



Appendix 4:

2004 Greenways & Trails Plan

Goals & Objectives Status Report

Goal	Objective	Strategy	Responsibility	Status	Further Information
<p>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,</p>	<p>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.</p>	<p>A. Identify "missing links" in the overall system.</p> <p>B. As a committee, identify funding sources for priority projects.</p> <p>C. Prioritize those projects that are likely to be funded.</p>	<p>GT member agencies, private parties, developers</p> <p>GT member agencies, private parties, developers</p> <p>GT member agencies, private parties, developers</p>	<p>In progress</p> <p>Met</p> <p>Met</p>	<p>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.</p> <p>47 funding sources totaling more than \$8 million are identified in the updated Greenways & Trails Funding Sources List</p> <p>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 & Trails Plan, amended 12/2011</p>
	<p>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.</p>	<p>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.</p>	<p>GT member agencies, private parties, developers</p>	<p>Unmet</p>	<p>A survey of park and open space supply and demand was performed during the previous GT Plan 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.</p>
	<p>3. Increase the number and types of recreational facilities in Champaign County.</p>	<p>B. As a committee, identify funding sources for priority projects.</p> <p>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.</p> <p>B. Actively support community efforts to bring recreational trails and facilities to our area.</p>	<p>GT member agencies, private parties, developers</p> <p>GT member agencies</p>	<p>Met</p> <p>Met</p> <p>Met/In progress</p>	<p>47 funding sources totaling more than \$8 million are identified in the updated Greenways & Trails Funding Sources List</p> <p>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.</p> <p>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.</p>
	<p>4. Increase the number of connection points between travel modes in order to complete missing links in the trails system.</p>	<p>A. Install bike racks at transit shelters.</p> <p>B. Identify gaps between trails that can be connected with the implementation of trails, bike lanes or bike routes.</p> <p>C. Study the feasibility of implementing bicycle routes in Champaign-Urbana.</p>	<p>GT member agencies, developers</p> <p>GT member agencies, developers</p> <p>GT member agencies, developers</p>	<p>In progress</p> <p>Met/In progress</p> <p>Met</p>	<p>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.</p> <p>Of the 86 projects identified by the amended GT Plan (12/11), 13 connect to greenways and trails within the existing system through proposed trails, bike lanes or bike routes.</p> <p>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.</p>

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

<p>5. Enhance the Greenways and Trails system by linking popular activity centers via non-vehicle infrastructure for all Champaign County.</p>	<p>D. Identify "dead end" shared-use paths, bikeways and bike lanes.</p> <p>E. Develop an implementation schedule for creating multi-modal connections</p>	<p>GT member agencies, developers</p> <p>GT member agencies, developers</p> <p>GT member agencies, private parties, developers, businesses</p> <p>GT member agencies, private parties, developers, businesses</p>	<p>In progress</p> <p>In progress</p> <p>In progress</p> <p>In progress</p>	<p>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.</p> <p>Multi-jurisdictional Core Area Mobility Project (CAMP) will improve roadways to support additional transit, bicycle and pedestrian traffic (L RTP).</p> <p>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).</p> <p>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.</p>
<p>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.</p>	<p>A. Identify connections that are underserved by pedestrian and bicycle paths.</p> <p>B. Prioritize those connections lacking in pedestrian and bicycle facilities</p> <p>C. Identify funding sources for constructing those linkages.</p>	<p>GT member agencies, private parties, developers</p> <p>GT member agencies, private parties, developers</p> <p>GT member agencies, private parties, developers</p>	<p>In progress</p> <p>In progress</p> <p>In progress</p>	<p>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.</p> <p>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 & Trails Plan (12/2011). However, more work could be done when redeveloping the Prioritized Projects List in the current GT Plan.</p> <p>47 funding sources totaling more than \$8 million are identified in the updated GT Funding Sources List. Also see Tables 9.12 - 9.16 of the L RTP.</p>
<p>1. Reduce the number of modal conflicts as transportation improvements occur.</p>	<p>A. Monitor the planning process and implementation of transportation projects to ensure bicycle and pedestrian friendliness.</p> <p>B. Improve existing bicycle and pedestrian facilities, especially in the University District</p> <p>C. Create a database of known modal conflicts</p>	<p>GT member agencies</p> <p>GT member agencies</p> <p>GT member agencies</p>	<p>Met</p> <p>In progress</p> <p>Met</p>	<p>Monitored by CUUATS in coordination with GT member agencies. These considerations must be met as part of the L RTP planning process.</p> <p>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.</p> <p>Monitored by CUUATS through Selected Crash Intersection Locations (SCIL) Reports.</p>
<p>2. Increase pedestrian safety by continuing to maintain and augment street light systems in all areas with bicycle and pedestrian facilities as per municipal code.</p>	<p>Municipalities</p>	<p>Municipalities</p>	<p>In progress</p>	<p>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.</p>

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

<p>3. Increase user-friendliness of the trails system by standardizing trail design.</p>	<p>A. Research and create design guidelines for the Champaign County Greenways & Trails system.</p> <p>B. Implement design guidelines in all new trail development.</p>	<p>GT member agencies, developers</p>	<p>Met</p>	<p>Champaign County Greenways & Trails Design Guidelines, Logos and Signage.</p> <p>New trails have been built at the recommended width of 8' or wider.</p>
<p>4. Design urban areas for walkability and other non-vehicular travel.</p>	<p>A. Support the study and implementation of Traditional Neighborhood Development practices, which foster walking and alternative transportation modes over the personal vehicle.</p> <p>B. For all new commercial establishments, require pedestrian and bicycle connections to adjacent establishments, public streets and planned bicycle and pedestrian facilities.</p> <p>C. Retrofit existing infrastructure for bicycles and pedestrians.</p>	<p>GT member agencies, developers</p>	<p>Met</p>	<p>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.</p> <p>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.</p> <p>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.</p>
<p>5. Increase pedestrian safety by minimizing cut-through motorized vehicular traffic in residential areas.</p>	<p>A. Support the study and implementation of traffic calming devices where warranted</p> <p>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).</p>	<p>Municipalities, neighborhood/homeowner organizations, developers</p>	<p>In progress</p>	<p>This has been done in CCRPC's corridor studies, but studies for broader areas could be done.</p> <p>This has been done in CCRPC's corridor studies and local Complete Street policies, but implementation should continue to be monitored.</p>
<p>6. Increase pedestrian safety by improving intersection marking and signage.</p>	<p>A. Create a standardized crosswalk marking system throughout Champaign-Urbana and the University District</p> <p>B. Standardize installation locations of accessible pedestrian signage, pedestrian push buttons, and related signage.</p>	<p>Municipalities</p>	<p>In progress</p>	<p>Done in the University District with the Crosswalk Guidelines book updated by CUUATS in association with CATS member agencies. (This has not been done for the rest of C-U)</p> <p>Guidelines for pedestrian signage are included in the <i>University District Crosswalk Markings and Signage 2011</i> and the <i>Greenways & Trails Design Guidelines, Logos and Signage</i> documents. The <i>SRTS Report</i> (2nd Ed.) summarizes info about where pedestrian signals are needed. The CUUATS <i>Accessible Pedestrian Signals (APS) Design Standards</i> is another resource. Also, Phase 1 of the Urbana Signage & Wayfinding Plan is nearly complete.</p>
<p>7. Improve pedestrian and bicycle related signage adjacent to bikeways, paths and trails</p>	<p>A. Adopt policies that require "no right turn on red" for high pedestrian and bicycle traffic areas.</p> <p>B. Design and install standardized signage for all greenways and trails facilities in Champaign County.</p>	<p>Municipalities</p> <p>GT member agencies</p>	<p>In progress</p>	<p>Each municipality will individually decide on the implementation of this strategy.</p> <p>Refer to <i>Champaign County Greenways & Trails Design Guidelines, Logos and Signage</i>; not yet installed.</p>

<p>Refer to <i>Champaign County Greenways & Trails Design Guidelines, Logos and Signage</i>: not yet installed.</p>	<p>In progress</p>	<p>GT member agencies</p>	<p>B. Provide trail and path information such as display maps, trail distance, park amenities, etc.</p>	
<p>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.</p>	<p>In progress</p>	<p>GT member agencies, developers</p>	<p>A. Support bicycle commuters by monitoring new road planning and construction and ensuring adequate space and signage for bicyclists.</p>	<p>8. Ensure through construction of the system that all types of bicycles and all types of travelers are considered.</p>
<p>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 & Trails Plan (12/2011)</i>. (More analysis should be done, though.)</p>	<p>In progress</p>	<p>GT member agencies</p>	<p>A. Identify residential areas that are lacking in trail facilities.</p>	<p>1. Create more trail and bikeway termini in densely populated areas.</p>
<p>47 funding sources totaling more than \$8 million are identified in the updated <i>Greenways & Trails Funding Sources List</i></p>	<p>In progress</p>	<p>GT member agencies</p>	<p>B. Seek funding for trails in those residential areas.</p>	
<p>Nearly 40 miles of bicycle and pedestrian paths have been constructed since 2004.</p>	<p>In progress</p>	<p>GT member agencies</p>	<p>C. Support local efforts to implement more non-vehicular paths.</p>	
<p>27.07 miles of bicycle lanes and paths were constructed in the C-U-S area from 2004-2012.</p>	<p>In progress</p>	<p>GT member agencies</p>	<p>A. Support the creation of bikeways and designated bike lanes in high bicycle traffic areas.</p>	<p>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.</p>
<p>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 L RTP will encourage pedestrian facilities near new road construction where feasible. The five corridor studies also address this issue.</p>	<p>In progress</p>	<p>GT member agencies</p>	<p>B. Ensure that pedestrians are considered during the planning process for road construction and repair.</p>	
<p>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.</p>	<p>Unmet</p>	<p>GT member agencies</p>	<p>A. Create a set of criteria that can be applied to all projects in the Greenways & Trails Plan based on best planning practices.</p>	<p>1. Require an "environmental friendliness" evaluation of all greenways and trails projects.</p>
<p>Since a document with general guidelines for environmentally sound planning and construction does not exist, this is currently a variable across jurisdictions.</p>	<p>Unmet</p>	<p>GT member agencies</p>	<p>B. Improve upon any negative impacts found during evaluation through design changes, geographic location, or other options.</p>	
<p>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.</p>	<p>In progress</p>	<p>GT member agencies, environmental groups, private parties</p>	<p>A. Support tree planting, prairie preservation and wildlife habitat conservation programs that follow acceptable management practices.</p>	<p>2. GT member agencies will support other agencies' efforts toward maintaining and improving the environment in Champaign County.</p>
<p>CCFPD acquired the 160-acre Sangamon River Forest Preserve in 2008 with oak savannah, floodplain forest, and wetlands.</p>	<p>In progress</p>	<p>GT member agencies, environmental groups, private parties</p>	<p>B. Consider habitat-fostering measures in the construction of open space facilities.</p>	
<p>3: All residents will be provided with a greenways and trails system that emphasizes efficiency, mobility, & convenience.</p>				
<p>4: The development and operation of greenways and trails will preserve and enhance the natural environment.</p>				

<p>3. Increase the number of connections between natural features such as bodies of water, wooded areas, and open spaces.</p>	<p>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.</p> <p>B. Determine what linkages can be made to those areas from the existing greenways and trails system and identify priority connections to them.</p>	<p>GT member agencies, developers, private parties</p>	<p>In progress</p>	<p>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.</p> <p>Of the 86 projects identified by the amended GT Plan (12/11), 13 connect to greenways and trails within the existing system through proposed trails, bike lanes or bike routes.</p>
<p>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.</p>	<p>A. Support the provision of public environmental classes that target all residents, but especially children.</p> <p>B. Provide facilities that promote cleanliness in greenways and trails areas such as trash bins, restrooms, hand-washing stations, etc.</p>	<p>GT member agencies</p> <p>GT member agencies</p>	<p>In progress</p> <p>Unmet</p>	<p>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.</p> <p>According to current measurements, 24% of member agency greenways have at least one of these features, but this could be increased.</p>
<p>1. Consider and rank all projects in order to improve the system in a logical, cost-effective manner.</p>	<p>A. Utilize the Project Prioritization Checklist established during the greenways and trails planning process to prioritize implementation and fundraising efforts by member agencies.</p>	<p>GT member agencies</p>	<p>In progress</p>	<p>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.</p>
<p>2. Create model ordinance provisions to require paths/open spaces in new developments that connect these new additions to other parts of Champaign County.</p>	<p>B. Combine projects that can be geographically linked for implementation.</p>	<p>GT member agencies</p>	<p>In progress</p>	<p>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.</p>
<p>3. Develop a coordinated greenways review process for all major new developments.</p>	<p>GT member agencies</p>	<p>GT member agencies</p>	<p>Unmet</p>	<p>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.</p>
<p>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.</p>	<p>GT member agencies</p>	<p>GT member agencies</p>	<p>Unmet</p>	<p>No such mechanism is in place.</p>

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.

<p>5. Promote the connection of Champaign County with the central Illinois region, contributing to a future statewide system of greenways and trails</p>	<p>A. Pursue connections along abandoned railroad rights of way which offer significant rail-to-trail possibilities</p> <p>B. Coordinate with neighboring jurisdictions to acquire and develop abandoned railroad rights of way.</p>	<p>GT member agencies</p> <p>GT member agencies</p>	<p>In progress</p> <p>In progress</p>	<p>Currently two Rails-to-Trails projects are underway in Champaign County: the 33-mile Heartland Pathways and the 25-mile Conrail corridor.</p> <p>The two projects listed above extend from Seymour into Piatt County and from Urbana to Danville (in Vermilion County) respectively. There is cross-county and cross-government coordination to secure rights of way for the trails.</p>
<p>6: Greenways and Trails member agencies will provide educational materials and information about the countywide greenways and trails system to all interested persons.</p>	<p>1. To market Greenways and Trails in Champaign County as a full and integrated system that draws regional attention.</p> <p>2. The Greenways & Trails Technical & Policy Committees will develop a marketing and publicity plan for the Greenways & Trails system.</p> <p>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.</p>	<p>GT member agencies, Chamber of Commerce, Convention and Visitors Bureau</p> <p>GT member agencies, Chamber of Commerce, Convention and Visitors Bureau</p> <p>GT member agencies</p> <p>GT member agencies</p> <p>GT member agencies</p> <p>GT member agencies</p>	<p>In progress</p> <p>In progress</p> <p>Unmet</p> <p>In progress</p> <p>In progress</p> <p>Met</p>	<p>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.</p> <p>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.</p> <p>Member agencies present project information at GT meetings, CUUATS meetings, and CATS meetings.</p> <p>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.</p> <p>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 HSP, ITEP, and SRTS grants, and many have been awarded.</p>