure or distribution of this information may be subject to legal restriction or sanction and is strictly prohibited. If you have received this communication in error, please notify the sender by return electronic message or telephone, and destroy the original message without making any copies.

--

**Pattsi Petrie**, PhD, AICP

P2 Consulting

Champaign County Board member, district 6

Retired, Department of Urban and Regional Planning/DURP

University of Illinois at Urbana-Champaign/UIUC

<<mailto:pattsi@uiuc.edu>>

Professional Education and Outreach Programs <http://www.urban.uiuc.edu/ce>

<http://www.urban.uiuc.edu/ce/cm>

Past Chair APA Planning Women Division <http://www.urban.uiuc.edu/apa-pw>