ACTIVE CHOICES

Champaign County Greenways & Trails Plan









CHAMPAIGN COUNTY rpc REGIONAL PLANNING COMMISSION

June 2014

Active Choices:
Champaign County Greenways & Trails Plan

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Champaign County Greenways and Trails Technical and Policy Committees

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rpc CHAMPAIGN COUNTY REGIONAL PLANNING COMMISSION

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GLOSSARY

Abiotic: environmental elements not associated with or derived from living organisms.

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

Biotic: environmental elements associated with or derived from living organisms.

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 to be shared with other transportation modes.

Conservation buffers: strips of vegetation placed in the landscape to influence ecological processes and provide a variety of services to us, such as screening undesirable views and increasing habitat connectivity.

Conservation easements: voluntary, legally binding agreements that prevents development or limits certain types of uses on a piece of property for present and future use to protect the property's ecological or open-space values.

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.

Riparian corridors: transitional areas between those characterized by terrestrial and aquatic ecosystems. In other words, these are the areas between land and a river or stream.

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.

1 INTRODUCTION

People are increasingly relating open spaces and recreational trails to an enhanced quality of life. They know that having a safe place for children to play in their neighborhood is a positive amenity for their community. They have heard about how walking and biking trails can help increase property values and decrease fuel consumption. They are perhaps seeing more people getting out of their cars and onto a bicycle to go to work or recreate. They sense the calming effect that being out in the open air with plenty of grass and natural vegetation has on hectic lifestyles. They appreciate having public swimming pools, nature centers, and a means to a destination other than a motorized vehicle.

Here in Champaign County, we have seemingly endless agricultural landscapes, acres of wooded areas and prairie, historical and natural places of interest, and urban activity centers, all waiting to be visited and appreciated. Local agencies and residents are actively seeking ways to unite the community with its surroundings. The *Active Choices* Plan is an important step toward completing a countywide Greenways and Trails system residents and visitors alike can use and enjoy.

Children enjoy playing at the Homer Lake Natural Playscape
Courtesy: Champaign County Forest Preserve District (CCFPD)

2 VISION STATEMENT

Imagine it is the year 2033, Champaign County's bicentennial. Two hundred years earlier, the County had built its foundation on the railroad. Once oriented towards trails, and later the automobile, Champaign County has evolved its transportation system into a network of rails, complete streets, greenways and trails that support all modes of transportation. More specifically, coordinated efforts between municipalities and governmental units have resulted in a local and regional system of greenways and trails that accommodate pedestrians and bicyclists. It accommodates users for both recreation and transportation.

The overall network is safe and accessible for all users. Routes and trails are paved and have special markings and other specific design elements to be accessible for people with disabilities. Safety features such as landscaping, design, and lighting help make these routes and trails safe. The routes and trails' continued maintenance and high quality design keep the infrastructure in usable condition and create a pleasing environment.

The County's trail network provides a variety of recreational opportunities. Connecting trails link urban areas to state parks, county forest preserves, municipal parks, and various activity centers in other counties. The trail and bikeway network also provides linkages to park district and other recreational facilities including parks, natural areas, gyms, water parks, and other indoor and outdoor facilities. The greenways and trails themselves also provide different recreational uses including running, walking, and bicycling.

Besides recreation, the greenways and trails within the County create opportunities for people to use other transportation modes for reaching shopping areas, places of employment, residential neighborhoods, educational facilities and other attractions. Various paths provide direct and indirect links from residential areas to destinations throughout urban and rural areas. They remove conflicts with motorized vehicles or avoid barriers such as dangerous intersections and interstates. These routes also provide for appropriate and sufficient bike storage at publicly and privately owned destinations.

While 2033 is still two decades away, this future ideal scenario is *Active Choices: Champaign County Greenways and Trails Plan's* ultimate vision.

Meadowbrook Park, Urbana

3 PLAN PURPOSE

Active Choices seeks to foster interagency cooperation to implement the best greenways and trails system possible for Champaign County. The purpose of this plan update is to compile information and recommendations from active transportation and environmental plans and documents completed by Greenways and Trails (GT) member agencies since the 2004 Champaign County Greenways & Trails Plan. This plan also aims to incorporate public input primarily on active transportation in Champaign County.

This document is designed to provide guidance and a framework to ensure the county's desire to create a bikeable, walkable, and environmentally aware and active community. This updated plan reflects the desires of Champaign County residents and community leaders to improve mobility through a safe, efficient, and well-connected multi-modal transportation system designed to be sensitive to the surrounding land uses as well as to protect environmental assets, both for their ecological functions and as key elements of community character and livability.

This plan also recognizes that each facility type and user may be different and will require various planning approaches and strategies, always keeping in mind the value of planning for an interconnected system. An all-inclusive plan can help identify gaps in service that hinder connectivity and help present a complete vision and action plan for improving bicycling, walking, and the natural environment. This plan update will allow communities in Champaign County to continue leveraging their investments to create the greatest impact for county residents.

4 DEFINITIONS

What are greenways, trails, and bikeways?

A **greenway** is 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, enhance natural beauty and quality of life, and/or stimulate economic development opportunities in neighborhoods and communities.

This plan will describe the following types of greenways:

- **Public Park:** publicly owned park available for public use.
- **Public Golf Course:** publicly or privately owned golf course available for public use.
- **Public/Private Recreational:** privately owned recreational land available for public use.
- **Private Recreational:** privately owned recreational land not available for public use.

Greenway: Boneyard Greenway, Champaign

A **trail** or path is 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.

Trail: King Park Trail, Urbana
Courtesy: Urbana Park District

A **bikeway** is 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 (AASHTO 2012).

Bikeway: Bike lane on Illinois Street, Urbana

Trails and bikeways enable people to use active transportation for recreation and/or transportation purposes. **Active transportation** is any self-propelled, human-powered transportation mode (CDC 2010), including walking and bicycling.

5 SIGNIFICANCE

According to the Illinois Department of Natural Resources' *Greenways and Trails Planning Assistance Program* brochure, "greenways and trails positively impact individuals and improve communities by providing not only recreation and transportation opportunities, but also by influencing economic and community development. Some of the many trails and greenways benefits include:

- Making communities better places to live by preserving and creating open spaces;
- Encouraging physical fitness and healthy lifestyles;
- Creating new opportunities for outdoor recreation and non-motorized transportation;
- Strengthening local economies;
- Protecting the environment; and
- Preserving culturally and historically valuable areas."

6 SCOPE

Currently, available resources preclude the inclusion of some recreational uses found in some greenways and trails plans in other parts of the country. This document and planning that takes place on the basis of this document will thus **exclude horseback riding, waterway travel and recreation, and off-road motorized vehicle use.**

Active Choices: the 2014 Champaign County Greenways and Trails Plan will guide the development of pedestrian paths, bikeways, public open spaces, and other greenways over the next 20 years.

7 THE ROOTS OF CHAMPAIGN COUNTY'S GREENWAYS AND TRAILS

There has been increasing awareness and interest in improving recreational facilities and preserving open spaces at the national, state, and local levels to improve peoples' quality of life. The following sample of national and state plans and programs provides a context for greenways and trails efforts in Champaign County, Illinois.

National Level: Rails to Trails

In the 1960s, largely in the Midwest, abandoned and unused rail lines began to be used as public trails:

> "Once the tracks came out, people just naturally started walking along the old grades, socializing, exploring, discovering old railroad relics, marveling at old industrial facilities such as bridges, tunnels, abandoned mills, sidings, switches and whatever else they could find. In the snows of winter the unconventional outdoors enthusiast skied or snow-shoed on the corridor, but these were days before even running and all-terrain bicycles were common, so the predominant activity was walking. Of course, none of the corridors were paved or even graded – they were simply abandoned stretches of land."

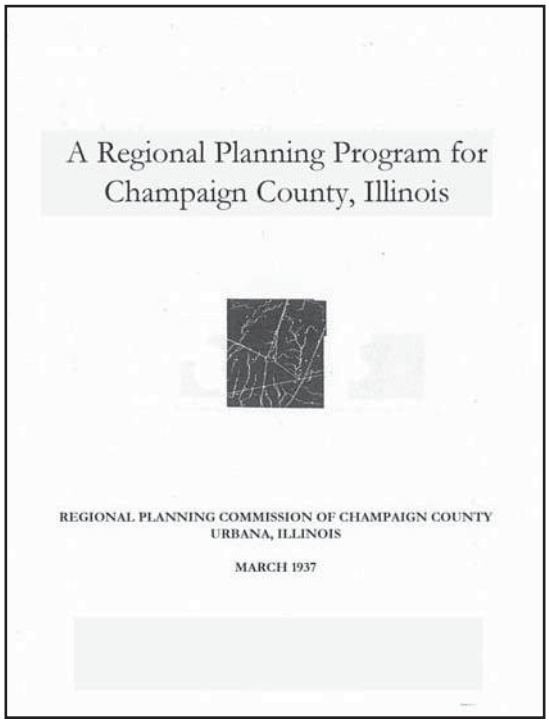
Today, some 50 years later, rail-trails have begun to make a significant mark, with over 20,000 miles of rail-trails and over 100 million users annually (Rails-to-Trails Conservancy 2011).

State Level: Illinois Department of Natural Resources

Every five years, the Illinois Department of Natural Resources (IDNR) publishes the *Statewide Comprehensive Outdoor Recreation Plan*. This document details existing facilities, user statistics, future projects and actions, and a five-year implementation schedule citing agency responsibility for outdoor recreational projects. The plan identifies significant issues such as accessibility for people with disabilities, linking transportation modes with recreation areas, and interagency coordination. The IDNR also began the Greenways & Trails Program in 1995 to contribute to the *Statewide Comprehensive Outdoor Recreation Plan*. This Program provided financial and technical assistance for regional greenway and trail plans in downstate Illinois, including Champaign County's 1999 *Natureways, Bikeways, and Trails Plan* and the 2004 *Champaign County Greenways & Trails Plan*.

Champaign County: A Local History of Greenways and Trails

The planning of recreation and open space in Champaign County traces back to the publishing of *A Regional Planning Program for Champaign County, Illinois* by the Champaign County Regional Planning Commission (CCRPC) in 1937. This document provided a framework for outdoor recreation planning at the County level, including a "Recreational, Scenic, Wildlife and Historical Resources" section and discussing the importance of developing parks and trails for educational opportunities.



In 1972, the CCRPC published the *Areawide Open Space-Recreation Plan and Program* as the open space element of a draft County comprehensive plan. This plan inventoried existing available open spaces, appropriate uses for these areas, and recommendations for development. The document's authors integrated data from a leisure opinion survey with existing conditions data to interpret how to use the open spaces. This methodology is similar to the planning process for the *2004 Champaign County Greenways and Trails Plan*, which synthesizes survey information and existing conditions in the County. In 1977, the first Champaign County Land Use Goals and Policies were adopted with several goals and policies intended to guide decisions related to natural resources conservation, provision of recreational facilities, and greenways development.

The inclusion of Champaign County in the IDNR Greenways & Trails Program began with a few agencies from Champaign County attending the IDNR Governor's Workshop on Greenways and Trails in May 1995. Through that effort, several agencies came together to form the Natureways, Bikeways, and Trails Task Force. The initial agencies to form this group were the Champaign County Regional Planning Commission, Champaign County Forest Preserve District, the Urbana Park District, the Champaign Park District, and the Rantoul Park District.

In July 1995, the Natureways, Bikeways, and Trails Task Force held its first informational meeting to seek feedback on whether there was continuing interest and support from people in the County to develop a regional Natureways, Bikeways, and Trails plan. During this meeting, the Greenways and Trails Program was presented, a mission statement for the NBT Task Force was reviewed and revised, and a consensus was reached that the CCRPC would lead the planning effort. The mission statement formed by the task force was to develop a plan for Champaign County that would identify linkages to other such systems on local, regional, state, and national levels.

A second meeting was held in April 1996 to seek further input for this planning effort. Two subcommittees were formed to begin preparing this proposal: the Grant Review and Funding Subcommittees. These subcommittees commissioned the creation of a grant application that would be submitted to the IDNR in early 1997. In collaboration with IDNR, the member agencies in the NBT Task Force worked diligently over the course of two years to complete the *Natureways, Bikeways, and Trails Plan* (NBT Plan) in August 1999.

Two years later, local agencies reconvened to discuss updating the 1999 NBT Plan, and decided on a more comprehensive approach that included 20 years of planning and implementation, guidelines for trail development, an expanded existing conditions inventory, and a more user-friendly map. The NBT Steering Committee approved the plan's proposal in February of 2002, initiated the 18-month planning process in April 2002, and decided that the term "Natureways" should be replaced by the more definable and widely accepted "Greenways." In 2004, the *Champaign County Greenways & Trails Plan* joined dozens of other plans in a nationwide effort to improve quality of life through the provision of recreational and alternative transportation opportunities.

Since 2004, most of the local agencies involved in the planning process created the Champaign County Greenways & Trails Technical & Policy Committees to oversee the plan's implementation. The committees contracted with CCRPC to staff the implementation process. CCRPC created three editions of the folding map and distributed them to Champaign County residents and visitors; a funding sources list was created to help member agencies implement projects; and design guidelines, new logos, and signage designs and specifications were developed and approved by each member agency to create a recognizable identity for Champaign County Greenways & Trails. The Illinois Department of Transportation (IDOT) contracted with CCRPC in 2011 to initiate a 24-month planning process to update the 2004 *Champaign County Greenways & Trails Plan*.

8 PLAN PROCESS

The *Active Choices* Greenways & Trails Plan update was completed during a 24 month process extending from Fall 2011 to Fall 2013. During this time, CCRPC staff and member agencies held quarterly Technical Committee meetings, who acted as the plan's steering committee; annual Policy Committee meetings; updated and expanded the greenway, trail, and bikeway inventories; updated goals; formulated "SMART (specific, measurable, agreed, realistic, and time-bound)" objectives; created performance measures; created new maps; held several public involvement meetings; and identified and prioritized greenway, trail, and bikeway projects for the 20 year planning horizon.

8.1 Public Involvement

Without the community's involvement, a plan will often not realize its full implementation potential. When residents have a vested interest in a project or idea, realization of goals can come more quickly and with more benefits to the residents than if they had not been involved. Likewise, the exchange of knowledge and ideas between residents and local government agencies can greatly enhance the outcome of a plan and its products. For these reasons, Champaign County Regional Planning Commission staff sought residents' active participation during the planning process. Champaign County Regional Planning Commission staff used comment cards, information sharing, and public workshops to involve the public in its planning efforts.

8.1.1 Comment Cards

Comment cards were available at all public meetings for residents to hand in during the meeting or mail in at their convenience. Champaign County Regional Planning Commission staff also received resident comments via email and phone. CCRPC staff integrated comments received in this format into recommendations where appropriate. These comments are listed in Appendices 1 and 5.

8.1.2 Information Sharing

CCRPC staff and Greenways and Trails member agencies make every effort to provide information to the public upon request. All final Greenways and Trails related documents are available for review at CCRPC offices and on the CCRPC website, including previous versions of the Plan and maps. CCRPC staff and member agency staff welcome residents' comments and information; such information sharing can play a significant role in planning and implementing greenways and trails.

8.1.3 Public Workshops

CCRPC staff held four public meetings during the planning process. Advertisements were placed in the Champaign-Urbana *News-Gazette, Mahomet Citizen,* Champaign *County Star,* and St. Joseph *Leader* newspapers. Fliers were posted around Champaign-Urbana at popular locations for bicyclists, pedestrians, and all residents; on the CCRPC and member agency websites, social media pages, and government TV channels; and on bicycle, health, and neighborhood listservs.

CCRPC staff held the first series of workshops on November 15, 2012 at the Illinois Terminal in Champaign-Urbana; November 27, 2012 at Lake of the Woods in Mahomet; and November 29, 2012 with the St. Joseph Comprehensive Plan workshop. CCRPC staff asked participants to map where they would like to see bicycle, pedestrian, and greenway facilities. They also asked participants to comment on existing conditions. Approximately 50 residents attended those workshops. Full results are listed in Appendix 1.

The second workshop, held on April 23, 2013, was an open house at the Illinois Terminal in Champaign-Urbana. Participants were asked to rank their top three preferred trail and bikeway segments in different geographic areas across Champaign County (Champaign, Urbana, Savoy, Mahomet, and all other parts of Champaign County). Participants were also able to comment on proposed environmental conditions. 26 residents attended this event, and another 11 submitted comment cards to CCRPC in the following weeks. Full results are listed in Appendix 5.

Residents mark desired paths at the November 2012 Illinois Terminal workshop

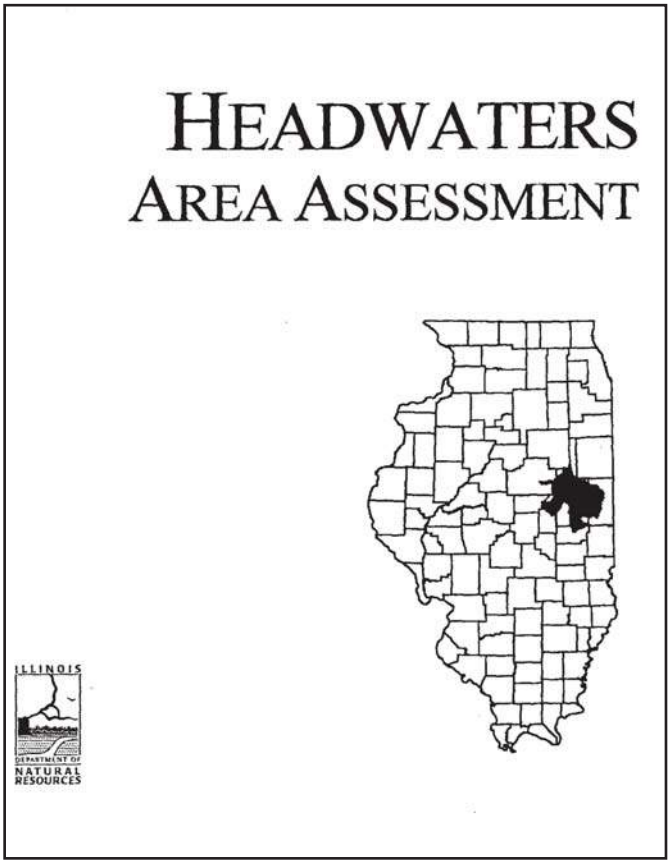
Residents review and vote for preferred trails and bikeways at the April 2013 Illinois Terminal workshop

8.1.4 Project Prioritization

CCRPC staff and the Greenways and Trails Technical Committee continued to use the project prioritization checklist created for the 2004 Greenways & Trails Plan to prioritize all of Champaign County's recommended trail and bikeway projects and help determine how well proposed projects comply with this plan's goals and objectives. These project prioritization factors were developed based on input from the public and best planning practices. Section 14.1.2 contains more information on project prioritization and Section 14.1.3 contains a list of prioritized projects.

9 LITERATURE REVIEW

The following literature review summarizes state and local studies related to Champaign County's greenways and trails efforts and briefly explains their connection to the *Active Choices: Champaign County Greenways & Trails Plan*.



9.1 State Level

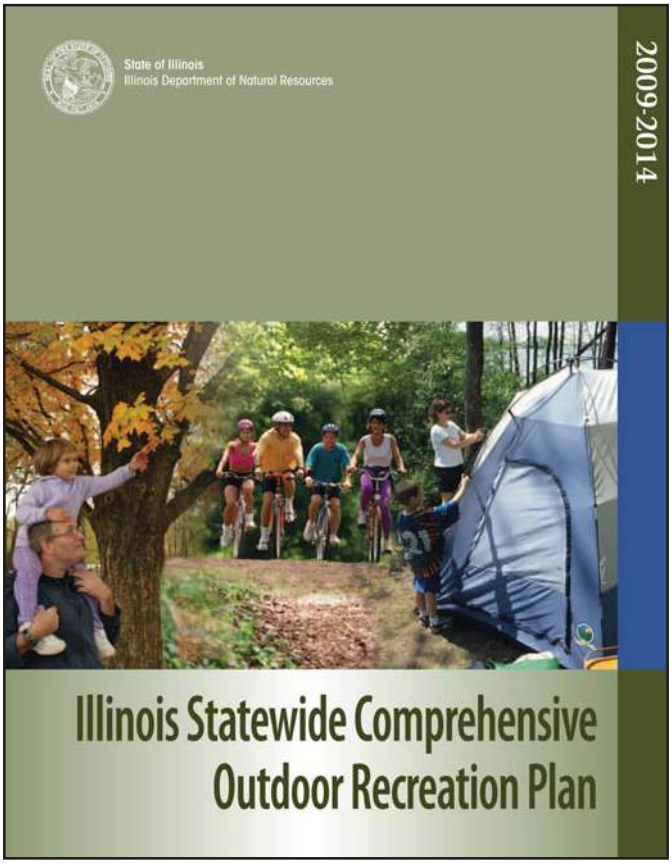
Headwaters Area Assessment (IDNR, 1997):

This report is part of a series of assessments undertaken through public-private partnerships to help manage and improve statewide ecosystems. This report provides information on the natural and cultural resources of east central Illinois' Headwaters area. It contains five volumes addressing the area's geology, water resources, living resources, and current and historic ecological characteristics.

Connection to the Active Choices Plan:

The Headwaters area is home to the headwaters of several Illinois waterways including the Sangamon, Kaskaskia, Middle Fork, Salt Fork, Vermilion, and Embarras Rivers, which are among Illinois' most ecologically significant waters. This biological richness provides opportunities for numerous types of outdoor recreation in and near natural areas in east central Illinois' Headwaters area.

The Champaign County Forest Preserve District operates the Sangamon River, River Bend, and Lake of the Woods Forest Preserves along the Sangamon River; the Homer Lake Forest Preserve along the Salt Fork River; and the Middle Fork Forest Preserve along the Middle Fork River. Each preserve contains hiking trails. The Lake of the Woods and River Bend Forest Preserves include shared-use trails for hikers and cyclists.



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

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

Connection to the Active Choices Plan:

According to the 2008 Illinois Outdoor Recreation Survey, 85 percent of statewide respondents, nearly 87 percent of urban county respondents, and nearly 80 percent of rural county respondents agree more trails and greenways should be developed (pg. 11). Walking, hiking, and biking on trails were cited by respondents as some of the most important outdoor activities. Walking and bicycle riding on roads and trails were cited by respondents as the outdoor recreation activities with the most growth potential. The plan lists greenways and trails protection, development, and connection as one of the Land and Water Conservation Fund's top priorities.

Illinois Natural Areas Inventory (INAI) (IDNR, 2011):

The Illinois Natural Areas Inventory provides information about high quality natural areas, endangered species habitats, and other significant natural features in Illinois. Governments, private landowners, and conservation organizations use the information in this inventory to facilitate land acquisition and protection.

Connection to the Active Choices Plan:

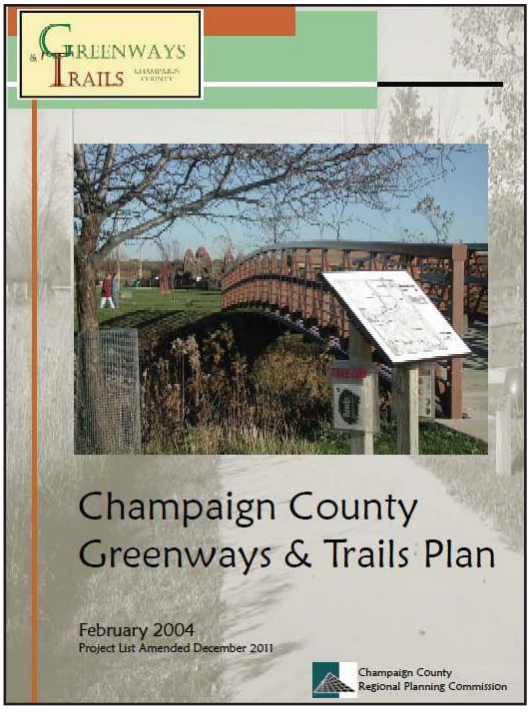
Champaign County contains 14 Illinois Natural Areas Inventory sites totaling 2,787 acres, including the Sangamon River, the Salt Fork Vermilion River, the Middle Fork of the Vermilion River, the Little Vermilion River, Barnhart Prairie, and Edgewood Farm. Many of these sites contain habitats suitable for state-listed species, the relocation of these species, or unusual concentrations of species and high quality streams. These environmentally and ecologically rich areas may be considered for connection to the Champaign County Greenways and Trails network to preserve their ecological productivity and enhances residents' recreational or educational opportunities.

Illinois Nature Preserves Commission (INPC) Protected Areas in Illinois by County (IDNR, 2011):

This document provides information on the Illinois Nature Preserves Commission's protected areas in Illinois by County. The Illinois Nature Preserves Commission protects, defends and stewards high quality natural areas and endangered and threatened species habitats in perpetuity. Champaign County includes seven of these areas: Edgewood Farm Land and Water Reserve, Riverbend Land and Water Reserve, Alexander's Dell Natural Heritage Landmark, Smith House Natural Heritage Landmark, Noel Woods Natural Heritage Landmark, Tomlinson Pioneer Cemetery Prairie Nature Preserve, and Barnhart Prairie Restoration area. These environmentally and ecologically rich areas may be considered for connection to the Champaign County Greenways and Trails network in a manner that preserves their ecological productivity and enhances residents' recreational or educational opportunities.

Illinois Threatened and Endangered Species by County (IDNR, 2011):

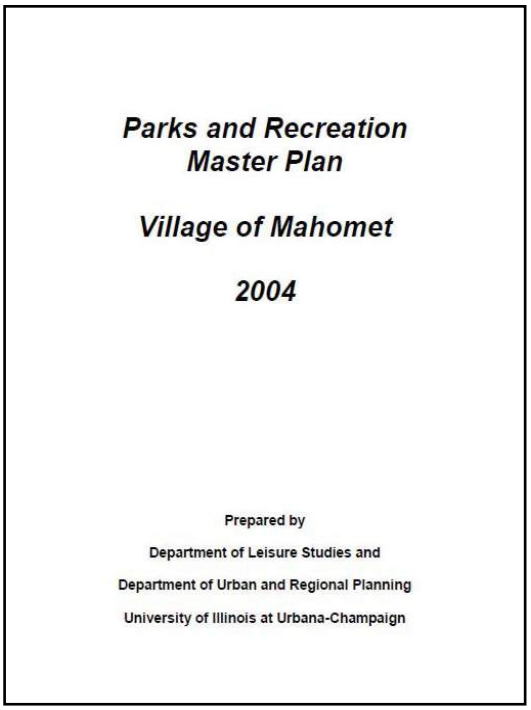
This document provides information on threatened and endangered species occurrences in Illinois. Endangered species are in danger of extinction throughout all or a significant portion of Illinois, while threatened species are likely to become an endangered species within the foreseeable future throughout all or a significant portion of Illinois (U.S. Fish & Wildlife Service). Champaign County contains 20 species on this list; 9 threatened, and 11 endangered. These species' habitats must be considered and protected when developing greenways and trails throughout Champaign County.



9.2 Local Level

Champaign County Greenways and Trails (GT) Plan (CCRPC, 2004; amended 2011):

This is a guiding document for the planning and development of a countywide greenways and trails system for Champaign County residents and visitors. It seeks to establish potential projects, funding mechanisms, and an implementation schedule to facilitate interagency cooperation for developing a regional system of greenways and trails in the County. The *Active Choices Plan* will use this document as a reference to determine the status of project planning and implementation in Champaign County.

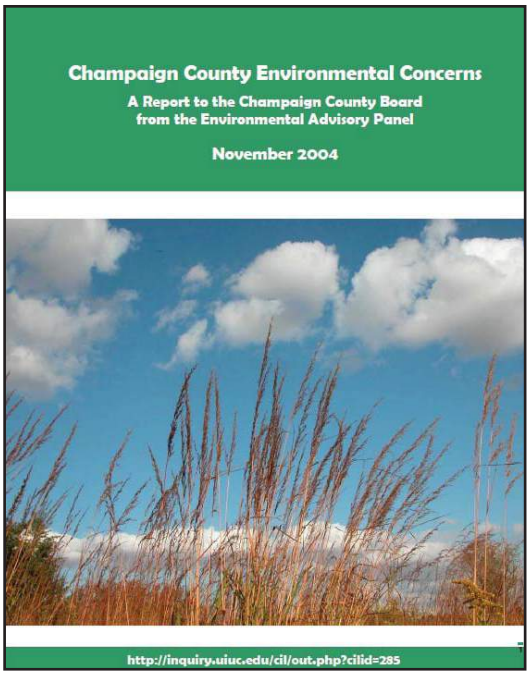


Village of Mahomet Parks and Recreation Master Plan (UIUC Departments of Leisure Studies and Urban and Regional Planning, 2004):

This plan provides guidance for maintaining a high quality parks and recreation system in Mahomet. This document addresses park demand, the quality of recreation programs, financial resources and strategies for future success in park provision.

Connection to the Active Choices Plan:

A community survey performed as part of the plan shows that there is local support for expanding the Champaign County greenways and trails system. The survey found 75 percent of respondents supporting walking trails, 64 percent supporting bike pathways, and 67 percent supporting development consistent with the creation and preservation of natural areas and floodplains.

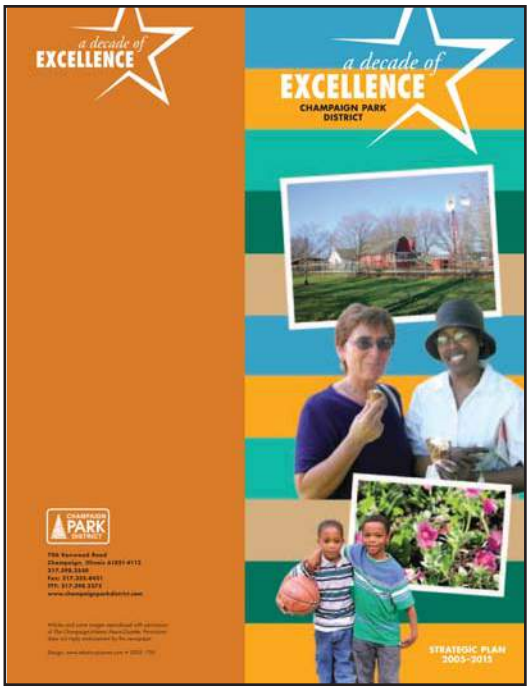


Champaign County Environmental Concerns (Environmental Advisory Panel, 2004):

This report focuses on developing an extensive set of recommendations for environmental issues facing the County. Several stakeholders helped develop the plan, including local specialists on environmental topics.

Connection to the Active Choices Plan:

This report details the need for quality green spaces and wildlife habitats in Champaign County. The authors offer a scenario for the County's future development which includes more and varied recreational opportunities, new and longer trails for biking and hiking, and more natural areas for wildlife preservation. The authors also suggest a bike network connecting urban areas to rural countryside.

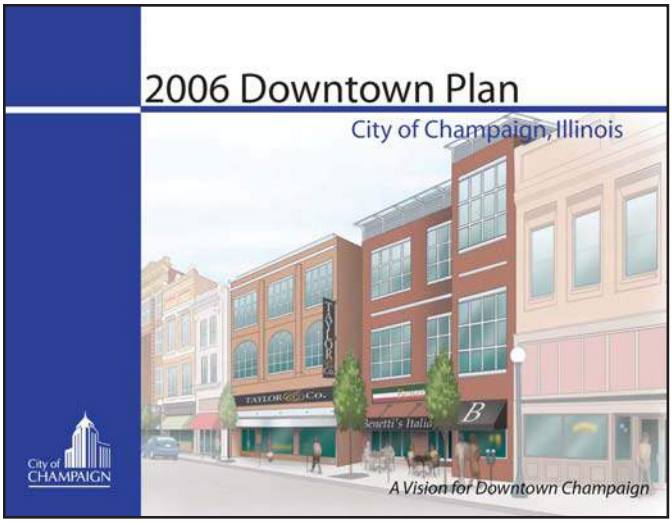


Champaign Park District Strategic Plan 2005-2015 (Champaign Park District, 2005):

This plan provides information on the current conditions of Champaign Park District's maintenance, safety, facility, acquisition, programming, personnel, and funding. The Champaign Park District performed a community needs assessment to determine future facility and funding priorities with input from residents, businesses, and staff.

Connection to the Active Choices Plan:

When asked what facility needs Champaign Park District should focus on, community respondents ranked walking and biking trails high in overall importance, desire for improvement, and willingness to support with tax dollars. Public support of trails in the Champaign Park District will help with planning and implementing future trails in the greenways and trails system.



Champaign Downtown Plan (City of Champaign, 2006):

This plan addresses the history, planning efforts, issues, forces, trends, and visions for development in downtown Champaign. The document outlines development scenarios for the area with specific urban design, land use, and transportation elements. The Champaign Downtown Association is identified as one of many key players in implementing this plan, which is now part of the Champaign Center Partnership that covers Midtown and Campustown as well.

Connection to the Active Choices Plan:

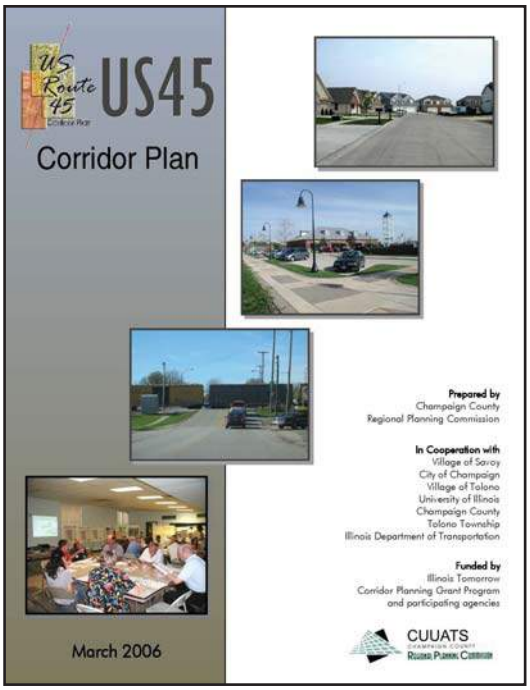
This plan recommends that the City of Champaign develop an efficient and safe multi-modal transportation system downtown. The plan suggests a bicycle route system that dedicated bicycle lanes and increased pedestrian walkability support.

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

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

Connection to the Active Choices Plan:

The Urbana Comprehensive Plan and Update cites the *Greenways & Trails Plan* as the master document for greenways and trails development. The Urbana Comprehensive Plan and Update supports the development of trails and greenways in the region and promotes links to existing trails through new development. The 2006 Plan Update describes the intergovernmental agreement for the *Greenways & Trails Plan*; the completion of the Lierman Avenue, Stone Creek Boulevard, and Goodwin Avenue paths; and the $558,000 of funding secured for the High Cross Road/IL 130 bicycle path.

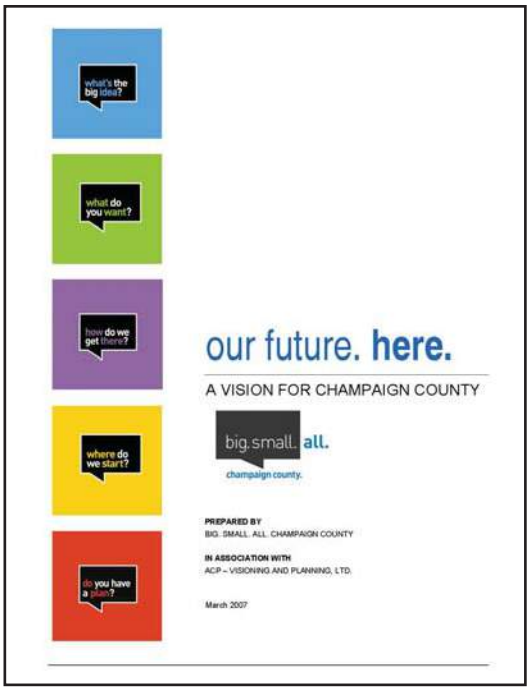


US 45 Corridor Study (CCRPC, 2006):

This plan provides information on the interrelated land use and transportation issues in the U.S. 45 corridor in southern Champaign County. The plan encourages local governments in the study area, including the City of Champaign, Villages of Savoy and Tolono, Tolono Township, the University of Illinois and Champaign County, to coordinate their planning efforts to enhance transportation effectiveness.

Connection to the Active Choices Plan:

The US 45 Corridor Study supports identification and prioritization of bicycle facility recommendations from the *Greenways & Trails Plan* in the U.S. 45 corridor. It also recommends development of pedestrian and bicycle facilities along protected stream corridors to connect existing greenways.

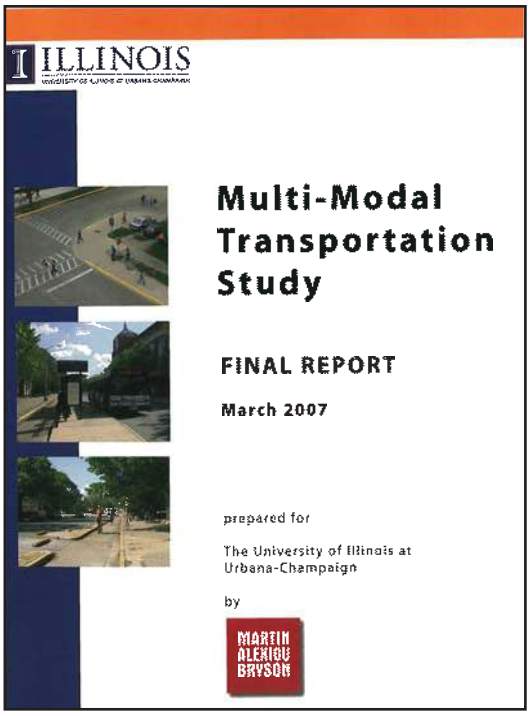


Big.Small.All (Big.Small.All, Champaign County, ACP Visioning and Planning, Ltd., 2007):

Big.Small.All is the result of a community-wide dialogue to envision Champaign County's future. This plan includes stakeholder input from across the County on issues of economics, environment, development, housing, transportation, education, recreation, and other social topics.

Connection to the Active Choices Plan:

Big.Small.All seeks to provide ample parks, trails, and recreation centers to all County residents and communities. Access to open space, cultural facilities and schools through trails, greenways, and public sidewalks is an important objective under the scope of this goal and aligns with the *Greenways & Trails Plan*.

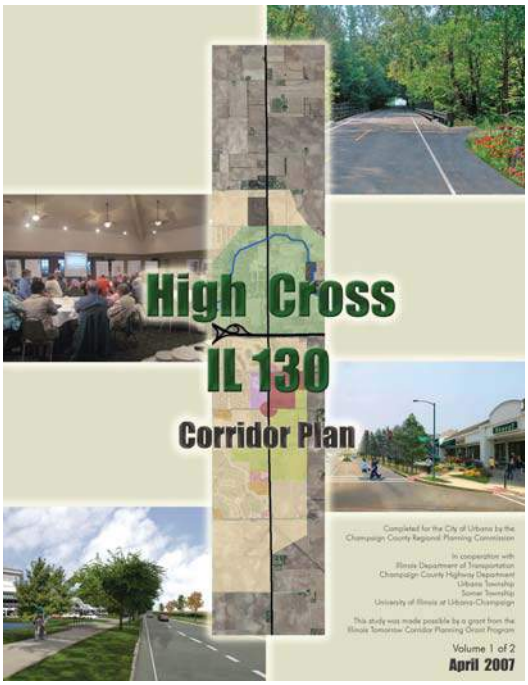


UIUC Multi-Modal Transportation Study (Martin, Alexiou and Bryson, 2007):

This is a multi-modal study focused on creating a pedestrian-friendly environment on campus with safe, healthy, and multi-modal transportation accessibility for students, faculty, staff and visitors. It focuses on street-level improvements for pedestrian safety at intersections and mid-block crossings.

Connection to the Active Choices Plan:

This document focuses on how pedestrians interact with parking structures, transit infrastructure, streets, and bicycles to reduce potential conflicts. The following recommendations within the plan support greenways and trails on the UIUC campus: the creation of a campus-wide bicycle master plan, the implementation of "Complete Streets" programs, bicycle education programs, and improvements to existing bike paths and pedestrian infrastructure.

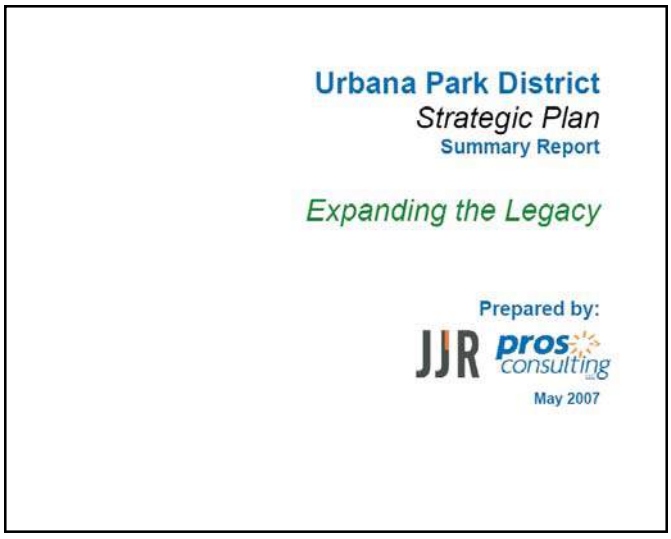


IL 130/High Cross Road Corridor Study (CCRPC, 2007):

The IL 130/High Cross Road Corridor Study examines the interrelatedness of land use and transportation along Illinois 130. It outlines the integration of improvements in the corridor with other transportation improvements elsewhere to enhance the transportation system's overall effectiveness.

Connection to the Active Choices Plan:

This study shows that there are no bicycle facilities, few sidewalks to service bicycles, and little pedestrian and bicycle traffic in the Illinois 130 corridor. The planned improvements to bicycle and pedestrian facilities like on-street bike lanes and off-street shared-use paths are offered as solutions to improve safety conditions between transportation modes and increase accessibility.

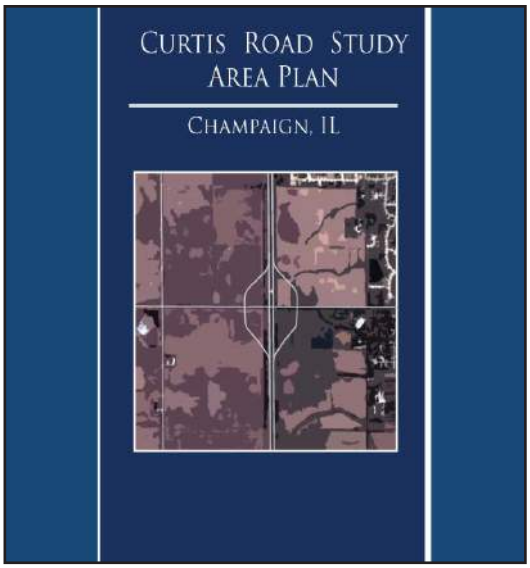


Urbana Park District Strategic Plan: Expanding the Legacy (JJR, Pros Consulting, 2007):

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

Connection to the Active Choices Plan:

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

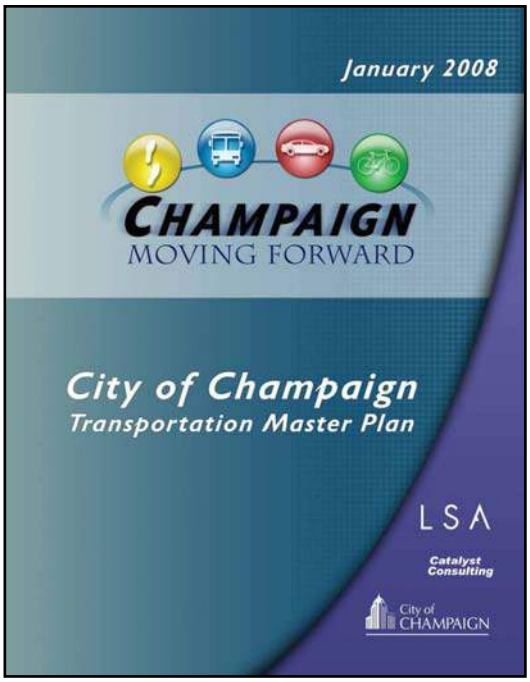


Curtis Road Interchange Master Plan (City of Champaign, Teska Associates, 2007):

The Curtis Road Interchange Master Plan addresses issues of access, place-making, growth, transportation, and land use at the Curtis Road Interchange. It proposes mixed-use development of commercial, residential, and other land uses in the 640 acres surrounding the interchange.

Connection to the Active Choices Plan:

Well-planned bike paths and sidewalks are key to connecting existing and future neighborhoods in the development. A "well landscaped buffer and bike trail along Duncan Road," a comprehensive bike and pedestrian transportation system, and ample open space throughout the corridor are documented as development imperatives.

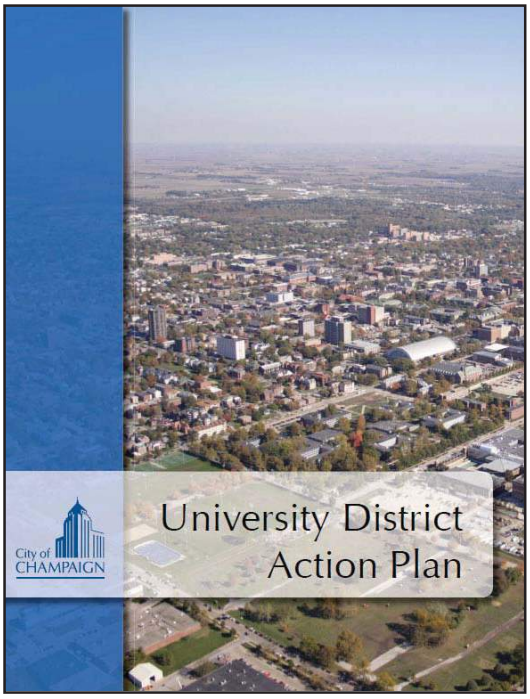


Champaign Moving Forward (LSA, 2008):

Champaign Moving Forward is the Transportation Master Plan for the City of Champaign and its projected growth areas. It serves as the transportation portion of the Champaign Tomorrow Comprehensive Plan. This plan considers the relationship between many modes of transportation with land uses in neighborhoods and nodes. It also addresses future transportation demands, costs, and capital improvements for the City.

Connection to the Active Choices Plan:

Champaign Moving Forward describes Champaign as an ideal place for bicycle transportation because of its flat terrain and a young student population. The plan recommends building on informal bicycle routes and connecting greenways and trails in areas without bike infrastructure to develop the viability of this transportation mode. The plan also includes comprehensive bicycle and pedestrian visions with system inventories and future plans.

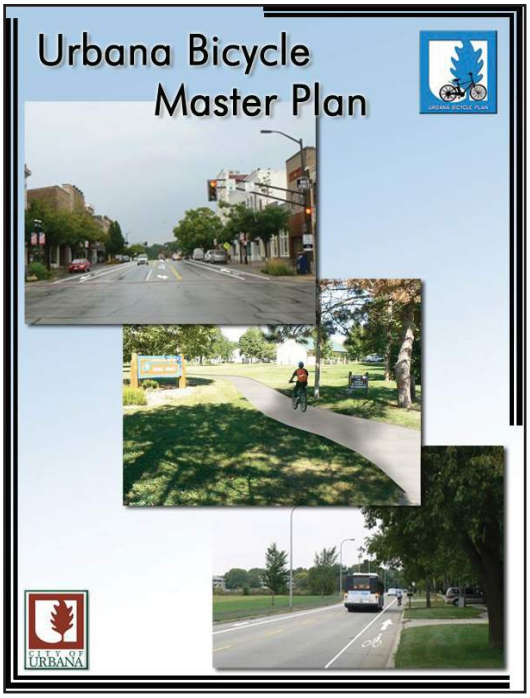


University District Action Plan (City of Champaign, 2008):

The University District Action Plan provides a framework for implementation strategies over a five-year period in terms of land use, urban design, safety, transportation, parking, infrastructure, and aesthetics in Champaign's University District. The plan outlines development guidelines to preserve the character of each portion of the University District with partners and a time frame for each proposed project.

Connection to the Active Choices Plan:

The University District Action Plan includes recommendations to enhance multi-modal transportation through improvements in bicycle facilities such as bike lanes, route and path networks, bicycle parking, and traffic calming devices in certain areas. The safety of pedestrians and bicyclists in a multi-modal transportation network are key objectives for this plan.

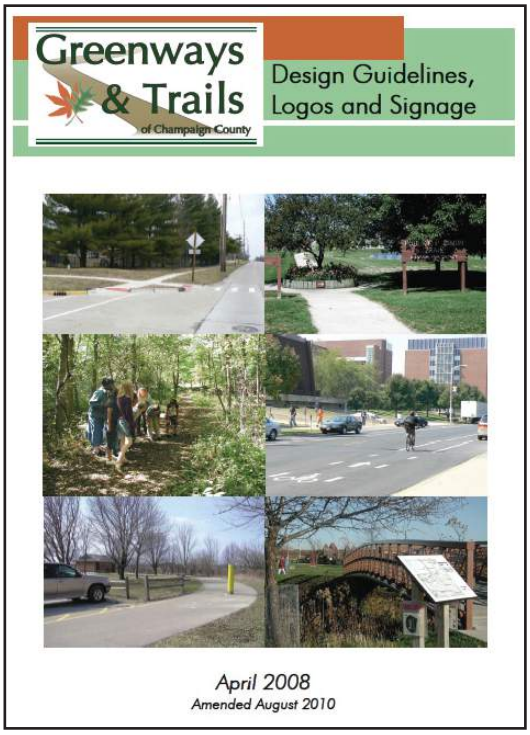


Urbana Bicycle Master Plan (CCRPC, 2008):

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

Connection to the Active Choices Plan:

This plan leverages efforts from the 2004 Champaign County Greenways and Trails Plan by addressing the potential for implementing recommended bicycle facility improvements in Urbana.

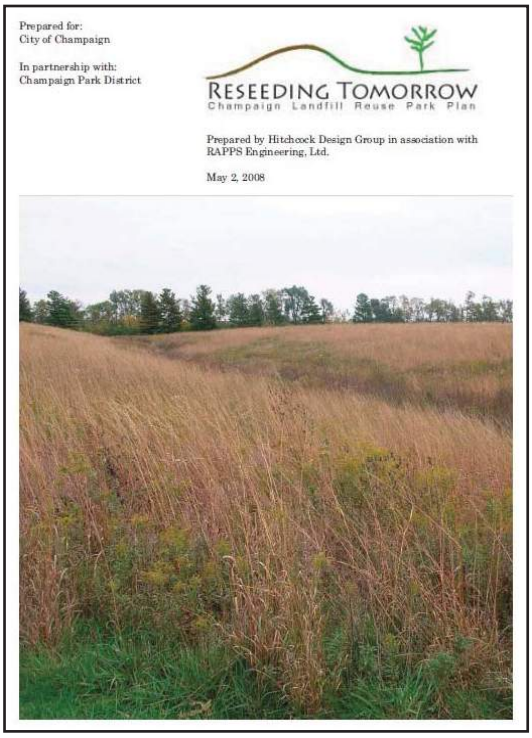


Champaign County Greenways and Trails Design Guidelines, Logos & Signage (CCRPC, 2008; amended 2010):

This document is meant to facilitate development of all non-motorized paths throughout Champaign County. The standardized design guidelines, logos and signage within this document will help create a recognizable, consistent, safe, and convenient system of greenways and trails in the County.

Connection to the Active Choices Plan:

This document is one key to creating a unified system of greenways and trails within Champaign County. Signage installed using these design guidelines will help users identify Champaign County greenways and trails across jurisdictions.

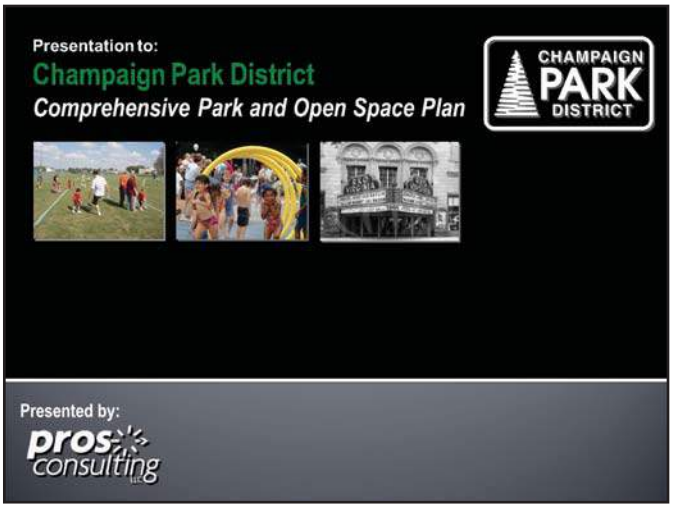


Champaign Landfill Reuse Park Plan-Reseeding Tomorrow (Hitchcock Design Group, 2008):

The Champaign Landfill Reuse Park Plan analyzes adaptive reuse of the former Champaign Municipal Landfill on U.S. Route 150. Multiple stakeholders, including the City of Champaign, Champaign Park District, and the community developed this plan. It serves as a valuable tool to guide the City and Park District in their decision making.

Connection to the Active Choices Plan:

The Champaign Landfill Reuse Park Plan promotes redeveloping the landfill into a park with opportunities for active and passive recreational uses. Planned amenities for the park include three miles of multi-use trails connecting to park facilities and a future regional trail along Route 150.

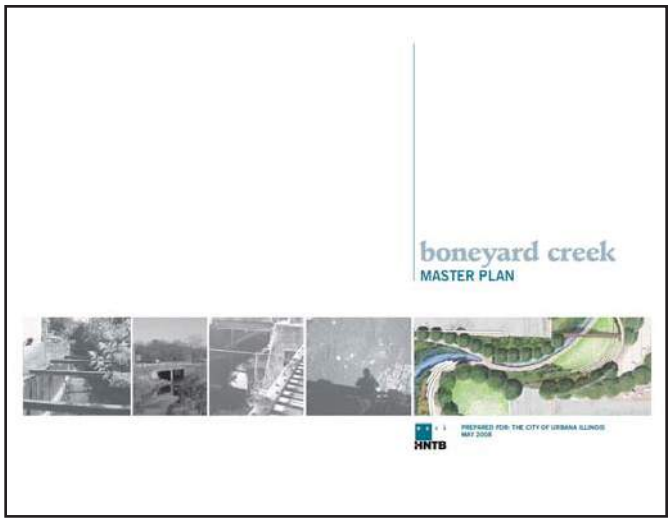


Champaign Park District Comprehensive Park and Open Space Plan (Pros Consulting, 2008):

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

Connection to the Active Choices Plan:

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

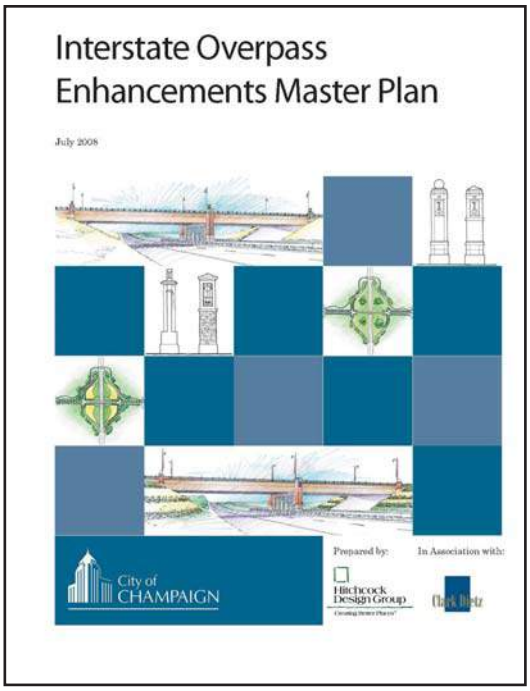


Boneyard Creek Master Plan (HNTB, 2008):

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

Connection to the Active Choices Plan:

This plan cites the *2004 Champaign County Greenways & Trails Plan* as a foundational element of the planning effort for this document. The plan cites greenways and trails development as a way to support wildlife habitat, control flooding, improve water quality, and preserve cultural sites in Urbana.

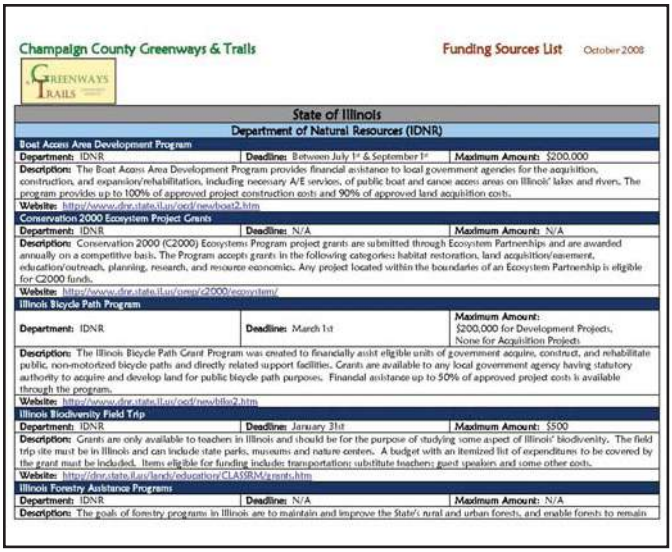


Interstate Overpass Enhancements Master Plan (Hitchcock Design Group, Clark Dietz, 2008):

The Interstate Overpass Enhancements Master Plan is a guide to beautifying corridors and entryways along the Interstate 57, 72, and 74 overpasses in Champaign. This plan establishes a style appropriate for each overpass in the community and develops strategy for implementing improvements. The two out of four most popular styles voted on in an online public survey were the University Style and Prairie Style, and this plan assigns one of these two styles as the preferred overpass style for each in bridge in Champaign.

Connection to the Active Choices Plan:

This plan includes designs for bicycle/pedestrian bridges, and maps where bicycle/pedestrian facilities are proposed on interstate overpasses in other City plans in an effort to provide and continue trail access into north and western parts of Champaign and beyond.



Champaign County Greenways & Trails — Funding Sources List — October 2008

State of Illinois

Department of Natural Resources (IDNR)

Boat Access Area Development Program

Department: IDNR	Deadline: Between July 1st & September 1st	Maximum Amount: $200,000

Description: The Boat Access Area Development Program provides financial assistance to local government agencies for the acquisition, construction, and expansion/rehabilitation, including necessary A/E services, of public boat and canoe access areas on Illinois' lakes and rivers. The program provides up to 100% of approved project construction costs and 90% of approved land acquisition costs.

Website: http://www.dnr.state.il.us/oor/newboat2.htm

Conservation 2000 Ecosystem Project Grants

Department: IDNR	Deadline: N/A	Maximum Amount: N/A

Description: Conservation 2000 (C2000) Ecosystem Program project grants are submitted through Ecosystem Partnerships and are awarded annually on a competitive basis. The Program accepts grants in the following categories: habitat restoration, land acquisition/easement, education/outreach, planning, research, and resource economics. Any project located within the boundaries of an Ecosystem Partnership is eligible for C2000 funds.

Website: http://www.dnr.state.il.us/orep/c2000/ecosystem/

Illinois Bicycle Path Program

Department: IDNR	Deadline: March 1st	Maximum Amount: $200,000 for Development Projects, None for Acquisition Projects

Description: The Illinois Bicycle Path Grant Program was created to financially assist eligible units of government acquire, construct, and rehabilitate public, non-motorized bicycle paths and directly related support facilities. Grants are available to any local government agency having statutory authority to acquire and develop land for public bicycle path purposes. Financial assistance up to 50% of approved project costs is available through the program.

Website: http://www.dnr.state.il.us/oor/newbike2.htm

Illinois Biodiversity Field Trip

Department: IDNR	Deadline: January 31st	Maximum Amount: $500

Description: Grants are only available to teachers in Illinois and should be for the purpose of studying some aspect of Illinois' biodiversity. The field trip site must be in Illinois and can include state parks, museums and nature centers. A budget with an itemized list of expenditures to be covered by the grant must be included. Items eligible for funding include: transportation; substitute teachers; guest speakers and some other costs.

Website: http://dnr.state.il.us/lands/education/CLASSRM/grants.htm

Illinois Forestry Assistance Programs

Department: IDNR	Deadline: N/A	Maximum Amount: N/A

Description: The goals of forestry programs in Illinois are to maintain and improve the State's rural and urban forests, and enable forests to remain

Champaign County Greenways and Trails Funding Sources List (CCRPC, 2008):

This document outlines potential funding sources to support implementation of Champaign County's regional system of greenways and trails. It includes federal, state, private, and non-profit development sources with agency names, websites, funding descriptions, deadlines, and maximum award amounts.

Connection to the Active Choices Plan:

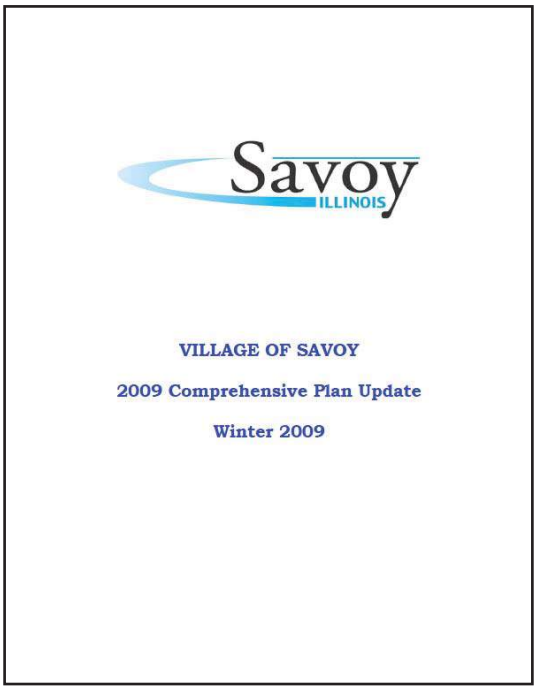
This document is important for identifying funding sources for agency members to help facilitate the development of greenways and trails within their jurisdictions.

St. Mary's Road Corridor Study (CCRPC, 2008):

The St. Mary's Road Corridor Study is a comprehensive study of current and future development, transportation service, safety conditions and facilities in the St. Mary's Road corridor on the southern portion of the University of Illinois campus.

Connection to the Active Choices Plan:

This document provides many recommendations supporting active transportation in the corridor. It highly recommends a road diet and bike lanes between Neil and Fourth Streets. It also recommends medium and low priority pedestrian and bicycle infrastructure.

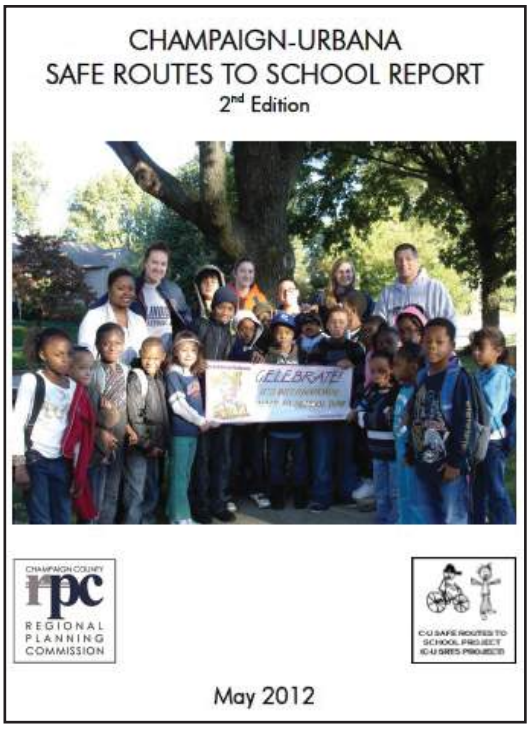


Savoy Comprehensive Plan Update (Village of Savoy, 2009):

The Savoy Comprehensive Plan Update is the most recent update of the *Village of Savoy 2002 Comprehensive Plan*. It addresses park supply and demand, "small town" atmosphere, development trends, and future land use in Savoy. The plan also contains explanations of economic development, strategic partnerships and greenspace planning stemming from each issue.

Connection to the Active Choices Plan:

The Savoy Comprehensive Plan Update reveals the desire for more greenspaces connecting sidewalks and trails in Savoy. Although sidewalks and trails are required as part of Savoy's residential development, connections to regional greenways are sought for future development. A greenspace planning process is proposed to further define the exact nature of greenway development in Savoy.



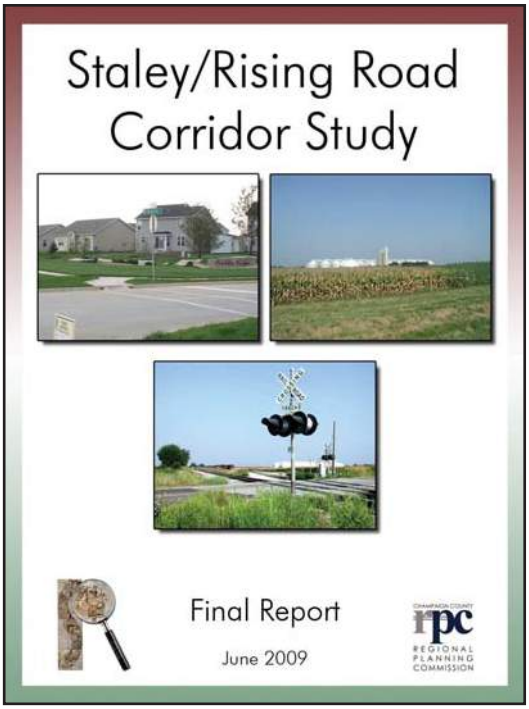
Champaign-Urbana Safe Routes to School Report (CCRPC, 2009; updated 2012):

The Champaign-Urbana Safe Routes to School Report focused on pedestrian and bicycle safety issues for the Champaign-Urbana community and has marketed walking and bicycling as viable transportation modes for school commuters. The study team undertook surveys to document trends in perceptions of walking and biking to school and travel tallies to document student travel patterns.

The Champaign-Urbana Safe Routes to School Project administered the surveys among Champaign-Urbana public elementary and middle schools and then contracted with the Champaign County Regional Planning Commission to create this report as well as a survey database.

Connection to the Active Choices Plan:

According to the surveys, fast driving and poor pedestrian and bicycle infrastructure were top factors affecting parents' decisions to allow their children to walk or bike to school. In the Urbana and Champaign surveys, walking scored third in both survey areas as the travel mode to/from schools, while bicycling scored fourth and fifth respectively.

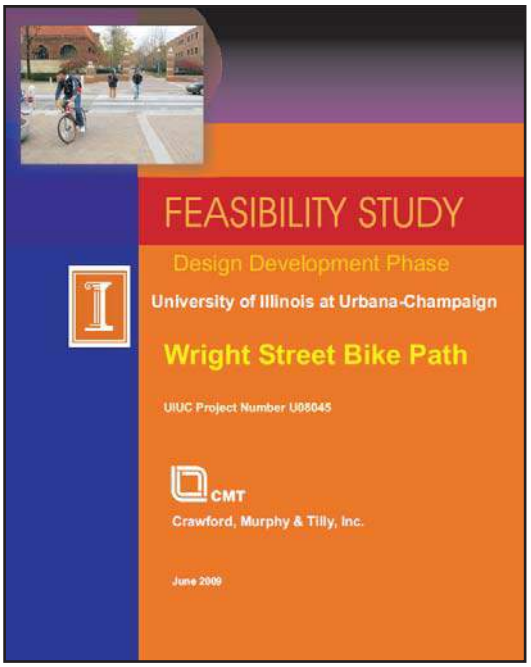


Staley/Rising Corridor Study (CCRPC, 2009):

The Staley/Rising Corridor Study analyzed land use, transportation and growth in the Staley and Rising corridors, west of Interstate 57. It outlined goals to improve mobility, safety and accessibility for all transportation modes, preserve environmentally sensitive lands, and enhance multi-modal connections in this corridor.

Connection to the Active Choices Plan:

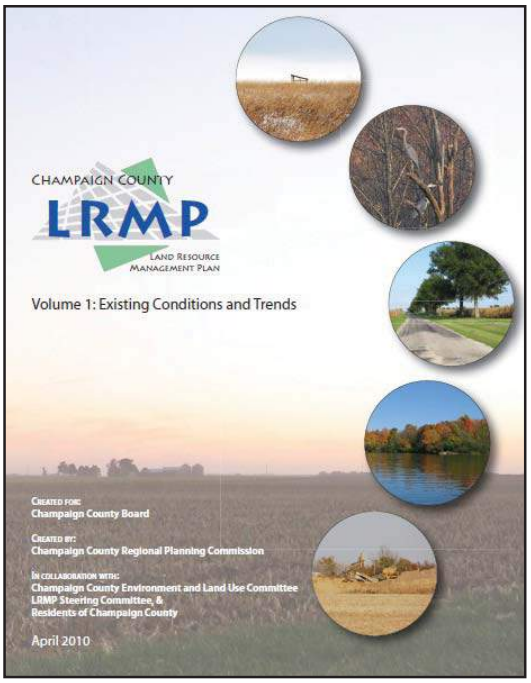
The study found that sidewalk and bicycle facilities are not consistently constructed in this area, particularly on interstate under- and overpasses. Improvement of these facilities is recommended, as well as other recommendations for the City of Champaign to take advantage of greenway and trail development (such as the Kaskaskia River corridor) and/or preservation opportunities since this area continues to develop.



Wright Street Bike Path Feasibility Study (Crawford, Murphy & Tilly, 2009):

The Wright Street Bike Path Feasibility Study determined the design and cost feasibility of constructing on-street bike lanes for the University of Illinois campus along Armory Avenue and Wright Street from Sixth Street to Springfield Avenue. The study outlined goals to create a safe, walkable, and healthy campus environment, to reduce conflicts between transportation modes, to improve bicycle facilities and safety, and to enhance the the transportation system's efficiency and effectiveness.

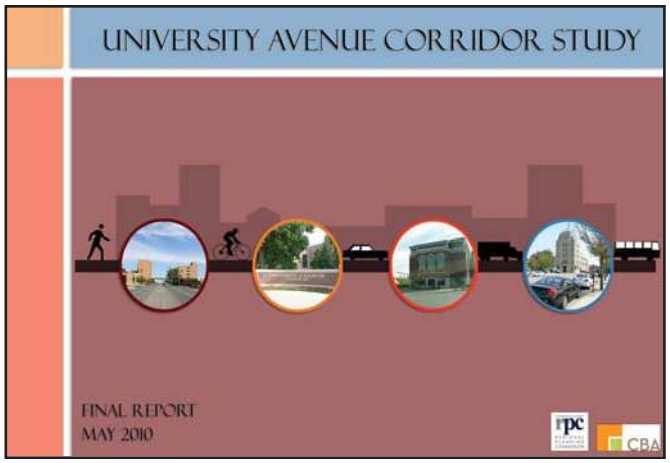
Connection to the Active Choices Plan:
This study supports the improvement of bicycle facilities and the use of the *Champaign County Greenways & Trails Design Guidelines* for infrastructure improvements.



Champaign County Land Resource Management Plan (LRMP) (CCRPC, 2010, updated 2011):

The Champaign County Land Resource Management Plan provides a baseline of information about existing conditions and land use trends in Champaign County. It contains updated goals, objectives, and policies intended to guide the Champaign County Board as it manages issues and resources related to land resource management in the County; a future land use map; and potential measurable means of implementing the recommended policy framework and future land use plan. The plan lays out several aspects related to the natural environment in Champaign County.

Connection to the Active Choices Plan:
The plan cites the work of many jurisdictions in Champaign County to construct greenways and trails (including areas with abandoned rail lines through the Rails-to-Trails program) in accordance with the Greenways & Trails Plan.

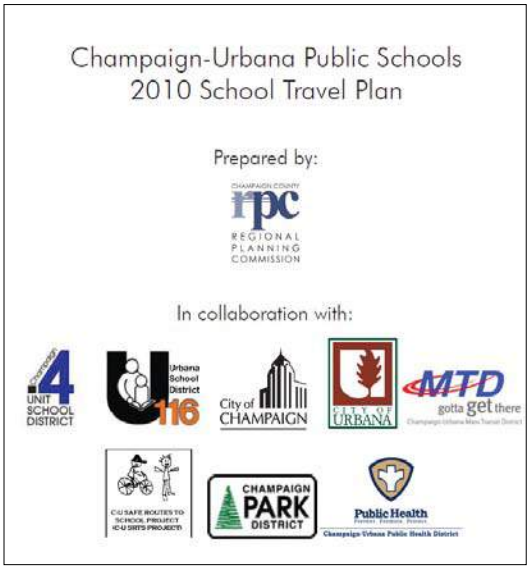


University Avenue Corridor Study (CCRPC, 2010):

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

Connection to the Active Choices Plan:

The standards outlined in the *Champaign County Greenways & Trails Plan* and *Design Guidelines* are cited as potential templates for wayfinding signage in the corridor. General bicycle infrastructure recommendations include signed bike routes, shared-use paths, on-street bike lanes and a Rails-to-Trails pathway in areas parallel to and intersecting University Avenue.



Champaign-Urbana School Travel Plan (CCRPC, 2010):

The Champaign-Urbana School Travel Plan addressed the issues impeding active transportation and recommended ways to help resolve these challenges through the Safe Routes to School (SRTS) program. It has promoted pedestrian and bicycle transportation modes for students because these modes can improve environmental quality and students' health and safety.

The Illinois Department of Transportation required local agencies to complete a school travel plan before applying for federal Safe Routes to School funding. The Champaign County Regional Planning Commission, therefore, prepared this plan for Champaign-Urbana public schools, collaborating with the school districts, cities, mass transit district, Champaign-Urbana Safe Routes to School Project, park districts, and the public health district.

Connection to the Active Choices Plan:

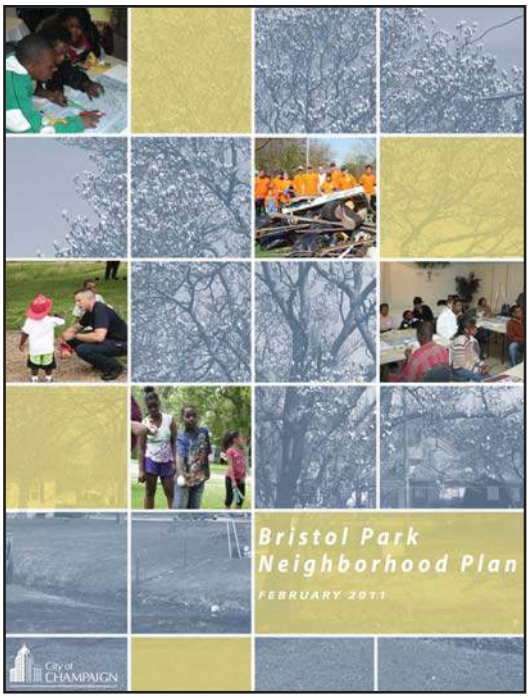
This document outlines recommendations to make bicycling and walking easier and safer for students commuting to and from school in Champaign-Urbana. The improvement of school bicycle and pedestrian infrastructure, driver behavior at or near schools, and school and city policies regarding active transportation will create a safer and more suitable environment for children traveling to education centers across Champaign-Urbana.

Champaign County Forest Preserve District Master Plan (CCFPD, 2010):

The Champaign County Forest Preserve District Master Plan is used to guide long-range planning for natural areas, facilities, and programs fulfilling the Champaign County Forest Preserve District's mission. It provides a review of current practices, future needs, and potential solutions and recommendations.

Connection to the Active Choices Plan:

Among this plan's guiding principles are the goals to protect, preserve, and restore lands and waters in the Forest Preserve District and to provide recreational and educational opportunities for visitors. These goals are supported by the *Greenways & Trails Plan*'s purpose of planning for and prioritizing pedestrian and bicycle infrastructure in natural areas across Champaign County.

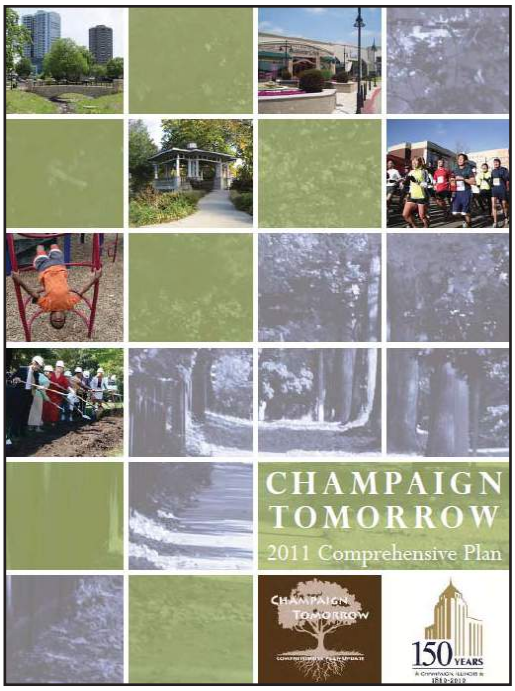


Bristol Park Neighborhood Plan (City of Champaign, 2011):

The Bristol Park Neighborhood Plan has provided the City of Champaign guidance on revitalizing the Bristol Park and Garwood Addition neighborhoods and Shadow Wood Mobile Home Park in northeast Champaign. It includes an assessment of challenges and opportunities regarding the areas' physical, social, and environmental characteristics.

Connection to the Active Choices Plan:

Enhancement of pedestrian and bicycle mobility were major objectives for the transportation portion of this document, given many busy streets and active railroad tracks in and around the neighborhood. The inclusion of these neighborhoods in the "ribbon of green" trail and park system (e.g. the Boneyard Greenway Trail Phase V and Scott Park projects) is a major objective for the parks and open space portion of the plan.

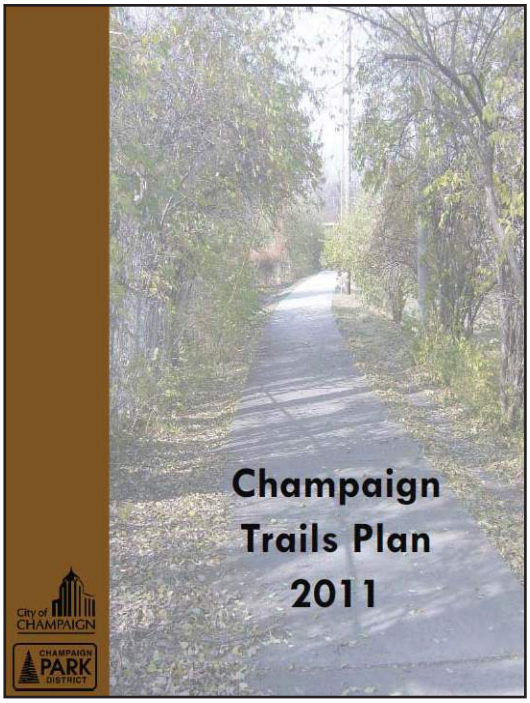


Champaign Tomorrow—Comprehensive Plan (City of Champaign, 2011):

The Champaign Tomorrow Comprehensive Plan has established a twenty-year vision of growth and development for the City of Champaign. It encapsulates a community vision, predicts future demands and addresses strategies for growing responsibly and sustainably.

Connection to the Active Choices Plan:

The Champaign Tomorrow Comprehensive Plan outlines a strategy for increased sustainability through alternative transportation infrastructure investments to encourage transit and active transportation use. It also supports construction of more trails throughout the community to enhance alternative transportation opportunities.

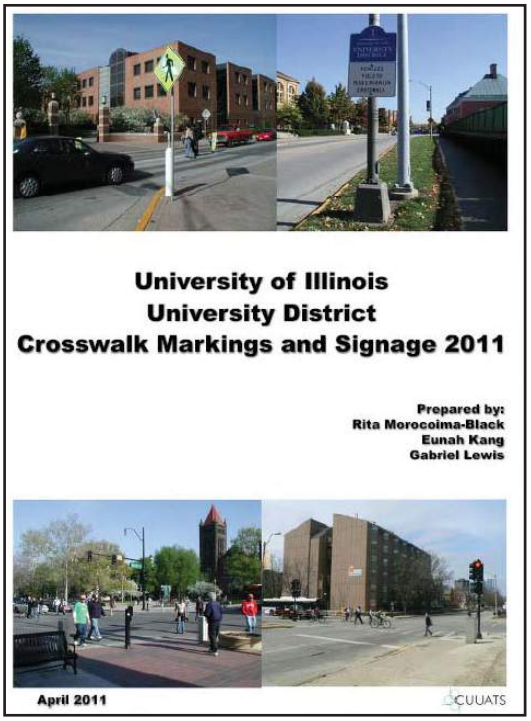


Champaign Trails Plan (City of Champaign, Champaign Park District, 2011):

The Champaign Trails Plan has responded to residents' expressed desire for more trails throughout Champaign during recent surveys. The document provides a vision for a well-connected trail system in Champaign with recommendations for locations, design standards, and funding.

Connection to the Active Choices Plan:

The regional trail design guidelines provided in the *Greenways & Trails Plan* and *Design Guidelines* will be incorporated into Champaign's trail signage efforts. Planned greenway and trail improvements outlined in the plan include the Kaskaskia River, Boneyard, Copper Slough, and Phinney Branch Greenways; the City of New Orleans, Wabash, and West Springfield Avenue Rail Trails; and other multi-use trails. These recommendations include extending trails out of Champaign in all directions to other destinations.

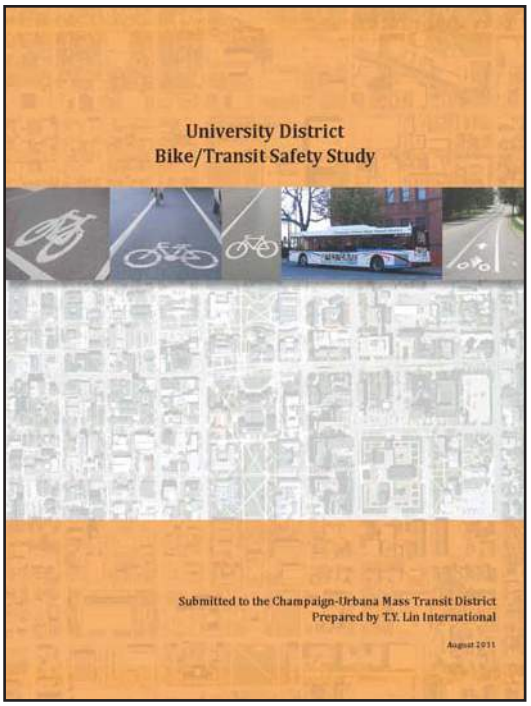


University District Crosswalk Markings and Signage (CCRPC, 2011):

The University District Crosswalk Markings and Signage document provides information on universal crosswalk markings and signage recommendations for the University District that can make pedestrian and bicycle facilities safer and more effective. Comprehensive recommendations with accompanying design parameters are provided for numerous University of Illinois and City of Champaign intersections.

Connection to the Active Choices Plan:

The standards complement the work of the *Greenways & Trails Plan* with universal design codes for crosswalks, bicycle crossings, and multi-use paths in Champaign-Urbana's University District. Installation of these markings and signs in the campus area help make the Champaign County trails system safer and more user-friendly.

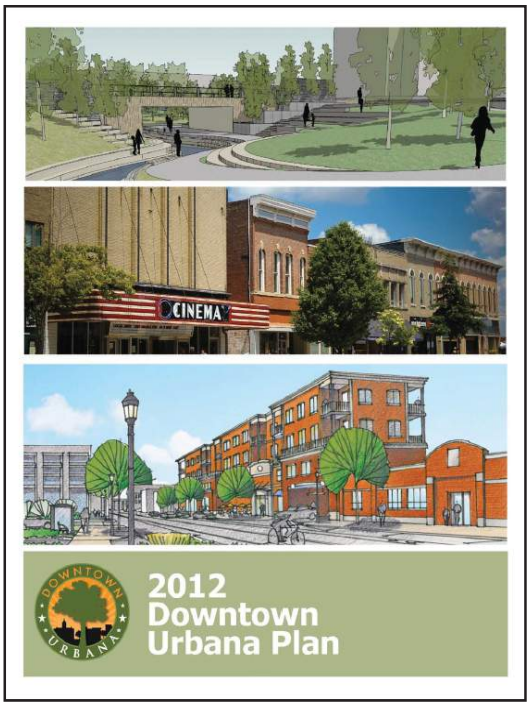


University District Bike/Transit Safety Study (T.Y. Lin International, 2011):

The Champaign-Urbana Mass Transit District (CUMTD) financed this study to analyze safety issues between bicycles and buses on University District corridors and intersections. This study's results are meant to complement the University of Illinois Campus Bicycle Plan's efforts (in progress). It includes a design and policy review, facilities inventory, collision and safety analysis, and recommendations to improve safety between buses and bicycles.

Connection to the Active Choices Plan:

The regional trail design guidelines provided in the *Greenways & Trails Plan* and *Design Guidelines* documents are cited as facility planning resources in this document. The improved interaction of travel between cyclists and buses also supports making the trails system safer and more user-friendly on campus.

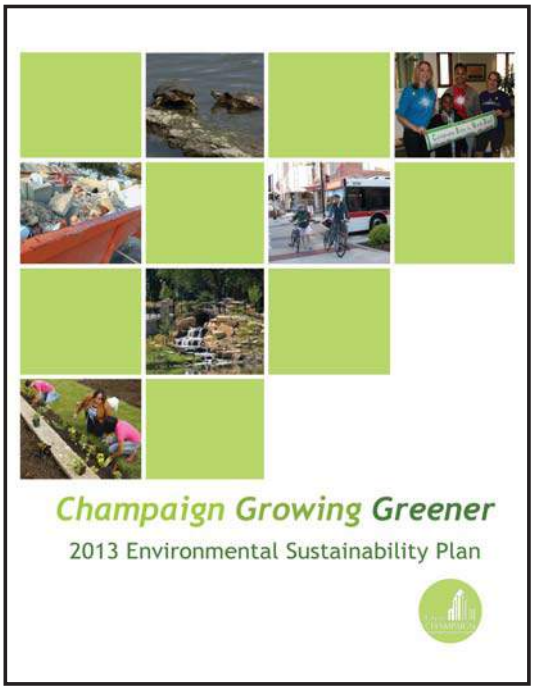


2012 Downtown Urbana Plan (City of Urbana, 2012):

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

Connection to the Active Choices Plan:

The plan advocates developing public open spaces and streetscapes and improving mobility downtown. An online survey performed as part of this plan indicated that nearly 30 percent of respondents walked or biked to Downtown Urbana. The City lists many improvements to make streets safer for all transportation modes. The Boneyard Creek Improvement Project will create an attractive green space connected to pedestrian and bicycle infrastructure to enhance multimodal transportation capabilities. Wayfinding signage is also planned for downtown to direct pedestrians and bicyclists to various destinations.



Champaign Growing Greener Sustainability Plan (City of Champaign, CCRPC, 2013):

The Champaign Growing Greener Sustainability Plan documents environmental, economic, and social sustainability initiatives for the City of Champaign. It includes land use and housing research, a greenhouse gas emissions inventory, an energy consumption analysis, a hydrological analysis, and a transportation systems study to guide current and future sustainability efforts.

Connection to the Active Choices Plan:

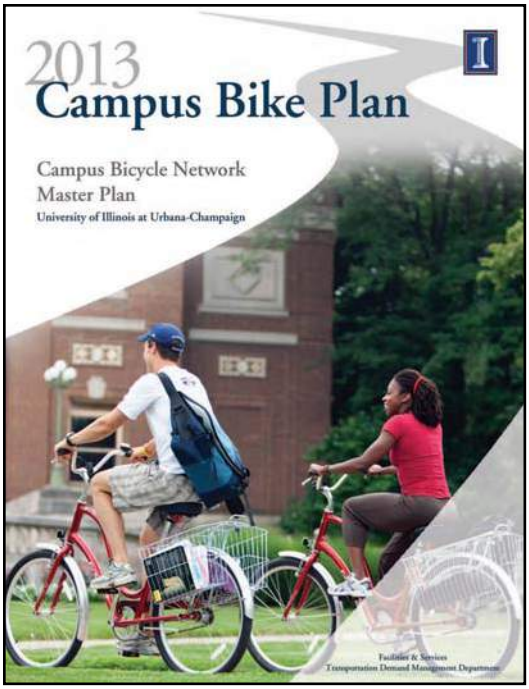
This plan cites data from the *2002 CUUATS Champaign-Urbana-Savoy Household Travel Survey* that shows ten percent of weekday trips originating in Champaign are made via walking or biking. It was nearly double in Urbana. Also cited in the plan is the *2011 Campus Area Mode Choice Survey*, which found that 66 percent of working UIUC faculty, staff, and students living on campus walk or bike to their first campus destination each day; while off-campus, 35 percent of those Urbana residents and 15 percent of those Champaign residents do so. This information could be useful in future evaluation of active transportation system users.

Draft Mobility Implementation Plan (CUMTD, In Progress):

The *Mobility Implementation Plan* (miPLAN) synthesizes primary research on existing transit trips and user preferences, mixed-use development potential along some corridors, and future mobility scenarios to help minimize sprawl, improve mobility, and encourage denser development across the Champaign-Urbana area.

Connection to the Active Choices Plan:

A survey undertaken during Phase I of the *Mobility Implementation Plan* found that area residents, students, and workers often walk and bike for travel and recreation purposes. Respondents expressed a greater willingness to walk or bike if a larger system of safer bicycle paths is constructed, more bike racks and shelters are available, sidewalk conditions are improved, a ride home program is instituted, or opportunities exist to live closer to commuting destinations.

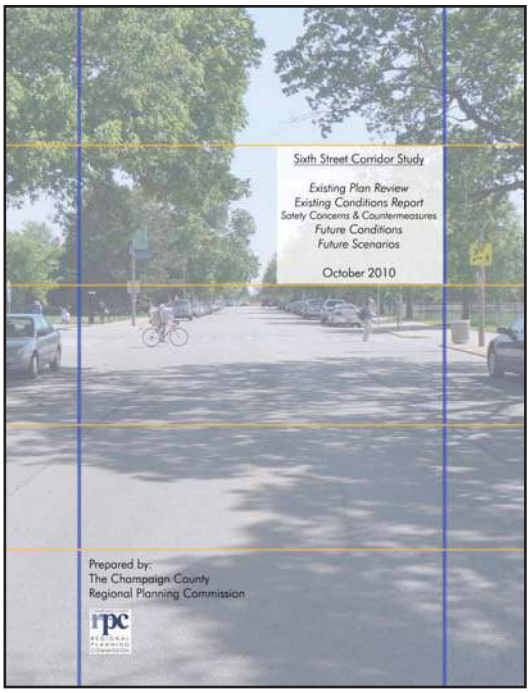


Draft University of Illinois Campus Bicycle Plan (UIUC, In Progress):

The University of Illinois Campus Bicycle Plan originates from four recommendations in the 2007 *UIUC Multi-Modal Transportation Study:* create a comprehensive campus bicycle plan; implement a complete streets program; enhance bicycle education and promotion efforts; and provide greater amenities to bicyclists on campus. This document addresses existing conditions and proposed improvements for the campus bicycle system.

Connection to the Active Choices Plan:

This plan will help integrate bicyclists into the existing road infrastructure on campus and recommend for further integration of existing campus bicycle infrastructure into the regional system. The plan also cites the *Greenways & Trails Design Guidelines, Logos and Signage* document for design standards.



Draft Sixth Street Corridor Study (CCRPC, Dormant):

In 2010, the University of Illinois Facilities & Services Department contracted with the Champaign County Regional Planning Commission to analyze pedestrian safety along the Sixth Street corridor between Armory and Pennsylvania Avenues on campus. The draft plan includes an existing plan review, existing conditions report, safety concerns analysis, future conditions, three alternative scenarios, and other recommendations. The University has decided to wait to finalize the recommendations until recommendations from the University District Traffic Circulation Study are developed, which will evaluate Sixth Street in the context of the entire University District traffic circulation system.

Connection to the Active Choices Plan:

Recommendations to create safer and more efficient bicycle and pedestrian infrastructure include the use of the design standards established in the *Greenways & Trails Design Guidelines*.

10 EXISTING CONDITIONS

10.1 Existing Conditions: Greenways

A **greenway** is 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 their location and function, they provide recreational benefits, protect natural areas, enhance natural beauty and quality of life, and/or stimulate economic development opportunities in neighborhoods and communities.

Four types of greenways are described in this section, by jurisdiction:

- **Public Park:** publicly owned park available for public use.
- **Public Golf Course:** publicly or privately owned golf course available for public use.
- **Public/Private Recreational:** privately owned recreational land available for public use.
- **Private Recreational:** privately owned recreational land not available for public use.

Recreational and athletic facilities that Greenways & Trails member agencies own, manage, or use are also listed.

10.1.1 Champaign County

Champaign County is located in the heart of east-central Illinois. Champaign and Urbana, Champaign County's primary cities, are approximately 136 miles south of Chicago; 120 miles west of Indianapolis, Indiana; and 165 miles north-northeast of St. Louis, Missouri (see Maps 1-3). The county is the fifth largest in the State of Illinois, comprising 638,976 acres. Of these acres, approximately 6,097, or 1%, are designated as parks. Of the non-agricultural area in the county, approximately 6.9% are park acres.

In 2010, Champaign County's total population was 201,081. The largest urban areas in Champaign County are Champaign (Census 2010 population 81,055), Urbana (41,250), and Rantoul (12,941). Eighty-seven percent of the county's population lives in urban areas. Champaign County's urban areas include the Cities of Champaign and Urbana, and the Villages of Bondville, Mahomet, Rantoul, St. Joseph, Savoy, Thomasboro, and Tolono as well as areas adjacent to these communities.

HI Tower, Lake of the Woods
Courtesy: CCFPD

Salt Fork River, Homer Lake Forest Preserve

Homer Lake Natural Playscape
Courtesy: CCFPD

The **Champaign County Forest Preserve District (CCFPD)** manages the following five forest preserves: Lake of the Woods, Homer Lake, Middle Fork River, River Bend, and its latest acquisition, Sangamon River.

- **Lake of the Woods Forest Preserve** is north of Mahomet and shown in Map 4. It covers approximately 838 acres on the westernmost part of Champaign County. Paved roads within the park connect historical landmarks, the lake, the Museum of the Grand Prairie, Mabery Gelvin Botanical Gardens, and the Hartwell C. Howard Golf Course. A 3.4 mile off-street shared-use path runs through the Lake of the Woods Forest Preserve from Prairieview Road on the east to Crowley Road on the west. In addition to this paved multi-use path, Buffalo Trace contains an extensive network of mowed trails for the enjoyment of nature lovers.
- **Homer Lake Forest Preserve** is northwest of Homer and shown in Map 5. It is located on approximately 698 acres in southeastern Champaign County. It is home to Homer Lake, which emanates from the Salt Fork River; Homer Lake Interpretive Center; the Salt Fork Recreation Center; and 11 miles of hiking trails.

  The Champaign County Forest Preserve District also owns the **Old Homer Park** site, covering approximately 14 acres. It is one mile southeast of the Homer Lake Forest Preserve.

  The **Homer Lake Natural Playscape** is a playground designed to connect children to nature. The Natural Playscape includes a stream, plants, boulders, logs, earth mounds and more to provide a highly creative, interactive play experience.

  These play experiences are akin to those that many kids had a generation ago, and which are becoming increasingly rare today. The Homer Lake Natural Playscape will help bring back the magic of those experiences for today's kids, and help them grow into future advocates for the environment while also building healthier bodies and minds.
- **Middle Fork River Forest Preserve** is north of Penfield and is shown in Map 6. It covers approximately 1,593 acres in the northeastern corner of the county. The preserve contains two restored wetland habitats, several ponds, and part of the Middle Fork River. Highlights of the preserve include the Harry L. Swartz Campground with an adjacent shower house, the Activity Center, an Amphitheater, and 6.4 miles of hiking trails. The Champaign County Forest Preserve District also manages the adjacent **Patton Woods**.
- **River Bend Forest Preserve** is located in southwest Mahomet and is shown on Map 7. It is located on approximately 285 acres about one mile southwest of Lake of the Woods. This property has 1.5 miles of hiking trails, a boat access area, and two lakes. The largest lake, Sunset Lake, is open for boating and fishing. The Sangamon River is the property's northern border.
- **Sangamon River Forest Preserve** is south of Fisher and shown in Map 8. It is located on approximately 160 acres and is approximately four miles north of Lake of the Woods. This property is largely undeveloped, and currently has 2.2 miles of trails, a picnic shelter, and restrooms.

The **Champaign County Forest Preserve District** also owns the following facilities:

- The **Harry L. Swartz Campground** at the Middle Fork River Forest Preserve contains 65 sites suitable for all types of camping, and can accomodate groups.
- The **Hartwell C. Howard Golf Course** is located at Lake of the Woods Forest Preserve. It includes an award-winning 18-hole regulation golf course, a 9-hole Par 3 course, and a practice range. A multi-year renovation was recently completed. It also remains one of only two downstate Illinois golf courses with Certified Audubon Sanctuary status.
- The **Homer Lake Interpretive Center** at the Homer Lake Forest Preserve offers a wide range of educational programs for all ages, year-round, throughout east-central Illinois. It is a satellite facility of the Museum of the Grand Prairie.

Homer Lake Interpretive Center
Courtesy: CCFPD

- The **Mabery Gelvin Botanical Garden** at Lake of the Woods Forest Preserve boasts some of the most beautiful and diverse flora in east-central Illinois. The Garden is a popular site for weddings. Horticultural education programs are offered year-round.
- The **Museum of the Grand Prairie** at Lake of the Woods Forest Preserve has an extensive collection interpreting 19th and early 20th-century life in east-central Illinois. Educational programs are offered for all ages throughout the year.

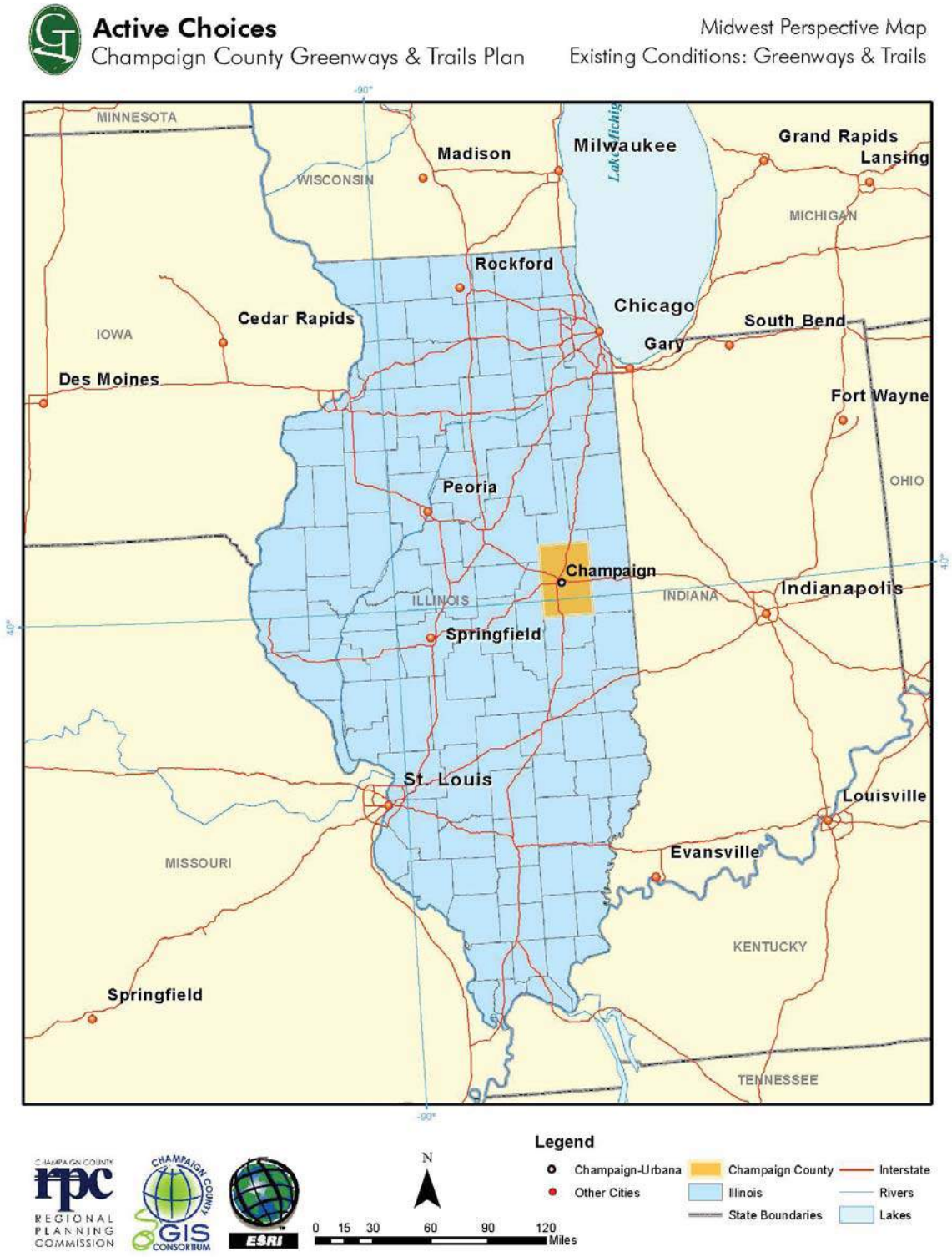
Museum of the Grand Prairie
Courtesy: CCFPD

- The **Riverview Retreat Center** is a secluded cabin located on approximately 14 acres about two miles north of Lake of the Woods Forest Preserve. The facility is available to rent for weddings, meetings, and other events.
- The **Waterfowl Management Area** at the Middle Fork River Forest Preserve is a premier bird sanctuary in Champaign County. More than 130 acres of nesting habitat for migratory waterfowl are located here.

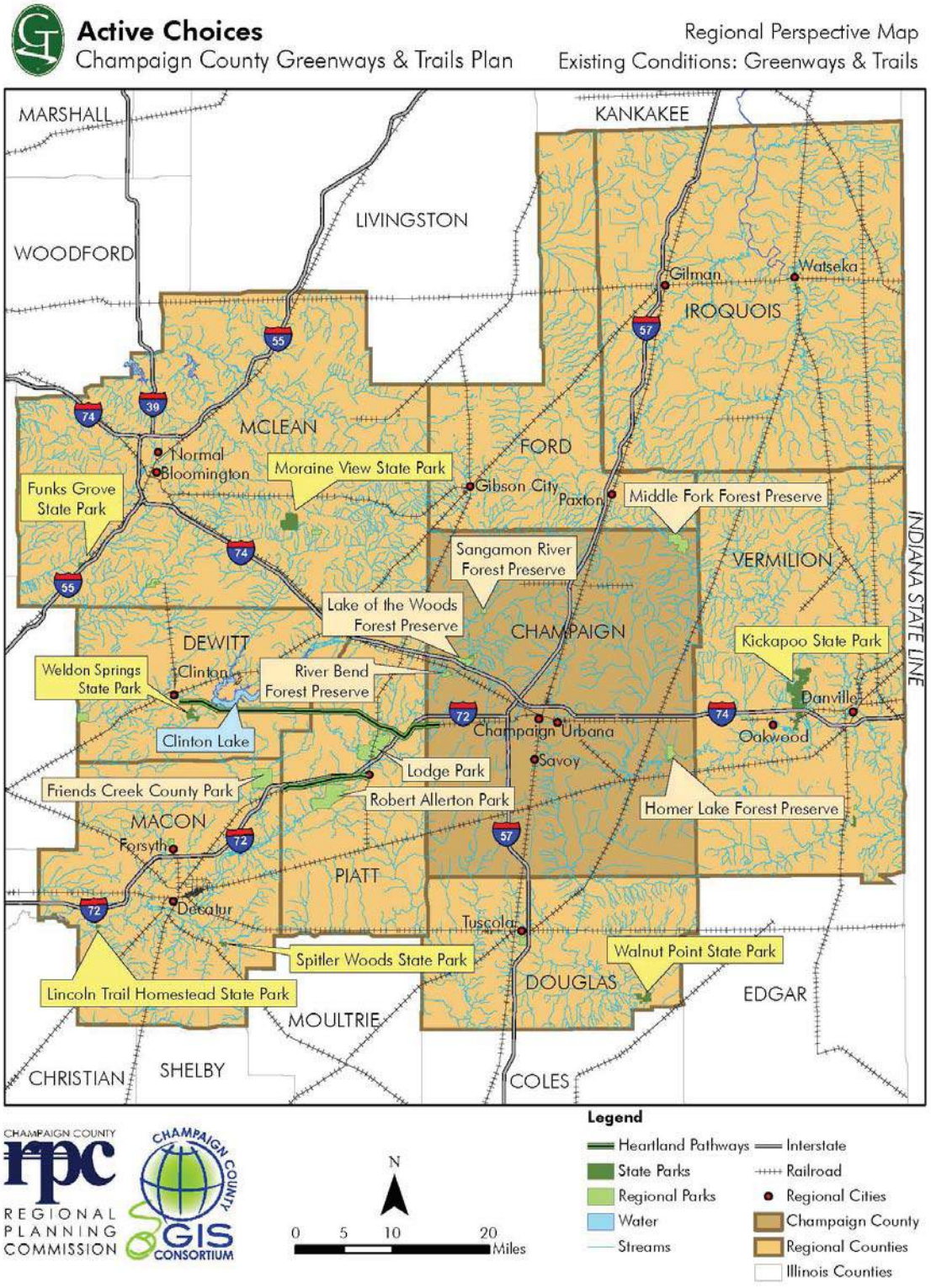
While Champaign County itself does not have any **state parks**, there are six state parks in the nine-county area around Champaign County. Also, Piatt County is home to Robert Allerton Park, which the **University of Illinois** owns. Map 2 shows the state and regional parks in the area Champaign County residents can enjoy.

Also, **Champaign County** owns the land that the Brookens Gym and Sports Complex sits on, while the Urbana Park District manages these facilities. See the *Urbana* section for more information.

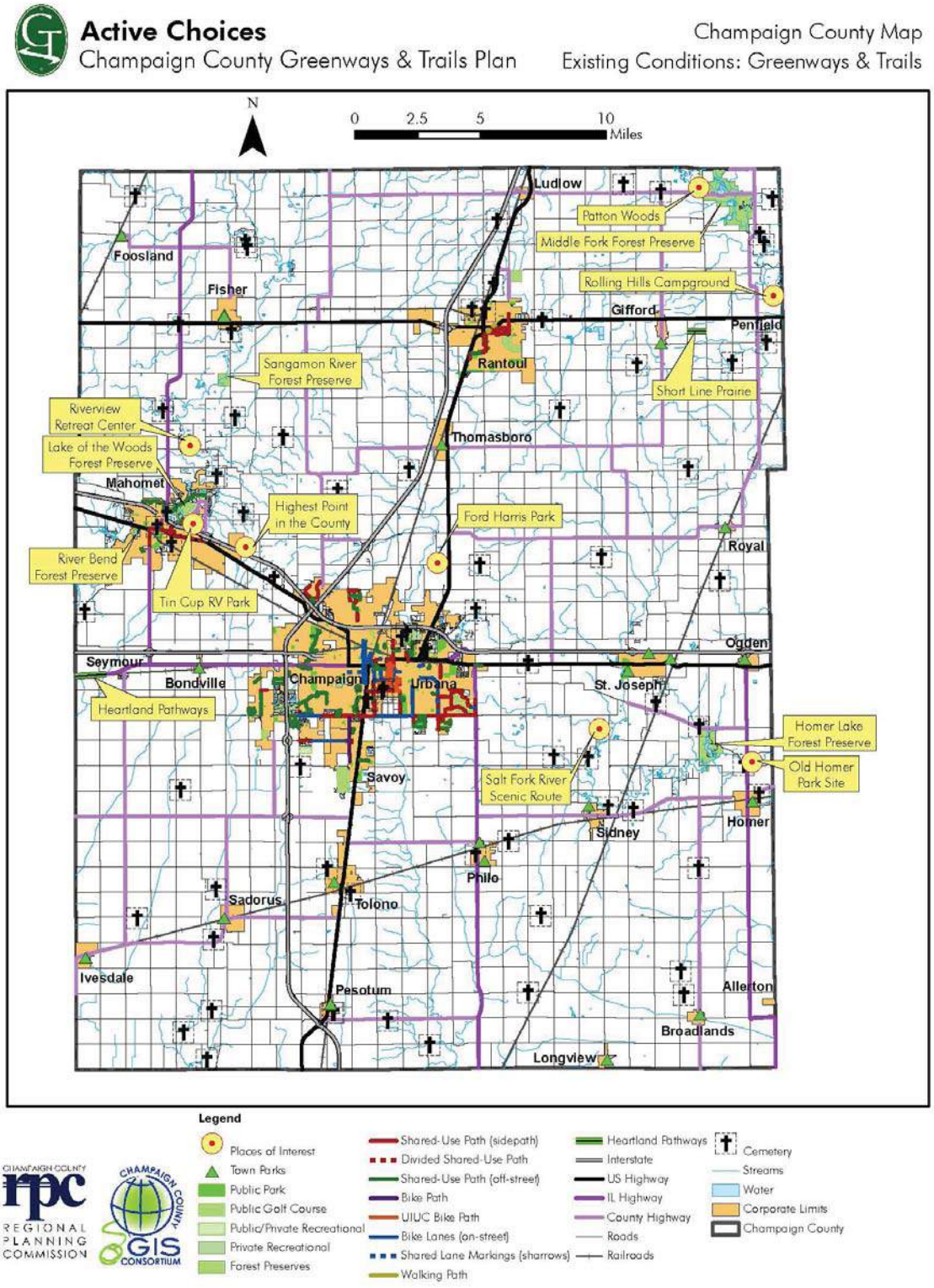
Map 1: Midwest Perspective



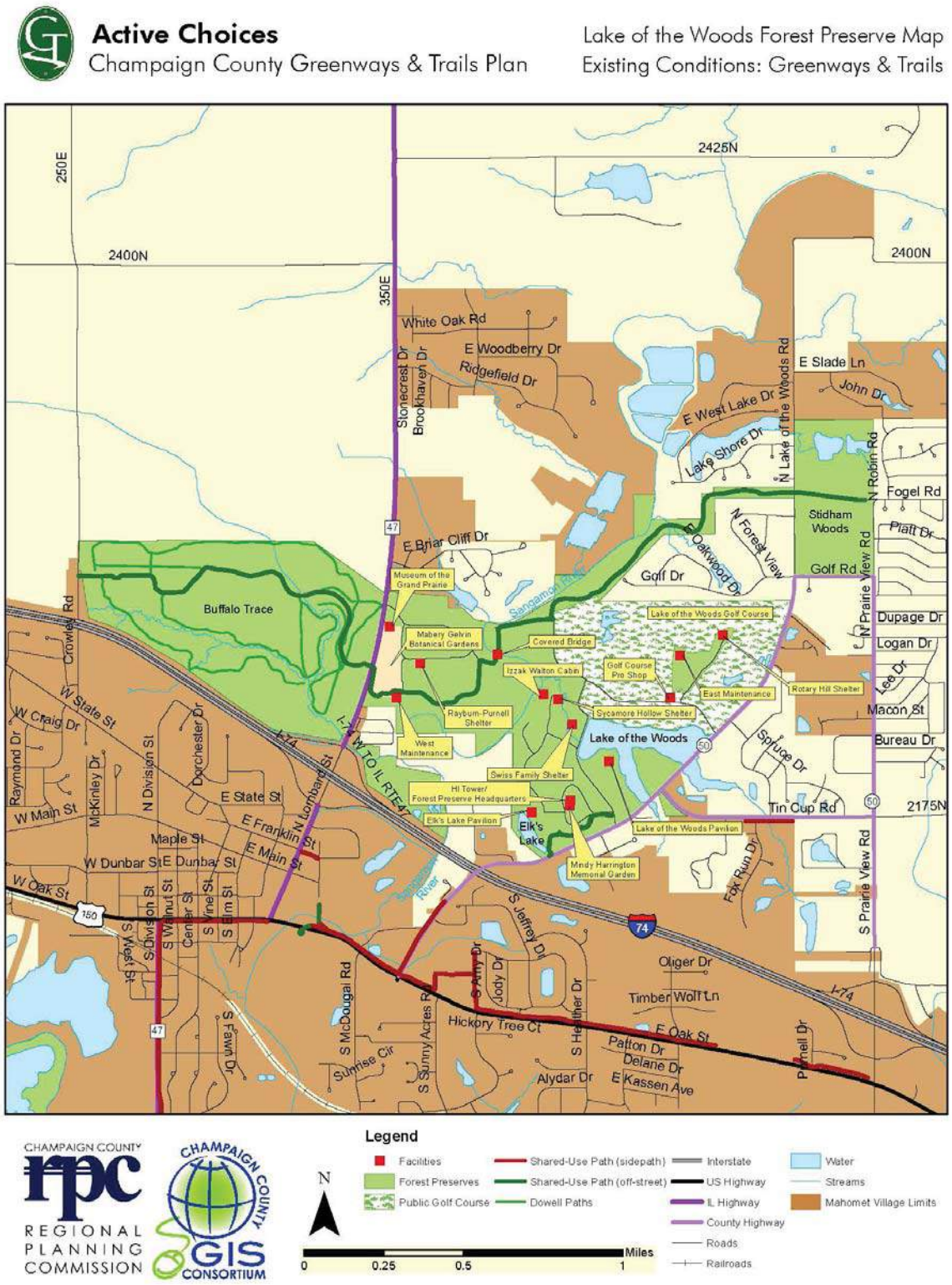
Map 2: Regional Perspective



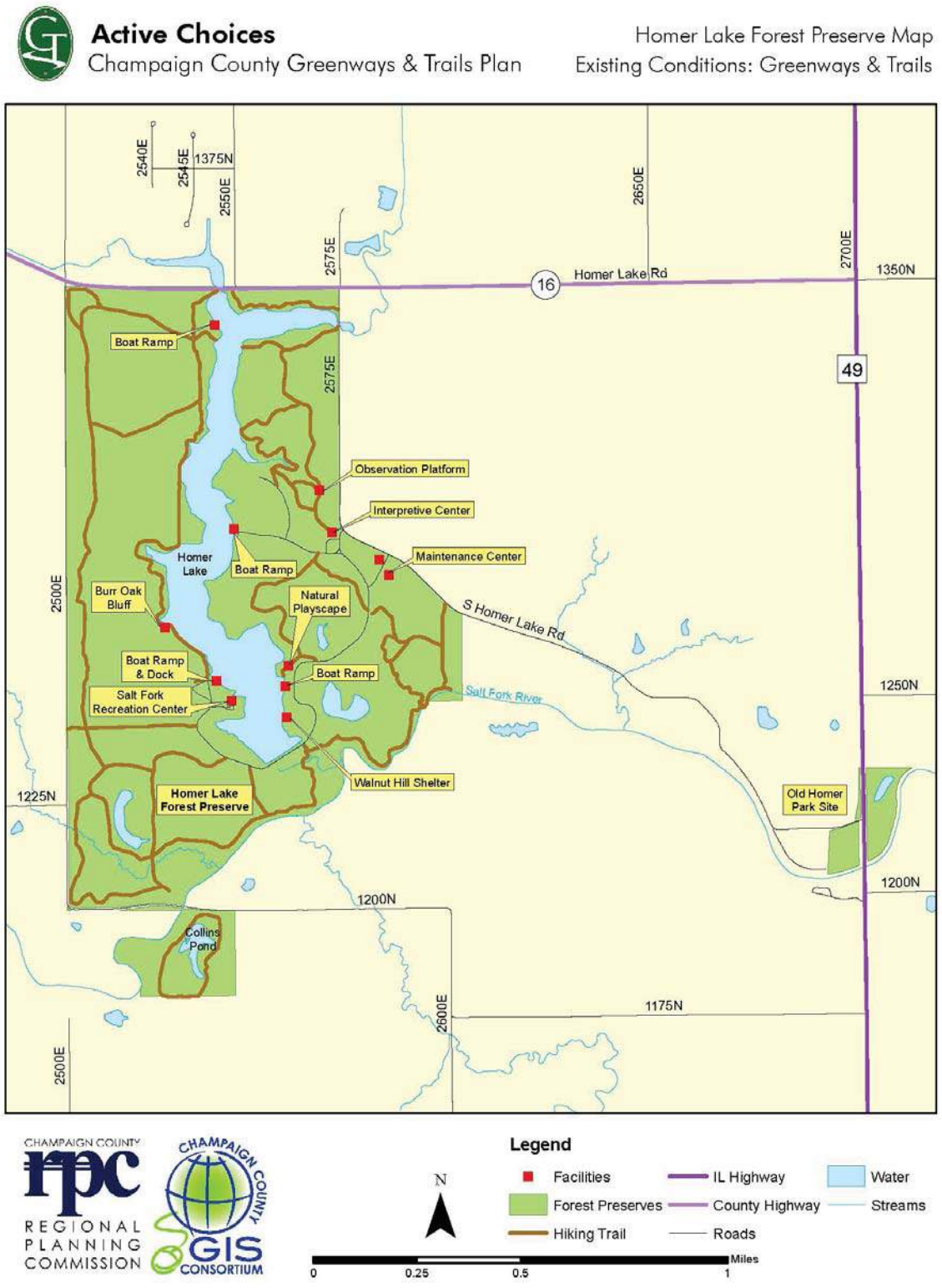
Map 3: Champaign County Greenways, Trails & Bikeways 2012



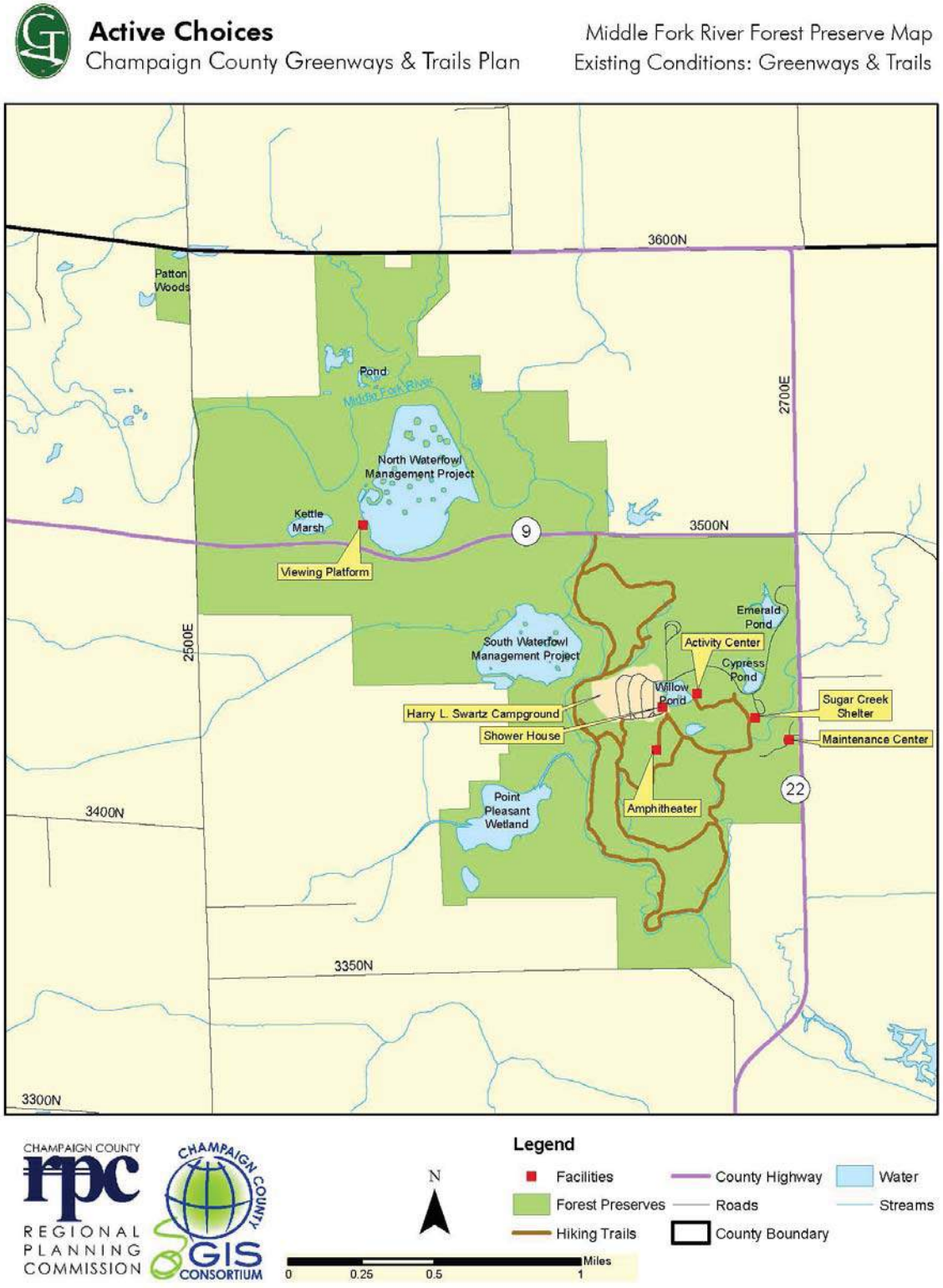
Map 4: Lake of the Woods Forest Preserve 2012



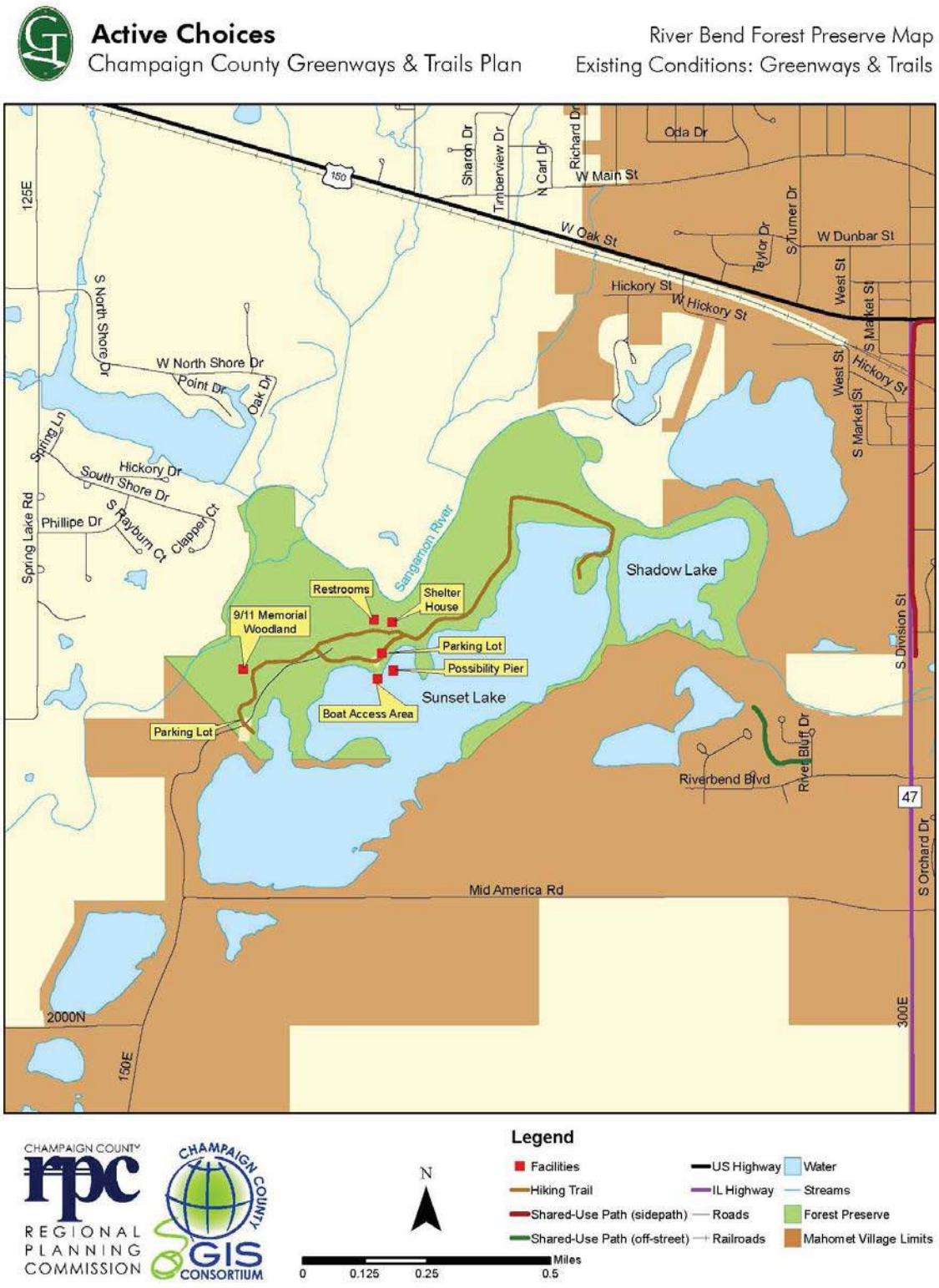
Map 5: Homer Lake Forest Preserve 2012



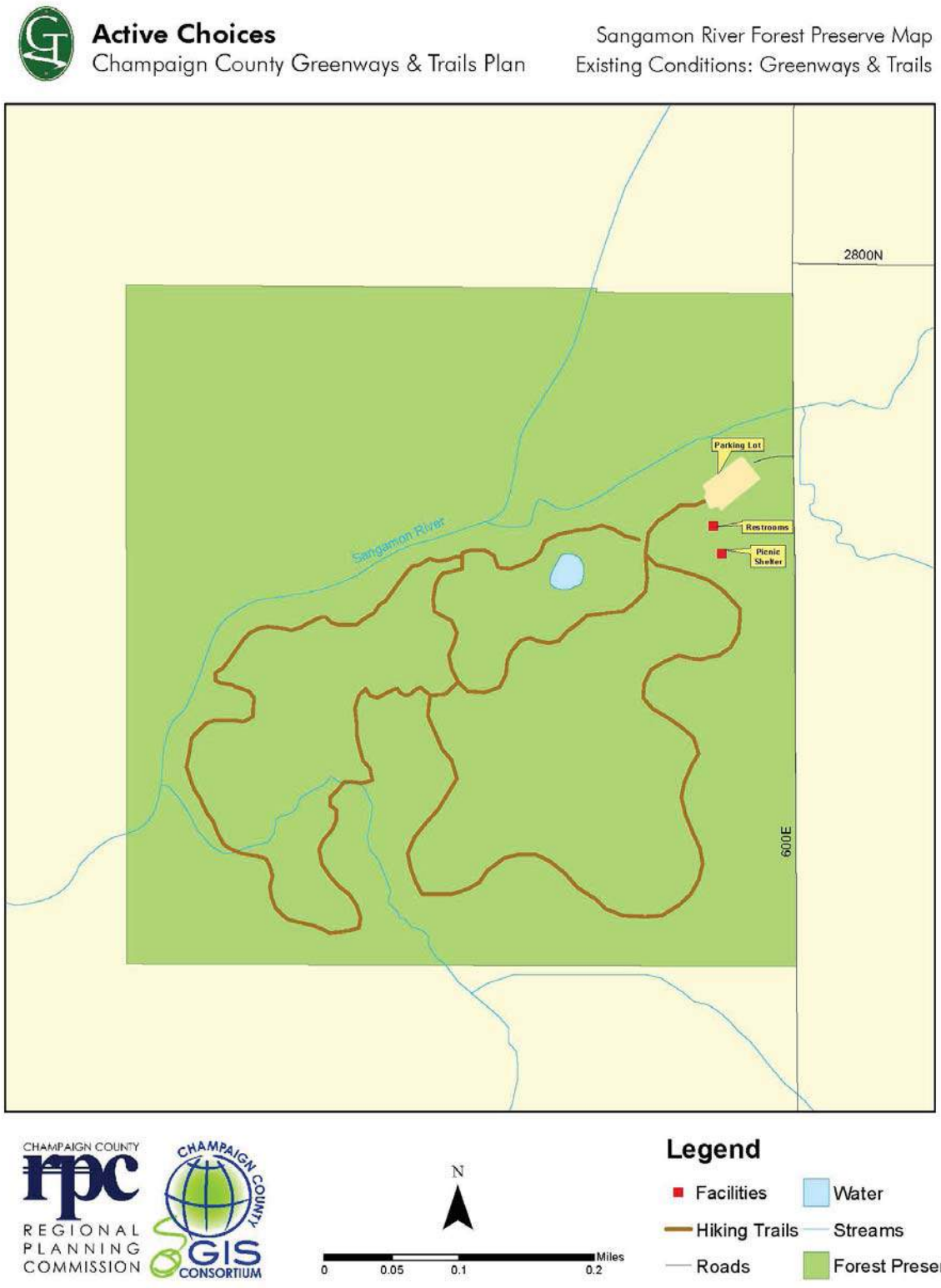
Map 6: Middle Fork River Forest Preserve 2012



Map 7: River Bend Forest Preserve 2012



Map 8: Sangamon River Forest Preserve 2012



10.1.2 Champaign

Champaign contains approximately 983 acres of greenways in its incorporated and unincorporated areas (see Map 9). The City of Champaign encompasses an area of approximately 22.7 square miles. The Champaign Park District maintains approximately 601 acres of public parks, or about 4% of the city's land acreage.

The **City of Champaign** owns one public park:

- The **Boneyard Greenway** is located between University Avenue, Second Street, Springfield Avenue, and First Street. The City of Champaign developed its 7 acres in 2010. It has benches, a bridge on White Street, waterfalls, and the Lower Boneyard Trails.

Boneyard Greenway

The following parks are under the **Champaign Park District's** jurisdiction:

- **Beardsley Park** is bounded by Beardsley Avenue, Walnut Street, Eureka Street, and Champaign Street. Its 1.9 acres include a basketball court, picnic area, playground, and tennis court.
- **Bristol Park** is located on the east side of Market Street between Garwood and Bellefontaine Streets. Playground facilities are included on its 1.1 acres. Boneyard Creek also runs through the park.

Bristol Park

- **Centennial Park** is bounded by John Street, Crescent Drive, Kirby Avenue, and Kenwood Road, surrounding Centennial High School and Jefferson Middle School. Its 65 acres include baseball fields; a basketball court; a pavilion; picnic facilities; a playground; Prairie Farm petting zoo; Sholem Aquatic Center, reconstructed in 2006; a sledding hill; soccer fields; and tennis courts. There is also an adjacent football field which the Champaign Unit #4 School District owns.
- The **Champaign Bark District** is located on the south side of Windsor Road east of Rising Road; it is a 7 acre dog park.
- **Citizens Park** is located at the southwest corner of Garden Hills Drive and Summerlin Lane; its 0.3 acres have a picnic area and playground.
- **Clark Park** is bounded by McKinley Avenue, Daniel Street, and Charles Street. Its 3.2 acres include a basketball court, playground, picnic area, volleyball court, and tennis courts.

- **Davidson Park** is bounded by Davidson Drive and Church Street. Its 1.3 acres have a picnic area and a playground.
- **Dodds Park** is bounded by Mattis Avenue to the east, Bradley Avenue to the south, and Parkland College to the west. Its 109 acres have soccer and softball fields; a seasonal concession stand; picnic area; restrooms; and part of the Greenbelt Bikeway that connects Parkland Way, the Olympic Tribute, Heritage Park, and Kaufman Park/ Lake. Dodds Park is also home to the Laborers Memorial.

Olympic Tribute in Dodds Park

- **Douglass Park** is bounded by Fifth Street, Grove Street, Eureka Street, and the east city limits. It is adjacent to the Booker T. Washington Science, Technology, Engineering, and Math (STEM) Academy reconstructed in 2011. Its 14.1 acres have a baseball field, basketball courts, a community center, a library, picnic area, playground, senior center, sledding hill, and a soccer field.
- **Eisner Park** is bounded by Church Street, Russell Street, University Avenue, and Sabin Avenue. Its 4.3 acres include a baseball field, basketball courts, picnic area, playground, senior center (the Hays Center), shuffleboard court, and tennis courts.
- **Garden Hills Park** is located on the west side of Garden Hills Drive south of Bloomington Road. Its 8.5 acres include a baseball field, picnic area, playground, and soccer field. The adjacent Garden Hills Elementary School has basketball courts.
- The **Garden Hills RR Right-of-Way** is a 3.8 acre linear greenway that follows the railroad tracks south of Paula Drive from Mattis Avenue to Jeanne Street.
- **Glenn Park** is on Glenn Park Drive between Mattis and Miller Avenues. Its 2.1 acres have a basketball half-court, picnic area, and a playground.
- **Greenbelt #1** is a linear greenway that follows the Phinney Branch from the Meadow Park subdivision to Robeson Park. Its 15.3 acres include the Roby and Ethel S. Robeson Trails.
- **Hallbeck Park** is located along the east side of Duncan Road between Crestwood and Wedgewood Drives. Its 5.2 acres are large enough for informal soccer or football games, and has a picnic area and shelter.
- **Hazel Park** is located at the northwest corner of Neil Street and Bradley Avenue. Its 4.9 acres have a baseball field, basketball courts, picnic area, playground, and soccer field.


Hazel Park

- **Heritage Park** is located west of Country Fair Drive between Bradley Avenue and Interstate 72. Its 41.4 acres include a lake; fishing; a picnic area; and part of the Greenbelt Bikeway that runs through Dodds Park to the north, Kaufman Park/ Lake to the south, and east to Country Fair Drive.
- **Hessel Park** is bounded by Grandview Drive and Kirby Avenue. Its 19.9 acres have a baseball field; pavilions; picnic facilities; a playground; restrooms (subject to availability); tennis courts; volleyball courts; a waterplay area; and the Hessel Park Path, installed in 2006.

Hessel Park

- **Johnston Park** is located between Goldenview Drive, William Street, Interstate 57, and Saratoga Drive. Its 14.8 acres have a baseball field, picnic area, playground, soccer field, and the Johnston Park Path.
- **Kaufman Park** is located on the north side of Springfield Avenue/IL 10 approximately ¼ mile east of Duncan Road. Its 25.8 acres include Kaufman Lake, fishing, picnic facilities, restrooms, and part of the Greenbelt Bikeway that connects to Heritage and Dodds Parks.

Kaufman Park

- **Mattis Park** is located west of Fox Drive on the south side of Devonshire Drive. Its 21.8 acres include a lake, fishing, picnic facilities, and the Boulware Trail. A loop trail around the lake was installed in 2007.
- **Mayfair Park** is located in the Mayfair subdivision between Maywood and Parkwood Drives. Its 2 acres have a picnic area and playground.
- **Meadows Square Park** is bounded by Scottsdale Drive, Meadow Square Lane, Valley Brook Drive, and Branch Road. It is 0.8 acres in size.
- **Millage Park** is a neighborhood park in the Cherry Hills subdivision bounded by Cherry Creek and Willoughby Roads. Its 2 acres include a playground and a shelter.
- **Moore Park** surrounds Bel-Air Court on the north side of Windsor Road. Its 2.1 acres include a picnic area and part of the Boulware Trail.
- **Morrissey Park** is located between Windsor Road, O'Donnell Drive, Harrington Drive, and Plymouth Drive. Its 18.2 acres have a baseball field, picnic facilities, a playground, soccer field, tennis courts, and the Morrissey Park Paths installed in 2008.

- **Mullikin Park** is a neighborhood park located at the northeast corner of Mullikin and Stonebridge Drives in the Ironwood subdivision. Its 3.1 acres have a basketball half-court, picnic facilities, and a playground.
- **Noel Park** is located in the Devonshire South subdivision between Galen and Sterling Drives. Its 10 acres have a baseball field, picnic area, playground, and soccer field.
- **Porter Family Park** is a 38 acre park located at the northeast corner of Windsor and Rising Roads. It is Champaign's first natural areas park, including native plantings, picnic facilities, a pond, fishing, a shelter, and the Porter Family Park Paths installed in 2012.
- **Powell Park** is located at the northeast corner of Clayton Road and Crestwood Drive. Its 7.7 acres have a basketball court, picnic facilities, and a playground.
- **Robeson Meadows West Detention** is on the west side of the Robeson Meadows West subdivision, bounded by Windsor Road on the north and Interstate 57 on the west. Its 19.2 acres surround part of the Robeson Meadows West Trail.
- **Robeson Park** is located on the east side of Duncan Road south of Southwood Drive. Its 20.9 acres include a picnic area, playground, soccer field, and the Roby and Robeson Meadows Trails. The Champaign Unit #4 School District owns an adjacent baseball field there.
- **Scott Park** is bounded by Springfield Avenue, Second Street, Healey Street, and Third Street in the University District. Its 3.4 acres include a basketball court, picnic facilities, and a playground. The park was renovated in conjunction with the City of Champaign's construction of the Boneyard Greenway in 2010. New trails through Scott Park connect the Boneyard Trail to the Boneyard Greenway.

Scott Park

- **Spalding Park** is located on the east side of Harris Avenue between the railroad tracks, across from Franklin Middle School. Its 15 acres have a baseball field, basketball court, picnic facilities, a playground, pavilion, recreation center, skate park (skateboards only), and four tennis courts. Spalding Pool closed in 2012 and is not expected to reopen.
- **Sunset Ridge Park** is located at the northeast corner of Boulder Ridge Drive and Staley Road. Its 18.2 acres include picnic facilities, a playground, soccer field, and tennis court.
- **Toalson Park** is a neighborhood park in the Ashland Park subdivision on the north side of Bardeen Lane between Leggett Lane and Sharp Drive. Its 7.1 acres include picnic facilities, a playground, volleyball court, and the Ashland Park Trail.
- **Turnberry Ridge Park** is a neighborhood park in the Turnberry Ridge subdivision on the south side of Balmoral Drive between Cobblefield Road and Birkdale Drive. Its 5.2 acres have a basketball half-court, playground, picnic facilities, and the Turnberry Ridge Trail.
- **Washington Park** is located between Daniel Street, Second Street, Armory Avenue, and Third Street in the University District. Its 2.5 acres include a basketball court, picnic facilities, and two volleyball courts.

- **Wesley Park** is bounded by Third Street, Eureka Street, the Canadian National Railroad tracks, and Burr Oak Court. Its 2.4 acres have two basketball courts, picnic facilities, and a playground. The Martin Luther King, Jr. Trail begins on the south side of the park.
- **West Side Park** is bounded by Church Street, State Street, University Avenue, and Elm Street adjacent to downtown Champaign. Its 12.6 acres include benches, a gazebo, playground, picnic tables, the Tootsie sculpture, and the Prayer for Rain sculpture/fountain as the centerpiece of the park.

Prayer for Rain Sculpture in West Side Park
Courtesy: Champaign Park District

- **Wisegarver Park** is a neighborhood park in the Old Farm subdivision located north of Lakeside Drive east of Mattis Avenue. Its 4.6 acres have a baseball field and soccer field. The park is adjacent to the Robert P. Simon Trail and the former Carrie Busey Elementary School.
- **Zahnd Park** is located on the southeast corner of Staley and Windsor Roads. Its 19.9 acres include two baseball fields, concessions (subject to availability), a football field, pavilion, playground, and restrooms.

The **Champaign Park District** also maintains numerous mini-parks, generally defined as greenway space of one acre or less:

- **Bannon Mini Park** – 0.4 acres, northeast corner of Neil and Tremont Streets
- **Bian Park** – 3.8 acres, on the south side of Kirby Avenue west of Holmstrom Drive
- **Bridgewater Park** – 0.1 acres, southwest corner of Bradley Avenue and Market Street
- **Firefighter's Park** – 0.3 acres, southwest corner of White and Randolph Streets next to Champaign Fire Station #1
- **Green Street Entryway** – 0.1 acres, on Green Street next to the Canadian National Railroad tracks, at the entrance to the University District
- **Harris Park** – 0.4 acres, on Elm Boulevard south of John Street

Harris Park

- **Helms Park** – 0.05 acres, northeast corner of Springfield Avenue and Second Street, adjacent to the Boneyard Greenway

Stone Arch Bridge in Helms Park

- **Hosier Mini Park** – 0.07 acres, southeast corner of Neil Street and Stadium Drive
- **McCollum Park** – 1.4 acres, along Neil Street north of Stadium Drive
- **Mini Park II** – 0.5 acres, southeast corner of Green and Neil Streets
- **Mini Park IV** – 0.2 acres, northwest corner of Kirby and Mattis Avenues
- **Mini Park V** – 0.01 acres, southwest corner of Church Street and Prospect Avenue
- **Mini Park VIII** – 1.8 acres, southeast corner of Elm and Eureka Streets. This park has a basketball court.
- **Robeson Meadows West Park** – 1.6 acres, bounded by Glenhill Drive, Springhill Lane, Summithill Place, and Summerhill Lane. This park has a playground and the Robeson Meadows West Trail.
- **Skelton Park** – 1.3 acres, southeast corner of First and Washington Streets
- **Stampofski Park** – 0.01 acres, bounded by University Avenue, Walnut Street, and Chester Street; adjacent to the Champaign City Building
- **Thompson Park** – 0.3 acres, on Bradley Avenue just north of James Street
- **Town Center Park** – 3 acres, on Neil Street at the Town Center Apartments
- **Trevett-Finch Park** – 0.5 acres, southwest corner of University and Prospect Avenues
- **Willis Park** – 0.4 acres, on Willis Avenue between Eureka and Maple Streets

The **Champaign Park District** owns the following recreational facilities:

- The **Bresnan Meeting Center** is located at 706 Kenwood Road. It houses the Park District administrative offices and has a large meeting room.
- The **Douglass Annex** is located at 804 North Fifth Street. It is equipped with a large activity room, computer lab, kitchen, combined lounge and craft room, television, and piano.
- The **Douglass Community Center**, located at 512 East Grove Street, is equipped with a full-size gymnasium with six basketball goals, a stage, locker rooms, and a learning area.
- The **Hays Recreation Center**, located at 1311 West Church Street, is equipped with outdoor shuffleboard courts, a card room, social meeting room, kitchen, and a piano.
- The **Leonhard Recreation Center**, located at 2112 Sangamon Drive (in Centennial Park) houses a full-size gymnasium, air-conditioned activity space, locker rooms and offices, and offers recreational and educational programs for all ages.
- The **Lindsay Tennis Center**, located adjacent to the Leonhard Center in Centennial Park, is an outdoor complex of eight lighted full-size tennis courts.

- **Prairie Farm**, located at 2202 West Kirby Avenue (on the south side of Centennial Park) is a replica of a turn-of-the century farm, with barns, animals, a farmhouse, pond, pasture, and flower garden.

Prairie Farm
Courtesy: Champaign Park District

- The **Sholem Aquatic Center**, located at 2205 Sangamon Drive (across the street from Leonhard Recreation Center and Lindsay Tennis Center) was reconstructed in 2006. Features of the new aquatic center include: The Beach (a zero depth entry pool, play and spray features, and dump buckets), Blue Rush (a blue enclosed waterslide), The Falls (a tube slide), The Plunge (an enclosed waterslide), The Oasis (a concession stand), The Puddle (a zero depth entry pool, small waterslide, and seating), The Rapids (a winding tube ride), and The Sea (a lap pool). Parts of the aquatic center are available for rent for parties.
- The Champaign **Skatepark**, located at 900 Harris Avenue in Spalding Park, is an 18,000 square foot facility for skateboarders and in-line skaters.

Skatepark in Spalding Park
Courtesy: Champaign Park District

- The **Spalding Recreation Center**, located at 910 Harris Avenue, offers a variety of recreational programs supporting summer camps and the Champaign-Urbana Special Recreation District.
- The **Springer Cultural Center**, located at 301 North Randolph Street, offers cultural, recreational, and educational programs for all ages as well as workshops, lectures, exhibits, and performances.
- The **Tennis Center**, located at 2802 Farber Drive, features six indoor courts, bathrooms, and locker facilities with showers.
- The **Virginia Theatre**, located at 203 West Park Avenue (1/2 block east of West Side Park), offers a variety of theatrical performances, movie screenings (including Ebertfest), and concerts. It is available for rent for events, meetings, and receptions. The theatre was closed for renovation in May 2012, and reopened in the spring of 2013.

The Virginia Theatre
Courtesy: Champaign Park District

There is one public park in **unincorporated Champaign**:

- The **Mable Thomas Memorial Playground** is located at the southwest corner of Campbell Drive and Kings Way. Its 0.2 acres consist of a playground built in 2010 by KaBOOM!, Blue Cross and Blue Shield of Illinois, and the Dobbins Downs Community Improvement Association to serve the Dobbins Downs neighborhood.

Mable Thomas Memorial Playground

There are two **private recreational** open spaces in unincorporated Champaign:

- The **Champaign Country Club** sits on 98 acres in central Champaign, located between Prospect Avenue, Armory Avenue, Country Lane, Waverly Drive, and Greencroft Drive. The club has an 18-hole golf course, tennis courts, a pool, and fitness center.
- The **Lincolnshire Fields Country Club** occupies 152 acres in southwest Champaign, located between Kirby Avenue, Duncan Road, Windsor Road, and Staley Road. The club has an 18-hole golf course, tennis courts, and a pool.

There is one public golf course in Champaign:

- **Legends Golf Course** sits on 51 acres west of Palmer Drive between Nicklaus Drive and Curtis Road. This 9-hole golf course opened in 2008, and has a driving range and indoor golf simulator that are open year-round.

There is one public/private recreational greenway in Champaign:

- The **Soccer Practice Field by Human Kinetics** sits on 8.8 acres on the west side of Market Street north of Bellefontaine Street. Human Kinetics is leasing this south part of its property to the Champaign Park District, who has developed a soccer field.

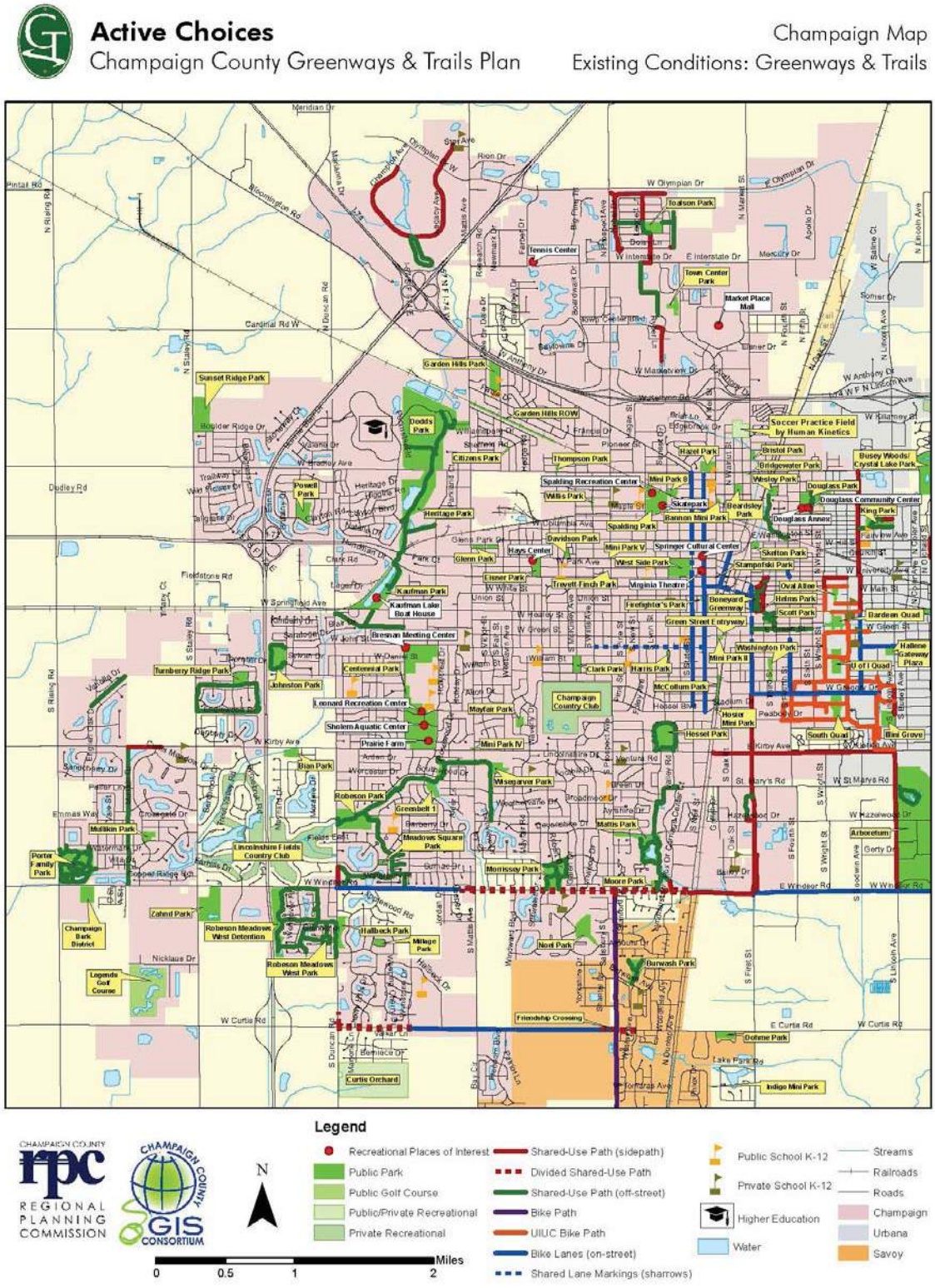
There is one **public/private recreational** greenway in unincorporated Champaign:

- **Curtis Orchard** sits on 79 acres on the east side of Duncan Road south of Curtis Road. The orchard is open from July to December; sells apples, pumpkins, and other produce; has a bakery, country store, and the Flying Monkey Cafe; and offers activities, parties, and tours.

Curtis Orchard entrance

Yellow Brick Road at Curtis Orchard

Map 9: Champaign Greenways, Trails & Bikeways 2012



10.1.3 Urbana

Urbana contains approximately 1,064 acres of greenways in incorporated and unincorporated areas of the city (see Map 10). The City of Urbana encompasses an area of approximately 11.9 square miles. The Urbana Park District maintains approximately 542 acres of public parks, or about 7% of the city's land acreage. The University of Illinois' greenway acreage in Urbana is detailed in the *University of Illinois* section.

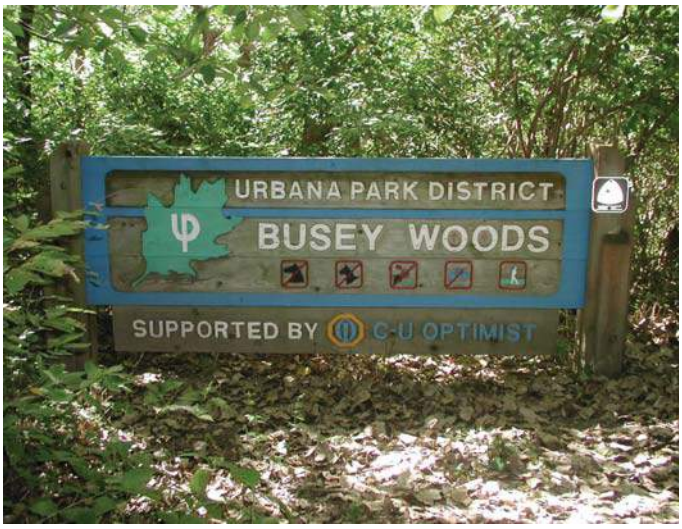
The **City of Urbana** owns two public parks:

- The **Downtown Mini Park** is located at the northeast corner of Race and Elm Streets in downtown Urbana. Its 0.1 acres include benches and a large clock.
- **Urbana's Art in the Park** is on the north side of the City Building, on the east side of Vine Street in downtown Urbana. Its 0.3 acres feature the *Spirit Tree* and *Falling Leaf* sculptures.

Urbana's Art in the Park

The following parks are under the **Urbana Park District's** jurisdiction:

- **AMBUCS Park** is located in the 1100 block of East University Avenue. Its 23 acres include the Jean Driscoll Pavilion, an accessible playground, baseball fields, picnic facilities, and restrooms.
- **Blair Park** is bounded by Vine Street, Florida Avenue, Broadway Avenue, and Pennsylvania Avenue. Its 10.1 acres have baseball fields, horseshoes, a pavilion, picnic tables, a playground, restrooms, soccer field, shuffleboard, and tennis courts.
- **Busey Woods** is located north of Crystal Lake Park, adjacent to the Anita Purves Nature Center. Its 59 acres include 2 miles of unimproved trails.



Busey Woods

- **Canaday Park** is located on Lierman Avenue south of Main Street. Its 2.2 acres have a baseball field, seasonal restrooms, and the Lierman Avenue Sidepath.
- **Carle Park** is located between Iowa Street, Douglas Avenue, Indiana Avenue, and Race Street, across from Urbana High School. Its 9.8 acres include a gazebo, nature trails, picnic tables, a playground, sculptures, soccer field, and a volleyball court.
- **Chief Shemauger Park** is located on the south side of Kerr Avenue, east of Cunningham Avenue. Its 12.9 acres have a baseball field, basketball court and the new Urbana Park District Planning and Operations Facility.

- **Crestview Park** is located on the east side of Cottage Grove Avenue between Florida and Colorado Avenues. Its 5.5 acres include a gazebo, the Koishikawa garden, picnic tables, a playground reconstructed in 2009, a water feature, and the Crestview Park Path.

Crestview Park

- **Crystal Lake Park** is Urbana's oldest park, created in 1907. It is bounded by Broadway Avenue on the east; Park and Church Streets on the south; Orchard Street, the Champaign County Fairgrounds, and Coler Avenue on the west; and Country Club Road on the north. Its 141 acres include the 59 acre Busey Woods, seasonal boating, fishing, horseshoes, seasonal ice skating, a labyrinth, pavilion, picnic facilities, a playground, restrooms, a sledding hill, a volleyball court, and 1.1 miles of shared-use trails.
- **Judge Webber Park** is located on the south side of Perkins Road near its intersection with Brownfield Road. Its 24 acres have archery facilities, which are only open to members and visitors of the East Central Illinois Archery Club.
- **King Park** is located west of Lincoln Avenue adjacent to Martin Luther King, Jr. Elementary School. Its 7.1 acres include a gazebo, horseshoes, picnic tables, a pavilion, a playground constructed in 2006, restrooms, tennis courts, and the King Park Paths.

King Park

- **Leal Park** is located on the south side of University Avenue west of Race Street. Its 2.5 acres include a gazebo, picnic tables, and the Urbana Park District Administrative Offices.

Leal Park

- **Lohmann Park** is located on Colorado Avenue, south of Thomas Paine Elementary School. Its 13.6 acres include a cricket field, disc golf course, and a soccer field.

- **Meadowbrook Park** is a regional park located on the south side of Windsor Road near the Vine Street intersection, extending west to Race Street. Its 130 acres have approximately 3 miles of shared-use trails (including the Race Street and Windsor Road Sidepaths) that extend through park and prairie settings, benches, organic garden plots, pavilions, picnic tables, the Prairie Play playground, restrooms, and the Wandell sculpture garden.

Meadowbrook Park

Prairie Play at Meadowbrook Park

- **Patterson Parklet** is located on 0.1 acres in the 400 block of West Main Street. Boneyard Creek also runs through the park.
- The **Perkins Road Park Site** is located on the south side of Perkins Road, east of Eastern Avenue. Its 61 acres consist of a dog park and a wet prairie. The **Urbana Dog Park** sits on 10 acres on the north side of the park site, and is fenced so that dogs can exercise and socialize off leash. Membership through the Urbana Park District is required. The wet prairie and remainder of the park site is currently being developed, and is the future home of native plants, waterfowl habitat, and Urbana Park District environmental education programs.
- **Prairie Park** is located west of Prairie Elementary School on the north side of Washington Street. Its 19.2 acres include baseball, soccer, and softball fields; picnic tables; and a sledding hill.
- **South Ridge Park** is a neighborhood park in the Myra Ridge subdivision, located east of Myra Ridge Drive between Susan Stone Drive and Ridge Park Drive. Its 11.2 acres include picnic tables, a playground constructed in 2010, and the South Ridge Park Trail.

South Ridge Park

- The **Sunnycrest Tot Lot** is between Sunnycrest and Burkwood Courts East. Its 0.9 acres have picnic tables and a playground.

- **Victory Park** is a neighborhood park located between Main Street, Lynn Street, Green Street, and Cottage Grove Avenue. Its 3.7 acres include a basketball court, garden plots, a pavilion, a playground constructed in 2006, picnic tables, a tennis court, and the Victory Park Paths.

Victory Park

- **Weaver Park** is located between Main Street and Prairie School. Currently being developed, this 59 acre site will be an extension of the athletic complex at the Brookens Center and Prairie Park, with baseball, soccer, and softball fields. It is already home to a wetland and Commissioners Grove.
- **Wheatfield Park** is a neighborhood park in southeast Urbana, located between McHenry Street, Pond Street, Scovill Street, and Cottage Grove Avenue. Its 5.2 acres include picnic tables, a playground, and tennis courts.

The **Urbana Park District** also owns or manages the following recreational facilities:

- The **Anita Purves Nature Center** is located at 1505 North Broadway Avenue on the north end of Crystal Lake Park. It is an environmental education facility open to the public. The Center offers a field station, multipurpose rooms, the Audubon Nature Shop, an Educator Resource Room, and a Wildlife Observation Room. The Center also offers a special program for children's birthday parties.

Anita Purves Nature Center field station

- The **Brookens Gym and Sports Complex** are located at the Champaign County Brookens Administrative Center at the northeast corner of Washington Street and Lierman Avenue. Champaign County owns the land, while the Urbana Park District manages the facilities. The gymnasium is used for basketball, fitness classes, and volleyball; and also has rentable rooms, restrooms, locker rooms, and showers. The sports complex occupies 11.4 acres surrounding the Brookens Center, and has several soccer fields and the Lierman Avenue Sidepath.
- The **Crystal Lake Park Family Aquatic Center** is located between the Anita Purves Nature Center and Crystal Lake Park. It was reconstructed in 2013. Features include a climbing wall, a circular current pool, a diving board, flume slides, a lap and competitive swimming pool, a sand play area, shaded lounge areas, an adjacent sprayground that can also be used on warm non-summer days, vending machines, a water playground, wet deck, and a zero depth entry pool.
- The **Crystal Lake Park Lake House** is located at 206 West Park Street in Crystal Lake Park. It features boat rentals and concessions. The Lake House and/or terraces are also available for rent for

birthdays, weddings, reunions, meetings, and other parties.

Crystal Lake Park Lake House

- The **Phillips Recreation Center** sits on 1.8 acres of open space at 505 West Stoughton Street, and houses a variety of classes, programs, and activities. It features a dance/fitness room, three multi-purpose rooms that are available for rent, and a senior lounge. Outside, there is a basketball court and playground, and the Boneyard Creek runs underneath the site.

Phillips Recreation Center

- The **Urbana Indoor Aquatic Center** is located between Urbana Middle and High Schools at 102 East Michigan Avenue. It features a recreational pool, competition pool, slides, a community room, lockers, and restrooms. It is shared with the Urbana School District and other community organizations.

There is one **private recreational open space** in unincorporated Urbana:

- The **Urbana Country Club** sits on 129 acres north of Busey Woods and Crystal Lake Park, located between Golfview Drive, GH Baker Drive, Interstate 74, and Woodlawn Cemetery. The club has two 18-hole golf courses, tennis courts, a pool, and banquet facilities.

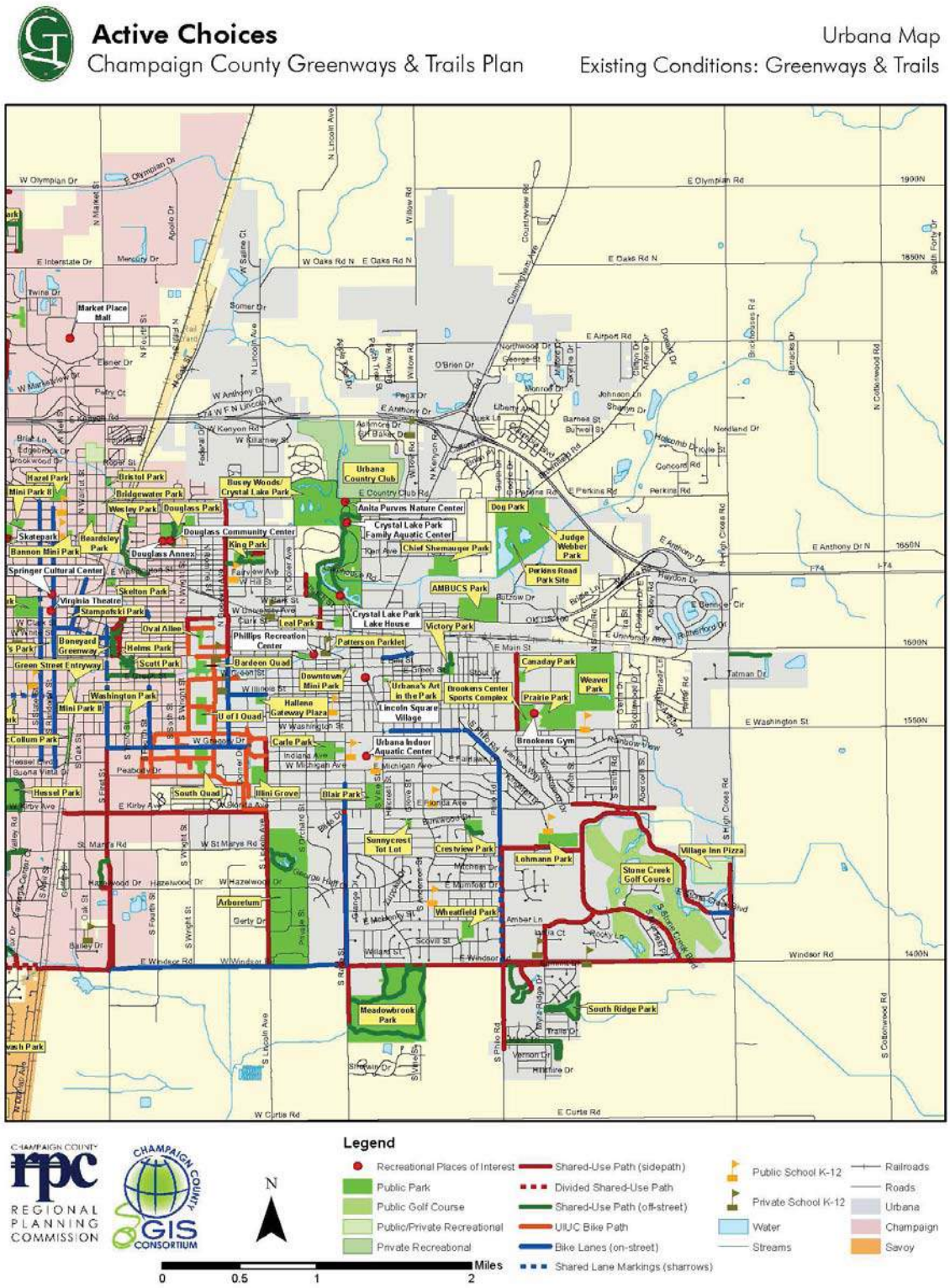
There is **one public golf course** in Urbana:

- **Stone Creek Golf Club** sits on 191 acres surrounding Stone Creek Boulevard north of Windsor Road. The club has an 18-hole golf course and banquet facilities, and is open to the public all year. It is also the home of the University of Illinois Men's and Women's Golf teams.

There is **one public/private recreational open space** in Urbana:

- **Village Inn Pizza** sits on 21 acres at 1901 South High Cross Road. The property includes a restaurant with banquet/meeting/party facilities for rent. Outside, the Sports and Entertainment Complex has three softball fields, bean bag toss games, badminton, concerts, volleyball, and wiffleball.

Map 10: Urbana Greenways, Trails & Bikeways 2012



10.1.4 Savoy

Savoy contains approximately 382 acres of greenways in incorporated and unincorporated areas of the village (see Map 11). The Village of Savoy encompasses an area of approximately 3.2 square miles. The Village of Savoy maintains approximately 79 acres of public parks, or about 4% of the village's land acreage. The University of Illinois' greenway acreage in Savoy is detailed in the *University of Illinois* section.

The following parks are under the **Village of Savoy's** jurisdiction:

- **Burwash Park** is located on the north side of Burwash Avenue east of Prospect Avenue. Its 7.2 acres include a pavilion, picnic tables, a playground, softball field, tennis courts, a volleyball court, and the Burwash Park Paths.

Burwash Park

- **Dana Colbert Sr. Park** is located on the south side of Church Street east of US 45. Its 51 acres are currently being developed, and already has an 8 acre lake. Planned features include an amphitheater, baseball fields, basketball courts, a pavilion, playground, soccer fields, and trails.

Colbert Park

- **Dohme Park** is located on the south side of Curtis Road west of First Street, adjacent to the Parkview Senior Apartment Homes. Its 3.7 acres were developed in 2006, and include a pavilion, lit walking paths, and a patriotic memorial circle.
- The **East Tomaras Mini Park** is located on 0.2 acres on the north side of Tomaras Avenue west of Prairie Rose Lane.
- **Friendship Crossing** is located on 0.4 acres at the northwest corner of Curtis Road and Prospect Avenue. The park was developed in 2012 with assistance from the Rotary Club of Savoy, and has benches, bike racks, picnic tables, a water fountain, and the Curtis Road Divided Sidepath.

Friendship Crossing

- **Indigo Mini Park** is located on 0.1 acres on the east side of Indigo Avenue north of Tomaras Avenue.
- **Jones Park** is located on the north side of Church Street east of Prospect Avenue, on the north side of the Savoy Head Start building. Its 6.7 acres include picnic facilities, a playground, soccer field, softball field, and tennis courts.

Jones Park

- **Prairie Fields Park** is located on the east side of Prairie Rose Lane north of Church Street. It is adjacent to the new Carrie Busey Elementary School. Its 9.8 acres began to be developed in 2005, and include a baseball field, playground, and soccer field. Potential additions include basketball courts, a ball diamond or skate park, a pavilion, and walking paths.

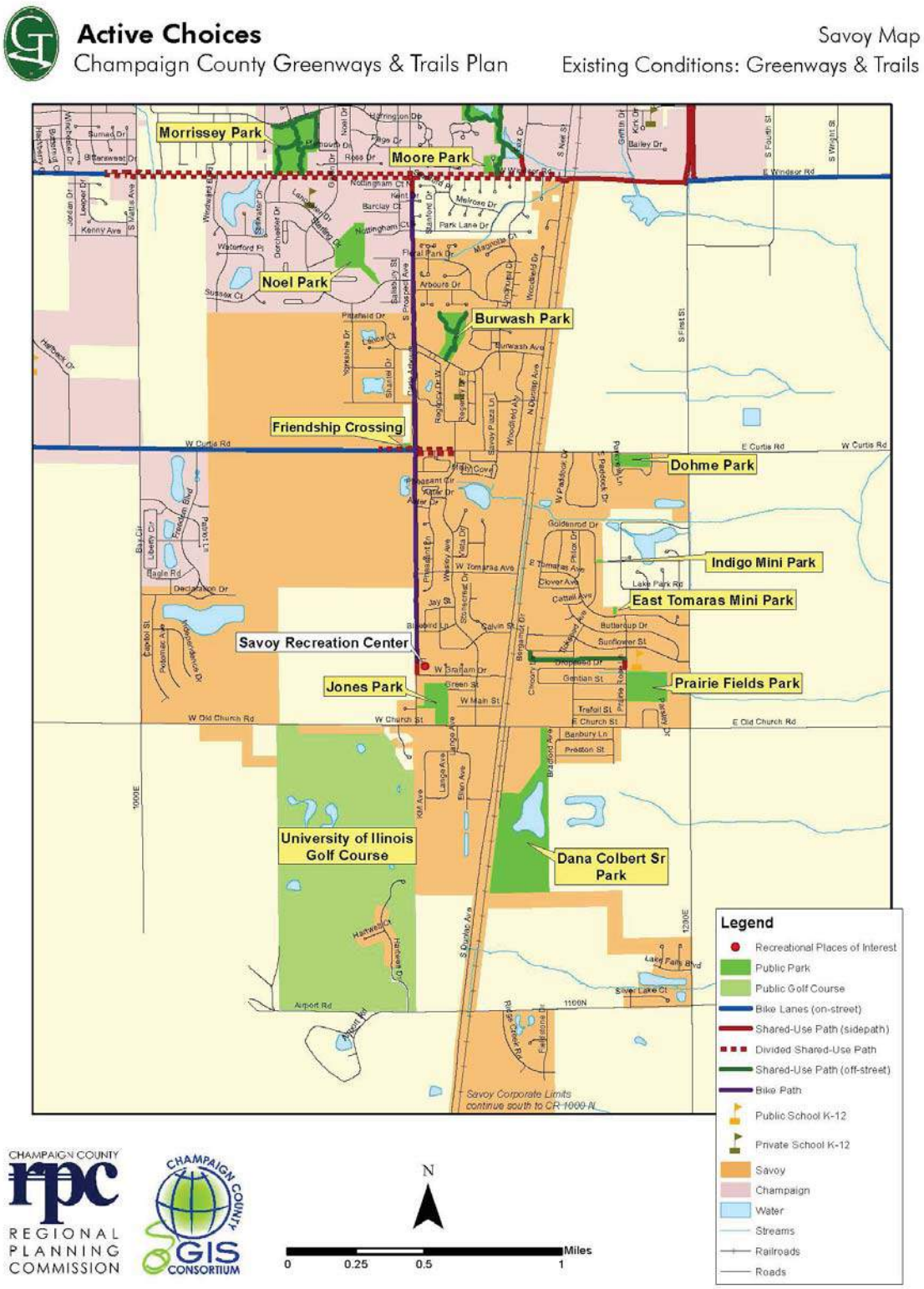
Prairie Fields Park

The **Village of Savoy** also owns one recreational facility:

- The **Savoy Recreation Center** is located at 402 West Graham Drive. It features a full court gymnasium, indoor walking/jogging track, an aerobics room, activity room, cardio and weight rooms, and a game room. Numerous fitness classes are offered, and several rooms are available for rent. The Center is also at the south terminus of the Harold E. Ruppel Bike Path.

Savoy Recreation Center

Map 11: Savoy Greenways, Trails & Bikeways 2012



10.1.5 University of Illinois

The University of Illinois at Urbana-Champaign (UIUC) campus encompasses an area of 4,552 acres. Its boundaries going clockwise from the north are University Avenue, Harvey Street, Springfield Avenue, Gregory Street, Green Street, Lincoln Avenue, Florida Avenue, Race Street, Curtis Road, Philo Road, Airport Road, First Street, Curtis Road, the Canadian National Railroad tracks, John Street, Oak Street, Armory Avenue, First Street, Gregory Drive, Fourth Street, Green Street, Sixth Street, Springfield Avenue, and Wright Street; excluding Mount Hope, Roselawn, and St. Mary's Cemeteries.

The main part of the UIUC campus sits in Champaign-Urbana's University District (see Map 12), which is 1,887 acres bounded by University Avenue, Lincoln Avenue, Windsor Road, the Canadian National Railroad tracks, Springfield Avenue, and First Street.

The University owns approximately 493 acres of greenways in Champaign County. Approximately 168 of those acres are in the University District, and consist of green spaces including grass quadrangles, open spaces with wooded areas, flower gardens, and sports facilities. While most facilities cater primarily to students, faculty, and staff, the following open spaces and facilities also cater to the public.

The **University of Illinois** owns seven public open spaces in **Urbana**:

- The **Arboretum** is located on 137 acres (not yet fully developed) on the east side of Lincoln Avenue between Florida Avenue and Windsor Road. It is a living laboratory that includes the Hartley Selections Garden, Hosta Garden, Idea Garden, Japan House, and Noel Welcome Garden. Student organizations, including the UI Men's and Women's Cross Country teams, use it for formal and informal activities; others use it for weddings. There is also a sledding hill at the adjacent Orchard Downs.

University of Illinois Arboretum

- The **Bardeen Quadrangle** occupies 5.2 acres between Springfield Avenue, Mathews Avenue, Green Street, and Wright Street. This quad is anchored by Grainger Engineering Library on the north and Engineering Hall on the South. Boneyard Creek also runs through this quad.
- The **Hallene Gateway Plaza** occupies 2 acres on the southwest corner of Lincoln Avenue and Illinois Street. It prominently features the stone portal from the entrance to the first University-built classroom building, University Hall.

- **Illini Grove** is located on the northwest corner of Lincoln and Pennsylvania Avenues. Its 6.5 acres include a large wooded area, a basketball half-court, picnic facilities, adjacent tennis courts, a volleyball court, and the Lincoln Avenue Sidepath.
- The **Oval Allee** occupies 2.4 acres between University Avenue, Mathews Avenue, Springfield Avenue, and Wright Street. It is on the north end of the University campus, anchored by the Beckman Institute on the north and the Grainger Engineering Library on the south.
- The **South Quadrangle** occupies 7.5 acres between Gregory Drive, Goodwin Avenue, Peabody Drive, and Sixth Street. This quad is on the south end of the University campus, anchored by the Undergraduate Library on the north and the Stock Pavilion on the south.
- The **University of Illinois Main Quadrangle** occupies 6.7 acres between Green Street, Mathews Avenue, Gregory Drive, and Wright Street. This quad is in the center of the University campus, anchored by the Illini Union on the north and Foellinger Auditorium on the south.

University of Illinois Main Quad

The **University of Illinois** also owns one public open space in **Rantoul**:

- The **University of Illinois Advanced Transportation Research and Engineering Laboratory (ATREL) Open Space** occupies 22 acres at the southeast corner of Perimeter Road and Titan Street.

The University of Illinois owns one **public golf course** in **Savoy**:

- The **University of Illinois Golf Course** sits on 303 acres west of US 45 between Church Street and Airport Road. The facility has two 18-hole golf courses, which the UI Men's and Women's Golf teams use.

University of Illinois Campus Recreation manages three recreational facilities in **Champaign**:

- The **Activities and Recreation Center (ARC),** located at 201 East Peabody Drive, offers 340,000 square feet of space, including a climbing wall, indoor track, swimming pools, sauna, racquetball courts, free weights and machines, gymnasiums, multi-purpose areas, an instructional kitchen, auditorium, meeting rooms, the UI Wellness Center, and the Courtside Cafe. The UI Swimming & Diving team uses this facility.

ARC
Courtesy: UI Campus Recreation

- The **Ice Arena,** located at 406 East Armory Avenue, offers public skating, hockey, broomball, lessons, private facility rental, and the Center Ice Cafe and Pro Shop.

Ice Arena
Courtesy: UI Campus Recreation

- The **Outdoor Center Fields,** surrounding Stadium Drive between First and Oak Streets, offers the following lighted facilities open from March to November: sand volleyball courts, basketball courts, tennis courts, synthetic turf play fields, football fields, and soccer fields. The Outdoor Center facility has exterior drinking fountains, restrooms, and a meeting room.

University of Illinois Campus Recreation manages three recreational facilities in **Urbana**:

- **Campus Recreation Center East (CRCE),** located at 1102 West Gregory Drive, offers 110,000 square feet of space with an aquatic center, indoor track, free weights and machines, racquetball courts, a three-court gymnasium, a MAC gym, and multi-purpose rooms.

CRCE
Courtesy: UI Campus Recreation

- The **Complex Fields,** bounded by Florida Avenue, Lincoln Avenue, St. Mary's Road, and Goodwin Avenue, features lighted softball diamonds, lighted football fields, soccer fields, lacrosse fields, rugby pitches, an ultimate disc option, and a service building with two drinking fountains and port-a-potties. The Complex is home to Intramural Sports and Club Sport activities, and is open March to November.
- **Freer Hall,** located at 906 South Goodwin Avenue, is home to a six-lane swimming pool, and locker and shower facilities.

The **University of Illinois Division of Intercollegiate Athletics (DIA)** maintains eight athletic facilities in **Champaign**:

- The **Armory,** located at 505 East Armory Avenue, features an indoor track and floor, classrooms, and office space. Track & Floor memberships are open to anyone. The UI Men's and Women's Track & Field teams use this facility.
- The **Bielfeldt Athletic Administration Building,** located at 1700 South Fourth Street, houses DIA administrative offices, locker rooms, a training room, and an exercise room for use by DIA personnel.
- **Huff Hall,** located at 1206 South Fourth Street, features a 4,500 seat capacity gymnasium, a wrestling room, training room, weight room, equipment rooms, locker rooms, squash court, academic offices, and classrooms. The UI Men's and Women's Gymnastics teams, Volleyball team, and Wrestling team use this facility.
- **Illinois Field,** located at 1605 South Wright Street, includes permanent seating for 1,500, lawn seating for 1,500, a clubhouse, lounge, locker room, batting cages, dugouts, bullpens, scoreboard, lighting, and a press box. This facility houses the UI Baseball team.

- The **Illinois Soccer and Track Stadium,** located at 1801 South Wright Street, includes a sand-based grass soccer field with irrigation, an outdoor track, a separate throwing area for field events, and lighting. The UI Men's and Women's Soccer and Track & Field teams use this facility.
- The **Irwin Indoor Practice Facility,** located at 301 East Peabody Drive, houses an 80-yard field available for practice and camps for the UI Football, Baseball, Softball, and Soccer teams.
- **Memorial Stadium,** located at 1402 South First Street, is a 60,700 seat football stadium. It houses Zuppke Field, the outdoor Colonnades Club, indoor 77 Club, a press box, scoreboard, lighting, weight room, locker rooms, training facilities, and meeting space. It is home to the UI Football team.
- The **Ubben Basketball Complex,** located at 1750 South Fourth Street, features locker rooms, a lounge, study areas, conference rooms, a training room, practice courts, and a weight room. The UI Men's and Women's Basketball teams use this facility.

The **University of Illinois Division of Intercollegiate Athletics (DIA)** maintains three athletic facilities in **Urbana**:

- The **Atkins Tennis Center** and **Khan Outdoor Tennis Complex,** located at 1800 South Wright Street, features indoor and lighted outdoor tennis courts, locker rooms, a pro shop, offices, and sports medicine and training areas. This facility is the home of the UI Men's and Women's Tennis teams, and is open to the public.
- The **Demirjian Golf Practice Facility,** located on the southeast corner of St. Mary's Road and Wright Street, is an indoor golf practice facility with heated hitting bays that open onto an outdoor driving range. It has locker rooms and other team facilities. The UI Men's and Women's Golf teams use this facility year-round.
- **Eichelberger Field** at the **Martin Softball Complex**, located at 1201 West Florida Avenue, includes a sand-based field, irrigation, lighting, batting cages/bullpens, a scoreboard, in-ground dugouts, a press box, restrooms, a ticket booth, concessions, clubhouse, locker rooms, lounge, equipment room, weight room, and a sports medicine and training room. This facility is the home of the UI Softball team.

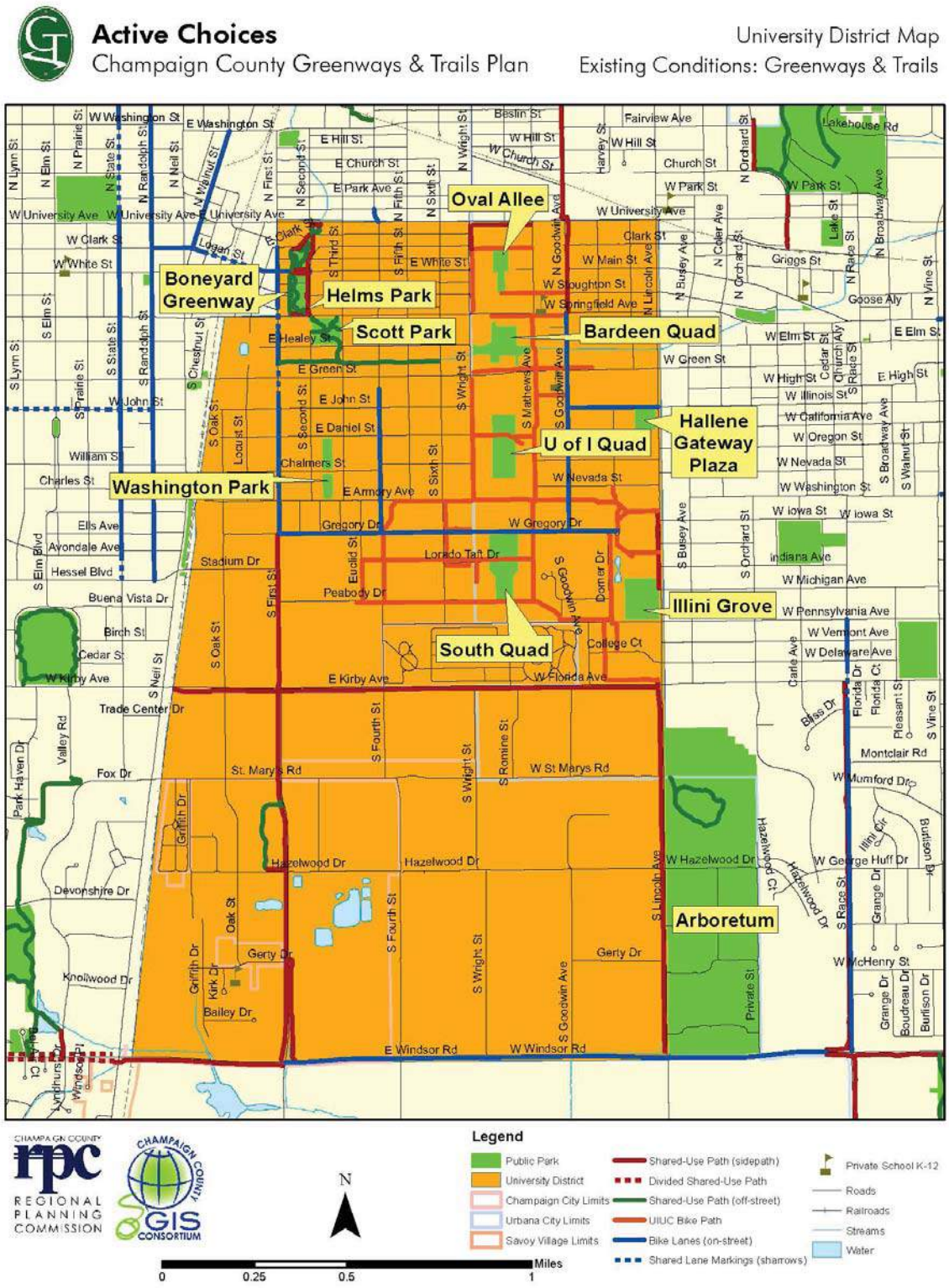
In addition to the Activities and Recreation Center (ARC), the **University of Illinois Division of Intercollegiate Athletics (DIA)** uses one athletic facility in **Champaign**:

- **Assembly Hall,** located at 1800 South First Street, is a 16,618 seat arena that hosts sporting events, concerts, musicals, and other shows. It is the home of UI Men's and Women's Basketball games, and features a video board, locker rooms, a training room, and concessions.

In addition to the Arboretum and Stone Creek Golf Club, the **University of Illinois Division of Intercollegiate Athletics (DIA)** uses one athletic facility in **Urbana**:

- **Kenney Gym,** located at 1402 West Springfield Avenue, features gymnastics equipment and facilities, weight rooms, a running track, swimming pool, locker and shower facilities, and basketball and volleyball courts. The UI Men's and Women's Gymnastics teams use this facility.

Map 12: University District Greenways, Trails & Bikeways 2012



10.1.6 Mahomet

Mahomet contains approximately 218 acres of greenways in incorporated and unincorporated areas of the village, excluding forest preserves (see Map 13). The Village of Mahomet encompasses an area of approximately 9.1 square miles. The Village of Mahomet Parks & Recreation Department maintains approximately 144 acres of public parks, or about 2% of the village's land acreage.

The **Village of Mahomet** owns or manages the following parks:

- **13 Acres Park** is located on the east side of Turner Drive between Main and Dunbar Streets. Its 13.5 acres include a baseball field, concessions, a playground, and softball fields. The Mahomet-Seymour School District owns this park.
- **Barber Park** is located along the Sangamon River south of US 150. Its 60 acres have soccer fields; seasonal restrooms; and the Lions Club shelter, which is available for rent.

Barber Park

- **Brent Johnson Park** is located on the north side of Oak Valley Road, east of IL 47. Its 10.5 acres have a 9-hole disc golf course and a playground.

Brent Johnson Park

- **Bridle Leash Park** is located north of Dianne Lane between Timberview and Raymond Drives. Its 12.6 acres have a basketball court, concessions, horseshoe pits, a playground, seasonal restrooms, softball fields, volleyball court, and a loop walking path.

Bridle Leash Park

- **Brooks-Warfel Park** is located at the southeast corner of Dunbar and Elm Streets. Its 0.4 acres include a pavilion and a playground.
- **Dowell Park** is located on Andover Drive just north of State Street. Its 3.3 acres include a softball field and concessions.
- **Police Department Park** is located on Center Street north of Sangamon Street. Its 0.2 acres include a basketball court.
- **Russell Park** is located at 413 East Main Street. Its 0.08 acres are situated in an alley, and is currently

being redeveloped. A serpentine brick paved pathway was installed during Phase 1 completion in 2012 and plantings were installed in Spring 2013.

- The **Sangamon River Greenway** is located along the Sangamon River between Barber Park and IL 47. Its 35 acres are a preserved, undeveloped floodplain greenway.

Sangamon River Greenway

- **Taylor Field** is located on Hickory Street. Its 5 acres include two lit ball fields and concessions, and is adjacent to Taylor Lake. The Taylor family owns the land and the Village of Mahomet manages it.
- **Water Tower Park** is located on the south side of Interstate 74, and is off of Heather and Jeffrey Drives. Its 3.4 acres are currently undeveloped.

Water Tower Park

The **Village of Mahomet** also owns one recreational facility:

- The **Mahomet Community Center** is located at 510 East Main Street. The Center holds community events and meetings, and is available for rent.

Mahomet Community Center

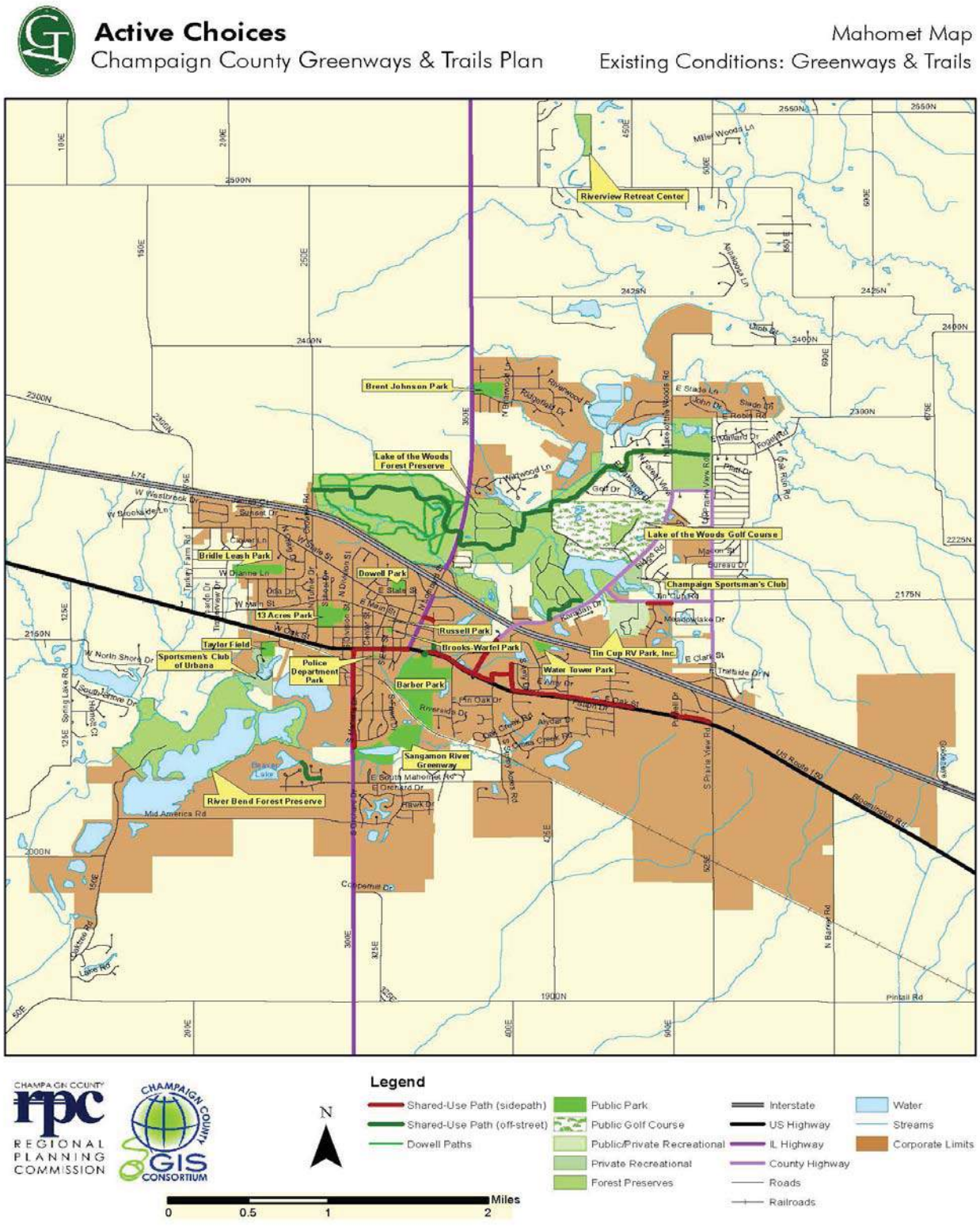
There are two **private recreational** open spaces in unincorporated Mahomet:

- The **Champaign Sportsman's Club** sits on 16.2 acres on the east side of Lake of the Woods Road north of Tin Cup Road. This private club has a campground open to the public year round, and has games, a playground, and a recreation room.
- The **Sportsmen's Club of Urbana** sits on 24 acres between Taylor Field and the River Bend Forest Preserve. The club offers archery, boating, camping, and fishing to its members and guests. It also has a clubhouse and pavilion for rent to members and non-members.

There is one **public/private recreational** open space in Mahomet:

- **Tin Cup RV Park** sits on 34 acres on the south side of Tin Cup Road east of Lake of the Woods Road. The facility has camping, a golf driving range, and a playground.

Map 13: Mahomet Greenways & Trails 2012



10.1.7 Rantoul

Rantoul contains approximately 611 acres of greenways in the village's incorporated and unincorporated areas (see Map 14). The Village of Rantoul encompasses an area of approximately 8.3 square miles. The Village of Rantoul Recreation Department maintains approximately 208 acres of public parks, or about 4% of the village's land acreage. The University of Illinois' greenway acreage in Rantoul is detailed in the *University of Illinois* section.

The Village of Rantoul is no longer participating in the Greenways & Trails process, but its information continues to be listed since it was listed in the 2004 *Greenways & Trails Plan*.

The following parks and greenways fall under the **Village of Rantoul's** jurisdiction:

- **American Lutheran Park** is located behind the American Lutheran Church, bounded by High and Garden Streets. Its 0.6 acres have a playground.
- The **Chandler Road Greenbelt** is a 5.8 acre linear greenway that runs along the north side of Chandler Road from the South Pointe Commons Open Space to Century Boulevard, and along the west side of Century Boulevard from Chandler Road to Tuskegee Avenue.
- **Constitution Grove** is bounded by Grove Avenue, the Canadian National Railroad tracks, Sangamon Avenue, and Ohio Avenue. Its 0.9 acres include a gazebo and a marker in honor of the U.S. Constitution's bicentennial.

Constitution Grove

- The **East Keal Street Baseball Field** is located on 3.7 acres at the southeast corner of Keal Street and Dobbins Avenue.
- **Garrard Mini Park** is located on 0.2 acres on the west side of Garrard Street, between US 136 and Wabash Avenue.
- The **Glenwood Lake Parcel** is located on 3.5 acres in the Glenwood Addition on the east side of East Avenue, between Glenwood Drive and US 136.
- **Glenwood Park** is located east and west of Baerman Drive between Grove Avenue and Glenwood Drive. Its 7.5 acres include a small fishing lake, multi-purpose open space, a pavilion, picnic facilities, playground, and restrooms.
- **Heritage Lake** is located at the southwest corner of Heritage Drive and Titan Street. Its 33.5 acres include non-motorized boating, fishing, horseshoe pits, a pavilion that can be rented, picnic tables, a playground, restrooms, and a volleyball court.
- **Huling Home Park** is located on the south side of Grove Avenue near its intersection with US 136. Its 5.1 acres include ball fields and a playground.
- The **John E. Baermann Memorial Parade Ground** is bounded by Century Boulevard, Borman Drive, Eagle Drive, and the John Baermann Parade Ground Path. Its 7.6 acres have a large, grassy field suitable for a variety of sports and recreation activities.
- The **Maplewood Detention** open space is located between Maplewood Drive, Fairlawn Drive, Chanute Street, and Magnolia Lane. Its 27 acres have over a mile of shared-use paths around the Maplewood Detention Pond.
- **Mary Alice Park** is located on Mary Alice Road to the west of the Canadian National Railroad tracks. Its 0.8 acres have a gazebo and a playground.

Maplewood Detention

Mary Alice Park

- **North Drive Park** surrounds North Drive west of Park Drive. Its 5.3 acres include a basketball court, garden plots, pavilions that can be rented, playgrounds, restrooms, and a volleyball court.

North Drive Park
Courtesy: Village of Rantoul

- The **Northwest Corner of Maplewood and Veterans Parkway** open space is located on 2 acres at the northwest corner of Maplewood Drive and Veterans Parkway.
- **Panax Park** is located on 1.1 acres on the south side of Harmon Drive west of Harper Drive.
- **Ryan Park** is located on the south side of Clark Street at Illinois Drive. Its 0.5 acres have a playground.
- The **South Murray Road Open Space** is located on 16.7 acres between Murray Road, Chandler Road, and the Canadian National Railroad tracks.
- **Wabash Park** is bounded by Wabash Avenue, Lincoln Street, Urbana Avenue, and J.W. Eater Junior High School. Its 20 acres include a bandstand, baseball field, pavilion, playgrounds, restrooms, a skatepark, softball fields, lit tennis courts, volleyball courts, walking paths, and a shared-use path.
- **West of Soccer Fields** is located on 4.1 acres west of the Bill Seeber Memorial Soccer Complex and the South Sports Complex. This open space is bordered by US 45, Doolittle Boulevard, and Wheat Avenue. The South Recreational Facilities Path is located on this site's east side.
- **Winston Park** is located on the south side of Gates Drive, east of Marcia Drive. Its 0.8 acres have a playground.

The **Village of Rantoul** also has the following recreational facilities for public use:

- The **Bill Seeber Memorial Soccer Complex** is bounded by Gray Avenue, Enterprise Drive, Wheat Avenue, and Doolittle Boulevard. It is adjacent to the South Sports Complex. Its 18.1 acres consist of five soccer fields used by many athletic teams for practices and games, including the Rantoul Township High School soccer team and the University of Illinois football team.
- The **Forum Fitness Center** is located at 200 West Flessner Avenue, adjacent to the Recreation

Building. The facility has aerobics programs, a cardio room, children's room with an outdoor playground, a golf training room, gymnasium, racquetball courts, and a weight room.

- The **Hap Parker Family Aquatic Center** is located at the intersection of Doolittle Boulevard and Flessner Avenue. It includes a bathhouse, concessions, diving boards, shaded and open lounge areas, a pavilion, picnic tables, restrooms, a swimming pool, volleyball court, two waterslides, children water toys, and a zero-depth entry pool. People can rent the pool and pavilion. The aquatic center is also on the South Recreational Facilities Path.

Hap Parker Family Aquatic Center

- The **Maplewood Sports Complex** is located on the east side of Maplewood Drive between Molloy and Hobson Drives. Its 14.8 acres include baseball/softball fields, a basketball court, pavilion, a playground, and restrooms.
- **Prairie Pines Campground** is located on Chandler Road east of Leonard Avenue. Its 19.6 acres include shower and laundry facilities, restrooms, and 95 camping lots with electric, water, and sewage connections.
- The **Recreation Building** is located at 100 East Flessner Avenue, adjacent to the Forum Fitness Center. It houses the administrative offices for the Rantoul Recreation Department, a registration desk, community meeting rooms available for rent, and a woodshop.
- The Rantoul **Skate Park** is situated on the old tennis courts in the northwest corner of Wabash Park for skateboarders to use.

Skate Park in Wabash Park

- The **South Sports Complex** is bounded by Keal Street, Enterprise Drive, Gray Avenue, and Doolittle Boulevard. It is adjacent to the Bill Seeber Memorial Soccer Complex. Its 8.2 acres include lit baseball/softball fields.
- The **Youth Center** is located at 1306 Country Club Lane. It houses youth programs, activities, games, and events. The facility also has outdoor basketball courts; an indoor gymnasium for volleyball, basketball and roller skating; pool tables; ping-pong; video games; televisions; foosball; a music room; a snack area; and a party room. People can rent the youth center for parties.

Rantoul Youth Center

There are nine **private recreational** open spaces in Rantoul:

- The **Commanders Subdivision Open Space Commons** consists of three parcels occupying 1.9 total acres between Eagle, Galaxy, and Pacesetter Drives.
- The **Indian Hills Lake Commons** consists of an east and west parcel occupying 6.5 total acres surrounding Moraine Drive and two lakes.
- The **Knights of Columbus Baseball Field** sits on 2.4 acres in north Rantoul between Ohio Avenue and the Canadian National Railroad tracks.
- The **Officers Row House Open Space Commons** sits on 2.6 acres between Eagle Drive and Arends Boulevard.
- **Roessler Meadows Lake Commons** sits on 1.9 acres between Quinlan Place, Malsbury Drive, and Garver Place; surrounding a lake.
- The **South Pointe Commons Open Space** sits on 14.7 acres between US 45 and the Chandler Road Greenbelt.
- The **Twin Lakes Commons** consists of an east and west parcel occupying 3.8 total acres surrounding Twin Lakes Drive and two lakes.
- The **VFW Open Space** sits on 4.3 acres in north Rantoul near the intersection of Ohio Avenue and County Road 3050N.
- The **Willow Pond Open Space Commons** consists of six parcels occupying 4.5 total acres between Willow Pond Golf Course, Veterans Parkway, and Perimeter Road.

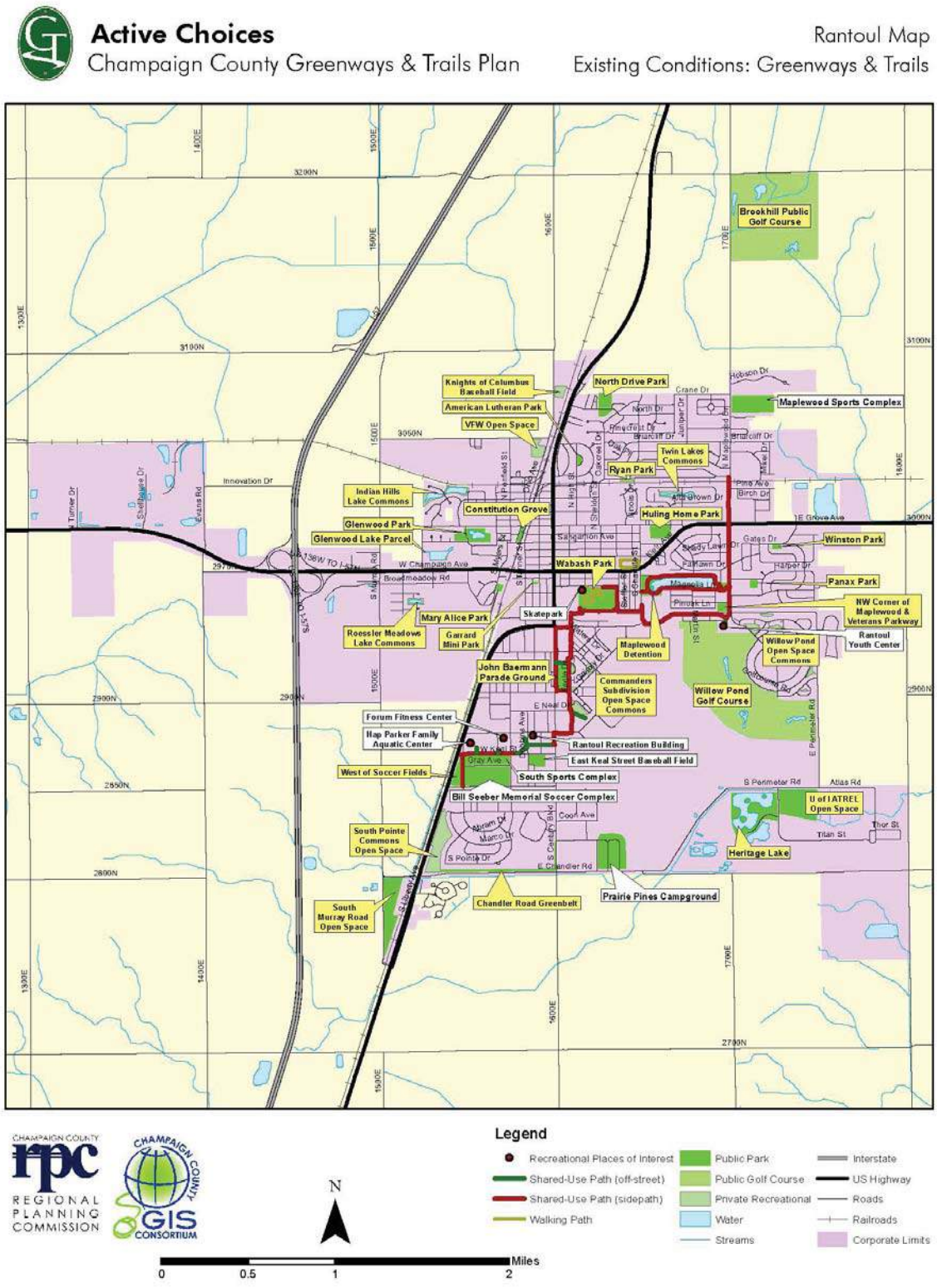
There is one **public golf course** in Rantoul:

- **Willow Pond Golf Course** sits on 182 acres in southeast Rantoul between Veterans Parkway, Perimeter Road, and the Rantoul Airport.

There is one **public golf course** in unincorporated Rantoul:

- **Brookhill Public Golf Course** sits on 161 acres at the southeast corner of County Road 1700E (Maplewood Drive) and County Road 3200N. This 18-hole golf course is open to the public from March to December.

Map 14: Rantoul Greenways & Trails 2012



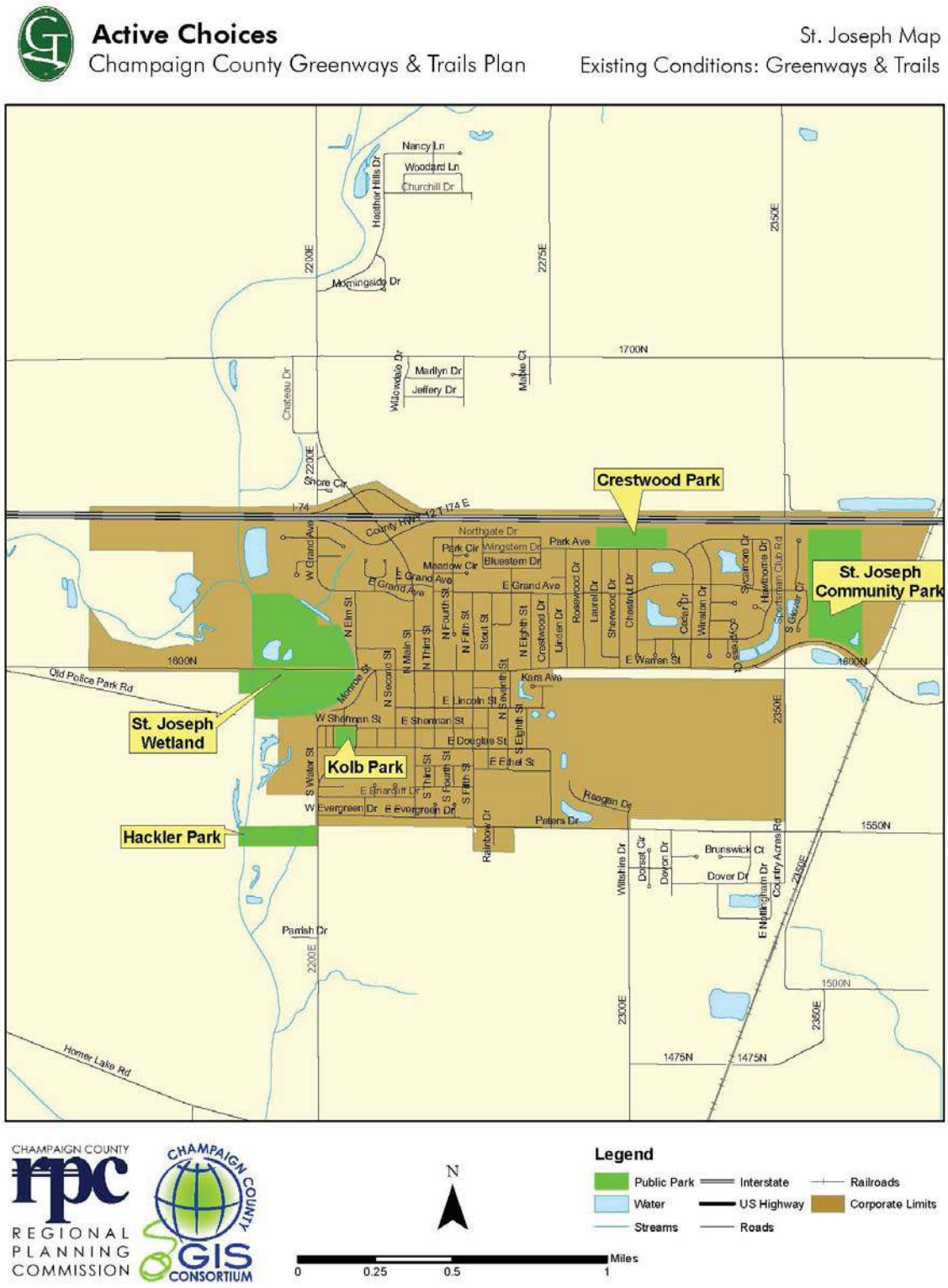
10.1.8 St. Joseph

St. Joseph contains approximately 130 acres of greenways in the village's incorporated areas (see Map 15). The Village of St. Joseph encompasses an area of approximately 2 square miles. The Village of St. Joseph Parks & Recreation Department maintains approximately 63 acres of public parks, or about 5% of the village's land acreage.

The **Village of St. Joseph** owns or manages the following greenways:

- **Crestwood Park** is located between Park Avenue and Interstate 74, west of Cedar Drive. Its 9.2 acres include a pavilion, picnic tables, playground, restrooms, soccer field, and water fountain.
- **Hackler Park** is located on the west side of Water Street south of Evergreen Drive. Its 10 acres include a baseball field.
- **Kolb Park** is bounded by Sherman, Elm, James, and Green Streets. Its 2.4 acres include a basketball court, electrical hookups, a small outdoor grill, pavilion, picnic tables, playground, restrooms, a tennis court, and water fountain.
- The **St. Joseph Community Park** is located between US 150 and Interstate 74 on the east end of St. Joseph. Its 41 acres include a baseball field, football field, pavilion, picnic tables, playground, restrooms, snack bars, and softball fields.
- The **St. Joseph Wetland** surrounds US 150 along the Salt Fork River on the west end of St. Joseph. This 67 acre nature preserve has a bird watching area and bird houses. The Village of St. Joseph and the Champaign County Soil and Water Conservation District jointly manage this wetland.

Map 15: St. Joseph Greenways 2012



10.2 Existing Conditions: Trails & Bikeways

A **trail** or path is 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.

A **bikeway** is 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 (AASHTO 2012).

10.2.1 Champaign County

Independent organizations in Champaign County have the following **Rails-to-Trails** initiatives underway:

- **Heartland Pathways** is a 33-mile abandoned rail corridor that will ultimately provide wildlife habitat, prairie conservation, educational opportunities, and recreational trails. It parallels the south side of IL 10 from Camp Creek west of Seymour into Piatt County (see Maps 2 and 3).
- The second project, the **Kickapoo Rail-Trail**, is the conversion of 24.5 miles of abandoned CSX Railroad line generally parallel to US 150 between Urbana and Kickapoo State Park near Danville into a multi-use trail and nature area. The Champaign County Design & Conservation (CCDC) Foundation, the Champaign County Forest Preserve District (CCFPD), the Vermilion County Conservation District (VCCD), and the Illinois Department of Natural Resources (IDNR) are leading this effort. Local acquisition was fully achieved in 2013-14.

Heartland Pathways truss bridge across Salt Creek near Weldon Springs in Piatt County
Courtesy: Heartland Pathways

Abandoned CSX Railroad line, Urbana

The **Champaign County Forest Preserve District** owns two shared-use paths in unincorporated Mahomet:

- The **Lake of the Woods Path** is a 3.4 mile off-street shared-use path that winds through Lake of the Woods Forest Preserve between Prairieview and Crowley Roads.
- The **Lake of the Woods Road Path** is a 0.3 mile off-street shared-use path that winds through Lake of the Woods Forest Preserve from the abandoned Elks Lake entrance to the main entrance, with a spur towards the Park Headquarters.

Lake of the Woods Path

10.2.2 Champaign

The **Champaign Park District** maintains approximately 18.7 miles of shared-use paths. University-owned trails in Champaign are detailed in the ***University of Illinois*** section. There are approximately 19.8 miles of trails and bikeways in the rest of the **City of Champaign**, including 11.1 miles of shared-use paths, a 0.3 mile bike path, 6.9 miles of on-street bike lanes, and 1.4 miles of on-street shared lane markings (sharrows; see Map 9). Some of these facilities connect to the Park District and University's trails and greenways. See page 166 regarding trails and bikeways installed in 2013.

- The **Ashland Park Trail** consists of 1.9 miles of shared-use paths in the Ashland Park subdivision. This includes sidepaths on Doisy Drive, Leggett Lane, Olympian Drive, Prospect Avenue, and Toalson Lane; and off-street paths in the subdivision and Toalson Park.
- The **Boneyard Creek Trail** is a 0.5 mile, off-street shared-use path that runs above Boneyard Creek through Campustown north of Green Street, between First and Sixth Streets. A spur on Third Street connects this trail to Scott Park.

Boneyard Creek Trail

- The **Boulware Trail** consists of 1.6 miles of off-street shared-use paths west of Fox Drive, from Valley to Windsor Roads, and looping around Mattis Lake. This includes a sidepath on Fox Drive, and spurs to Colony Square, Moore Park, and Richards Lane.

Boulware Trail

- The **Clark Street Bike Lanes** stretch 0.1 miles between Neil and Randolph Streets, connecting the bike lanes on Logan and Randolph Streets.

Clark Street Bike Lanes

- The **Clearview Detention Pond Path** is a 0.6 mile off-street, shared-use path around the Clearview subdivision Detention Pond.
- The **Clearview Path** is a 1.4 mile sidepath in the Clearview subdivision on Champion and Legacy Avenues. It connects the Clearview Detention Pond Path to the Star Avenue Sidepath.
- The **Curtis Road Bike Lanes** stretch 0.7 miles from Wynstone Drive to the east city limits. The bike lanes continue east in Savoy.

- The **Curtis Road Divided Shared-Use Paths** total 1.1 miles on both sides of the road from Duncan Road to Wynstone Drive.

Curtis Road Divided Shared-Use Path

- The **Dodds Park Path** is a 0.2 mile off-street shared-use path that connects the Greenbelt Bikeway to the soccer fields and Parkland Point Apartments.
- The **Douglass Park Paths** consist of 0.2 miles of off-street shared-use paths through Douglass Park from Grove to Eureka Streets. This includes spurs to Booker T. Washington School, the Douglass Center, and the park playground.

Douglass Park Paths

- The **Duncan Road Divided Shared-Use Paths** total 0.2 miles on both sides of the road just north of Curtis Road.
- The **Duncan Road Trail** is a 0.2 mile sidepath on the east side of the road connecting the Robeson Meadows Trail and the Windsor Road Bike Lanes.
- The **Ethel S. Robeson Trail** is 0.1 mile off-street shared-use path that runs from the Roby Trail in Greenbelt #1 to Parkdale Drive.
- The **First Street Bike Lanes & Sharrows** stretch 0.8 miles from Clark Street to Gregory Drive. The 0.6 miles of bike lanes are connected by the 0.2 miles of sharrows at the Springfield Avenue and Green Street intersections. Sharrows are shared lane markings placed in the middle of the lane to show that a bicyclist may use the full lane.

First Street Bike Lanes

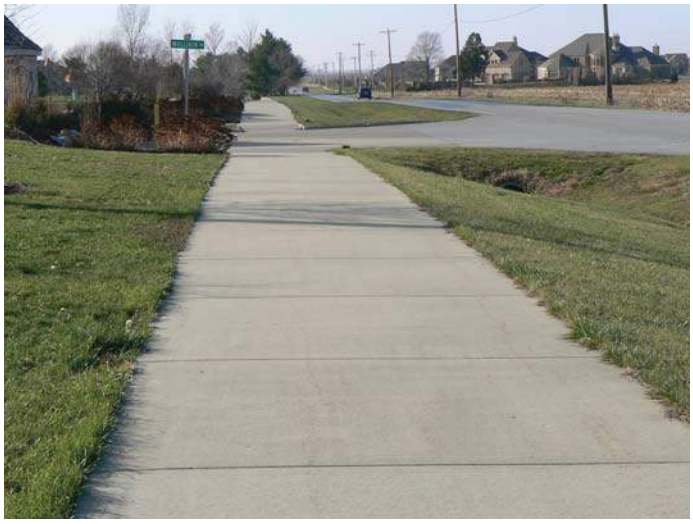
- The **First Street Trail** is a 1.7 mile sidepath on the west side of the road from Gregory Drive to Windsor Road. This includes the trail on the east side of the road from Gerty Drive to Windsor Road.
- The **Fourth Street Bike Lanes** consist of two segments totaling 0.4 miles: the half block north of University Avenue, and south of Green Street to Gregory Drive in the University District.

- The **Greenbelt Bikeway** consists of 1.6 miles of off-street shared-use paths connecting Dodds, Heritage, and Kaufman Parks. This includes spurs to Country Fair Drive, Kaufman Lake, and the Olympic Tribute.
- The **Harold E. Ruppel Memorial Bike Trail** is a 0.4 mile bike path and sidepath on the east side of Prospect Avenue, from Windsor Road to the south city limits. The bike path continues south in Savoy.
- The **Hessel Park Path** is a 0.7 mile off-street loop shared-use path around Hessel Park, with spurs to Birch Street, Cedar Street, Grandview Drive, Hamilton Drive, Kirby Avenue, and Valley Road.

Hessel Park Path

- The **High School of St. Thomas More Path** is a 0.03 mile shared-use sidepath that connects the school with the Star Avenue Sidepath.
- The **John Street Sharrows** stretch 0.8 miles from Randolph Street to Willis Avenue.
- The **Johnston Park Path** is a 0.4 mile off-street loop shared-use path around Johnston Park.
- The **Kirby Avenue Sidepath** is a 0.2 mile shared-use path on the south side of the road that runs from the Marathon Pipeline Trail to east of Mullikin Drive.
- The **Logan Street Bike Lanes & Sharrows** stretch 0.2 miles from First to Neil Streets. The bike lanes on either side are connected by the

John Street Sharrows



Kirby Avenue Sidepath

Logan Street Sharrows

sharrows from Water to Market Streets under the Canadian National Railroad tracks. This facility also connects the bike lanes on Clark and White Streets.

- The **Lower Boneyard Trails** consist of a mile of shared-use paths through and around the Boneyard Greenway. This includes sidepaths on Clark Street, Second Street, Springfield Avenue, University Avenue, and White Street.
- The **Martin Luther King Jr. Trail** is a 0.4-mile off-street shared-use path that connects Wesley Park to Fourth Street.
- The **Morrissey Park Paths** consist of 0.8 miles of off-street shared-use paths through and around Morrissey Park.
- The **North Champaign Trail** is a 0.8 mile shared-use path north of Interstate 74 between Neil Street and Prospect Avenue. The north end of the trail connects to the Ashland Park Trail with a sidepath on Interstate Drive and an off-street path around Wal-Mart and Menards. The south segment of the trail consists of sidepaths on Town Center and Moreland Boulevards.
- The **O'Malley's Alley Trail** is an off-street shared-use path, consisting of two segments totaling 0.6 miles: the mainline south of Springfield Avenue/IL 10 between Kenwood and Duncan Roads (0.5 miles), and a spur along the east side of the Copper Slough connecting to El Toro Bravo restaurant and Springfield Avenue/IL 10 (0.1 mile).
- The **Pipeline Trail** is an off-street shared-use path, consisting of two segments totaling 1.3 miles: the mainline between Kirby Avenue and Windsor Road (1 mile), and a diagonal spur between Vahalla and English Oak Drives (0.3 miles).
- The **Porter Family Park Paths** consist of 2 miles of off-street shared-use paths through Porter Family Park. This includes spurs to Allison, Max Run, and Stonebridge Drives.
- The **Randolph Street Bike Lane & Sharrows** stretch 1.7 miles from Bradley Avenue to Hessel Boulevard, with one block of sharrows between Bradley and Beardsley Avenues. This covers the entire length of the street. Randolph Street is one-way north. The State Street Bike Lanes & Sharrows one block west accomodate southbound bicyclists.

Randolph Street Bike Lane

- The **Robert P. Simon Trail** is a 0.5 mile off-street shared-use path that connects Devonshire Drive to the Roby Trail.

Robert P. Simon Trail

- The **Robeson Crossing Trail** is a 0.1 mile off-street shared-use path in the Robeson Crossing subdivision, connecting the Robeson Meadows Trail and Windsor Road.

- The **Robeson Meadows Trail** consists of 1.4 miles of off-street shared-use paths in the Robeson Meadows subdivision. This includes spurs to Rebecca Drive and Windsor Road. The trail connects the Roby Trail in Robeson Park to the Duncan Road Trail.

Robeson Meadows Trail

- The **Robeson Meadows West Trail** consists of 2.6 miles of off-street shared-use paths in the Robeson Meadows West subdivision. The trail connects Duncan Road, the Robeson Meadows West Detention open space, Robeson Meadows West Park, and Windsor Road.
- The **Roby Trail** is a 1.3 mile off-street shared-use path that runs from Mattis Avenue to Duncan Road through Greenbelt #1 and Robeson Park. This includes spurs to Duncan Road and Stoneybrook Drive.
- The **Scott Park Paths** consist of 0.3 miles of off-street shared-use paths through Scott Park. The main path connects the Boneyard Creek Trail to the Lower Boneyard Trails.
- The **South Research Park Trail** is a 0.3 mile loop shared-use path west of the First Street Trail, and includes a sidepath on Hazelwood Drive.

South Research Park Trail

- The **Star Avenue Sidepath** is a 0.2 mile shared-use path on the south side of the road that connects the High School of St. Thomas More Path to the Clearview Path.
- The **State Street Bike Lane & Sharrows** stretch 1.7 miles from Bradley Avenue to Hessel Boulevard. The 1.4 miles of bike lanes are connected by 0.3 miles of sharrows between Washington Street and University Avenue, and Avondale Avenue and Hessel Boulevard. State Street is one-way south. The Randolph Street Bike Lane & Sharrows one block east accomodate northbound bicyclists.
- The **Turnberry Ridge Trail** is a 1.3 mile off-street loop shared-use path in the Turnberry Ridge subdivision between Staley Road and Interstate 57. It also runs along the south side of Turnberry Ridge Park.

- The **Walnut Street Bike Lane** stretches 0.3 miles between Logan and Washington Streets in Downtown Champaign. Walnut Street is one-way north.

Walnut Street Bike Lane

- The **White Street Bike Lanes** stretch 0.1 mile between First and Second Streets on a bridge over the Boneyard Greenway. The bike lanes continue west on Logan Street.

White Street Bike Lanes

- The **Windsor Road Bike Lanes** consist of two segments totaling 1.4 miles: Duncan Road to west of Mattis Avenue (0.9 miles), and First Street to Wright Street (0.5 miles). The bike lanes continue east in Urbana. This is part of the 7 mile Windsor Road Trail across Champaign-Urbana.

Windsor Road Bike Lanes

- The **Windsor Road Divided Shared-Use Paths** total 3.3 miles on both sides of the road from west of Mattis Avenue to Neil Street. This is part of the 7 mile Windsor Road Trail across Champaign-Urbana.

Windsor Road Divided Shared-Use Path

- The **Windsor Road Sidepath** is a 0.5 mile shared-use path on the south side of the road between Neil and First Streets. This is part of the 7 mile Windsor Road Path Trail across Champaign-Urbana.

10.2.3 Urbana

The **Urbana Park District** maintains approximately 4.6 miles of shared-use paths in six parks. University-owned trails in Urbana are detailed in the ***University of Illinois*** section. There are approximately 19.8 miles of trails and bikeways in the rest of the **City of Urbana**, including 14.4 miles of shared-use paths, 4.5 miles of on-street bike lanes, and 0.9 miles of on-street shared lane markings (sharrows; see Map 10). Some of these facilities connect to the Park District and University's trails and greenways. See page 167 regarding trails and bikeways installed in 2013.

- The **Amber Lane Sidepath** is a 0.4 mile shared-use path on the south side of the road between the Myra Ridge Drive Sidepath and the Stone Creek Boulevard Path.
- The **Boulder Drive Sidepath** is a 0.4 mile shared-use path on the east side of the road between the Windsor Road Sidepath and The Pines Pond Path.
- The **Church Street Sidepath** is a 0.1 mile shared-use path in Crystal Lake Park that connects the Orchard and McCullough Street Sidepaths.
- The **Colorado Avenue Sidepath** is a 0.5 mile shared-use path that connects the Philo Road Sidepath to the Stone Creek Boulevard Path.
- The **Crestview Park Path** is a 0.1 mile off-street shared-use path that runs through Crestview Park from Cottage Grove Avenue to the Philo Road Business District.
- The **Crystal Lake Park Paths** consist of 1.1 miles of off-street shared-use paths through Crystal Lake Park, passing the Lake House and Aquatic Center.
- The **Florida Avenue Sidepath** is a 0.5 mile shared-use path on the south side of the road that runs east of Abercorn Street to west of Kinch Street.
- The **Goodwin Avenue Bike Lanes** stretch 0.6 miles from Springfield Avenue to Gregory Drive on the University of Illinois campus. This was part of an award-winning Complete Street project completed in 2009.

Goodwin Avenue Bike Lanes

- The **Goodwin Avenue Path** is a 1 mile sidepath between Bradley and Springfield Avenues.
- The **High Cross Road Sidepath** is a 0.6 mile sidepath on the west side of the road between Windsor Road and Village Inn Pizza.
- The **Illinois Street Bike Lanes** stretch 0.3 miles between Lincoln and Goodwin Avenues on the University of Illinois campus.
- The **King Park Paths** consist of 0.4 miles of shared-use paths that wind around King Park, and connect to Lincoln and Goodwin Avenues.
- The **Lierman Avenue Sidepath** is a 0.5 mile shared-use path on the east side of the road between Main and Washington Streets.
- The **Main Street Bike Lanes** stretch 0.2 miles between Grove and Vine Streets.

Illinois Street Bike Lanes

King Park Path
Courtesy: Urbana Park District

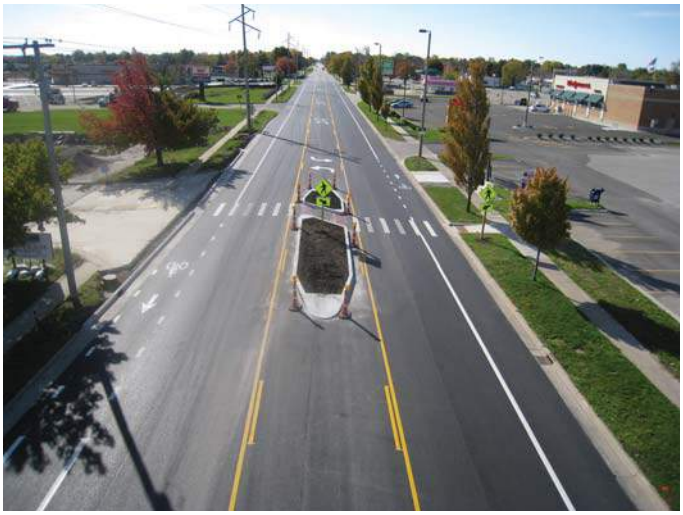
Lierman Avenue Sidepath

- **Marc Trail** is a 0.9 mile off-street shared-use path in the South Ridge subdivision that connects to the Philo Road Sidepath.
- The **McCullough Street Sidepath** is a 0.1 mile shared-use path on the east side of the road between the Penn Central Railroad tracks and Park Street. It continues north as the Church Street Sidepath.
- The **Meadowbrook Park Paths** consist of 2.1 miles of off-street and sidepath shared-use paths that wind through Meadowbrook Park and connect to the Race Street and Windsor Road Sidepaths. This includes the Hickman Wildflower Walk, Prairie Path, and Sculpture Garden Path.

Prairie Path at Meadowbrook Park

- The **Myra Ridge Drive Sidepath** is a 0.2 mile shared-use path on the east side of the road that connects the Amber Lane and Windsor Road Sidepaths.
- The **Orchard Street Sidepath** is a 0.1 mile shared-use path on the east side of the road between Church Street and Fairview Avenue.
- The **Philo Road Bike Lanes** stretch 0.9 miles from Washington Street to Harding Drive.
- The **Philo Road Sharrows** stretch 0.7 miles from Harding Drive to Windsor Road.

Orchard Street Sidepath



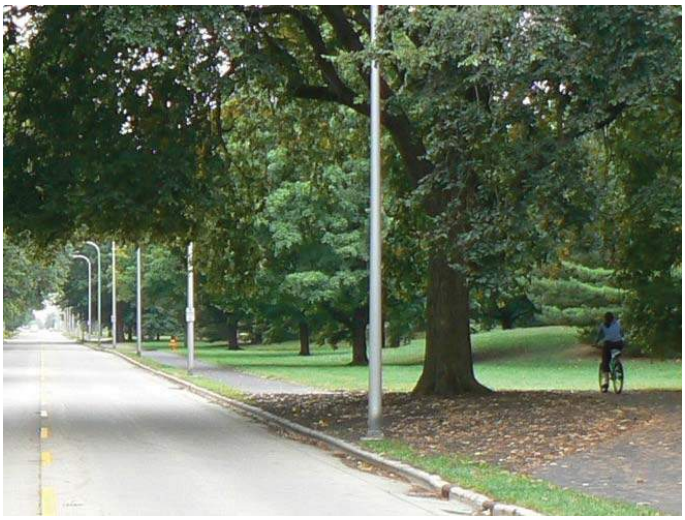
Philo Road Bike Lanes

Philo Road Sharrows

- The **Philo Road Sidepath** is a 1.3 mile shared-use path on the east side of the road from Colorado Avenue to Marc Trail.

Philo Road Sidepath

- The **Race Street Bike Lanes & Sharrows** stretch 1.2 miles from Pennsylvania Avenue to Windsor Road. The 1.1 miles of bike lanes are connected by the 0.1 miles of sharrows at the Florida Avenue intersection.
- The **Race Street Sidepath** consists of two segments totaling 1.2 miles: on the west side of the road from Florida Avenue to Windsor Road (1 mile), and on the east side of the road from Windsor Road to the Meadowbrook Park Prairie Path (0.2 miles).



Race Street Sidepath

- The **Smith Road Sidepath** is a 0.04 mile shared-use path on the west side of the road that connects the Florida Avenue Sidepath to the Stone Creek Boulevard Path.
- The **South Ridge Park Trail** is a 0.7 mile off-street loop shared-use path around South Ridge Park.
- The **Stone Creek Boulevard Bike Lanes** stretch 0.1 miles from Stricker Lane to High Cross Road/IL 130. The bike lanes connect to the Stone Creek Boulevard Path on the west.
- The **Stone Creek Boulevard Path** is a 2.6 mile shared-use path in the median of the road between Windsor Road and Stricker Lane.

Stone Creek Boulevard Path

- **The Pines Path** is a 0.2 mile off-street shared-use path in The Pines at Stone Creek Commons subdivision that runs from the Windsor Road Sidepath to Milo's Restaurant.
- **The Pines Pond Path** is a 0.4 mile off-street shared-use path around The Pines subdivision lake, and connects to the Boulder Drive Sidepath.
- The **University Avenue Sidepath** is a 0.2 mile shared-use path on the south side of the road between Mathews Avenue and Wright Street.

The Pines Path

- The **Victory Park Paths** consist of 0.2 miles of off-street shared-use paths that wind through Victory Park.
- The **Wal-Mart Path** is a 0.3 mile off-street shared-use path on the north side of the Wal-Mart property, east of High Cross Road/IL 130 and south of the CSX Railroad right-of-way.

Wal-Mart Path

- The **Washington Street Bike Lanes & Sharrows** stretch 0.5 miles from Philo Road to Vine Street. The 0.4 miles of bike lanes are complemented by 0.1 miles of sharrows at the Philo Road and Vine Street intersections.

Washington Street Bike Lanes

- The **Windsor Road Bike Lanes** stretch 0.9 miles from west of Race Street to Wright Street. The bike lanes continue west in Champaign. This is part of the 7 mile Windsor Road Trail across Champaign-Urbana.

- The **Windsor Road Sidepaths** total 2.9 miles from High Cross Road/IL 130 to west of Race Street. The sidepaths are on the north side of the road from High Cross Road/IL 130 to Myra Ridge Drive; both sides of the road from Myra Ridge Drive to Philo Road; the south side of the road from Philo Road to Race Street; and both sides of the road from Race Street to west of Race Street. This is part of the 7 mile Windsor Road Trail across Champaign-Urbana.

Windsor Road Sidepath

10.2.4 Savoy

The **Village of Savoy** maintains 3.4 miles of trails and bikeways, including 1.2 miles of shared-use paths, a 1.4 mile bike path, and 0.8 miles of on-street bike lanes (see Map 11). Some of these facilities connect to facilities in Champaign.

- The **Burwash Park Paths** consist of 0.3 miles of off-street shared-use paths through Burwash Park that connect to the Arbours subdivision.
- The **Curtis Road Bike Lanes** stretch 0.8 miles from Prospect Avenue to the west village limits. The bike lanes continue west in Champaign.
- The **Curtis Road Divided Shared-Use Paths** total 0.4 miles on both sides of the road between Wesley and Prospect Avenues, as well as the north side of the road from Propsect Avenue to west of Prospect Avenue.

Curtis Road Divided Shared-Use Path

- The **Harold E. Ruppel Memorial Bike Trail** consists of two bike path segments totaling 1.4 miles: on the east side of Prospect Avenue from the north village limits to Curtis Road, and on the Prospect Avenue corridor from Curtis Road to the Savoy Recreation Center. The bike path continues north in Champaign.


Harold E. Ruppel Memorial Bike Trail

- The **Prairie Fields Trail** consists of 0.4 miles of shared-use paths in the Prairie Fields subdivision. This includes a sidepath on the west side of Prairie Rose Lane connecting to the new Carrie Busey Elementary School, and an off-street path extending west to Blazing Star Drive.
- The **Prospect Avenue Sidepath** is a 0.1 mile shared-use path on the east side of the road from the Savoy Recreation Center to Graham Drive. It is an extension of the Harold E. Ruppel Memorial Bike Trail.


Prospect Avenue Sidepath

10.2.5 University of Illinois

The **University of Illinois** maintains 3.1 miles of trails and bikeways in **Champaign**, including 0.8 miles of shared-use paths, 1.8 miles of bike paths and 0.5 miles of on-street bike lanes (see Map 12).

- The **Armory Bike Path** is a 0.3 mile University bike path that runs on the west side of the Armory and the south side of Armory Avenue to Wright Street. The path continues east in Urbana.

Armory Bike Path in Champaign

- The **Euclid Street Bike Path** is a 0.1 mile University bike path, stretching from the Lorado Taft Bike Path to Peabody Drive.
- The **Fourth Street Bike Path** is a 0.2 mile long University bike path on the east side of the road, connecting the Armory and Peabody Bike Paths.
- The **Gregory Drive Bike Lanes** stretch 0.5 miles from First Street to the east city limits. The bike lanes continue east in Urbana.
- The **Gregory Drive Bike Path** is a 0.1 mile long University bike path on the north side of the road, connecting the Sixth Street Bike Path to the Main Library.
- The **Kirby Avenue Sidepath** is a 0.8 mile shared-use path on the south side of the road from Neil Street to the east city limits. The sidepath continues east in Urbana as the Florida Avenue Sidepath.
- The **Lorado Taft Bike Path** is a 0.4 mile University bike path on the Lorado Taft Drive corridor, with a spur to bike parking east of Sixth Street. The path continues east in Urbana.

Lorado Taft Bike Path in Champaign

- The **Peabody Bike Path** is a 0.4 mile University bike path on the south side of Peabody Drive from the Activities and Recreation Center (ARC) to the east city limits. The path continues east in Urbana.

Peabody Bike Path in Champaign

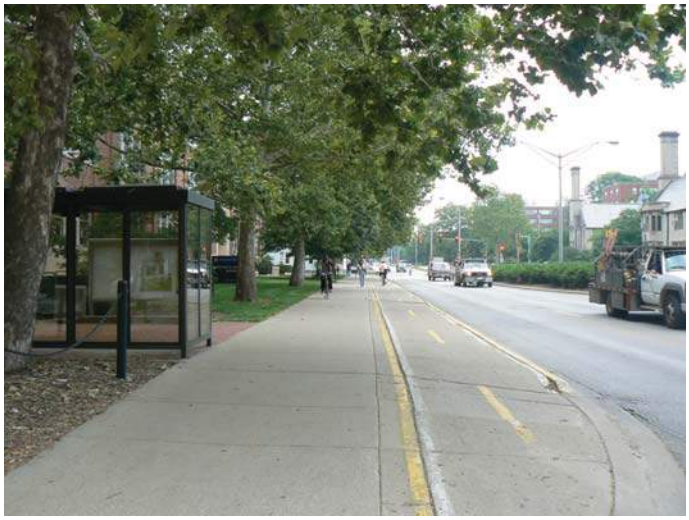
- The **Sixth Street Bike Path** is a 0.2 mile University bike path on the east side of the road, connecting the Armory and Lorado Taft Bike Paths.

The **University of Illinois** maintains 7 miles of trails and bikeways in **Urbana**, including 2.2 miles of shared-use paths, 4.4 miles of bike paths, and 0.4 miles of on-street bike lanes (see Map 12).

- The **Armory Bike Path** is a 0.4 mile east-west University bike path south of the Nevada Street corridor. It runs from the Gregory Bike Path to Wright Street. It passes Busey-Evans Residence Halls, Foellinger Auditorium, and Gregory Hall. The path continues west in Champaign along Armory Avenue to the Armory.

Armory Bike Path in Urbana

- The **Buell Bike Path** is a 0.1 mile north-south University bike path that connects the Lorado Taft Bike Path to bike parking at Temple Buell Hall.
- The **Dorner Bike Path** consists of two University bike path segments totaling 0.3 miles: the east side of Dorner Drive from Gregory Drive to Pennsylvania Avenue, and the Dorner Drive corridor from Pennsylvania Avenue to College Court. It connects Campus Recreation Center East (CRCE) and the Pennsylvania Avenue Residence Halls (PAR).
- The **Florida Avenue Bike Path** is a 0.1 mile University bike path on the north side of the road from Lincoln Avenue to Virginia Drive. It passes the Florida Avenue Residence Halls (FAR).
- The **Florida Avenue Sidepath** is a 0.5 mile shared-use path on the south side of the road from Lincoln Avenue to the west city limits. The sidepath continues west in Champaign as the Kirby Avenue Sidepath.
- The **Green Street Bike Path** is a 0.3 mile University bike path on the north side of the road from Loomis Laboratory to Wright Street.



Green Street Bike Path

- The **Gregory Drive Bike Lanes** stretch 0.4 miles from the Gregory Bike Path to the west city limits. The bike lanes continue west in Champaign.
- The **Gregory Bike Path** is a 0.1 mile University bike path on the Gregory Place/Street corridor. It runs north-south from Nevada Street to Gregory Drive. It passes the Child Development Laboratory, Campus Recreation Center East (CRCE), and Allen Hall.

Gregory Bike Path

- The **Illinois Bike Path** is a 0.1 mile University bike path north of the Illinois Street corridor between Goodwin and Mathews Avenues, north of Burrill Hall. The path connects to the Illinois Street Bike Lanes via the Goodwin Avenue Bike Lanes.
- The **Iowa Bike Path** consists of 0.2 miles of University bike paths. The mainline is north of the Iowa Street corridor between Lincoln Avenue and the Gregory Bike Path, north of Allen Hall and the Lincoln Avenue Residence Halls (LAR). There are two spurs to the Gregory Bike Path.

Iowa Bike Path

- The **Japan House Path** is a 0.4 mile off-street loop shared-use path near Japan House in the Arboretum.
- The **Lincoln Avenue Sidepath** consists of two segments totaling 1.2 miles, both on the west side of the road: from the Iowa Bike Path to Michigan Avenue (0.2 miles), and from Florida Avenue to Windsor Road (1 mile).

Lincoln Avenue Sidepath

- The **Lorado Taft Bike Path** is a 0.2 mile University bike path on the Lorado Taft Drive corridor that runs across the South Quadrangle to the Mathews Bike Path. The path continues west in Champaign.
- The **Mathews Bike Path** is a 0.8 mile University bike path on the Mathews Avenue corridor from Springfield Avenue to the Peabody Bike Path.

Mathews Bike Path

- The **Ohio Bike Path** consists of 0.2 miles of University bike paths. The mainline is on the Ohio Street corridor between Lincoln Avenue and Gregory Drive, south of Allen Hall and Lincoln Avenue Residence Halls (LAR). There is a spur to the McKinley Health Center.

Ohio Bike Path

- The **Oval Allee Bike Path** is a 0.2 mile University bike path on the Clark Street corridor that runs across the north side of the Oval Allee from Mathews Avenue to Wright Street.

Oval Allee Bike Path

- The **Peabody Bike Path** is a 0.2 mile University bike path on the Peabody Drive corridor that runs across the south side of the South Quadrangle to the Pennsylvania Avenue Bike Path. The path continues west in Champaign.
- The **Pennsylvania Avenue Bike Path** is a 0.1 mile University bike path on the north side of the road between Dorner Drive and Goodwin Avenue. This connects to the Dorner and Peabody Bike Paths.
- The **Quad Path** is a 0.2 mile University bike path that runs east-west across the Main Quadrangle from Mathews Avenue to Wright Street, and includes the **Davenport Bike Path** spurs to bike parking at Davenport Hall.
- The **Springfield Avenue Bike Path** is a 0.2 mile University bike path on the south side of the road from the Bardeen Quadrangle entrance to Goodwin Avenue.
- The **Stoughton Bike Path** consists of two University bike path segments totaling 0.2 miles: an in-street contraflow bike path on the north side of Stoughton Street from Goodwin Avenue to its west terminus, and an off-street bike path on the Stoughton Street corridor from the street terminus to the Oval Allee.
- The **Virginia Drive Bike Path** consists of two University bike path segments totaling 0.2 miles, both on the east side of the road: an in-street contraflow bike path from Pennsylvania Avenue to College Court, and an off-street bike path from College Court to Florida Avenue. It passes the Florida Avenue Residence Halls (FAR).

Virginia Drive Bike Path

- The **Wright Street Sidepath** is a 0.1 mile shared-use path on the east side of the road between University Avenue and Clark Street.
- The **Wright Street Bike Path** consists of two University bike path segments totaling 0.5 miles, both on the east side of the road: an off-street bike path from Clark Street to Springfield Avenue (0.2 miles); and an in-street contraflow bike path, separated from vehicular traffic by a median, from Green Street to Armory Avenue (0.3 miles).

Wright Street Bike Path

10.2.6 Mahomet

The **Champaign County Forest Preserve District** maintains 3.7 miles of shared-use paths in Lake of the Woods Forest Preserve in unincorporated Mahomet. There are approximately 3.6 miles of shared-use paths in the **Village of Mahomet** (see Map 13).

- The **Barber Park Path** is a 0.1 mile shared-use path connecting the US 150 Path and Barber Park via an underpass.
- The **Franklin Street Sidepath** is a 0.1 mile shared-use path on the south side of the road between Lombard Street/IL 47 and East Street.
- The **IL 47 Path** consists of two segments totaling a mile: on the south side of Oak Street between Lombard and Division Streets, and on the east side of Division Street from Oak Street to the Sangamon River Greenway.

IL 47 Path

- The **Lake of the Woods Road Path** is a 0.3 mile sidepath on the west side of the road from US 150 to Pearl Drive.
- The **Riverbluff Path** is a 0.2 mile off-street shared-use path in the Lakes at Riverbend subdivision that runs from River Bluff Drive to Beaver Lake.
- The **Tin Cup Road Sidepath** is a 0.1 mile shared-use path on the south side of the road from Tin Cup RV Park to the east edge of the Fox Run subdivision.
- The **US 150 Path** consists of two segments of sidepath and off-street shared-use paths totaling 1.8 miles, both on the north side of Oak Street: from East Street, across the Sangamon River to the east edge of the Hunters Ridge subdivision (1.6 miles); and from the west edge of the Marathon gas station to Prairieview Road (0.2 miles). This includes a spur north into the Sandy Ridge subdivision.

US 150 Path

Bridge over the Sangamon River connecting East Street to the US 150 Path

10.2.7 Rantoul

There are approximately 5.7 miles of shared-use paths in the **Village of Rantoul** (see Map 14). See page 169 regarding trails and bikeways installed in 2013.

- The **Century Boulevard Sidepath** is a 0.2 mile shared-use path on the east side of the road between Veterans Parkway and the John Baermann Parade Ground.
- The **Chanute Air Museum Path** is a 0.1 mile off-street shared-use path that connects the South Recreational Facilities Path to the Chanute Air Museum.
- The **Chanute Street Sidepath** is a 0.03 mile shared-use path on the east side of the road that leads north from the Wabash Park-Youth Center Path at Urbana Avenue.
- The **John Baermann Parade Ground Path** consists of 0.3 miles of shared-use paths around the John Baermann Parade Ground. This includes sidepaths on Borman Drive and Century Boulevard, and an off-street path on the north side of the parade ground. The South Recreational Facilities Path runs on the east side of the parade ground.

John Baermann Parade Ground Path

- The **Maplewood Detention Pond Paths** consist of 1.1 miles of off-street shared-use paths around the Maplewood Detention Pond. This includes spurs to Chanute Street, Magnolia Lane, Maplewood Drive and Prairie View Drive.
- The **Maplewood Path** consists of two segments totaling 0.9 miles: a sidepath on the west side of the road from Clark Street to Veterans Parkway (0.8 miles), and an off-street shared-use path from Veterans Parkway to the Youth Center (0.1 mile).

North end of Maplewood Path

South end of Maplewood Path

- The **South Recreational Facilities Path** consists of 1.8 miles of shared-use paths connecting Wabash Park to the recreational facilities in south Rantoul. This includes sidepaths on Urbana Avenue, Eagle Drive, Flessner Avenue, Century Boulevard, Keal Street, and Doolittle Boulevard; and spurs to the Forum Fitness Center, the Hap Parker Family Aquatic Center, and the Rantoul Public Library.

South Recreational Facilities Path

South Recreational Facilities Path

- The **Veterans Parkway Sidepath** is a 0.1 mile shared-use path on the south side of the road between Century Boulevard and the South Recreational Facilities Path on Eagle Drive.
- The **Wabash Park Shared-Use Path** is a 0.4 mile shared-use path around the north, east, and south sides of Wabash Park. This path connects to the South Recreational Facilities Path and the Wabash Park-Youth Center Path.

Wabash Park Shared-Use Path

- The **Wabash Park-Youth Center Path** is a 0.7 mile shared-use path connecting Wabash Park and the Youth Center. It consists of sidepaths on Urbana Avenue, Chanute Street, and Veterans Parkway.

The **Village of Rantoul** also lists the following walking paths on the Greenways & Trails folding map. These are not considered trails:

- The **Rantoul Township High School Track** is a 0.3 mile track at Rantoul Township High School that is made available for walking and running.
- The **Wabash Park Walking Paths** consist of 0.4 miles of walking paths in Wabash Park.

10.3 Existing Conditions: Environment

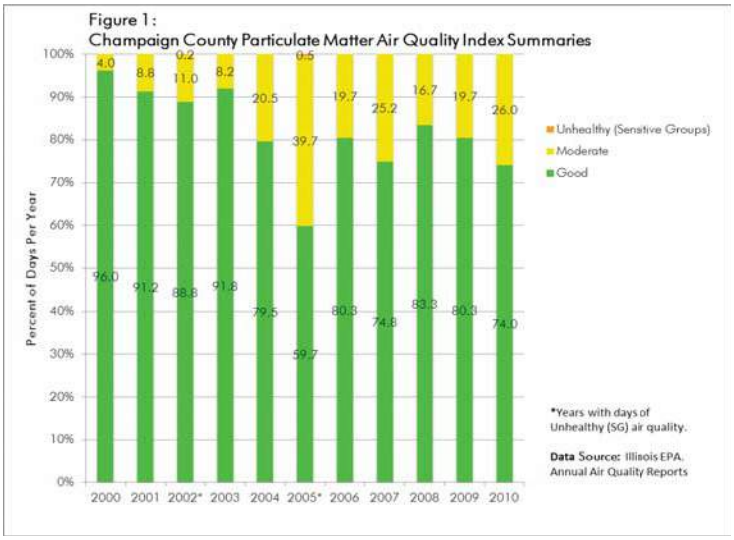
The following section details the existing environmental conditions for Champaign County, Illinois. The environmental elements are divided into the abiotic features of air, water, wetlands, floodplains, soils, and topography; and biotic features of wildlife and areas of cultural, natural and archaeological significance. **Biotic** elements are associated with or derived from living organisms, whereas **abiotic** elements are not. Each feature is described according to its current conditions and regulations with suggestions for monitoring and improving its quality by implementing regional greenways and trails across Champaign County.

10.3.1 Abiotic Elements

Air Quality

The most recent data from the Illinois Environmental Protection Agency's (IEPA) Air Quality Report shows that the Champaign-Urbana Metropolitan Area has been an air quality attainment area with acceptable air quality levels in 2008, 2009, and 2010 (IEPA 2011). Further data from this report reveals that the area exhibited *Good* air quality 74 percent of the year and *Moderate* air quality 26 percent of the year for particulate matter pollution. Between 2000 and 2010, the percentage of days with *Good* air quality has generally decreased, while the percentage of days with *Moderate* air quality has mostly increased. There have also been two years with days of air quality that were "Unhealthy for Sensitive Groups." In fact, when comparing data between 2000 and 2010, the percentage of days with *Good* air quality has decreased more than 20 percent (see Figure 1) (IEPA 2000-2010).

Figure 1: Champaign County Particulate Matter Air Quality Index Summaries



Air Quality Regulation and Evaluation

Weather conditions and topography generally affect air quality as well as the nature and intensity of pollutants. Land development, employment opportunities, and population growth can lead to increased automobile use (CCRPC 2009), which significantly contributes to particulate matter and other air pollutants (US EPA 2012).

The total Vehicle Miles Traveled (VMT) in the Champaign-Urbana urbanized area was 1,993,121 in 2005, and is predicted to be 3,291,578 in 2035 without any changes in driving behavior (CCRPC LRTP 2009). Motorized transportation creates signficiant amounts of greenhouse gases, and the urbanized area's transportation impacts all of Champaign County's greenhouse gas emissions. Having more days each year with *Good* air quality is preferable because these days pose little or no risk to residents, while *Moderate* air quality is acceptable, but may pose moderate health concerns for a small number of people sensitive to certain pollutants. Air quality that is "Unhealthy for Sensitive Groups" is unsatisfactory because it increases the likelihood of respiratory symptoms and breathing discomfort in active children, older adults and people with heart or lung disease (AIRNow).

The Illinois Environmental Protection Agency regulates over 200 hazardous air pollutants, including greenhouse gases like carbon dioxide, nitrous oxide, and methane, to improve air quality (IEPA). It has established primary and secondary standards to protect public health and

welfare factors such as visibility, comfort, animals and property (CCRPC 2009). The IEPA determines air quality through data collected annually at 80 locations across the state, summarized in annual Air Quality Reports. The reports specifically address six criteria pollutants with established air quality standards: particulate matter, ozone, sulfur dioxide, nitrogen dioxide, carbon monoxide, and lead.

The Greenway to Better Air Quality

Continued planning and implementation of the greenways and trails system in Champaign County can encourage people to engage in active forms of transportation, such as walking or biking, that can positively affect their health. If people performed these activities as their primary means of travel, they would reduce or eliminate their vehicle miles traveled and decrease or eliminate their tailpipe emissions (US EPA 2012).

Enabling many people to shift from driving to active transportation requires a system of developed greenways and trails providing access to major destinations such as workplaces, schools, and shopping. The Champaign County Regional Planning Commission can evaluate the greenways and trails system's effectiveness for air quality through the maintenance of the County's air attainment status, continued acceptable ozone levels according to State standards, and increases in good air quality each year.

All residents and visitors in our region are the greenways and trails system's potential users. This system should integrate specific programs targeting multimodal and active transportation programs like Park and Ride or the Safe Routes to Schools Program whenever possible to help establish it as an effective, regional transportation system. Continued planning and implementation of bicycle, pedestrian, and multimodal programs using the greenways and trails system in Champaign County can help support public health and good air quality now and in the future.

Water Resources

The water resources of Champaign County include precipitation, flowing surface streams and subsurface aquifers within the following watersheds: the Upper Sangamon, the Upper Kaskaskia River, the Embarras River, the Vermilion River, and the Middle Wabash/ Little Vermilion. The major water resources within these five watersheds are the Sangamon River, the Kaskaskia River, and many other streams, drainage systems, lakes and ponds (see Map 16) (CCRPC 2010).

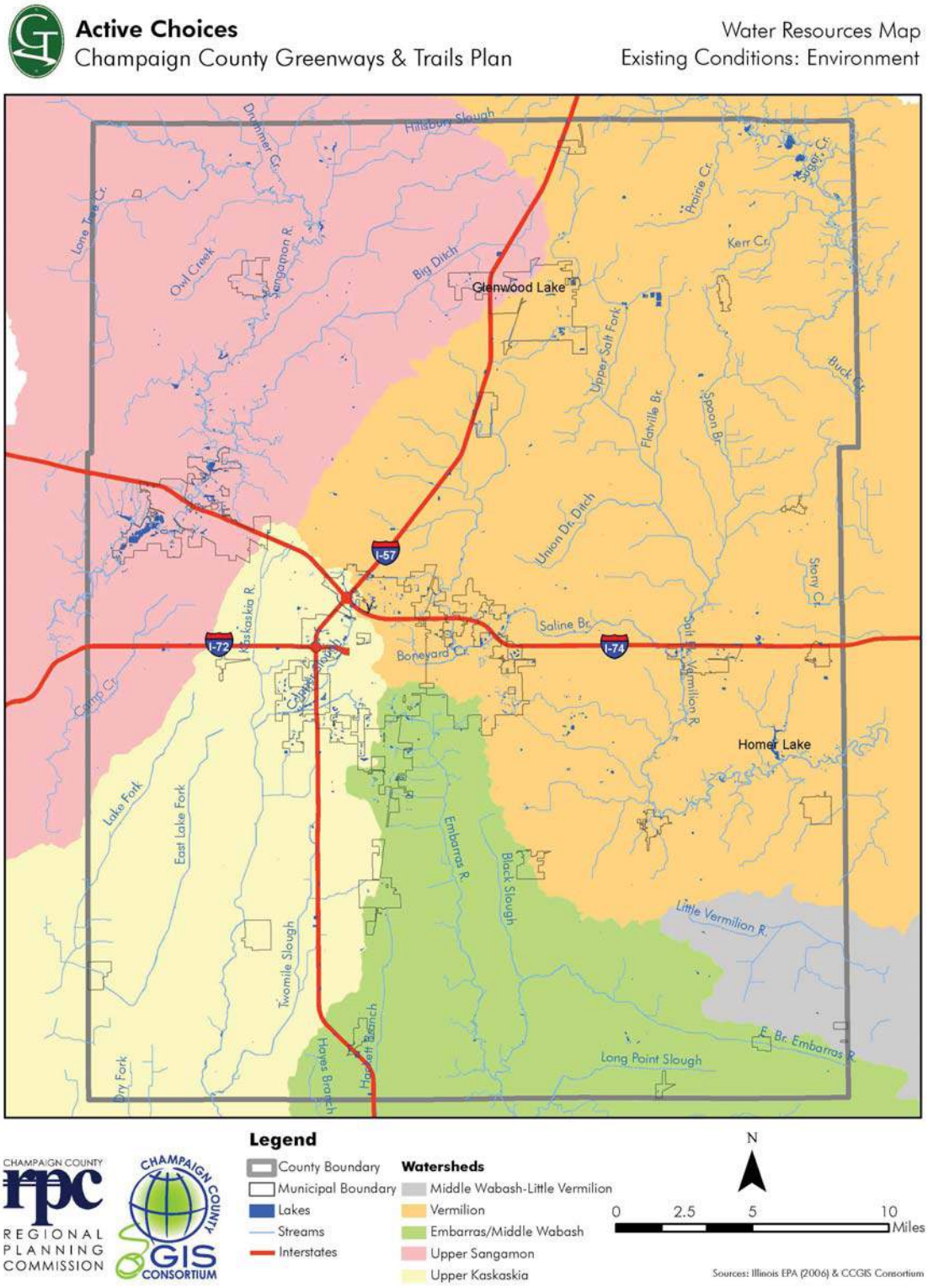
The Mahomet Aquifer (see Map 17) is one of the largest sand and gravel aquifers in the state and it supplies much of Champaign County with water. Groundwater availability here is generally available in the County except in the southeastern portions during dry or drought conditions. Long-term observations of the Mahomet Aquifer reveal a decline in water elevations in the aquifer of approximately 50 feet since 1950, which may be attributed to an increase in water demand given development in Champaign-Urbana. Future development may have similar or greater effects on the aquifer (CCRPC 2010).

Water Quality Regulations and Evaluation

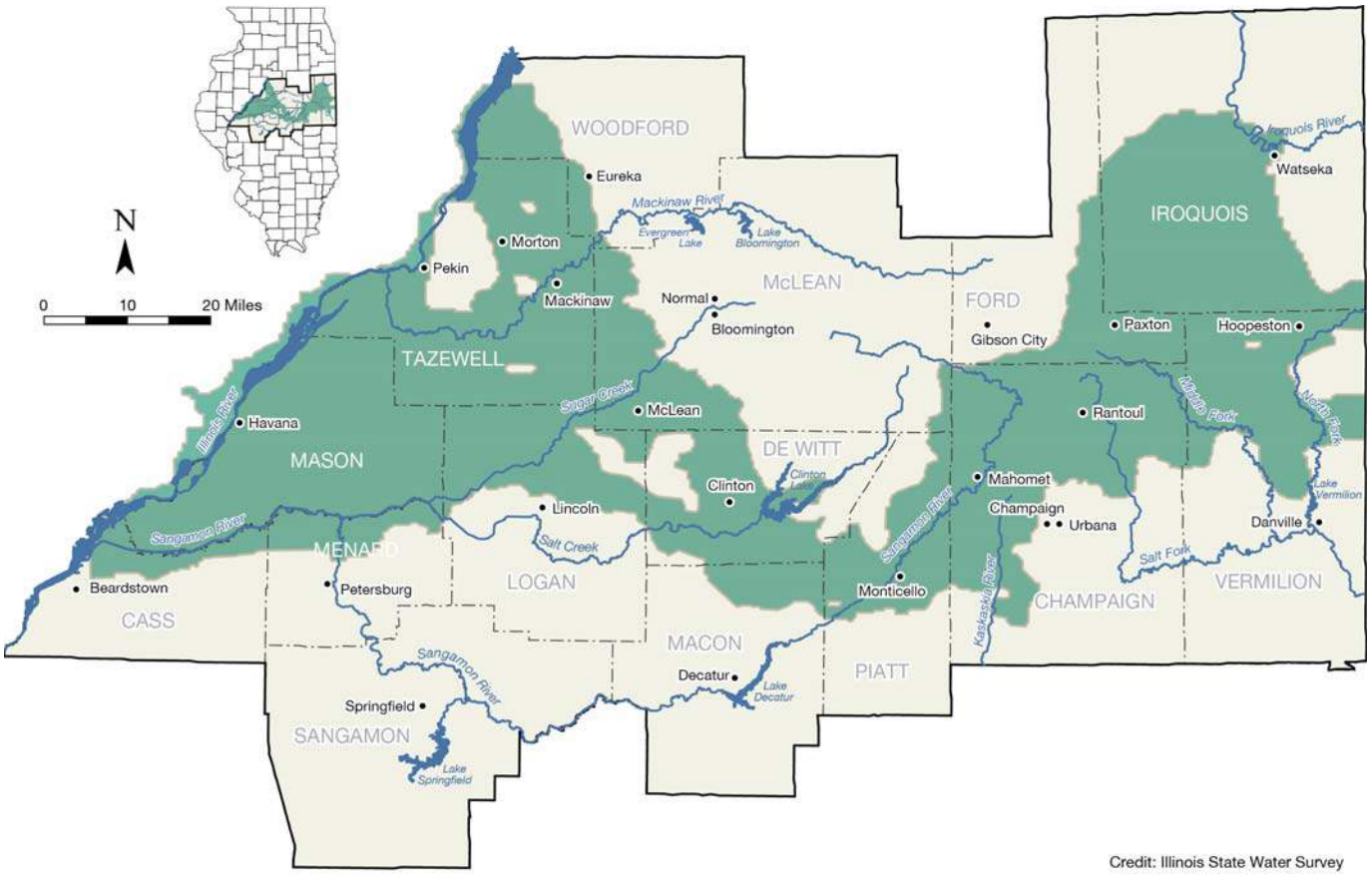
Water quality near transportation infrastructure can be compromised as water from storms carries oil, grease and toxic chemicals from roadways into water bodies. Oil and grease are often leaked onto road surfaces from car and truck engines, spilled at fueling stations, and discarded onto pavement or into storm sewers. Heavy metals can originate from car and truck exhaust, worn tires, engine parts, brake linings, weathered paint, and rust (US EPA 1995). Poor surface water quality can affect a water body's potential use and impact groundwater quality, which is a major source of Champaign County's drinking water (CCRPC 2010).

Recent assessments found that nine streams including the Vermilion River, Salt Fork and Kaskaskia River are impaired for at least one of the following uses: primary contact, fish consumption, and aquatic life. Three lakes were also assessed as impaired: Lake of the Woods for aesthetic quality and Crystal and Homer Lakes for

Map 16: Water Resources



Map 17: Mahomet Aquifer



Credit: Illinois State Water Survey

fish consumption (IEPA 2010). The potential sources of impairment are the deposit of pollutants from the air, agriculture, municipal point sources, and urban stormwater runoff (IEPA 2012).

The Illinois Environmental Protection Agency assesses and monitors water quality in Champaign County through 40 stations located in the area. The Illinois Pollution Control Board assigns surface waters a designated use for one or more of the following attributes: aquatic life, primary contact (e.g. swimming), secondary contact (e.g. boating, fishing), public and food processing water supply, fish consumption and aesthetic quality (IEPA 2007). If a water source exhibits poor quality for at least one of these designated uses, the Illinois Pollution Control Board categorizes it as impaired until the water quality is restored. Total Maximum Daily Loads (TMDL) are set for each pollutant of impaired surface waters and for surface waters that not meeting applicable water quality standards. Total Maximum Daily Loads determine the greatest amount of a given pollutant a water body can absorb without violating water quality standards, and provides limits for point-source pollutants (from a specific source) and best management practices for non-point source pollutants (from numerous or unidentifiable sources) to improve water quality over time. The Illinois Environmental Protection Agency releases two-year water quality reports to track water quality and Total Maximum Daily Load performance from the stations located in Champaign County. Point source pollution emitters, such as concentrated animal feeding operations, are regulated and monitored through the National Pollutant Discharge Elimination Systems permit program (CCRPC 2010). These standards set pollution reduction goals to help improve the quality of impaired waters over time (IEPA TMDLs).

The Greenway to Healthier Water

A 2008 survey in the most recent Illinois Statewide Comprehensive Outdoor Recreation Plan found that more than 75 percent of respondents across Illinois want more public access to lakes, rivers, and streams. They also want better maintained parks (WSRC 2009).

The Illinois Natural History Survey and the Department of Natural Resources conducted another public perception survey. Fifty-nine percent of those respondents gave water quality the highest rating for importance in a list of ten community issues. These respondents lived in communities across Central Illinois, including Champaign County (Miller 2003).

Bicycling and walking can encourage better water quality across Champaign County, particularly where non-point source pollution contributes to poor water quality. People become more aware of the County's water resources.

Champaign County residents will be more likely to use greenways and trails if the system is well planned, longer, better connected, and aesthetically pleasing.

Conservation buffers are vegetation strips placed in the landscape to influence ecological processes and provide a variety of services, such as screening undesirable views and increasing habitat connectivity (Bentrup 2008).

Conservation easements are voluntary, legally binding agreements. They prevent development or limit certain types of present and future uses on specific properties to protect their ecological and/or open-space values (Nature Conservancy 2012).

Riparian corridors are transitional areas between terrestrial and aquatic ecosystems (Bentrup 2008). In other words, these are the areas between land and a river or stream.

Establishing buffers, conservation easements or riparian corridors along water resources can protect against pollutant runoff and increase the trail system's vitality. Owners of greenways and trails should therefore design pathways with plantings and landscape areas whenever possible to help green the trail system in urban and rural areas. They should also locate active transportation infrastructure through new developments near on-site water retention or detention areas to encourage local trail usage as well.

Wetlands

Wetlands are areas flooded by or saturated with surface water or groundwater to the extent they generally support an ecosystem prevailing with plant life suited for saturated soil conditions (CWA 1972). Wetlands provide habitat for many species of plants and animals, help control stormwater runoff into streams (IDNR 1997); filter out nutrients, chemicals and particulate matter from water; can regulate water levels in aquifers; and offer many recreational activities to residents (IDNR Wetlands).

Champaign County has three types of wetlands: shallow water wetlands, emergent wetlands, and forested wetlands. Although approximately 40-60 percent of Champaign County's wetlands have been drained for agricultural or urban development (McCauley 2005), the Champaign-Urbana Metro Planning Area contained 542 acres of wetlands or deep-water habitats (CCRPC 2009) with 345 shallow water sites and 833 emergent sites in 2009. More than half of these sites are less than an acre in size (see Map 18) (CCRPC 2010). Between 2009 and 2011, no existing wetland acreage was lost and three acres of wetlands were created in Champaign County (CUUATS 2011).

Wetland Regulation and Evaluation

Damage to wetlands can occur during the development process when land on or near these sensitive environmental areas is converted to alternative uses. Any wetland area where vegetation is removed or filled for development may experience a decrease or loss of ability to control flooding and erosion, to enhance water quality, and to provide a habitat for wildlife. To prevent this scenario, wetlands must be identified and protected during the due diligence process of any development project to help mitigate negative impacts to these sensitive environments.

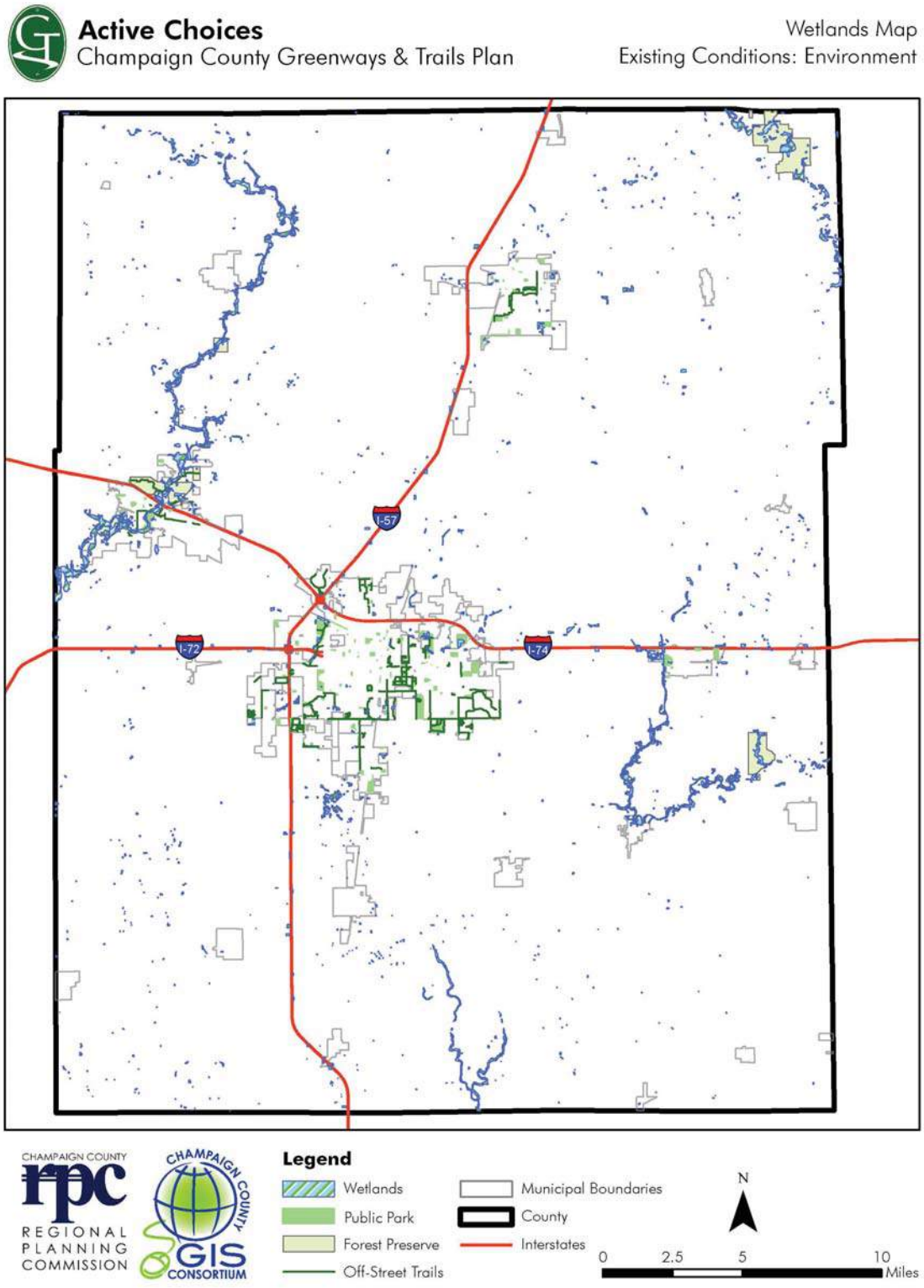
The following five agencies regulate wetlands in Illinois: the U.S. Army Corps of Engineers, the U.S. Environmental Protection Agency, the U.S. Department of Agriculture, the Illinois Department of Natural Resources, and the Illinois Environmental Protection Agency (IDNR Wetlands 2012). The Illinois Natural Resource Geospatial Data Clearinghouse uses information from the U.S. Fish and Wildlife Service National Wetland Inventory to help monitor the location, size, and type of wetlands in the County (CCRPC 2009). Champaign County tracks wetlands every five years during the development of the Champaign-Urbana Long Range Transportation Plan (CUUATS 2011).

The Greenway to Healthier Wetlands

Wetlands are a small but important part of Champaign County's greenways and trails system. These environs can provide natural areas for cyclists and pedestrians to enjoy as they pass nearby. These nearby areas offer hiking, wildlife viewing, and other recreational opportunities for those who choose to explore them. Future expansion of the greenways and trails system in Champaign County may consider the preservation of wetlands as greenways and the connection to these natural areas through an environmentally sensitive manner. Wetlands can be improved if natural vegetation around them such as open spaces and river way corridors are preserved or restored to help support their natural ecosystems.

Wetland owners should assess wetland impacts in the planning, design, construction, and maintenance processes of any transportation improvement projects to maintain a healthy ecosystem. They should avoid building new roadways that cross wetlands since these areas are sensitive to disturbances. If construction or development must take place near wetlands, then it should be low impact development that does not obstruct stormwater management by wetland environments. The greenways and trails system in Champaign County can be evaluated for its effect on wetland quality through documentation of wetlands preserved now and in the future.

Map 18: Wetlands



Floodplains

Floodplains are flat lands near a river or stream channel that water inundates when the channel overflows due to geologic or hydrologic events, or anthropogenic activities. Floodplains relieve pressure for inundated waterways by flooding, and can help settle out suspended silts from fast-moving water leaving behind fertile soils. These conditions often encourage the growth of vegetated riparian corridors, which are riverine environments that provide habitat for many species. These conditions also collect sediment and filter out pollutants that may enter the waterway. In Champaign County, the 100-year floodplain has significant areas of bottomland soils, forest soils, woodland areas, and grasslands (CCRPC 2010). The most flood-prone areas in the Champaign-Urbana Metro Planning Area are along the Kaskaskia River, where development pressures continue to increase, and in northeast Urbana, along the Saline Branch (see Map 19) (CCRPC 2009).

Floodplain Regulation and Evaluation

The most common delineation of a floodplain is the 100-year floodplain. It is an area that floods an average of once every 100 years or has a one percent chance of occurring in any given year (FEMA Flood Zone). Development in floodplains can result in costly damages after a flood. Therefore, most development should be planned outside floodplains to protect homeowners and natural habitats. Automobiles in floodplain areas may become inundated, damaged, or destroyed during storm events, which can disrupt traffic flow, create congestion, increase travel time, and decrease travel speed.

New Flood Insurance Rate Maps (FIRM) became effective on October 2, 2013 for Champaign County. A Flood Insurance Rate Map (FIRM) is a map created by the National Flood Insurance Program (NFIP) for floodplain management and insurance purposes. Digital versions of these maps are called DFIRMs.

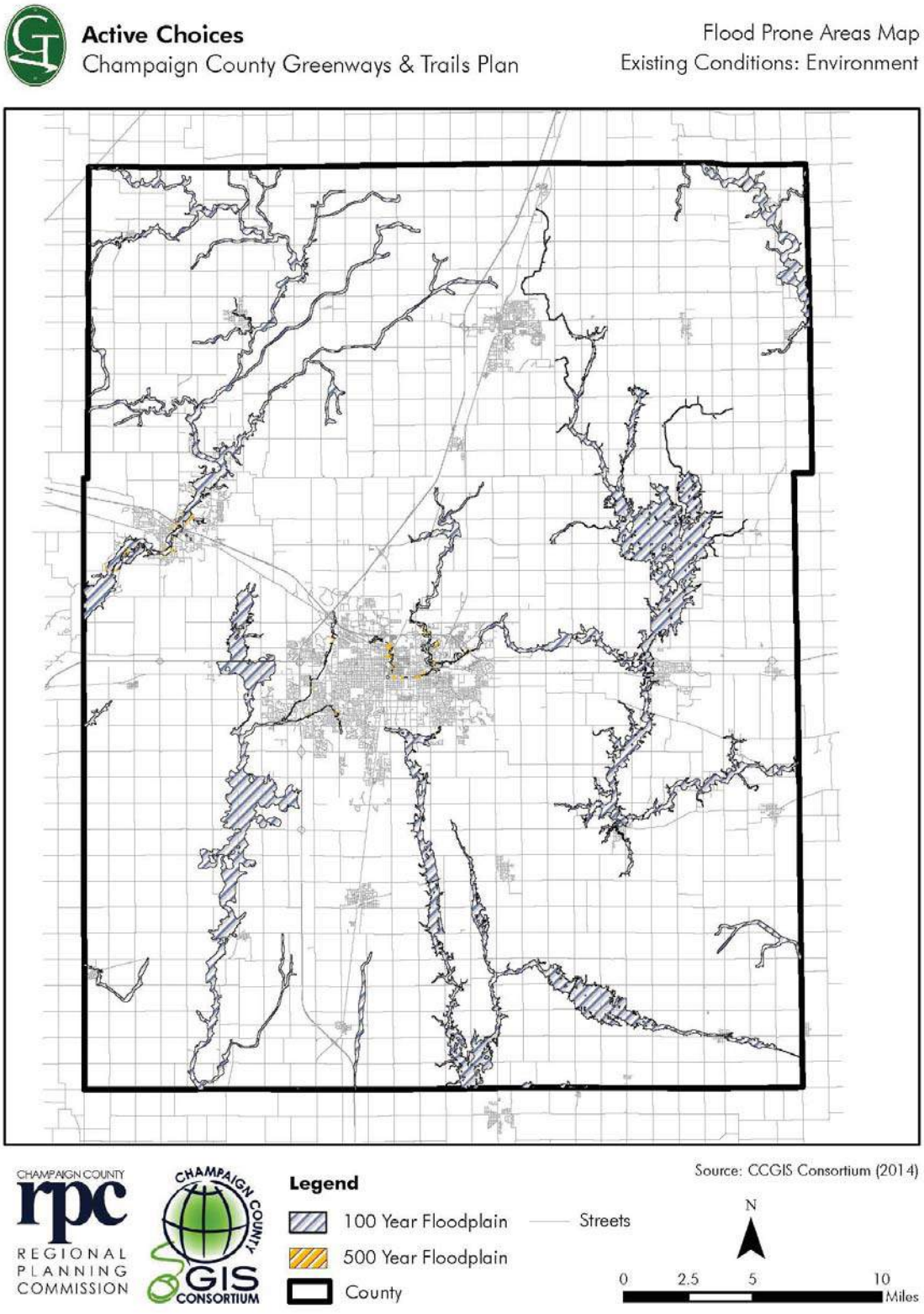
A FIRM will generally show a community's base flood elevations, flood zones, and floodplain boundaries. Property owners and renters can use this map to get a reliable indication of what flood zone their property is in. However, maps are constantly being updated due to changes in geography, construction and mitigation activities, and meterological events. Therefore, people should contact their insurance agent, insurance company, or community floodplain manager to obtain a truly accurate determination (NFIP 2014).

Champaign County currently regulates floodplain development in the Subdivision Ordinance through a permitting process the Zoning Administrator supervises (CC Gov. 2005), but should consider explicitly setting greenways and trails as a highest and best use for land in the floodplain.

The Greenway to Healthier Floodplains

A trail for bicycle and pedestrian transportation set in a greenway harmonizes with and enhances natural areas. The preservation of greenways encourages the revitalization of natural habitats and allows for natural flooding to take place without significant damage to people, property, or transportation routes. Greenway trails in a floodplain take up relatively little space, which allows for the revitalization of green, natural spaces around the route. These trails will supplement the transportation network during normal conditions, offer enhanced recreational opportunities for people as areas are allowed to naturalize, and will not impede normal floodplain functions during flood conditions.

Map 19: Flood Prone Areas



Topography & Soils

Champaign County is located in one Illinois' flattest areas, characterized by a glacial topography with 200-300 feet of moraines (accumulations of earth and stones carried and deposited by glacial movement), which are covered by as much as five feet of windblown soil known as loess. The surface of the County generally slopes gently from north to south with a total elevation change of 230 feet (USDA 2001) over its 36 mile length.

Champaign County's soils are its most fundamental and prevalent natural resource and rank highly for agricultural production because of the rich mixture of physical, chemical and biological processes that have enhanced its productivity over time. A large portion of these are known as hydric soils, which exhibit conditions of saturation, flooding or ponding intermittently throughout the year, develop anaerobic conditions within the top 20 inches of soil depth, and support vegetation adapted to these conditions. Much of the soils have been drained or altered for agricultural activity and urban development over the past 150 years (CCEAP 2004). Approximately 94.6 percent of the farmland within the County is classified as Prime Farmland (USDA) and the County designated 70 percent of these lands as Best Prime Farmland (CCRPC 2010).

Map 20 shows the four main types of soil in Champaign County.

- The **Drummer Series** of soils consists of very deep, poorly drained soils formed on nearly level or depressional parts of plains and stream terraces. Most areas are cultivated with corn and soybeans and some areas are used for growing small grain or meadow. Native vegetation in this soil type is hydrophytic grasses, reeds, and sedges.
- The **Varna Series** of soils consists of very deep, moderately well drained soils on plains. Most areas are cultivated with corn, soybeans, small grain, and meadow. Native vegetation in this soil type is prairie grass.
- The **Flanagan Series** of soils consists of very deep, somewhat poorly drained soils on plains. Most areas of Flanagan soils are used to grow corn and soybeans. Native vegetation in this soil type is prairie grasses.
- The **Elliott Series** of soils consists of very deep, somewhat poorly drained soils on plains. Most areas are cultivated with corn, soybeans, small grain, and meadow. Native vegetation in this soil type is prairie grasses.
- **Other** soil types include: Alvin, Ambraw, Ashkum, Birkbeck, Blackberry, Blount, Brenton, Bryce, Camden, Campton, Catlin, Chatsworth, Clare, Dana, Elburn, Harpster, Kendall, Kishqaukee, La Hogue, Martinsville, Millbrook, Mona, Muskego, Ockley, Odell, Onarga, Ozaukee, Pella, Penfield, Peotone, Proctor, Raub, Rossburg, Russell, Sabina, Sawmill, Selma, Senachwine, Sunbury, Swygert, Thorp, Wyanet, and Xenia.

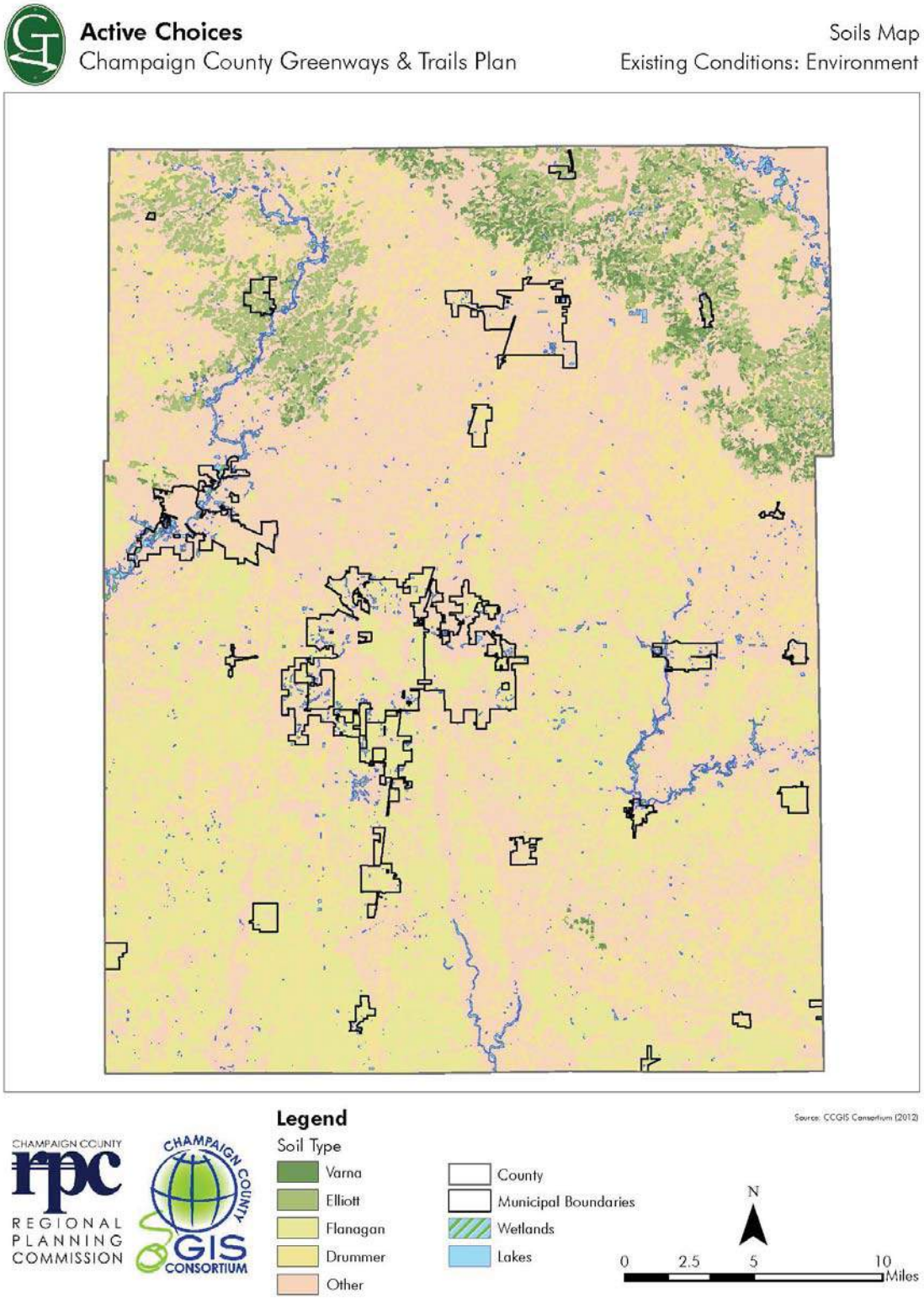
Soil Regulation and Evaluation

Champaign County uses the Land Evaluation and Site Assessment (LESA) system to measure and classify land use, identify important farmland, and measure soil productivity. It assigns the most fertile soil a value of 100 and ranks Best Prime Farmland 85 or above, relative to the most fertile soil. Champaign County's Soil Survey of Champaign County also includes soil suitability ratings based on soil characteristics for certain land uses such as agriculture, buildings, sanitary facilities and transportation infrastructure.

The Greenway to Healthier Soils

Champaign County's gentle slope and flat landscape of Champaign County lends itself to recreational and commuter cycling and walking. Further growth of the greenways and trails system in Champaign County will help achieve compact and contiguous growth by developing amenity rich areas people will want to live close to. Continued planning and implementation of the greenways and trails system may help support active transportation and preservation of green space in the

Map 20: Soils


Active Choices
Champaign County Greenways & Trails Plan
Soils Map
Existing Conditions: Environment
Legend
Soil Type
Varna
Elliott
Flanagan
Drummer
Other
County
Municipal Boundaries
Wetlands
Lakes
Source: CCGIS Consortium (2012)
CHAMPAIGN COUNTY
rpc
REGIONAL PLANNING COMMISSION
CHAMPAIGN COUNTY GIS CONSORTIUM
N
0 2.5 5 10
Miles

region. This may prevent the need for automobile infrastructure like expansive roadways and parking lots that can cause high velocity runoff scouring the soil from the surface (CWC 1999). Many of the soils in the county are suited for trail development and require little or no maintenance. Trail developers should take preliminary precautions to ensure that trail soils are suitable for pedestrian and bike infrastructure. Moderate sloping for drainage and regular removal of obstructions will also keep users of the greenways and trails system content (USDA 2001).

10.3.2 Biotic Elements

Wildlife & Habitat

Champaign County is in Illinois' Grand Prairie Region (CCRPC 2010), a prairie grass area with a flat landscape, loess soil (also known as windblown silt) and poor natural drainage resulting in wet conditions during part of the year. Big Bluestem and Indian grasses are the dominant species amongst approximately 1,190 plant species and over 100 bird species in the County (IPIN 2007). Wildlife habitat in Champaign County include many forest, open space, wetland, and grassland areas. In Champaign County, some of the most viable wildlife habitats are in the floodplain forests and upland forests near the Saline Branch, Brownfield Woods, and Trelease Woods. These habitats are breeding grounds, migration corridors, seasonal territories, and refueling areas for migratory birds and many other species (CCRPC 2010). Unfortunately, fragmentation due to development has compromised the natural functioning of these ecosystems.

Wildlife Habitat Regulation and Evaluation

At the State level, the Illinois Endangered Species Protection Board (IESPB) determines which plant and animal species are threatened or endangered in Illinois and offers guidance to the Illinois Department of Natural Resources (IDNR) for conservation efforts. As of 2011, 9 species were threatened and 11 species were endangered in Champaign County according to the Illinois Endangered Species Protection Board. The Illinois Endangered Species Protection Act requires state government agencies to consult IDNR's Ecological Compliance Assessment Tool on any environmental changes that impact state-listed threatened or endangered species during development (IDNR 2012).

At the federal level, the U.S. Endangered Species Act of 1972 regulates endangered and threatened species. As of June 2012, the U.S. Fish and Wildlife Service (USFWS) lists two species as threatened and one species as endangered. Any agency developing near or on the habitat of a federally listed species must seek consultation and development permits with the U.S. Fish and Wildlife Service.

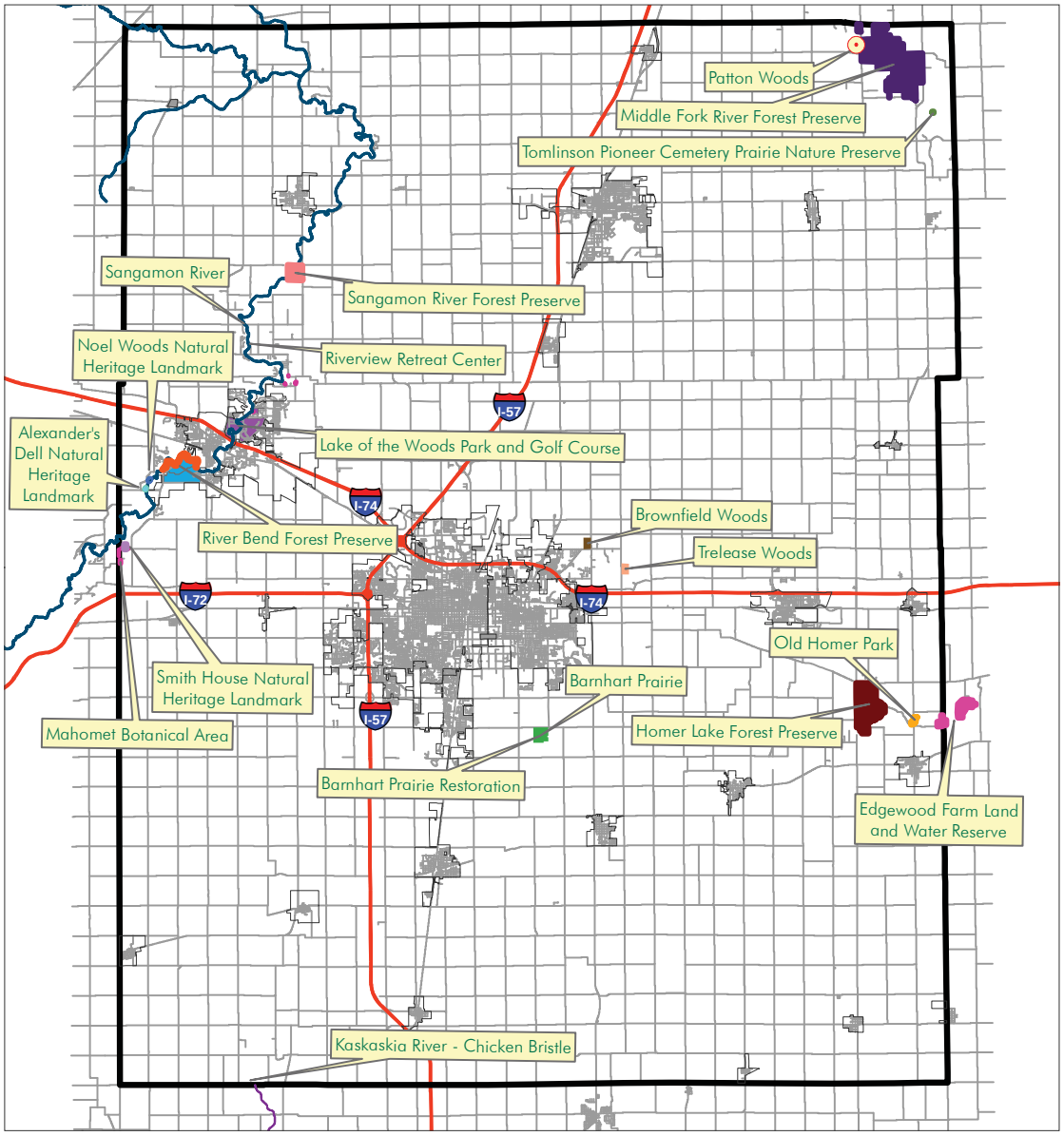
The Greenway to Healthier Wildlife

The protection of natural areas and open space around greenways and trails will encourage the regrowth of native wildlife habitats. Species diversification within these habitats provides opportunities for enjoyment of wildlife near trails and greenways, while strengthening the ecosystems of natural areas for many species. Growth in greenway and trail acreage can indicate available wildlife habitat, since these areas also provide homes for flora and fauna, especially when used for less-intensive land uses. People should build development and transportation infrastructure with sensitivity to existing environmental conditions and wildlife habitats to minimize habitat fragmentation, loss and degradation, and subsequent animal mortality. The quality of wildlife habitat can be evaulated by the amount of contiguous, natural land along Champaign County's Greenways & Trails system.

Map 21: Natural Areas

Active Choices
Champaign County Greenways & Trails Plan

Natural Areas Map
Existing Conditions: Environment



CHAMPAIGN COUNTY rpc REGIONAL PLANNING COMMISSION

CHAMPAIGN COUNTY GIS CONSORTIUM

N

0 2.5 5 10 Miles

Sources: Illinois Natural Areas Inventory by Illinois Natural Heritage Database
Illinois Nature Preserves Commission (INPC) Land Protection Area
Champaign County Greenways and Trails, 2003

Legend

INPC Land Protection Area
- Alexander's Dell Natural Heritage Landmark
- Edgewood Farm Land and Water Reserve
- Noel Woods Natural Heritage Landmark
- Riverbend Land and Water Reserve
- Smith House Natural Heritage Landmark
- Tomlinson Pioneer Cemetery Prairie Nature Pres.
- Homer Lake Forest Preserve
- Middle Fork River Forest Preserve
- Sangamon River Forest Preserve

Illinois Natural Areas Inventory
- Barnhart Prairie
- Brownfield Woods
- Kaskaskia River - Chicken Bristle
- Mahomet Botanical Area
- Sangamon River
- Trelease Woods
- Lake of the Woods Forest Preserve
- River Bend Forest Preserve

Other Forest Preserve District Properties
- Patton Woods
- Old Homer Park

Other
- County
- Municipal Boundary
- Interstates
- Streets

Areas of Cultural, Natural, and Archeological Significance

Areas of cultural, natural, and archeological significance are buildings, sites, districts, structures, and objects important to national, regional, or local history, architecture, archeology, culture, or science. Historic sites of local significance in Champaign County include the Sadorus Pioneer Marker, where a tablet set in a boulder commemorates the oldest permanent settler; the Lincoln Farewell Message Marker in the Railway Station in Tolono; the Eighth Judicial Circuit Boundary Marker, where Lincoln traveled as an attorney; and Old Homer Park, which was formerly the park of the Illinois Traction System of passenger train cars (CCRPC LRMP 2010). A comprehensive list of these sites is provided in the Natural Areas Inventory map (Map 21) and in Appendix 2.

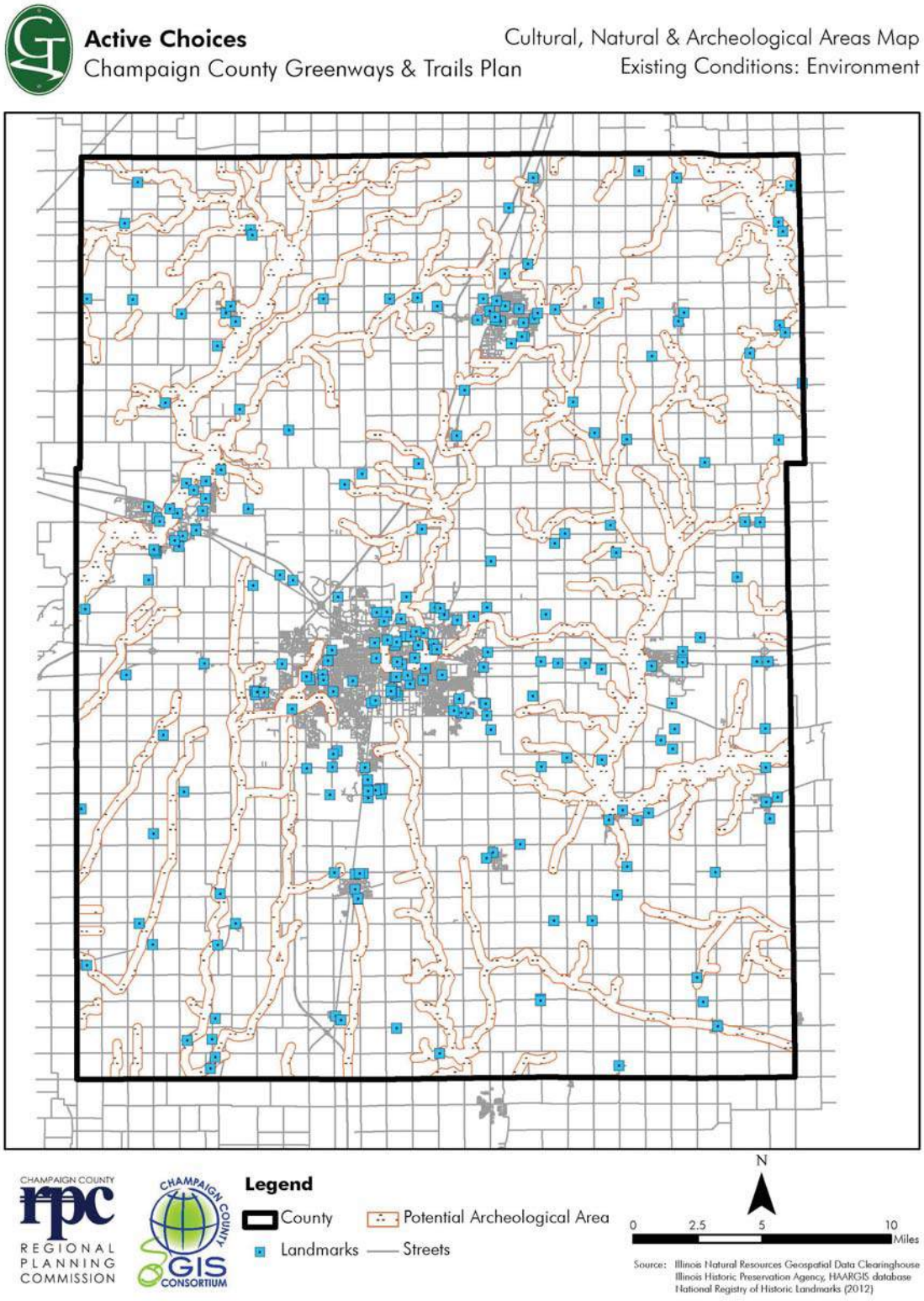
Regulation and Evaluation of Areas of Cultural, Natural, and Archeological Significance

The Illinois Historic Preservation Agency (IHPA) regulates areas with high probability of archaeological resources. In Champaign County, these areas are found up to 500 yards within the adjoining bluff line crest of the Kaskaskia River and 300 yards within the same bluff crest line of all other rivers within Champaign County. The Champaign County Forest Preserve District manages the forest preserves in the County; the respective municipal Park Districts manage urban parks; and all of these entities manage other areas of historic, cultural, or natural significance with other local governments.

The Greenway to Healthier Areas of Cultural, Natural, and Archeological Significance

Impacts from development and transportation can damage, destroy, or remove areas of historical and natural significance and the environments that surround them. Greenways and trails can encourage people to use transportation modes not emitting pollutants that can degrade the quality of significant areas. The preservation of natural areas around significant sites and structures can also help maintain their inherent significance over time. The effectiveness of Champaign County's Greenways and Trails system can be evaluated for significant area quality by the number of important sites connected to the Greenways and Trails system and the system's planned extension to include more of these sites. The acreage of natural areas preserved around these sites can also be an indicator of their quality.

Map 22: Cultural, Natural, and Archeological Areas



11 ISSUES AND FORCES

11.1 Definitions

Issues are challenges for using current or future bicycle and pedestrian infrastructure.

Forces are the existing conditions shaping decisions about bicycle and pedestrian infrastructure, such as funding, connectivity, or public opinion.

11.2 Background

The Active Choices Plan Steering Committee and the general public have identified numerous issues and forces for the existing greenways system. Issues and forces help planners identify goals and objectives by showing them what problems need to be solved and what resources are available to help solve them.

11.3 Current Issues

11.3.1 Accessibility

1. Persons with Disabilities: While all users may access many recreational facilities and trails, people with disabilities may find some aspects of them difficult.

- Potential improvement areas include shared-use paths, ramps, signage, and accessibility from parking lots.

2. Facilities: Many of the current facilities have nearby parking, sidewalks, bus stops, or bicycle racks that allow a person to arrive at the destination and use the facility. In some cases, however, trails or open spaces might be perceived as too distant or inaccessible.

- Potential ways to overcome this include installing signage before and at trails, bikeways, and greenways; and encouragement campaigns.

11.3.2 Connectivity

The greenways and trails system should be better connected unto itself, to the full transportation system, and to activity centers.

1. Between travel modes: Parks and trails should provide facilities for multiple travel modes, including bicycles, cars, pedestrians, and public transit.

2. To major activity centers: Many activity centers in Champaign County do not have non-motorized vehicular access (i.e. bicycle and pedestrian paths). This increases vehicular traffic to those areas and creates unsafe options for bicyclists and pedestrians.

3. Between urban and rural areas: Many of the County's natural resources and trails exist outside the Champaign-Urbana-Savoy area. A lack of non-motorized vehicle connections decreases visits to these more rural settings.

4. Geographic efficiency: Many trails and bikeways in the area are not used for reaching specific destinations because they might cut off midway through a trip or might not be the shortest path to the destination.

- Loop connectivity and activity centers are two ways of finding the most necessary connections for the trail and bikeway system.

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

11.3.3 Safety

1. Pedestrians: This is a multi-faceted issue that can include having difficulty crossing busy streets, poor lighting, and conflicts with other trail users.

2. Facility maintenance: Lack of maintenance can often lead to the deterioration of existing facilities.

3. Understanding the greenways system: Many system users are not aware of the Rules of the Road that apply to bicycle riding and pedestrian rights on roadways. In addition, intended use of the trail and bikeway system is often misinterpreted due to lack of signage and perception of who can use specific trail types.

- Educational components in plans and/or implementation can be ways to address this.

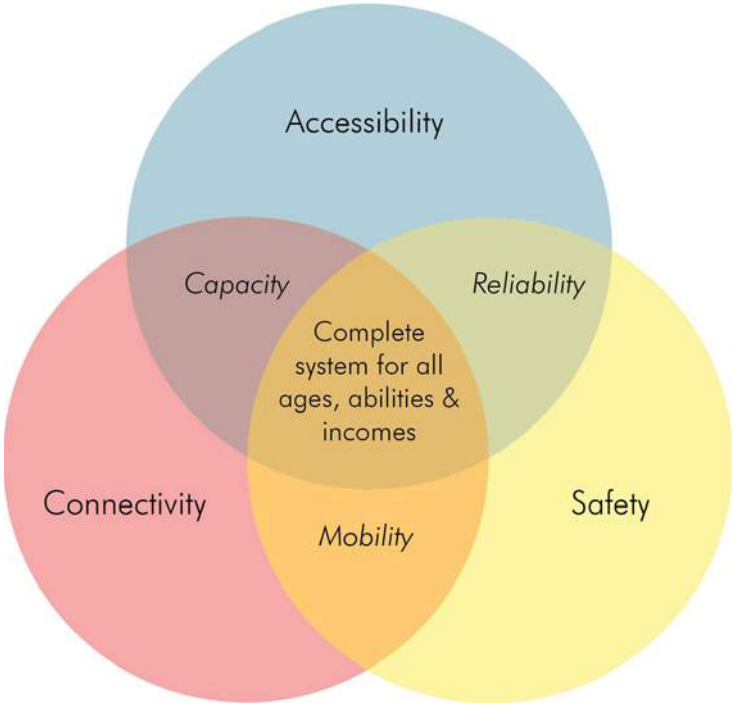
4. Bicycle Routes: Until 2013, there was no maintained bicycle route system in the Champaign-Urbana area for decades. High costs and liability issues forced local governments to remove the routes that once existed, forcing bicyclists to travel on roadways where no signage alerts motorists that they need to share the road.

- Publications and best practices (e.g. *AASHTO Bike Guide, MUTCD)* with Greenways & Trails member agency **coordination** can rebuild the bicycle route system in Champaign-Urbana and become unified, consistent, and usable.
- The City of Urbana installed bike route signs on numerous streets in Fall 2013 as part of its Safe Routes to School grant. These are the first signed bike routes in Champaign-Urbana in decades.

5. User-friendliness: The current system largely does not have directional signage and other resources to help users make the most of the area's greenways and trails.

- Local and federal guidelines and publications (e.g. *GT Design Guidelines, Logos, and Signage; AASHTO Bike Guide*) with Greenways & Trails member agency coordination can create a usable, unified system.

Greenways & Trails Issues Diagram



6. Obstacles to movement: Railroad tracks, bridges and overpasses, narrow roadways, and incomplete trails and bikeways are all obstacles to **bicycle movement**, creating dependence on motorized travel. Similarly, lack of sidewalks, lack of marked crosswalks, and busy streets are all barriers to **pedestrian movement.**

11.4 Current Forces

1. Existing trails and bikeways: Champaign County trails and bikeways often link important activity centers, including parks, schools, and shopping centers. Existing trails and bikeways have gaps in the system where stakeholders may determine how and when to fill those gaps.

2. System diversity: The Champaign County system offers facilities for bicyclists and pedestrians of all ages, skill levels, and intents, from people who bike and walk for **transportation** (e.g. commuting, shopping) to those who bike and walk for **recreation** (e.g. park trail users).

3. New subdivisions: Newly constructed subdivisions often have some sort of pedestrian and/or bicycle path system as well as a neighborhood park. Developers and/or local governments can plan these paths and parks to link to existing paths and parks.

- An example is the development ordinance the City of Champaign has requiring construction of the Pipeline Trail when adjacent land is developed.

4. The community: According to the 2003 Greenways and Trails Resident Survey, 72% of respondents agree greenways and trails connecting urban centers to rural communities and forest preserves enhance residents' quality of life. Such community support helps ensure developers and/or communities will create more trails and open spaces in Champaign County.

5. Interagency coordination: The Greenways and Trails Technical and Policy Committees have members from local governments, park districts, and other agencies to coordinate and plan for the Champaign County system's future.

6. The region: Developing trails and greenways that connect Champaign County with the rest of the state, especially metropolitan areas in Central Illinois (e.g. Danville), contributes to the statewide greenways and trails system. At the state level, the Illinois Department of Natural Resources (IDNR) continues to provide support for the development of the Kickapoo Rail-Trail, while the Illinois Department of Transportation (IDOT) has developed the first ever State Bikeway Plan in 2014.

11.5 Needs Assessment

Considering many current issues involving greenways and trails fall into the categories of accessibility and connectivity, the Champaign County Regional Planning Commission conducted a needs assessment for this plan. This was an effort to gauge the provision of public greenways and trails for people in Champaign County. The connectivity and accessibility of Champaign County's greenways and trails system was examined to help evaluate:

1. How pedestrians and cyclists experience the current system,

2. What type of infrastructure is available to these users, and

3. Where there are missing links in the system.

The full Needs Assessment Report can be found in Appendix 3.

12 GOALS AND OBJECTIVES

12.1 Definitions

The formulation of goals and objectives determines what direction planning efforts should take, independent of timeframe and individual projects.

A **goal** is defined as an end state that implementing the Active Choices Plan will bring about.

Objectives are sub-goals that help organize the Plan's implementation into measurable and manageable parts.

Performance measures help agencies track each objective's progress over time.

12.2 Status Report

Champaign County Regional Planning Commission staff and the Greenways & Trails Technical Committee analyzed the 2004 Greenways & Trails Plan goals and objectives to determine the progress made since finalizing that plan. Of the 28 objectives, **20 were either met or in progress, leaving only 8 as unmet.** Appendix 4 contains the full status report.

12.3 Updated Goals and Objectives

The Greenways & Trails Technical Committee has updated and developed seven prinicipal goals for the Active Choices Plan. Each table shows the themes, goal, objectives, performance measures, strategies, and parties responsible for implementation.

Themes: Accessibility, Connectivity			
Goal 1: All Champaign County residents will be provided with a system of bikeways, bicycle routes, pedestrian paths, trails, and other greenways that provides connections between residences, schools, workplaces, other travel modes, major activity centers, and recreational sites.			
Objectives	**Performance Measures**	**Strategies**	**Responsible Parties**
1. Increase the mileage of bicycle and pedestrian facilities in Champaign County by 70 miles by 2020, as calculated by the number of proposed trail and bikeway miles submitted by local agencies for this plan.	Miles of trails and bikeways installed	A. Identify "missing links" in the overall system.	GT member agencies, private parties, developers
		B. As a committee, identify funding sources for priority projects.	GT member agencies, private parties, developers
		C. Prioritize those projects that are likely to be funded.	GT member agencies, private parties, developers
2. Complete an Open Space Level of Service analysis for five member agencies by 2020 in order to increase the acreage of parks and greenways in Champaign County.	Number of Open Space Level of Service analyses completed per year	A. Perform a level of service analysis on parks and open spaces by agency as per NRPA guidelines to determine the local supply and demand of such spaces.	GT member agencies, private parties, developers
	Acreage of parks and greenways added to the Champaign County GT system	B. As a committee, identify funding sources for priority projects.	GT member agencies, private parties, developers
3. Based on public input received, increase the number and types of recreational facilities in Champaign County that meet public desires by 2020.	Number of public inquiries received regarding new and new types of recreational facilities	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
	Number of new recreational facilities	B. Actively support community efforts to bring recreational trails and facilities to our area.	GT member agencies
4. Add at least 10 multi-modal connection points in the trail and bikeway system by 2020.	Number of bike racks at transit shelters	A. Install bike racks at all transit shelters identified as appropriate locations for bike parking.	GT member agencies, developers
	Number of new multi-modal connection points	B. Develop an implementation schedule for creating multi-modal connections.	GT member agencies, developers

Objectives	Performance Measures	Strategies	Responsible Parties
5. Complete at least 10 missing links in the trail and bikeway system by 2020.	Number of trail and bikeway system links connected	A. Identify gaps between trails that can be connected with the implementation of trails, bike lanes or bike routes.	GT member agencies, developers
		B. Study the feasibility of implementing bicycle routes in Champaign-Urbana.	GT member agencies, developers
		C. Identify "dead end" shared-use paths, bikeways and bike lanes.	GT member agencies, developers
6. Enhance the Greenways and Trails system by linking popular activity centers via non-vehicle infrastructure for all Champaign County.	Number of new non-vehicular pathways to major activity centers	A. Retrofit transportation corridors with bikeways and multi-use paths, especially in heavy traffic areas.	GT member agencies, private parties, developers, businesses
	Number of grant applications submitted	B. Seek grant funding sources for those linkages identified and prioritized in this plan.	GT member agencies, private parties, developers, businesses
7. Increase the number of non-vehicular connections between rural recreational areas and major population centers by at least 15 miles by 2020, as calculated by the number of proposed trail miles submitted by local agencies for this plan.	Number of new miles of trails in rural (i.e. unincorporated) areas	A. Identify connections that are underserved by pedestrian and bicycle paths.	GT member agencies, private parties, developers
		B. Prioritize those connections lacking in pedestrian and bicycle facilities.	GT member agencies, private parties, developers
		C. Seek funding for constructing those linkages.	GT member agencies, private parties, developers
		D. Form partnerships between roadway jurisdiction agency and agencies responsible for building and maintaining greenway space.	GT member agencies, private parties
8. Increase the mileage of bicycle and pedestrian facilities in five low-income areas by 2020.	Miles of new trails and bikeways in Census-defined low-income areas	A. Identify neighborhoods that are underserved by pedestrian and bicycle paths.	GT member agencies
		B. Prioritize those areas lacking in pedestrian and bicycle facilities.	GT member agencies, private parties, developers
		C. Seek funding for constructing those linkages.	GT member agencies, private parties, developers

Themes: Safety, User-Friendliness			
Goal 2: All Champaign County residents will be provided with a greenways and trails system that emphasizes safety and user-friendliness.			
Objectives	**Performance Measures**	**Strategies**	**Responsible Parties**
1. Reduce the total number of modal conflicts in the trail and bikeway network by 5 by 2020.	Number of locations identified with modal conflicts	A. Identify locations with modal conflicts between bicyclists, pedestrians, and other users of the transportation system.	GT member agencies
	Number of modal conflicts reduced	B. Prioritize locations with modal conflicts for improvement.	GT member agencies
	Number of grant applications submitted	C. Seek funding to improve locations with modal conflicts.	GT member agencies
2. Increase pedestrian safety by maintaining and augmenting street light systems in 5 areas with trails or bikeways by 2020 per municipal code.	Number of areas near trails or bikeways identified without street lights	A. Identify areas near bicycle and pedestrian facilities without street lights.	Municipalities
	Number of areas with new street lights installed near trails or bikeways	B. Prioritize areas near bicycle and pedestrian facilities to receive street light improvements.	Municipalities
	Number of grant applications submitted	C. Seek funding to install street lights near bicycle and pedestrian facilities.	Municipalities
3. Increase user-friendliness of the trails system by installing signs as shown in the Design Guidelines on 10 trails or bikeways by 2020.	Number of Greenways & Trails signs installed	A. Implement design guidelines in all new trail development.	GT member agencies, developers

Objectives	Performance Measures	Strategies	Responsible Parties
4. Identify urban areas that could be designed for walkability and other non-vehicular travel by following local and state Complete Street policies.	Number of urban areas that are developed or retrofitted to be more walkable	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
		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
		C. Retrofit existing infrastructure for bicycles and pedestrians.	GT member agencies, developers
5. Increase pedestrian safety by minimizing cut-through motorized vehicular traffic on 5 residential streets by 2020.	Number of streets where cut-through motorized traffic has been minimized	A. Support the study and implementation of traffic calming improvements where warranted.	Municipalities, neighborhood/ homeowner organizations, developers
		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
		C. Encourage adoption of Pedestrian Safety Action Plans by the University of Illinois, City of Urbana, and City of Champaign.	GT member agencies

Objectives	Performance Measures	Strategies	Responsible Parties
6. Increase pedestrian safety by improving markings and signage at at least 5 intersections by 2020.	Number of intersections with improved pedestrian markings	A. Create a standardized crosswalk marking system throughout Champaign-Urbana, using the University District as a model.	Municipalities
		B. Identify intersections with pedestrian safety issues.	Municipalities
	Number of intersections with improved pedestrian signage	C. Standardize installation locations of accessible pedestrian signage, pedestrian push buttons, and related signage.	Municipalities
		D. Adopt policies that require "no right turn on red" for high pedestrian and bicycle traffic areas.	Municipalities
7. Improve pedestrian and bicycle related signage in 10 locations adjacent to bikeways, paths and trails by 2020.	Number of locations where signage has been installed or improved	A. Provide trail and path information such as display maps, trail distance, park amenities, etc.	GT member agencies
8. Design and build bicycle facilities for all types of bicyclist travelers.	Mileage of new bikeway installation by bikeway type	A. Support bicycle commuters by monitoring new road planning and construction and ensuring adequate space and signage for bicyclists.	GT member agencies, developers
		B. Support the creation of bikeways and designated bike lanes in high bicycle traffic areas.	GT member agencies
		C. Ensure that pedestrians are considered during the planning process for road construction and repair.	GT member agencies

Themes: Efficiency, Mobility, Convenience			
Goal 3: All Champaign County residents will be provided with a greenways and trails system that emphasizes efficiency, mobility, and convenience.			
Objectives	**Performance Measures**	**Strategies**	**Responsible Parties**
1. Create 5 new trail and bikeway termini in major activity centers (including residential areas) by 2020.	Number of new trail and bikeway termini in major activity centers	A. Identify major activity centers and residential areas that are lacking in trail facilities, with special attention to areas with a significant number of low-income and zero-vehicle households.	GT member agencies
		B. Seek funding for trails in those residential areas.	GT member agencies
		C. Support local efforts to implement more non-vehicular paths.	GT member agencies
2. Identify the number of users of the greenways and trails system in order to increase the number of users by 10% by 2040.	Number of system users	A. Regularly evaluate the number of system users.	GT member agencies

Themes: Environment (natural)			
Goal 4: The development and operation of greenways and trails will preserve and enhance the natural environment.			
Objectives	**Performance Measures**	**Strategies**	**Responsible Parties**
1. Require an "environmental friendliness" evaluation of all greenways and trails projects included in this plan by 2020.	Number of projects evaluated for environmental friendliness	A. Create a set of criteria that can be applied to all projects in the Greenways & Trails Plan based on best planning practices.	GT member agencies
		B. Improve upon any negative impacts found during evaluation through design changes, geographic location, or other options.	GT member agencies
2. GT member agencies will support other agencies' efforts toward maintaining and improving the environment in Champaign County through 5 demonstrated projects by 2020.	Number of projects shown to maintain or improve good environmental conditions	A. Support tree planting, prairie preservation and wildlife habitat conservation programs that follow acceptable management practices.	GT member agencies, environmental groups, private parties
		B. Consider habitat-fostering measures in the construction of open space facilities.	GT member agencies, environmental groups, private parties
		C. Encourage green infrastructure installation, especially in cases where green stormwater management systems can be built as part of a trail or pathway system.	GT member agencies, environmental groups, private parties
3. Add 5 connections between natural features such as bodies of water, wooded areas, and open spaces by 2020.	Number of new connections between natural areas	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 agences, developers, private parties
		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 agences, developers, private parties

Objectives	Performance Measures	Strategies	Responsible Parties
4. Organize 5 educational events about the natural areas within the system by 2020 with the intention of encouraging a respect for the natural environment in users of the system.	Number of environmental education events organized	A. Support the provision of public environmental classes that target all residents, but especially children.	GT member agencies
		B. Provide facilities that promote cleanliness in greenways and trails areas such as trash bins, restrooms, hand-washing stations, etc.	GT member agencies

Themes: Coordination, Implementation			
Goal 5: Planning and implementation of all greenways and trails system projects will be done in a coordinated manner emphasizing rational and cost-effective measures that promote economic vitality of Champaign County and its residents.			
Objectives	**Performance Measures**	**Strategies**	**Responsible Parties**
1. Implement 5 projects using the Greenways & Trails Plan project prioritization process by 2020 in order to improve the system in a logical, cost-effective manner.	Number of projects implemented listed as High Priority in this plan	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
		B. Combine projects that can be geographically linked for implementation.	GT member agencies
2. Develop a coordinated greenways review process for all major new developments by 2030.	Number of major new development projects receiving greenway evaluations	A. Create a set of environmental criteria that can be applied to all major new developments based on best planning practices.	GT member agencies
		B. Improve upon any negative impacts found during evaluation though design changes, geographic location, or other options.	GT member agencies
3. Schedule quarterly meetings of the Greenways & Trails Technical Committee to discuss possible member agency projects that could benefit from having bicycle, pedestrian, and/or greenway features.	Number of Greenways & Trails Technical Committee meetings held	A. Organize regular meetings of the Greenways & Trails Technical and Policy Committees.	GT member agencies

Objectives	Performance Measures	Strategies	Responsible Parties
4. Establish and promote at least 1 greenway or trail connection from Champaign County to the central Illinois region by 2040, thus contributing to a future statewide system of greenways and trails.	Number of greenway and trail connections leading outside Champaign County	A. Pursue connections along abandoned railroad rights of way which offer significant rail-to-trail possibilities.	GT member agencies
		B. Coordinate with neighboring jurisdictions to acquire and develop abandoned railroad rights of way.	GT member agencies
		C. Support efforts to evaluate the economic impact of greenway and trail development on Champaign County.	GT member agencies
5. By 2020, 5 different grant applications will be submitted for greenways and trails projects funding as part of road, infrastructure, and new development projects as appropriate.	Number of grant applications submitted	A. Keep abreast of upcoming transportation projects and how they could contribute to the greenways and trails system.	GT member agencies
		B. Advocate for the inclusion of greenways and trails in new road projects and roadway repairs.	GT member agencies
		C. Apply for funding to enhance road repair and construction aside from allocations from local agencies.	GT member agencies

Themes: Education, Promotion			
Goal 6: Greenways and Trails member agencies will provide educational materials and information about the countywide greenways and trails system to all interested persons.			
Objectives	**Performance Measures**	**Strategies**	**Responsible Parties**
1. Increase awareness of greenways and trails in Champaign County by marketing the system to at least 2 groups by 2020.	Number of guides and marketing materials that mention the Greenways & Trails system	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
		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
2. The Greenways & Trails Technical & Policy Committees will develop 2 different marketing materials for the Greenways & Trails system by 2020.	Number of new marketing materials published	A. Update the Champaign County Greenways & Trails Map.	GT member agencies
		B. Create a visitor's guide promoting the County's Greenways & Trails.	GT member agencies
	Number of apps created	C. Develop a smartphone/ computer application(s) with existing greenway, trail, and bikeway information.	GT member agencies, software developer(s)

Themes: Quality of Life, Health			
Goal 7: The development and utilization of greenways and trails will improve quality of life in Champaign County.			
Objectives	**Performance Measures**	**Strategies**	**Responsible Parties**
1. Support 5 different active living initiatives by 2020 that expand and encourage active recreation, active transportation, and community strength to improve health.	Number of active living initiatives	A. Support regular events promoting active living (e.g. Bike to Work Day, Walk 'n' Roll to School Day).	GT member agencies
		B. Support ongoing initiatives promoting active living (e.g. Healthy Champaign County, C-U Safe Routes to School Project).	GT member agencies

13 DESIGN GUIDELINES

13.1 Introduction

Champaign County Trails Design Guidelines were created to facilitate development of all non-motorized paths throughout Champaign County, including sidewalks, bike lanes, shared use trails, and nature trails. Existing trails in the area are of varying widths and materials. No standard facilities or design features moreover, show users they are using a trail that is part of an overall countywide system. Once implemented, these design guidelines will help create a recognizable and consistent system of greenways and trails of which Champaign County can be proud.

These guidelines were developed using a collection of resources to ensure that the end product meets the needs of municipalities, special use districts, grant-funding agencies, and trail users, while maintaining accessibility requirements. In compiling these guidelines, best practices already in use in counties across the nation were combined with guidelines tailored to Champaign County's specific needs.

13.1.1 Goals and Objectives

The creation of countywide greenway, trail, and bikeway design guidelines is a first step in implementing the Champaign County Greenways & Trails Plan adopted in February 2004. This relates directly to this Plan's Goal #2, that "all Champaign County residents will be provided with a greenways and trails system that emphasizes safety and user-friendliness."

These guidelines seek to create a system of greenways and trails capturing Champaign County's community character and history, and serving as an educational and recreational resource for trail and bikeway users. It also seeks to maintain the greenways and trails' environmental integrity.

13.1.2 General Standards

- All facilities shall meet or exceed Americans with Disabilities Act (ADA) standards.
- All paved surfaces shall meet or exceed all applicable Illinois Department of Transportation (IDOT) standards for the installation of surface type.
- All paved surfaces shall meet or exceed all applicable local codes.
- All paved surfaces shall meet or exceed current American Association of State Highway and Transportation Officials (AASHTO) standards for trail and bikeway type.
- All guidelines shall comply with the most recent versions of the Americans with Disabilities Act (ADA), IDOT, and AASHTO standards as applicable.

13.1.3 Methodology

Staff from the Champaign County Regional Planning Commission interviewed participating agencies, including representatives from Champaign County, cities and villages, park districts, the University of Illinois, the Champaign-Urbana Mass Transit District, IDNR and IDOT, and several local developers. Questions included what they wanted addressed in the design guidelines, what format they preferred, what practices the agencies currently followed, and the process their agency would go through to adopt the design guidelines into practice if they chose to do so. Many of the representatives were on the Greenways & Trails Plan Steering Committee, so they were familiar with the Greenways & Trails Plan and were interested in its implementation.

Interviewees

The Champaign County Regional Planning Commission conducted interviews with the following organizations and individuals:

City of Champaign

- Public Works: Steve Wegman
- Planning: Rob Kowalski, Danielle Rideout

City of Urbana
- Public Works: Bill Gray, Doug Miller
- Planning: Libby Tyler, Paul Lindahl, Matt Wempe

Village of Savoy
- Public Works: Frank Rentschler
- Parks & Grounds: Joshua Mikeworth

Village of Rantoul
- Public Works: Pete Passarelli

Village of Mahomet
- Village Administrator: Teri Legner

Champaign County Highway Department
- Jeff Blue

Champaign Park District
- Bobbie Herakovich, Terri Gibble

Urbana Park District
- Facilities Planning: Tim Bartlett

Champaign County Forest Preserve District
- Facilities Planning: Sally Prunty

Champaign-Urbana Mass Transit District
- Planning: Cynthia Hoyle, Bill Volk

University of Illinois
- Facilities Planning: Kevin Duff
- Facilities Engineering: Gary Biehl

Champaign County
- Planning & Zoning: Frank DiNovo
- CUUATS: Rita Black, Susan Chavarria

Champaign County Board
- Chair: Barb Wysocki

Illinois Department of Natural Resources
- Marla Gursh (Springfield)

Illinois Department of Transportation
- Bureau of Design & Environment: Todd Hill

Several Local Developers

Support for countywide trails design guidelines was generally high, although many agencies stressed the importance of keeping the guidelines flexible for different settings and circumstances. They wanted a short document that would be user-friendly and easy to understand, and they wanted more pictures and diagrams and less text. Safety and practicality were top priorities for each agency, with separation of pedestrians and bicyclists from vehicular traffic and low-cost construction frequently mentioned.

After compiling the information from the interviews, the Champaign County Regional Planning Commission determined the design guidelines' format. Keeping in mind suggestions the different agencies made and the formats other regions used, the Champaign County Regional Planning Commission organized the document by facility type: off-street trails (shared-use trails, nature trails, and sidewalks) and on-street bikeways (bike lanes, bike routes, shared bike/parking lanes, sharrows, and Share the Road). They also included sections on connections and crossings, facilities at trailheads and rest areas.

Each section begins with a description of the feature's use, followed by a cross-section with dimensions and engineering specifications. All design guidelines for Champaign County follow the Illinois Department of Transportation and the Illinois Department of Natural Resources' recommended guidelines for grant funding and accessibility.

13.2 Off-Street Facilities

13.2.1 Shared-Use Trails

A shared-use trail is a recreational pathway that pedestrians, bicyclists, rollerbladers, strollers, and skateboarders may use. They may connect parks, employment centers, shopping centers, and public places. Shared-use trails should not be located immediately adjacent to interstate highways.

Dimensions

Width

- The desired surface width of a shared-use trail is 10 feet. The minimum width should not be less than 8 feet.
- Transitions between existing narrower trails and the 10 foot wide shared-use trail should be created using tapers.

Clear Zone

- A 3-foot wide clear zone should be maintained adjacent to both sides of all shared-use trails for the use of joggers and for keeping vegetation from erupting through the trail surface.
- Where a roadway runs adjacent to or near a shared-use trail, the roadway should be separated from the shared-use trail with a 5 foot wide clear zone.
- When separation of five feet cannot be achieved, a physical barrier of at least 4.5 feet high between the trail and the roadway is recommended.
    - Smooth rub rails should be attached to the barriers at handlebar height of 3.5 feet.
- The vegetative distance between the trail edge and any water body (stream, wetland, or lake) is recommended to be at least 10 feet. This will reduce water pollution potential from runoff and chemicals associated with paved surfaces.

Vertical Clearance

- The vertical clearance should be at least 8 feet high (or higher to accommodate maintenance vehicles).

Subgrade, Subbase, and Trail Surface

Subgrade

- The trail and shoulders should be cleared of organic materials. Soil sterilants should be used where necessary to prevent vegetation from erupting through the pavement.

Subbase

- The sub-base should be a 6-inch compacted crushed rock.

Trail Surface

- The following are acceptable surface types for shared-use trails:
    - Asphalt,
    - Concrete, and
    - Compacted crushed rock.
- The paved surface should be a minimum of 4 inches thick or follow the applicable agency's specifications, whichever is greater.
- Shared-use trails should be designed to sustain without damage wheel loads of occasional emergency, patrol, maintenance, and other motor vehicles that are expected to use or cross the path.
- Edge support to accommodate vehicles can be in the form of stabilized shoulders or in additional pavement width.
- Shared-use trails should be machine laid, using the appropriate machines and tools to smooth and compact the trail surface.

Engineering

- Refer to the most recent adopted edition of the AASHTO "Guide for the Development of Bicycle Facilities" and the Illinois Department of Transportation (IDOT)'s "Bureau of Local Roads & Streets Manual" Chapter 42 - Bicycle Facilities for engineering specifications, including design speed, sight distances, horizontal alignment, and superelevation.

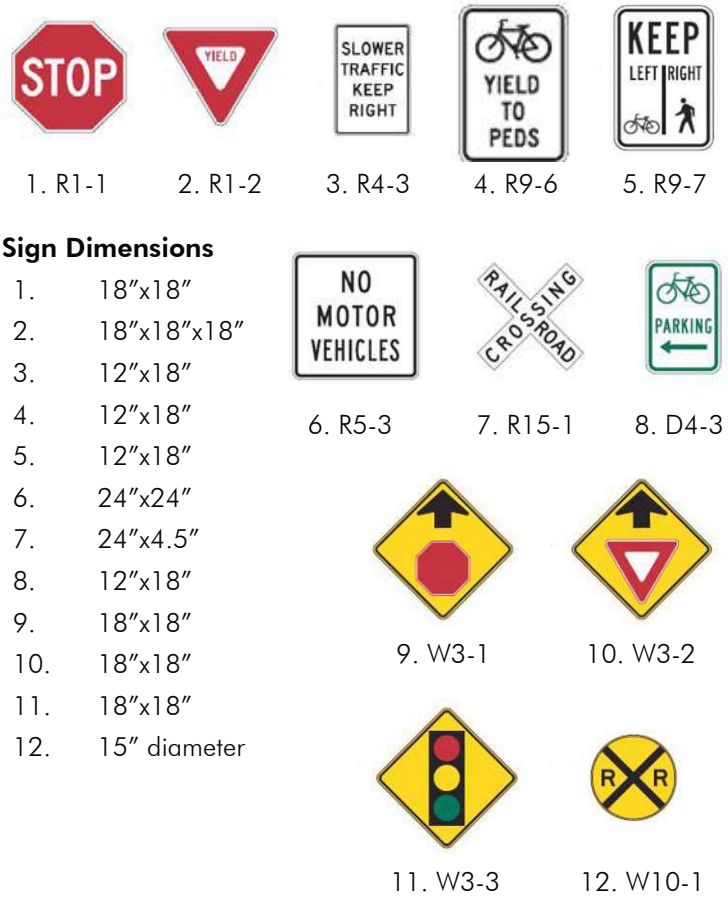
Shared-Use Trail Signage

Shared-use trail signage (see right), especially Signs 1 and 2, should be shielded from road user visibility to decrease confusion. Sign 6 should be installed at the entrance to a shared-use trail. The trail should be signed at cross streets and vice versa so trail users know where they are and motorists recognize that they are crossing a trail. Stop signs should not be used where Yield signs would be acceptable.

Lateral sign clearance should be a minimum of 2 feet from the near edge of the sign to the near edge of the path. The mounting height for ground-mounted signs should be a minimum of 4 feet, measured from the bottom edge of the sign to the near edge of the path surface. Overhead signs should have a clearance of 8 feet from the bottom edge of the sign to the path surface directly under the sign (or higher to accommodate maintenance vehicles).

Shared-Use Trail Markings

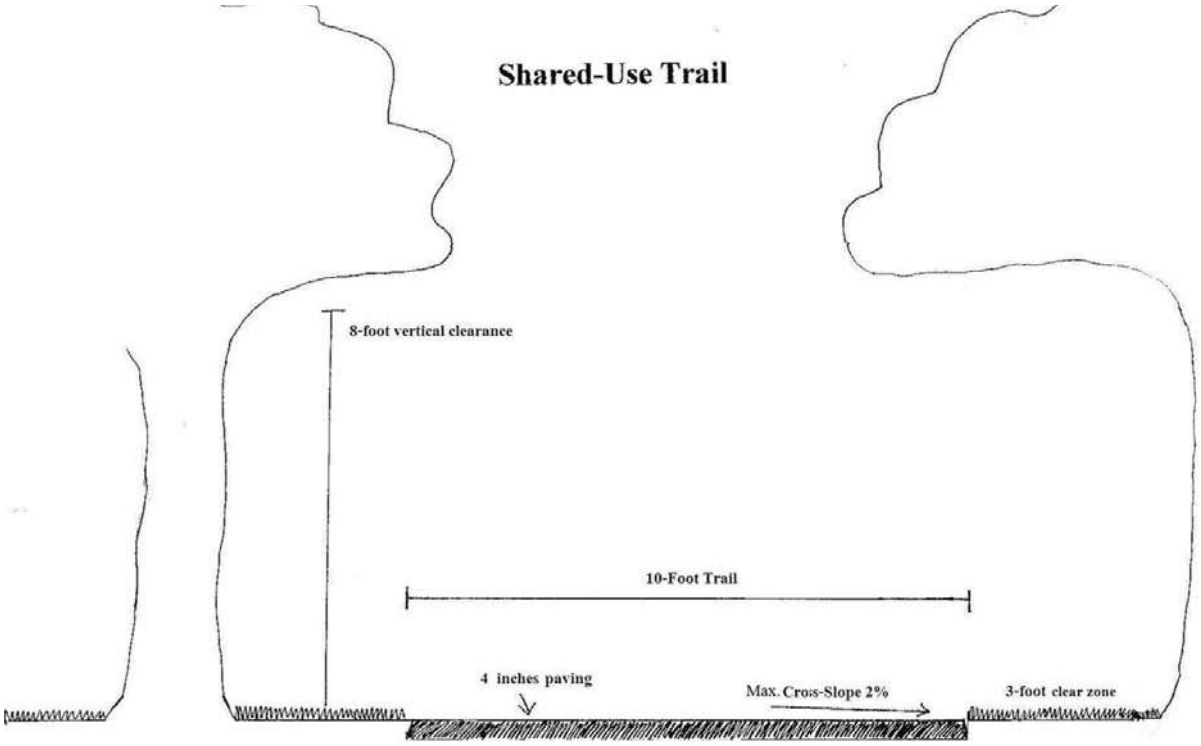
All surface markings on shared-use trails should be retroreflectorized and made of skid-resistant material for safety. Obstructions in the traveled way of a shared-use trail should be marked with retroreflectorized material. Striping should not be used on shared-use trails to separate directions; yield signage should be used instead. Where there are curves with restricted sight distance, a 4 inch wide yellow centerline stripe may be used to separate opposite directions of travel.



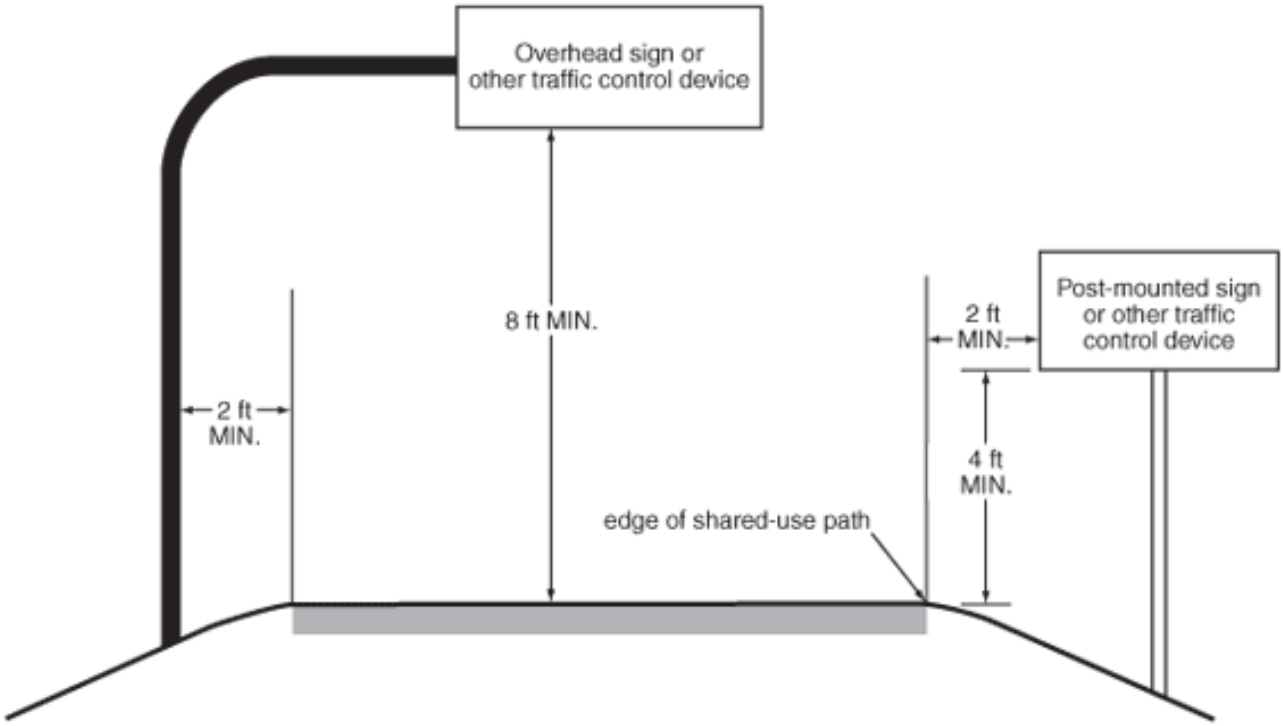
Sign Dimensions

1.	18"x18"
2.	18"x18"x18"
3.	12"x18"
4.	12"x18"
5.	12"x18"
6.	24"x24"
7.	24"x4.5"
8.	12"x18"
9.	18"x18"
10.	18"x18"
11.	18"x18"
12.	15" diameter

Regulatory and Warning Signs and Plaques for Bicycle Facilities
Source: Manual on Uniform Traffic Control Devices (MUTCD) 2009, Figures 9B-2 and 9B-3



Shared-Use Trail Dimensions Diagram



Sign Placement Diagram on Shared-Use Paths
Source: MUTCD 2009, Figure 9B-1

13.2.2 Nature Trails

Nature trails are a form of shared-use path, although they typically run through environmentally sensitive areas. The surfacing and width specifications are more flexible than for shared-use paths; for example, nature trails may have a soft, permeable surface, such as bark, wood chips, or crushed aggregate in lieu of asphalt. Therefore, nature trails are not designed to be ADA accessible. The width of the nature trail may be as narrow as 18 inches to allow for passage through densely vegetated areas and hilly terrain.

Dimensions

Width

- Nature trails should maintain a width of no less than 18 inches.

Clear Zone

- Where a roadway runs adjacent to or near a nature trail, the roadway should be separated from the nature trail with a 5 foot wide mowed shoulder or vegetation.
  - When separation of five feet cannot be achieved, an approved, crash-tested physical barrier of at least 4.5 feet high between the trail and the roadway is recommended.
  - Smooth rub rails should be attached to the barriers at handlebar height of 3.5 feet.
- The vegetative distance between the trail edge and any water body (stream, wetland, or lake) should be maintained at a minimum distance of 10 feet to reduce water pollution potential from runoff and chemicals associated with paved surfaces.

Vertical Clearance

- The vertical clearance should be a minimum of 8 feet high (or higher to accommodate maintenance vehicles).
- Tunnels and other undercrossings should have a vertical clearance of at least 10 feet.

Subgrade, Subbase, and Trail Surface

In general, earthen trails do not require a subbase. If soils are particularly wet, a layer of geotextile fabric covered with a layer of aggregate may be placed between the ground and trail surface to provide a moisture barrier.

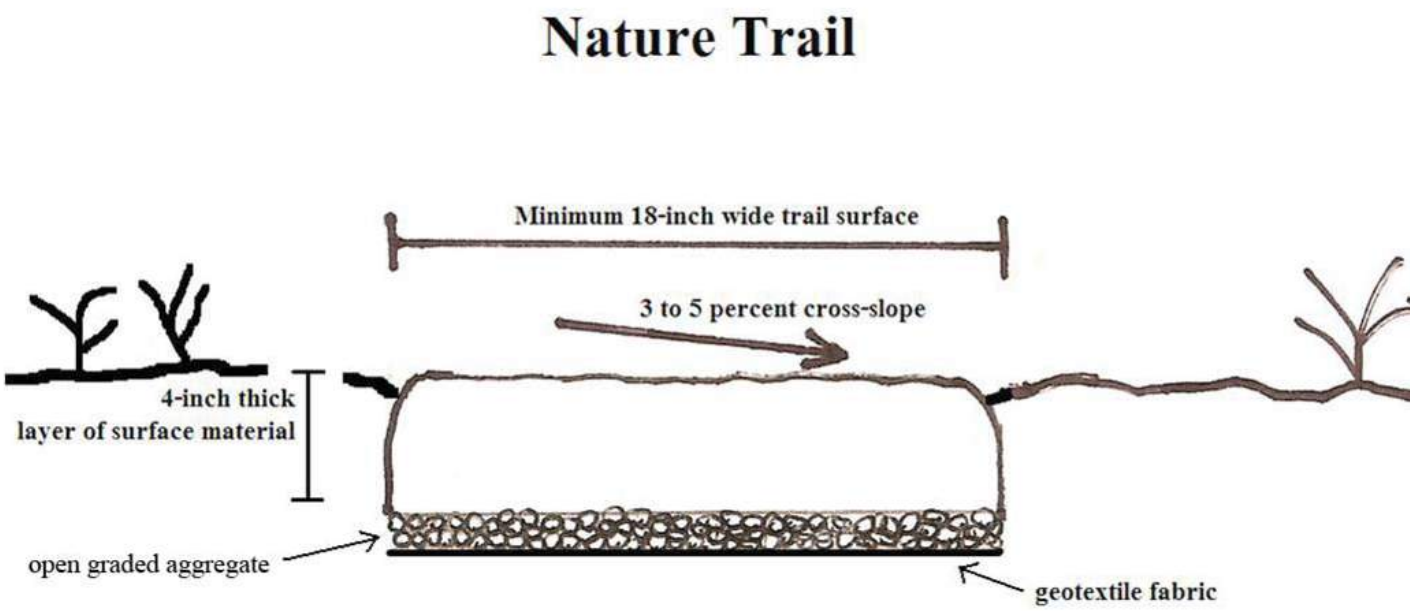
Trail Surface

Nature trails may use a variety of alternative surfacing, some of which are listed below:

- Bark or wood chips
  - A 4-inch layer of bark or wood chips is recommended.
  - Bark or wood chips should be replaced every year due to compaction and dislocation.
  - Bark or wood chips should not be used near streams or wetlands or on portions of the trail with cross-drainage.
- Crushed Aggregate
  - Open-graded, crushed rock of 1 inch or smaller diameter is recommended.
  - A 4-inch thick layer of crushed rock compacted to 95 percent is recommended.
  - The sub-grade should be prepared and compacted to prevent vegetation encroachment.
- Plastic lumber
  - Plastic lumber is suitable for boardwalks in wet areas.
  - Plastic lumber may be colored or painted to blend in with the surroundings.

Engineering

- Due to their often-varied topographic setting, nature trails are not designed to be universally accessible.
- Design Speed should be 15 mph for unpaved trails.
- The trail should be sloped to drain at 3 to 5 percent.



Nature Trail Dimensions Diagram

13.2.3 Sidewalks

Pedestrians primarily use sidewalks. Sidewalks in Champaign County should be accessible to all users. It is important that sidewalks be provided extensively throughout the transportation network to provide pedestrians with a safe place to travel. It should be noted that all bicyclists who choose to travel on sidewalks have the same rights as pedestrians, except where prohibited, and must yield to pedestrians. Accessible sidewalk facilities should be provided on all new right-of-way projects in Champaign County.

Dimensions

Width

- The recommended minimum width of all sidewalks is 5 feet. Sidewalks in high traffic areas, including the commercial, downtown, and campus districts, may require a width of 6 feet or greater as determined by the appropriately designated person.
- Transitions from existing narrower sidewalks may be made using tapers.

Buffer

- Sidewalks should have at minimum a 2 foot wide mowed shoulder on both sides of the paved surface.

Vertical Clearance

- Sidewalks should have a vertical clearance of at least 8 feet.

Miscellaneous

- The vegetative distance between the concrete surface and any water bodies (stream, wetland, lake) is recommended to be a minimum of 10 feet to reduce water pollution potential from runoff and chemicals associated with paved surfaces.
- Maximum distances for expansion joints should not exceed 75 feet.

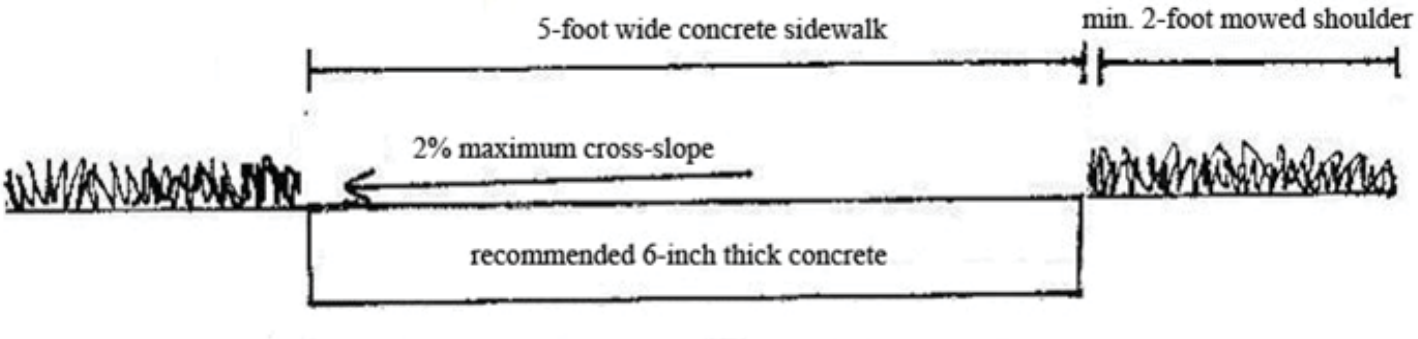
Engineering

General

- All engineering of sidewalks shall meet the applicable agency's accepted engineering design standards.
- All newly constructed sidewalks shall comply with ADA accessibility guidelines.

Slope

- The longitudinal slope of all sidewalks shall be a maximum of 5% to maintain accessibility.
- The cross-slope of all sidewalks shall be a maximum of 2.0% to maintain accessibility and should slope in one direction or be crowned.



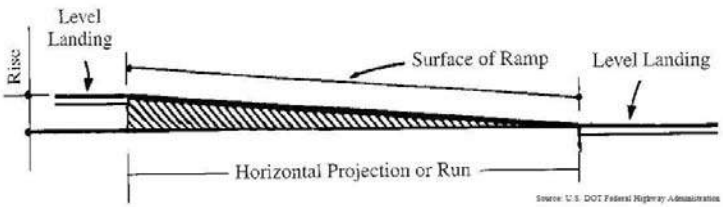
Sidewalk Dimensions Diagram

Ramps

- Ramp specifications shall follow the Illinois Accessibility Code:
  - The least possible slope should be used for any ramp.
  - The maximum slope of a ramp in new construction shall be 8.3%.
  - The maximum rise for any run shall be 30 inches.
- The minimum clear width of a ramp shall be 48 inches.
- The recommended clear width of a ramp is 60 inches.
- If a ramp has a rise greater than 6 inches, or a horizontal projection greater than 72 inches, it shall have handrails on both sides.

Curb Ramps

- Curb ramps shall be installed in all new sidewalk construction projects wherever an accessible route crosses a curb, as well as where existing sidewalks cross a curb or other barrier.
- The maximum running slope of a curb ramp in new construction shall be 8.3%.
- The minimum width of a curb ramp shall be 48 inches, exclusive of flared sides.
- A 4 foot by 4 foot minimum landing shall be provided at the top of a perpendicular curb ramp.
- A 5 foot by 5 foot landing is recommended to be provided at the top of a perpendicular curb ramp.
- The maximum slope of flared sides of a perpendicular ramp shall be 10.0%.
- A 4 foot by 4 foot minimum landing shall be provided at the bottom of a parallel curb ramp.
- A 5 foot by 5 foot landing is recommended to be provided at the bottom of a parallel curb ramp.
- Running slopes and cross slopes at landings shall be 2.0% maximum. No portion of the curb ramp shall exceed this maximum.
- Diagonal curb ramps should not be used because they do not allow pedestrians to properly align with crosswalks.
- Handrails are not required on curb ramps.



Ramp Cross-Section

Detectable Warning Surface

- A detectable warning surface shall be provided where curb ramps, blended transitions or landings provide a flush pedestrian connection to the street.
- A detectable warning surface shall be provided at commercial driveways provided with traffic control devices.
- Detectable warnings shall consist of a surface of truncated domes.
- Truncated domes shall provide color contrast with adjacent surfaces.
- Detectable warning surfaces shall extend a minimum of 2 feet in the direction of travel and the full width of the curb, exclusive of flares.

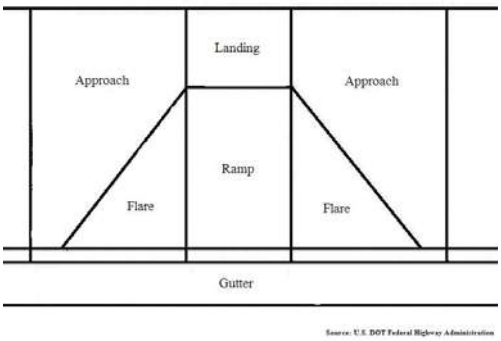
Subgrade and Sidewalk Surface

Subgrade

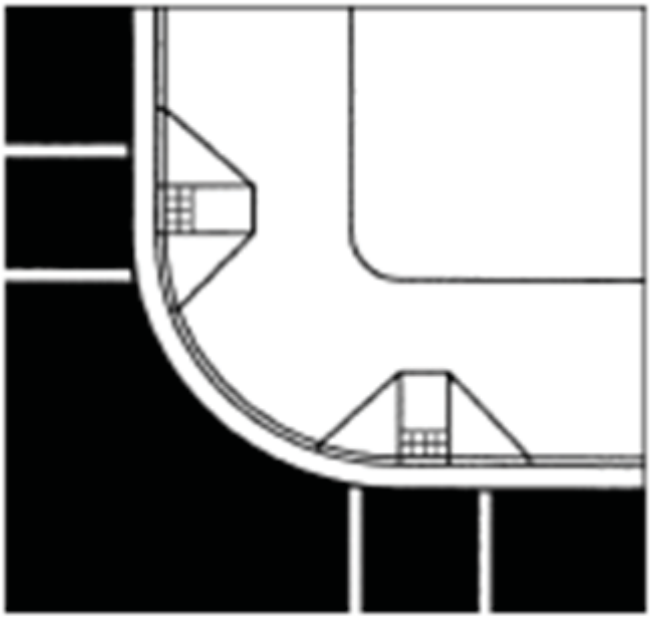
- Vegetation should be cleared from the 5-foot wide sidewalk path.

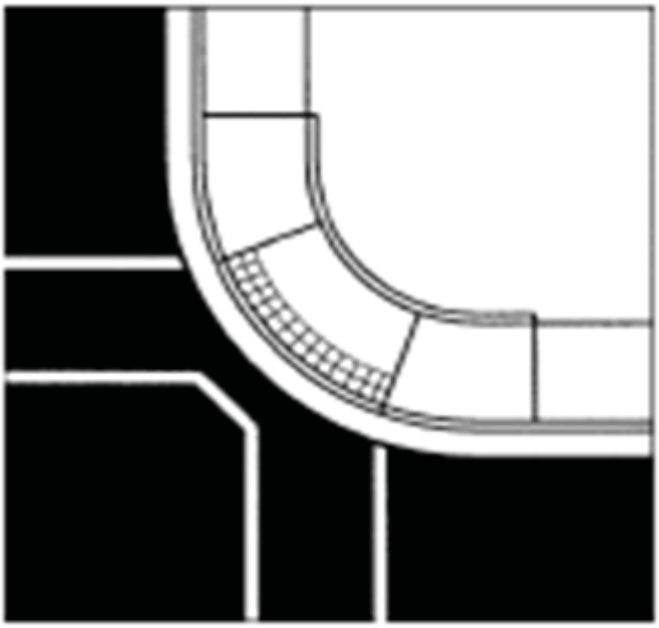
Sidewalk Surface

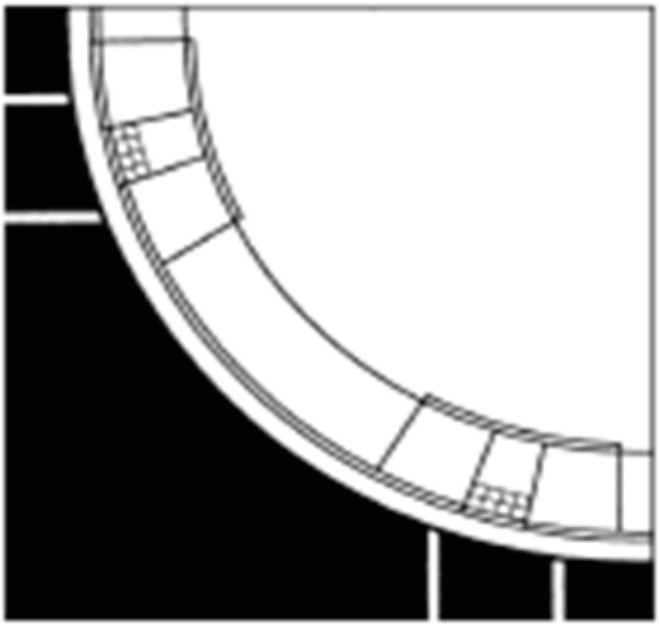
- The sidewalk surface should be concrete.
- The concrete surface should be 6 inches thick.
- The sidewalk surface should be jointed to control cracking.
- A rough brushed surface is recommended to increase traction.



Components of a Curb Ramp







Above left: Perpendicular Curb Ramp

Above right: Diagonal Curb Ramp
(this type of curb ramp is not recommended, but may be used if situation provides no alternative)

Left: Parallel Curb Ramp
Source: Designing Sidewalks and Trails for Access
Part II of II: Best Practices Design Guide, Chapter 7: Curb Ramps

13.3 On-Street Facilities

13.3.1 Bike Lanes

An on-road bike lane is a one-way path that carries bicyclists in the same direction as the adjacent motorized travel lane. Bike lanes should be located on the right side of the roadway, between the parking lane (if one exists) and the travel lane. Bicycles traveling in bike lanes have the same rights and responsibilities as motorized vehicles.

Dimensions

Width

Varies based on roadway cross-section:

- For roadways with no curb and gutter, the minimum width should be 4 feet.
- For roadways with curb and gutter and where parking is permitted, the minimum width should be 5 feet.
- For roadways with curb and gutter and where parking is prohibited, the minimum width should be 5 feet from the face of the curb.

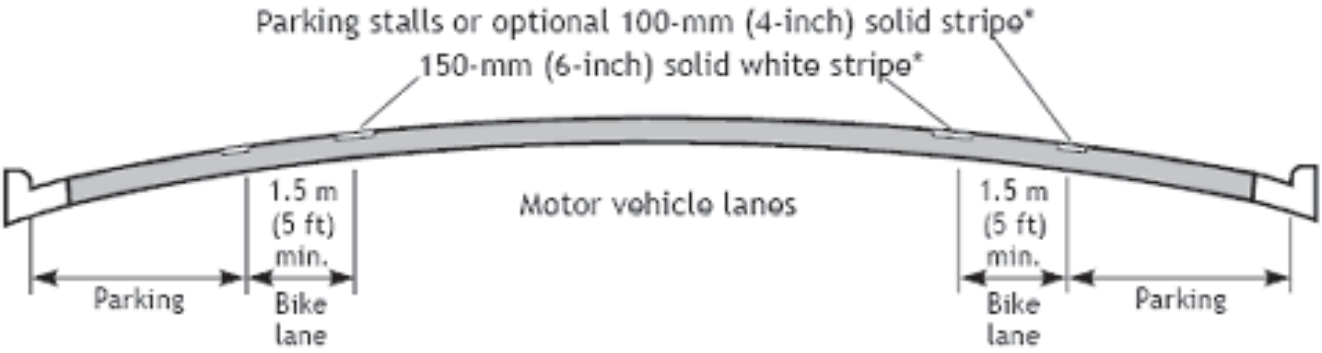
Slope/Drainage

- To follow the road engineering standards adopted by each agency.
- Drainage grates and utility covers should be adjusted flush with the road surface and be bike-proof.
- Curb inlets should be used to eliminate exposure of bicyclists to grates.

Subgrade, Subbase, and Bikeway Surface

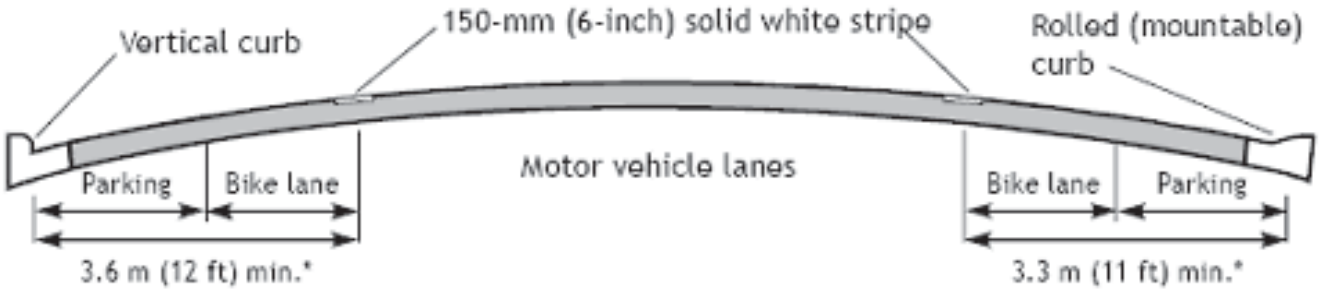
- To follow the road engineering standards adopted by each agency.
- Paved shoulders marked as bike lanes should be smooth and maintained to provide a desirable riding surface.

(1) On-Street Parking



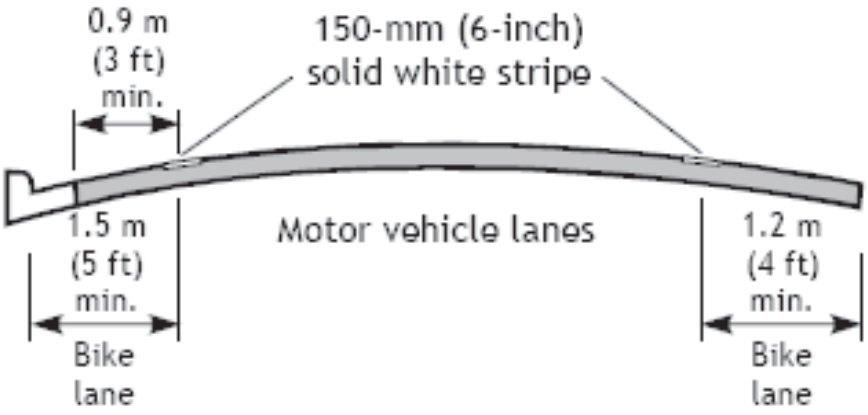
* The optional solid stripe may be advisable where stalls are unnecessary (because parking is light) but there is concern that motorist may misconstrue the bike lane to be a traffic lane.

(2) Parking Permitted without Parking Stripe or Stall



* 3.9 m (13 ft) is recommended where there is a substantial parking or turnover of parked cars is high (e.g., Commercial areas).

(3) Parking Prohibited

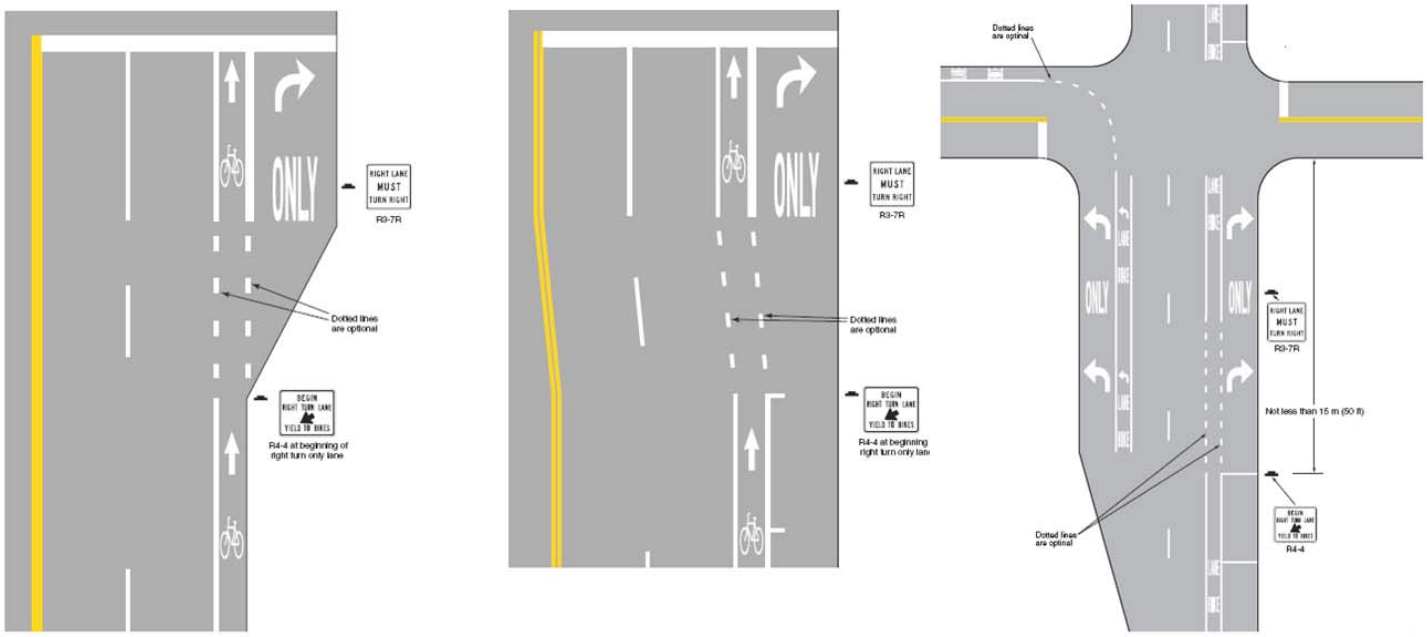


Source: American Association of State Highway and Transportation Officials (AASHTO)

Source: AASHTO

Markings

- A bike lane should be delineated from the motor vehicle lanes with a 6 inch minimum solid white line.
- A bike lane may be delineated from the parking lanes with a 4 inch minimum solid white line.
- At intersections with a bus stop or right-turning motor vehicles, the solid white bicycle lane shall be replaced with a broken line for a distance of 100-200 feet.
- At other designated bus stops (including far-side intersection stops) the solid white line shall be replaced with a broken line for a distance of at least 80 feet.
- A broken line shall consist of 2 foot dashes with 6 foot spaces.
- A bike lane should be painted with standard pavement symbols to inform bicyclists and motorists of the presence of the bike lane.
- Bike lane symbols shall be white.
- Bike lane symbols shall be placed immediately after an intersection and at other locations as needed.
- When bike lane symbols are used, bike lane signs (R3-17, R3-17aP, R3-17bP) shall also be used.
- In areas where a sidewalk runs adjacent to or near a bike lane, such as on the University of Illinois campus, the bike lane should have a "Bike Only" sign painted on the surface to discourage pedestrians from using the bike lane as a walkway. Surface markings should be consistent throughout the community.
- Intersections approaches with bicycle lanes:
  - A through bicycle lane shall not be positioned to the right of a right turn only lane.
  - When the right through lane is dropped to become a right turn only lane, the bicycle lane markings should stop at least 100 feet before the beginning of the right turn lane. Through bicycle lanes should resume to the left of the right turn only lane.
  - No markings should be painted across pedestrian crosswalks or in the intersections.
  - If used, the bicycle lane symbol marking should be placed immediately after intersections and as appropriate.



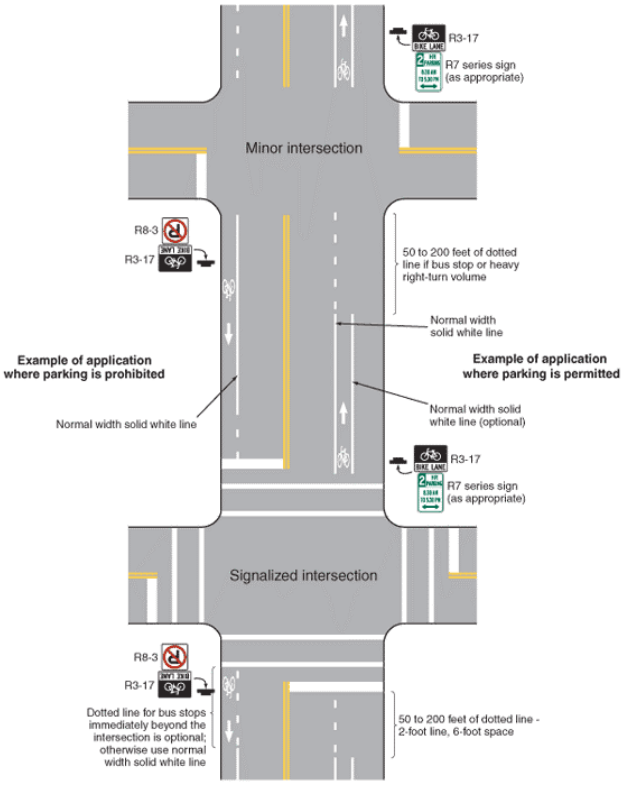
Above left: Example of bicycle lane treatment at a right-turn only lane

Above center: Example of bicycle lane treatment at parking lane into a right turn only lane

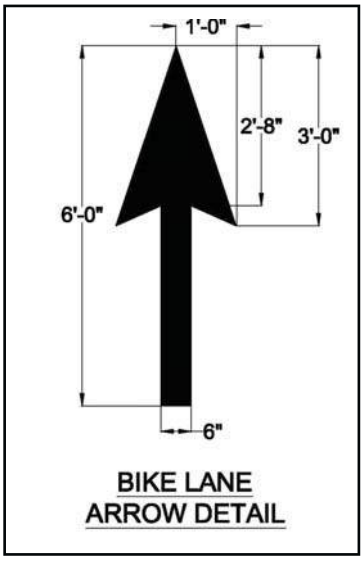
Above right: Example of intersection pavement markings—designated bicycle lane with left-turn area, heavy turn volumes, parking, one-way traffic, or divided highway

Right: Typical pavement markings for bike lane on two-way street

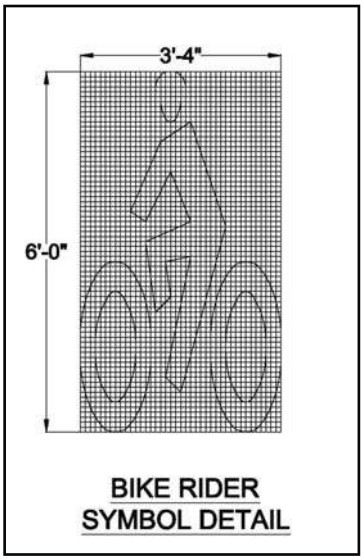
Source: MUTCD 2009; Figures 9C-4, 9C-5, 9C-1, and 9C-6



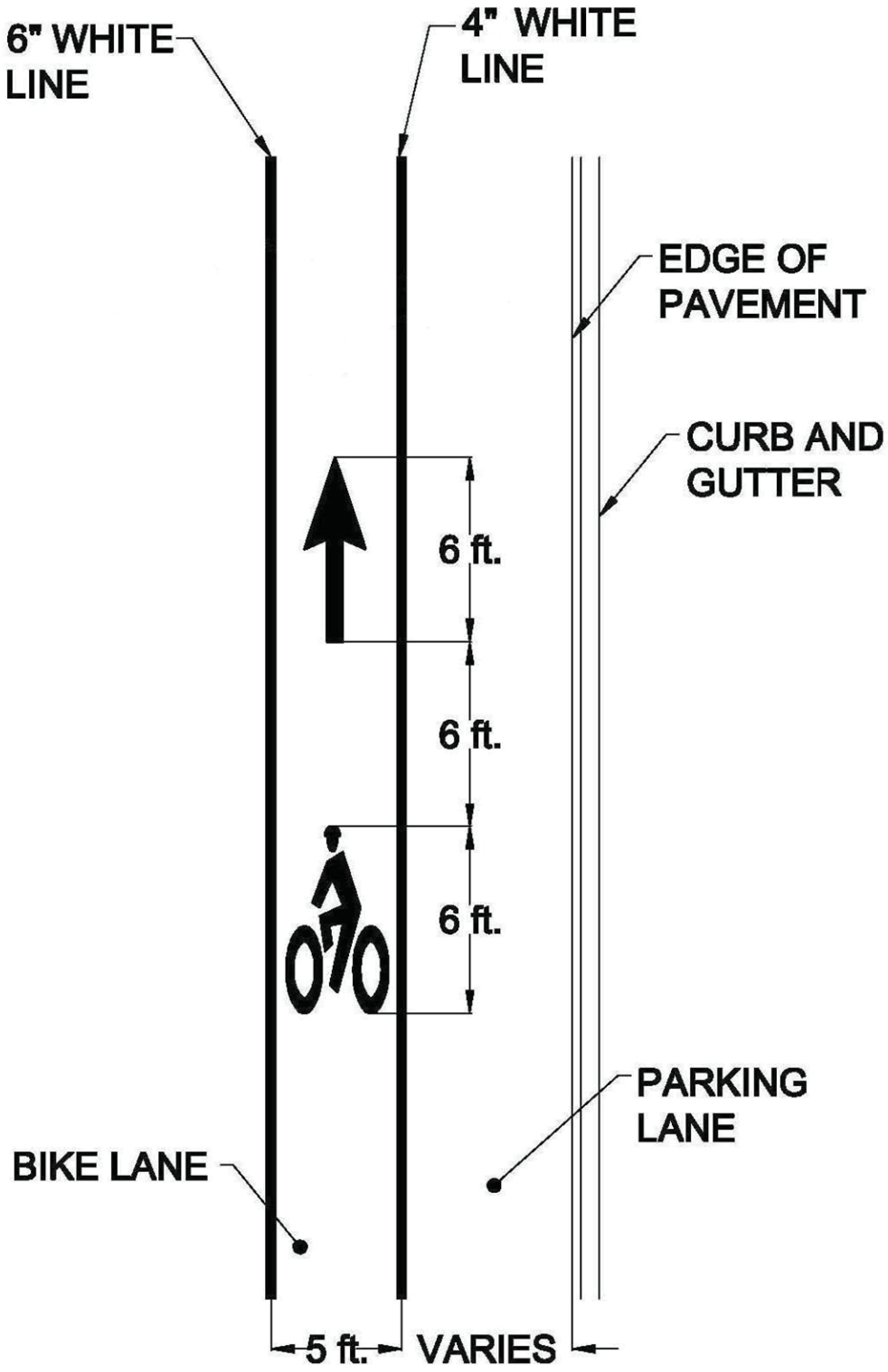
Bicycle Lane Symbol Layout



BIKE LANE
ARROW DETAIL



BIKE RIDER
SYMBOL DETAIL



Signage

Signs along bike lanes are intended to inform both bicyclists and motorists of the rules associated with roads with bike lanes. All signage should follow the U.S. Department of Transportation (US DOT) Federal Highway Administration (FHWA) *Manual on Uniform Traffic Control Devices (MUTCD)*.

- Sign 1 shall be used in conjunction with marked bicycle lanes and be placed at periodic intervals along the marked bike lane.
- Sign 2 should be mounted directly below Sign 1 in advance of the beginning of a marked bike lane.
- Sign 3 should be mounted directly below Sign 1 at the end of a marked bike lane.
- Sign 4 may be used when motor vehicles must cross a bike lane to enter an exclusive right-turn lane.
- Sign 5 should be installed if it is necessary to restrict parking, standing or stopping in a bicycle lane.
- Sign 6 may be installed when it is desirable to show the direction to a designated bicycle parking area.
- Sign 8 should be used only in conjunction with Sign 7, and shall be mounted directly below Sign 7.
- Signs 9 and 10 may be installed where there is insufficient width for a designated bike lane.

1. R3-17

2. R3-17aP

3. R3-17bP

4. R4-4

5. R7-9a

6. D4-3

7. R5-1b

Sign Dimensions	
1.	30″ x 24″
2.	30″ x 12″
3.	30″ x 12″
4.	36″ x 30″
5.	12″ x 18″
6.	12″ x 18″
7.	12″ x 18″
8.	12″ x 12″
9.	24″ x 24″
10.	18″ x 24″

8. R9-3cP

9. W11-1

10. W16-1P

Source: MUTCD

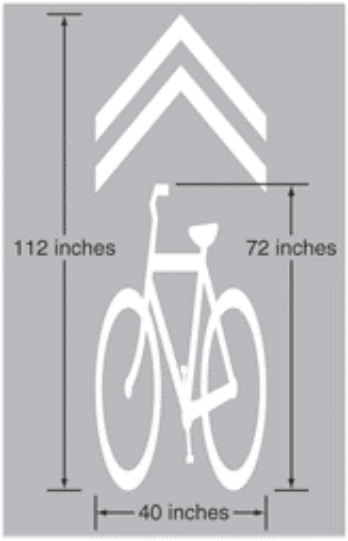
13.3.2 Shared Lane Markings (sharrows)

Bicycle positioning on the roadway is key to avoiding crashes with cars turning at intersections. Shared lane markings, also known as "sharrows," are included in the 2009 version of the Federal Highway Administration's Manual on Uniform Traffic Control Devices (MUTCD).

Shared lane markings are used to indicate correct straight-ahead bicycle position at intersections with turn lanes, and at intersections where bike lanes are temporarily discontinued due to turn lanes or other factors. Shared lane markings will be installed where deemed appropriate. The following is information regarding shared lane markings from the 2009 version of the Manual on Uniform Traffic Control Devices.

The Shared Lane Marking may be used to:

- Help bicyclists with lateral positioning in a shared lane with on-street parallel parking. This will reduce the chance of a bicyclist's impacting the open door of a parked vehicle.
- Help bicyclists with lateral positioning in lanes that are too narrow for a motor vehicle and a bicycle to travel side by side within the same traffic lane.
- Alert road users of the lateral location bicyclists are likely to occupy within the traveled way.
- Encourage motorists' safe passing of bicyclists.
- Reduce the incidence of wrong-way bicycling.



Source: MUTCD 2009

Dimensions

The shared lane marking consists of two chevron markings above a bicycle symbol. The entire marking is 40 inches wide and 112 inches tall. The bicycle symbol is 72 inches high, from the top of the handlebars to the bottom of the tires.

Markings

- Shared lane markings should not be placed on roadways that have a speed limit above 35 mph.
- Shared lane markings shall not be used on shoulders or in designated bicycle lanes.
- On shared lanes with on-street parallel parking, shared lane markings should be placed so that the centers of the markings are at least 11 feet from the face of the curb, or from the edge of the pavement where there is no curb.
- On a street without on-street parking with an outside travel lane less than 14 feet wide, the centers of the shared lane markings should be at least 4 feet from the face of the curb, or from the edge of the pavement where there is no curb.
- Shared lane markings should be placed immediately after an intersection and spaced at intervals not greater than 250 feet thereafter.

Signage

A *Bicycles May Use Full Lane* sign may be used in addition to or instead of the shared lane marking to inform road users that bicyclists may occupy the travel lane. This sign may be used on roadways where no bicycle lanes or adjacent shoulders usable by bicyclists are present, and where travel lanes are too narrow for bicyclists and motor vehicles to operate side by side.

Sign Dimensions:
30" x 30"
Source: MUTCD 2009

Some agencies may choose to use the *Bicycles May Use Full Lane* sign on urban streets, and *Share The Road* signs on rural roads (see page 150). Other agencies may choose to only use *Bicycles May Use Full Lane* signs or *Share The Road* signs for its roads.

13.3.3 Bike Route

Bike routes are specially designated shared roadways that are preferred for bicycle travel for certain recreation or transportation purposes. These "signed shared roadways" may be appropriate where there is not enough room or less of a need for dedicated bike lanes.

The 2012 *AASHTO Guide for the Development of Bicycle Facilities* lists the following uses for bicycle route and guide signs:

- Designate a system of routes in a city, county, region, or state that is likely to generate bicycle trips, because it connects important origins and destinations.
- Designate a continuous route that may be composed of a variety of facility types and settings, or located wholly on local neighborhood streets.
- Provide wayfinding guidance and connectivity between two or more major bicycle facilities, such as a street with bike lanes and a shared use path.
- Provide guidance and continuity in a gap between existing sections of a bikeway, such as a bike lane or shared use path.
- Provide location-specific guidance for bicyclists such as:
    - How to access and cross a bridge.
    - How to navigate through an area with a complex street layout.
    - Where the route diverges from a way motorists use.
    - How bicyclists can navigate through a neighborhood to an internal destination, or to a through route that would otherwise be difficult to find.
- Provide bicyclists wayfinding guidance along a shared use path or other bicycle facility.

The 1999 *AASHTO Guide for the Development of Bicycle Facilities* also lists the following reasons for designated shared bike routes:

- The road is a common route for bicyclists through a high-demand corridor.
- The route extends along local neighborhood streets and collectors that lead to internal neighborhood destinations, such as a park, school, or commercial district.

A road does not require a specific geometry to be signed as a Bike Route. Generally, a road's Bicycle Level of Service (BLOS) grade should be High C or better in order to be designated a Bike Route. Bike routes can be signed using the D11, D1, M1-8, or M1-9 signs from the Manual on Uniform Traffic Control Devices, depending on the route distance and information the agency wants to express to cyclists.

Bike route signs should be provided at decision points along the bike route. Bike route signs should be installed at periodic intervals so that bicyclists entering from side streets know they are on a bike route.

Generally, bike route signs should be placed every 1/4 mile, at turns in the route, and at signalized intersections. Adherence to a spacing standard helps create a legible network and a degree of predictability for bicyclists.

Regardless of the type of facility or roadway on which they are used, the Champaign County Regional Planning Commission recommends that Bike Route signs always include destination, direction, and distance information. For Bike Route signs to provide wayfinding assistance at turns, supplemental destination plates (MUTCD D1-1) and arrows (MUTCD M5 and M6 series) should be placed beneath them. Key destinations or the cross street at the end of the bike route designation are suggested for wayfinding signage.

Pedestrian Facilities

All on-street bike routes should have an adjacent pedestrian path (e.g. sidewalk) constructed or already existing.

13.3.4 Shared Bike/Parking Lanes

Bike/parking lanes are recommended on streets with low parking occupancy. They are designated with Bike Route signage and a continuous white line to separate the parking lane from travel lanes. Shared bike/parking lanes should be used for each travel direction, with each lane typically 7'-8' wide (including gutter pans).

Roads are signed with Bike Route signs, but do not include any bike lane signage or pavement markings. Cyclists in this space would pass parked cars just as they do on road shoulders and unstriped roads. The benefits include:

- The cyclist's increased perception of comfort,
- Lower likelihood of a car hitting an occasional parked car, and
- Traffic-calming from narrower lanes.

13.3.5 Share the Road

Share the Road signage is used to alert motorists of the presence of cyclists in a normal, shared lane. Wayfinding signage is not to be included on these roads. These roadways are not considered part of the bicycle network.

Share the Road signage is recommended for the following conditions:

- Where traffic volumes and speeds are low.
- At intersections where bike lanes do not continue on the other side of the intersection.
- On roads popular with more advanced cyclists, but not meeting criteria for inclusion in the designated bicycle network. These roads have Bicycle Level of Service (BLOS) grades of Low C or High D.

The Manual on Uniform Traffic Control Devices signs in the figures below on urban streets should be installed no less than every 1/2 mile. On rural roads, signs should be installed every 1/4 to 1/2 mile.

MUTCD Sign W11-1
Sign Dimensions: 24" x 24"

MUTCD Sign W16-1P
Sign Dimensions: 18" x 24"

13.4 Connections & Crossings

Tunnels

- An engineer should inspect existing tunnels.
- Tunnels should have a 10 foot vertical clearance.
- Tunnels should be 14 feet wide to accommodate maintenance and emergency vehicles.
- Long tunnels should have postings to use flashlights and dismount bikes.
- Please see the tunnel cross section diagram on the next page.

Bridges

General

- Newly constructed bridges on trails should be engineered based on use and span.
- If the trail corridor contains an existing bridge, the bridge may have architectural or historic features that an engineer, architect, or historian should evaluate.
- Please see the bridge crossing's cross section diagram on the next page.

Decking

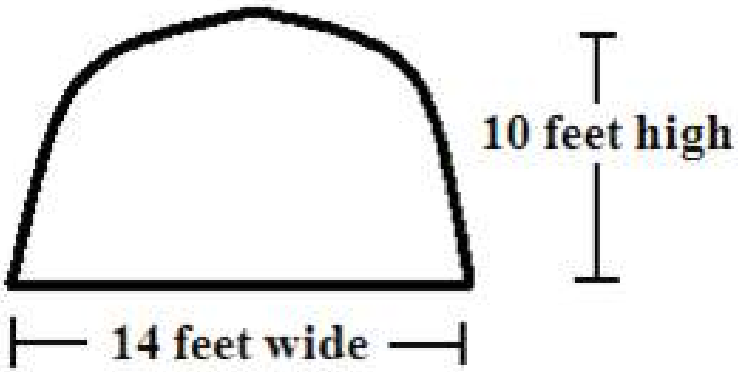
- The decking should be made of 4-inch thick pressure-treated planks (2 inches thick for pedestrian-only bridges).
- Planks should be laid perpendicular to the substructure's beams.
- Planked should be laid with gaps of 1/8 to 1/4 inch between planks for drainage and to maintain accessibility.

Railings

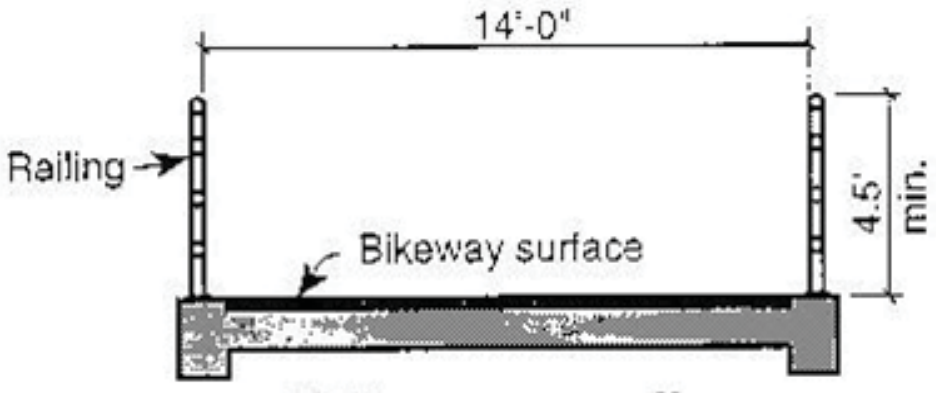
- Vertical posts should be evenly spaced, no more than 6 feet apart.
- Railings should support a vertical load of 50 pounds per linear foot of rail height.
- Top rail height should be at least 54 inches above the deck surface for bicyclists (at least 42 inches for pedestrian-only bridges).
- Middle rail height should be 33 to 36 inches from the deck surface and no wider than 1 ½ inches.
- Bottom rail height should be no higher than 15 inches from the deck surface.
- There should be no more than 15 inches of vertical opening between railings.

Approaches

- Approach railings should be constructed the same as the bridge railings.



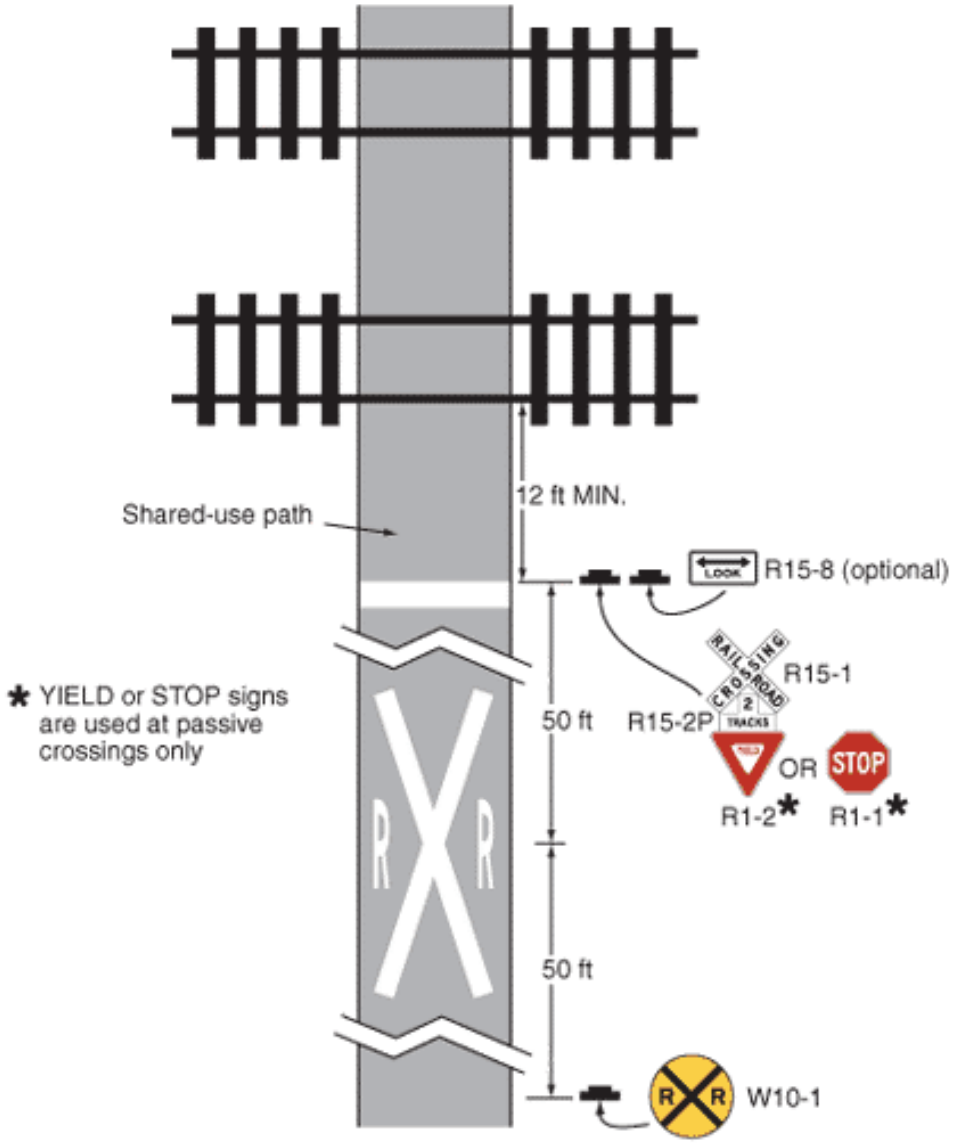
Cross Section: Tunnel Crossing



Cross Section: Bridge Crossing

Railroad Crossings

- Trail should cross railroad at no less than a 75-degree angle.
- Gates should be installed at all trail crossings where feasible to increase train crossing safety and awareness.
- At railroad crossings, path users should yield and watch for trains. A Yield or Stop sign may be used to facilitate this behavior.



Example of signing and markings for a shared-use trail railroad grade crossing
Source: MUTCD 2009, Figure 8D-1

13.5 Facilities at Trailheads and Rest Areas

A trailhead is a public access point at the beginning of a trail or at designated access points along a trail. Trailheads will usually have varying service levels for trail users, depending on anticipated trail use, proximity to other developments, and site inventories. Rest stops are areas adjacent to the trail corridor that typically have a seating area, whether a bench or a gathering of boulders. Rest areas are also appropriate locations for trail art.

The following are a list of trail support facilities that may be included at trailheads and rest stops in Champaign County.

Information Kiosks

All trailheads should have an information kiosk with the following:

- Trail system maps and brochures,
- Trail Rules and Regulations,
- Distances between rest areas along the trail, and
- Interpretive information.

Trail Art

- To highlight an important trailhead in the Champaign County trail system, trail art may be displayed.
- Preferably, the trail art will depict something of local significance or be designed by a local artist.
- Care should be taken to ensure that vandalism is minimized, including securing the art to a heavy base.

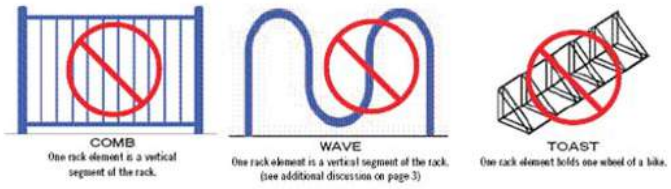
Bicycle Parking

Bike parking should be located at trailheads and destinations along trails, employment centers, schools, and public buildings (e.g. libraries, post offices, and shops). Bicycle storage facilities may be used in high traffic areas where users will be away from their bicycles for long time periods (e.g. employment centers, shopping malls, and schools) to protect bicycles from weather.

Recommended Bike Rack Placement

- Located no more than 50 feet from the building entrance or trail entrance.
- A minimum of 24 inches from a parallel wall and 30 inches from a perpendicular wall.
- A minimum of 4 feet from curb ramps, fire hydrants, building entrances, etc.
- Facilities should not interfere with pedestrian flow. If located on sidewalks, racks and the bicycles linked to them should provide sufficient clearance around them for all types of pedestrians, including wheelchair users.
- Bicycle racks should be mounted on a 6-inch thick concrete slab.
- Bike racks should support both wheels to prevent bent rims.
- Bike racks should be fabricated of pipe or other durable material.

Recommended Bicycle Parking Facilities
Source: Federal Highway Administration (FHWA)



NOT Recommended Bicycle Parking Facilities
Source: FHWA

Motorized Vehicle Parking

- At major trail access points, motorized vehicle parking may be provided.
- Parking lot specifications should follow the agency's adopted parking specifications.

Landscaping

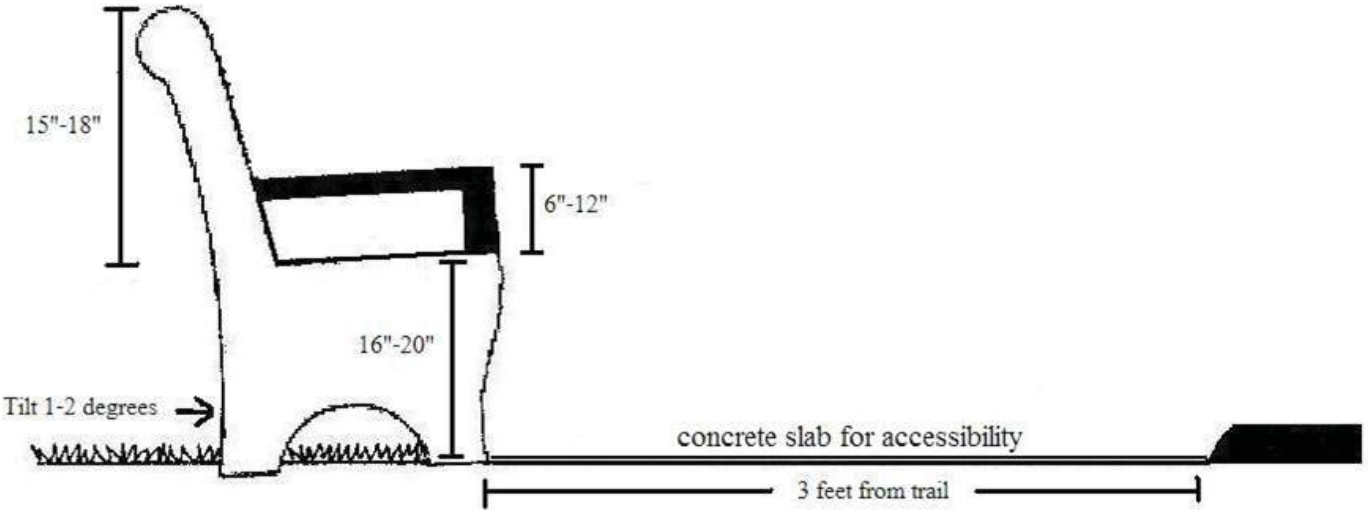
- Landscaping at trailheads and along trail corridors should be in reference to the agency's landscaping ordinance.
- Wherever feasible, use noninvasive native plant species without invasive roots.
- Vegetation may be planted beyond the grading area to discourage users from wandering beyond the trail boundary.
- Trees and shrubs should be set back at least 5 feet from the trail's edge.
- Where trail users would be exposed to increased wind, sun exposure, or snow, it is recommended to plant evergreens on the north side of the trail and deciduous trees on the south side of the trail (Evergreens will serve as a windbreak year-round, and deciduous trees will provide shade).
- Trees and shrubs may be planted in clusters and groves rather than in straight lines to break up the viewshed and add visual interest.

Benches

- Benches may be placed at rest areas along the trail and at trailheads.
- All benches should meet or exceed Americans with Disabilities Act (ADA) accessibility requirements.
- Benches should be set back three feet from the trail edge.
- Bench back should be tilted at a slope of 1 to 2 degrees to prevent standing water
- Bench Dimensions:
    - Length should be 72 to 90 inches.
    - Seat should be 16-20 inches above the ground.
    - Back supports should be 15 to 18 inches high and extend the bench's full length.
    - Armrests should be provided on both ends of the bench, 6 to 12 inches above the seat.

Lighting

- Pedestrian level lighting may be used on Champaign County trails where nighttime accessibility is desired.
- The average maintained horizontal illumination level should be 0.5 foot-candle to 2 foot-candles.
- Lighting should be at pedestrian scale.
- Lighting is recommended for long overpasses and tunnels.

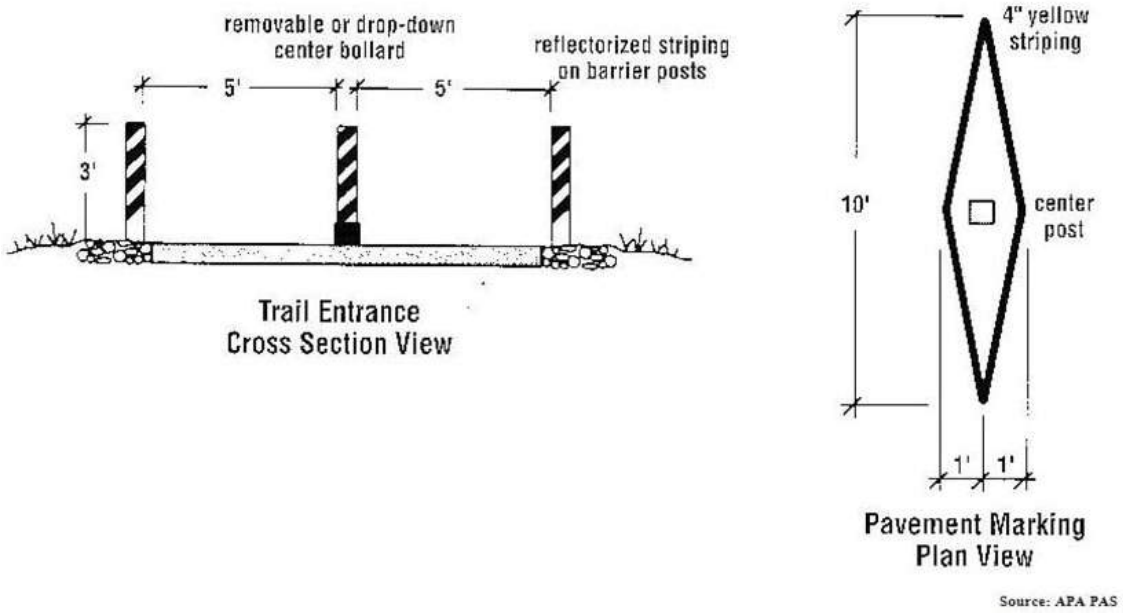


Cross Section: Benches

Bollards

Bollards are posts or other forms of barricades that prevent unauthorized vehicles from entering a trail.

- Bollards should be placed 10 feet from the road.
- The bollard post should be permanently reflectorized for nighttime visibility and painted a bright color for improved daytime visibility.
- A clearance of at least 32 inches wide should be provided for wheelchair access.
- When more than one post is used, 5-foot spacing is recommended.
- The recommended height for bollards is 3 feet.
- Bollards should be designed to be removable for maintenance and emergency vehicle access.



Cross Section: Bollards and Pavement Markings

Drinking Fountains

- Adults: spigot height should be 42 inches above the ground.
- Children: steps should be provided for children to access adult spigot. Considerations should be made for children with disabilities.
- Accessible: spigot should be no higher than 36 inches, with at least 27 inches below the basin.

Trash Receptacles

- Trash receptacles may be located at trail entrances and bench seating areas.
- Trash receptacles should be set back at least 3 feet from the trail edge.
- The container should be secured to a buried concrete slab.
- Dog cleanup facilities should be located at trailheads.

Accessible Bathroom

- Accessible bathrooms may be located at major trailheads for trail users' convenience.
- Bathrooms should meet or exceed Americans with Disabilities Act (ADA) accessibility requirements.

13.6 Logos and Signage

Creating a countywide logos and signage system is another step toward implementing the 2004 Champaign County Greenways & Trails (G&T) Plan. Once implemented, the logos and sign types will help create a recognizable and consistent greenways and trails system of which Champaign County can be proud.

Methodology

The Champaign County Regional Planning Commission worked with all Greenways & Trails agencies through the Greenways & Trails Technical and Policy Committees to update the Champaign County Greenways & Trails Logos and to determine uses for those logos. The Champaign County Regional Planning Commission also researched sign types from other greenways and trails plans and systems throughout the country, and worked with the Committees to create cost-efficient and long-lasting signage types for different uses.

Approval and Amendment to Design Guidelines

The Greenways & Trails Technical Committee in January 2009 and the Greenways & Trails Policy Committee in April 2009 approved the Greenways & Trails Logos and Signage Guidelines. Both committees also amended the Greenways & Trails Design Guidelines document in April 2009 to include the final Logos and Signage as part of the document.

Logos

The Greenways & Trails logo should be used as so for the following purposes:

- Logo should include borderlines for letterhead usage.
- Logo should have no borderlines for signage usage.
- Logo should have white border when placed on green signage.

Signage

Dimensions

Dimensions for each Greenways & Trails sign type is listed in height by width format in each image caption.

13.6.1 Logo Images

Greenways and Trails Letterhead Logo

Greenways and Trails Signage Logo

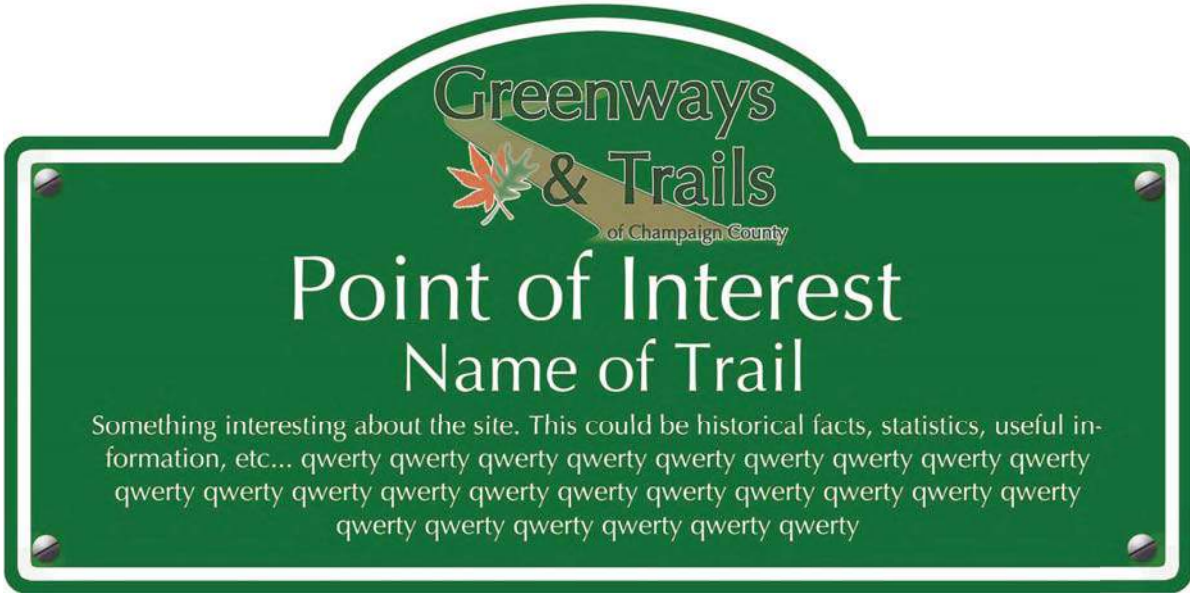
Note: Logo should have white border when placed on green signage.

13.6.2 Stamp Logo on Oval Sign

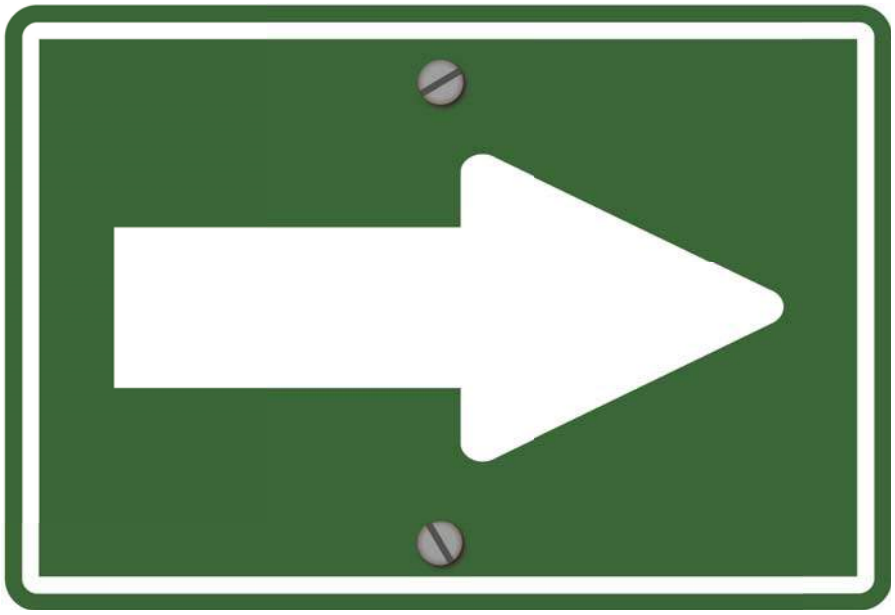
Oval Sign: 15″ x 11″
Logo: Stamp

13.6.3 All Other Sign Images

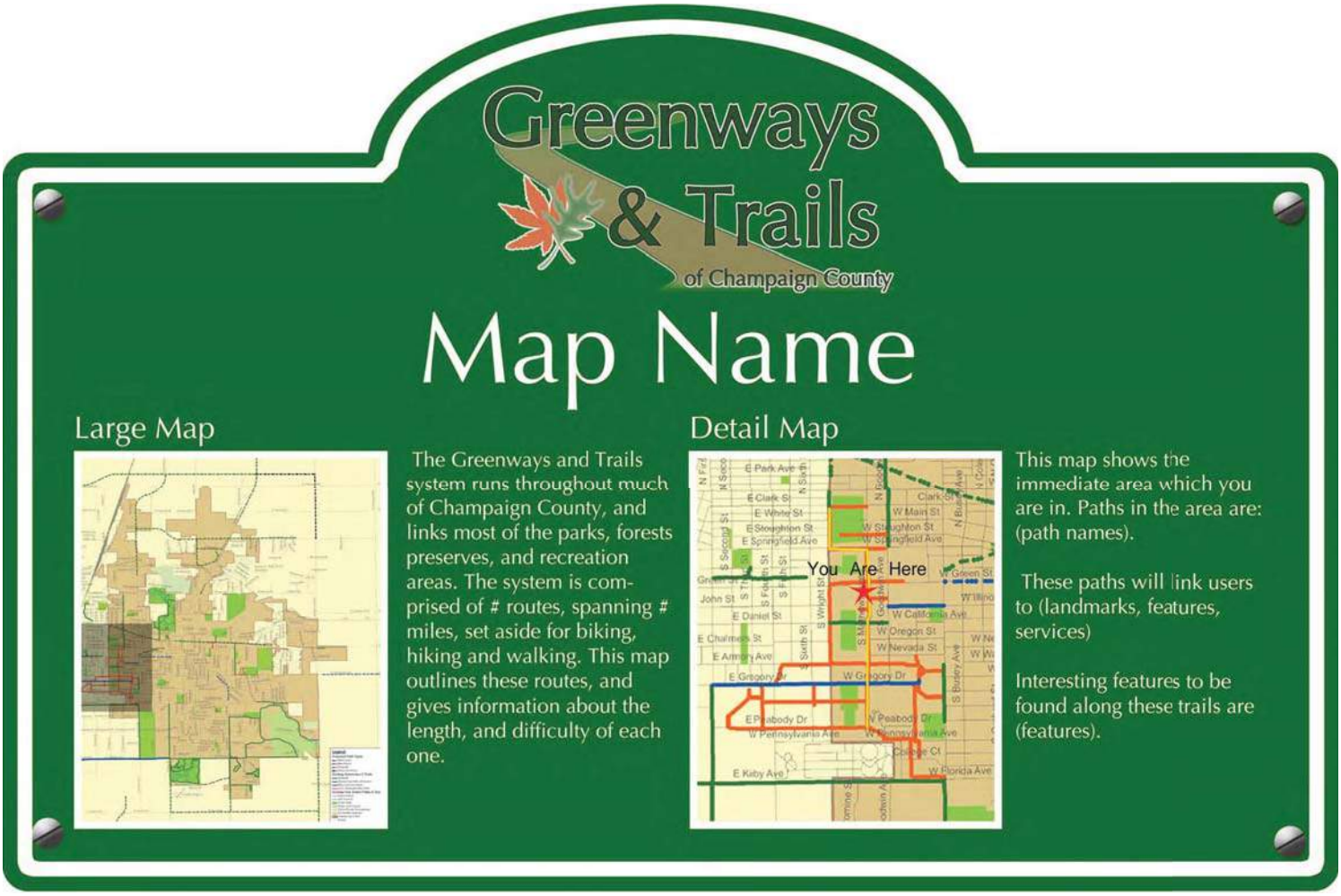
Mile Marker Sign: 18″ x 9″
Logo: Stamp



Point of Interest Sign: 18″ x 36″
Logo: Signage

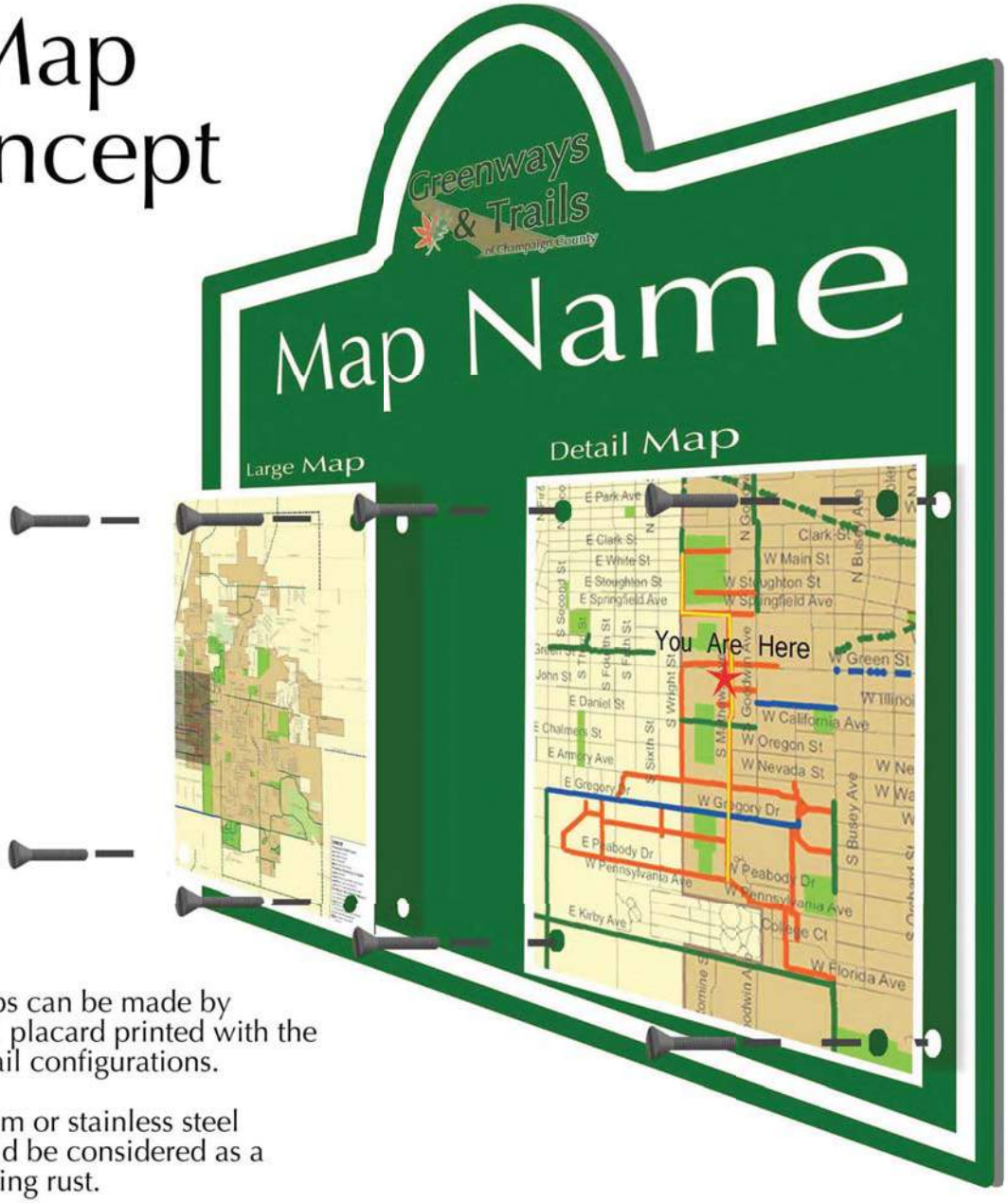


Arrow Sign: 7.5″ x 11″



Map Sign: 24" x 36"
Logo: Signage

Removable Map Concept



Updates to maps can be made by replacing metal placard printed with the most current trail configurations.

Use of aluminum or stainless steel hardware should be considered as a means of avoiding rust.

14 FUTURE CONDITIONS

14.1 Transportation

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

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

14.1.1 2013 Projects

The following projects were implemented in 2013 during the Greenways & Trails Plan process, after the Existing Conditions Report was completed:

Champaign

The **City of Champaign** added 4.7 miles of trails and bikeways in 2013, including 1.4 miles of shared-use paths, 2.4 miles of on-street bike lanes, and 1.4 miles of on-street shared lane markings (sharrows).

- The **First Street Trail** extends north 0.5 miles on the road's east side from Gerty Drive to St. Mary's Road.
- The **Fourth Street Sharrows** stretch 0.8 miles between St. Mary's and Windsor Roads.
- The **Fourth Street Sidepath** is a 0.8 mile shared-use path on the road's west side between St. Mary's and Windsor Roads.
- The **John Street Sharrows** extend 0.4 miles from Willis Avenue to Russell Street.
- The **John Street Bike Lanes & Sharrows** stretch one mile from Russell Street to Kenwood Road. The 0.9 miles of bike lanes are connected by the 0.1 miles of sharrows at the Mattis Avenue intersection.
- The **Market Street Bike Lanes** stretch 1.1 miles from south of Kenyon Road to Mercury Drive.
- The **North Champaign Trail** was extended south 0.1 mile on Moreland Boulevard's west side to Marketview Drive.
- The **State Street Bike Lanes & Sharrows** extends south 0.5 miles from Hessel Boulevard to Fox Drive. The 0.4 miles of bike lanes are connected by the 0.1 miles of sharrows at the Kirby Avenue intersection.

Urbana

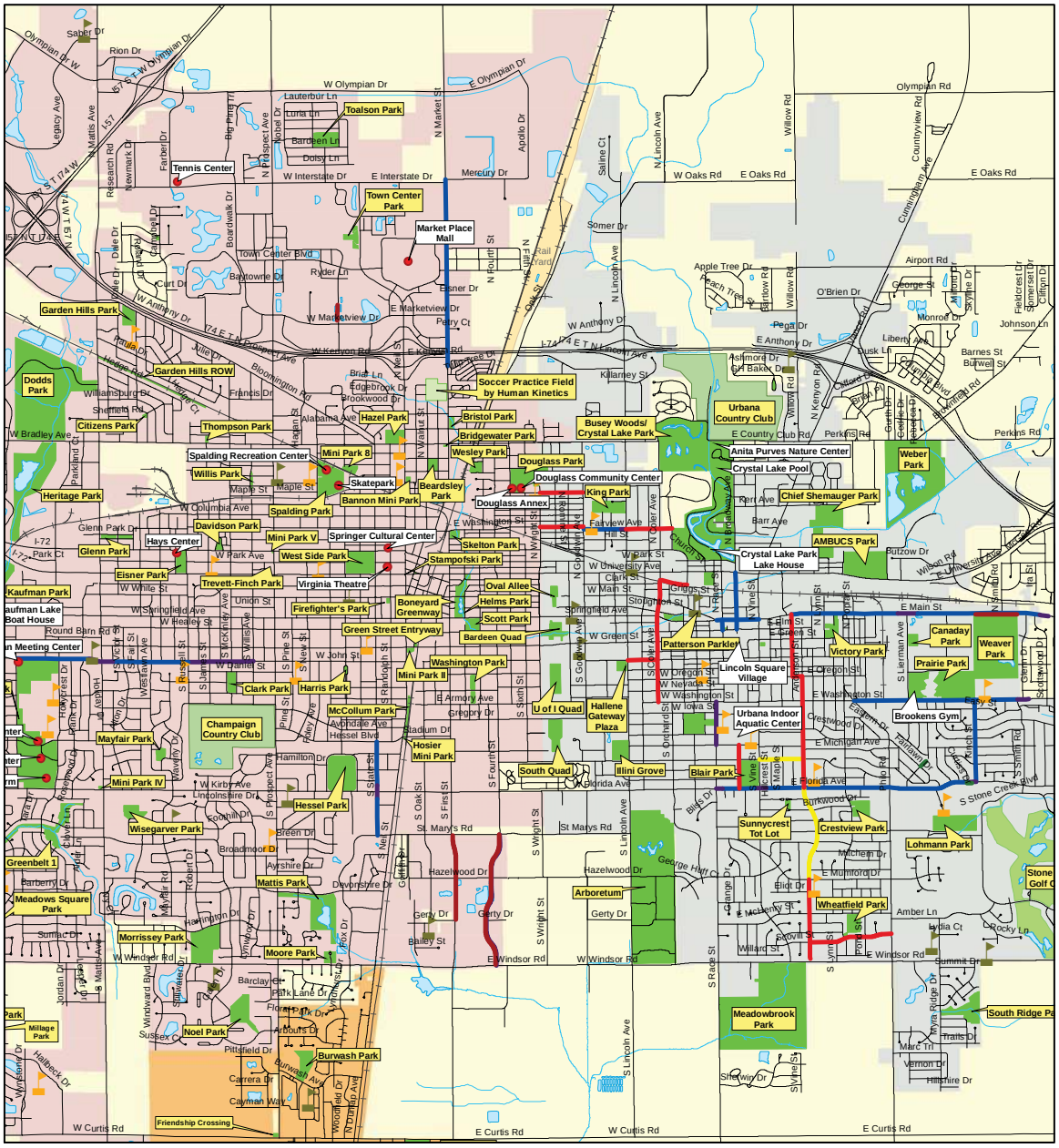
The **City of Urbana** added 11.8 miles of trails and bikeways in 2013, including 0.3 miles of shared-use paths, 4.8 miles of on-street bike lanes, 0.9 miles of on-street shared lane markings (sharrows), 0.9 miles of shared bike/parking lanes, and 4.9 miles of bike routes.

- The **Anderson Street Bike Route** stretches 0.6 miles from Oregon Street to Florida Avenue, and 0.5 miles from Mumford Drive to its south terminus.
- The **Anderson Street Shared Bike/Parking Lanes** stretch 0.6 miles from Florida Avenue to Mumford Drive.
- The **Beslin Street Bike Route** stretches 0.3 miles from Goodwin Avenue to Wright Street.
- The **Broad Alley Bike Route** stretches 0.2 miles from McCullough Street to Coler Avenue on the Carle medical campus' south side.
- The **Broadway Avenue Bike Lanes** stretch 0.3 miles from Elm Street to University Avenue.
- The **Broadway Avenue Bike Route** stretches 0.5 miles between Michigan and Florida Avenues.
- The **Coler Avenue Bike Route** stretches 0.7 miles between Clark and Washington Streets.
- The **Eads Street Bike Route** stretches 0.3 miles from Goodwin Avenue to Wright Street.
- The **Fairview Avenue Bike Lanes & Sharrows** stretch 0.3 miles between Lincoln and Goodwin Avenues. The 0.2 miles of bike lanes are complemented by 0.1 miles of sharrows at the Lincoln Avenue intersection.
- The **Fairview Avenue Bike Route** stretches 0.3 miles from Orchard Street to Lincoln Avenue.
- The **Florida Avenue Bike Lanes & Sharrows** stretch 1.5 miles between Kinch and Race Streets. The 1.3 miles of bike lanes are complemented by 0.2 miles of sharrows at the intersections with Kinch, Vine, and Race Streets.
- The **Florida Avenue Sidepath** was extended 0.03 miles from west of Kinch Street to Rutledge Drive.
- The **Grove Street Bike Route** stretches 0.4 miles between Main and Oregon Streets.
- The **Illinois Street Bike Route** stretches 0.2 miles between Lincoln and Coler Avenues.
- The **Kinch Street Bike Lanes** stretch 0.5 miles from Washington Street to Florida Avenue. This covers the street's entire length.
- The **Lanore-Adams-Fairlawn Path** is a 0.04 mile off-street shared-use path connecting Lanore Drive and Adams Street at Fairlawn Drive in east Urbana.
- The **Main Street Bike Lanes & Sharrows** extend east 1.5 miles between Grove and Dewey Streets, and west 0.2 miles from Vine Street to Springfield Avenue. The 1.3 miles of bike lanes east of Grove Street are complemented by 0.1 mile of sharrows at the Lierman Avenue intersection, and 0.1 mile of sharrows east of Scottswood Drive.
- The **Main Street Sidepath** is a 0.2 mile shared-use path on the south side of the street along Weaver Park's north side.
- The **Oregon Street Bike Route** stretches 0.1 mile between Grove and Anderson Streets.
- The **Pennsylvania Avenue Bike Route** stretches 0.3 miles between Vine and Race Streets.
- The **Pennsylvania Avenue Shared Bike/Parking Lanes** stretch 0.3 miles between Anderson and Vine Streets.
- The **Race Street Bike Lanes** stretch 0.1 mile between Main and Elm Streets.
- The **Race Street Sharrows** stretch 0.3 miles from Washington Street to Michigan Avenue on reconstructed pavement in front of Urbana High School.
- The **Scovill Street Bike Route** stretches 0.5 miles between Anderson Street and Philo Road.
- The **Washington Street Bike Lanes & Sharrows** extend 1 mile from Philo Road to east of Dodson Drive. The 0.9 miles of bike lanes are complemented by 0.1 miles of sharrows at the Dodson Drive intersection.

Map 23: 2013 Champaign-Urbana Trail & Bikeway Projects

Active Choices
Champaign County Greenways & Trails Plan

2013 Trail & Bikeway Projects Map
Existing Conditions: Greenways & Trails



Rantoul

The **Village of Rantoul** added 1.8 miles of shared-use paths in 2013.

- The **Old Fisher Farmer's Shared-Use Path** is a 1.8 mile off-street shared-use path that runs north on the Lon Drive corridor from US 136, west along the former Illinois Central Gulf Railroad corridor, and south along the Canadian National Railroad to Campbell Avenue. This includes spurs to Kenneth Drive and Bel Place. This is a Rails-to-Trails conversion.

These projects are a testament to the commitment of Champaign County communities to building active transportation infrastructure.

14.1.2 Project Prioritization

Checklist Factors:

1. Improves travel safety for pedestrians and/or bicyclists
2. Is designed for community-wide use (not just neighborhood use)
3. Is included in a local Park District, University, City, Village, Mass Transit District, or other adopted Master Plan
4. Is a high priority for a Greenways and Trails member agency (documentation must be provided)
5. Is located within ¼ mile of a residential area
6. Has received public comment
7. Connects two separate trails or links to an existing trail (other than a sidewalk)
8. Provides a direct link for non-motorized traffic to a major activity center
9. Provides access for bicyclists and pedestrians
10. Has enough land acquired to start facility construction
11. Already has funding spent on it for design and/or construction
12. Has public restrooms adjacent to or on property
13. Has water fountains and/or waste receptacles
14. Has bicycle racks
15. Provides educational opportunities for residents through informative displays, signage, etc.
16. Includes landscaping and/or other aesthetic improvements in its design (other than grass)

This plan lists each participating agency's projects identified from their own plans. These projects were then prioritized according to how well they comply with this plan's goals and objectives. While this prioritization will not likely affect what individual agencies already planned, it can serve as a guide to development once those projects have been implemented or deemed infeasible. Maps 24 through 39 illustrate the proposed greenways and trails system.

14.1.3 List of Prioritized Projects

The following list categorizes projects into High, Medium, and Low Priority based on the project prioritization checklist. These projects will be reviewed periodically, which could affect the number of projects listed and/or the category in which a project is listed. The corresponding lead agency for each project has supplied an estimated implementation time period when available based on plan or agency information.

Organization of Tables

The Champaign County Regional Planning Commission has created separate tables for each geographic area. This includes unincorporated areas near a municipality, with all other unincorporated areas being listed in the Champaign County table.

Each table is sorted in the following order:

1. Priority,
2. Timeframe (provided when available),
3. Municipality (including adjacent unincorporated areas),
4. Type [of trail or bikeway], and
5. Name.

Project IDs

Based on this organization, an ID was assigned to each project for easier reference. The ID format is as follows:

GA-PP-##

1. **GA = Geographic Area Abbreviation**
   a. CC = Champaign County
   b. CH = City of Champaign
   c. UR = City of Urbana
   d. MA = Village of Mahomet
   e. RT = Village of Rantoul
   f. SA = Village of Savoy
   g. SJ = Village of St. Joseph
   h. BO = Village of Bondville
   i. FI = Village of Fisher
   j. GI = Village of Gifford
   k. HO = Village of Homer
   l. LU = Village of Ludlow
   m. SI = Village of Sidney
   n. TB = Village of Thomasboro
   o. TO = Village of Tolono
2. **PP = Priority Level**
   a. HP = High Priority
   b. MP = Medium Priority
   c. LP = Low Priority
3. **## = Project ID number.** Projects are numbered in alphabetical order for each sorted section.

Trail/Bikeway Type

The following abbreviations are translated as follows:

1. SUP (OS) = Shared-Use Path (off-street)
2. SUP (SP) = Shared-Use Path (sidepath)

See Chapter 13 for explanation of recommended trail and bikeway types.

Plan Sources

Most of this plan's trail and bikeway recommendations are listed in member agency plans developed since the 2004 Champaign County Greenways & Trails Plan. Following are translations for acronyms and abbreviations listed in the "Plan" column of the Project Prioritization tables.

1. CBP = Draft University of Illinois Campus Bike Plan (2013)
2. CBIP = Draft Champaign Bike Implementation Plan (2012)
3. CCFPD = Champaign County Forest Preserve District plans (2013)
4. Champaign Tomorrow = Champaign Tomorrow Comprehensive Plan (2011)
5. CIOEP = Champiagn Interstate Overpass Enhancement Plan (2008)
6. CMI = City of Champaign comments (2013)
7. CPD = Champaign Park District plans (2013)
8. CUUATS = CUUATS/CCRPC recommendations (2013)
9. CTMP = Champaign Transportation Master Plan (2008)
10. CTMP 2010 = Champaign Transportation Master Plan Draft Bike Vision Map 2010
11. CTP = Champaign Trails Plan (2011)
12. GT = Champaign County Greenways & Trails Plan (2004)
13. GT CP 2010 = Champaign County Greenways & Trails Plan Community Path 2010 work by CUUATS staff presented to the GT Technical Committee
14. GT PW1 = Active Chocies (GT Plan) Public Workshop Series #1 (2012)
15. GT PW2 = Active Choices (GT Plan) Public Workshop #2 (2013)
16. IL 130 = IL 130/High Cross Road Corridor Study (2006)
17. Mahomet IDNR = Village of Mahomet Illinois Department of Natural Resources Bike Path grant application (2013)
18. MPRMP = Village of Mahomet Parks and Recreation Master Plan (2004)
19. Reseeding Tomorrow = Reseeding Tomorrow: Champaign Landfill Reuse Park Plan (2008)
20. Sangamon Rivertrail Subcommittee = Plans from representatives of the Village of Mahomet Sangamon Rivertrail Subcommittee (2013)
21. Savoy ITEP = Village of Savoy Illinois Transportation Enhancement Program grant application (2013)
22. SJCP = Village of St. Joseph Comprehensive Plan (2013)
23. SR = Staley/Rising Corridor Study (2009)
24. SRTS = City of Urbana Safe Routes to School grant application (2010)
25. St. Mary's Road = St. Mary's Road Corridor Study (2008)
26. Thomasboro SRTS = Thomasboro Safe Routes to School Plan (2013)
27. UBMP = Urbana Bicycle Master Plan (2008)
28. UDTCS = University District Traffic Circulation Study (2013)
29. University Ave = University Avenue Corridor Study (2010)
30. Urbana Comp Plan = City of Urbana Comprehensive Plan (2005)
31. US 45 = US 45 Corridor Study (2006)

Termini

Project termini were listed for non-loop path projects. "NE" refers to the north or east terminus, and "SW" refers to the south or west terminus.

Distance

Distance is provided in miles.

Jurisdiction and Municipalities

It is important to distinguish each proposed project's jurisidiction and municipal location. Municipal governments are not responsible for installing and maintaining every trail and bikeway in their municipality. Please refer to the "Jurisdiction" column when seeking information on a proposed project.

Following are translations for acronyms and abbreviations listed in the "Jurisidiction" and "Municipality" columns:

1. Carle = Carle Physicians Group
2. CCFPD = Champaign County Forest Preserve District
3. Champaign = City of Champaign
4. CN RR = Canadian National Railroad
5. County = Champaign County
6. CPD = Champaign Park District
7. CUMTD = Champaign-Urbana Mass Transit District
8. IAWC = Illinois American Water Company
9. ICG RR = Illinois Central Gulf Railroad
10. IDOT = Illinois Department of Transportation
11. Lincoln Square = Lincoln Square Village
12. Mahomet = Village of Mahomet
13. Norfolk Southern RR = Norfolk Southern Railroad
14. Penn Central RR = Penn Central Railroad
15. Private = Private landowner
16. Rantoul = Village of Rantoul
17. Savoy = Village of Savoy
18. St Joseph = Village of St. Joseph
19. Thomasboro = Village of Thomasboro
20. Tolono = Village of Tolono
21. UIUC = University of Illinois at Urbana-Champaign
22. Unit 7 = Unit #7 School District
23. UPD = Urbana Park District
24. Urbana = City of Urbana
25. USD = Urbana School District #116

Description

A project description is listed only when information from member agencies was provided.

Timeframe

The project implementation timeframe is only listed when information from member agencies was provided. Projects listed in a 0-5 year timeframe were classified as High Priority; 6-10 year timeframe as Medium Priority; and 10+ year timeframe as Low Priority. This is based on agency information, *not* Greenways & Trails Project Prioritization information.

Champaign (including unincorporated areas)

Project ID	Name	Type	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time-frame
CH-HP-01	Armory Avenue	Bike Lanes	CBP, CBIP	Sixth St	Fourth St	0.17	UIUC	Champaign		High	High
CH-HP-02	Armory Avenue Bike Lanes	Bike Lanes	CBP, UBMP	Wright St	Sixth St	0.08	UIUC	Champaign		High	High
CH-HP-03	Wright Street Bike Lanes	Bike Lanes	UBMP, CBP, CBIP, CTMP	Springfield Ave	Armory Ave	0.50	Champaign	Champaign		High	High
CH-HP-04	Wright Street	Bike Lanes	CBP, CBIP	White St	Spring-field Ave	0.13	IDOT	Champaign		High	
CH-HP-05	Wright Street	Bike Lanes	CTMP, CBIP, CBP	University Ave	White St	0.13	IDOT	Champaign		High	
CH-HP-06	Greenbelt Connector	SUP (OS)	GT, CTP, CPD	Greenbelt Bikeway	Spring-field Ave (IL 10)	0.20	CPD	Champaign		High	
CH-MP-01	Bradley Avenue	Bike Lanes	CBIP, CTMP, UBMP	Carver Dr	Market St	0.54	Champaign	Champaign		Med	High
CH-MP-02	First Street	Bike Lanes	CBP	Gregory Dr	Kirby Ave	0.43	UIUC	Champaign		Med	High
CH-MP-03	Fourth Street	Bike Lanes	CBP, CBIP	Gregory Dr	Kirby Ave	0.43	UIUC	Champaign		Med	High
CH-MP-04	Fourth Street	Bike Lanes	CBP, St. Mary's Road	Kirby Ave	St. Mary's Rd	0.24	UIUC	Champaign		Med	High
CH-MP-05	St. Mary's Road	Bike Lanes	CBP, St. Mary's Road, CBIP, CPD	Oak St	Neil St	0.20	UIUC	Champaign		Med	High
CH-MP-06	White Street	Bike Lanes	CBIP, CBP, CTMP, University Ave	Wright St	Second St	0.43	Champaign	Champaign		Med	High
CH-MP-07	North Champaign Multi-Use Trail East Spur	SUP (OS)	CTP, CPD	Neil St	North Cham-paign Multi-Use Trail	0.15	Champaign	Champaign		Med	High
CH-MP-08	North Champaign Multi-Use Trail Over I-74	SUP (OS)	CTP, CI-OEP, CPD	Anthony Dr	Boneyard Creek	0.18	IDOT	Champaign		Med	High
CH-MP-09	North Champaign Multi-Use Trail West Spur	SUP (OS)	CTP, CPD	North Champaign Multi-Use Trail	Prospect Ave	0.25	Champaign	Champaign		Med	High

Project ID	Name	Type	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time-frame
CH-MP-10	North Champaign Trail Detention Lake Spur	SUP (OS)	CTP	Town Center Blvd	Marketview Dr	0.71	Champaign	Champaign		Med	High
CH-MP-11	Pipeline Trail	SUP (OS)	CTP, GT	Windsor Rd	Curtis Rd	1.02	Champaign	Champaign		Med	High
CH-MP-12	Pipeline Trail	SUP (OS)	CTP	Springfield Ave (IL 10)	Kirby Ave	1.01	Champaign	Champaign	Along Marathon Pipeline easement	Med	High
CH-MP-13	Pipeline Trail Spur	SUP (OS)	CTP, CPD	W of Glen Abbey Dr	Rising Rd	0.33	Champaign	Champaign		Med	High
CH-MP-14	Upper Boneyard Greenway	SUP (OS)	GT, CTP, University Ave, CPD	Washington St	University Ave	0.30	Champaign	Champaign		Med	High
CH-MP-15	Upper Boneyard Greenway	SUP (OS)	CTP, GT, CPD	Walnut St	Bradley Ave	0.32	Champaign	Champaign		Med	High
CH-MP-16	Upper Boneyard Greenway	SUP (OS)	CTP, CPD	Walnut St	S of Kenyon Rd	0.53	Champaign	Champaign		Med	High
CH-MP-17	Upper Boneyard Greenway	SUP (OS)	CTP, CPD	Bradley Ave	MLK Trail	0.29	Champaign	Champaign		Med	High
CH-MP-18	Upper Boneyard Greenway	SUP (OS)	GT, CTP, University Ave, CPD	MLK Trail	Washington St	0.18	Champaign	Champaign		Med	High
CH-MP-19	Wabash Rail-Trail	SUP (OS)	GT, CTP, CTMP, University Ave, CPD (part)	Wright St	Market St	0.61	Penn Central RR	Champaign		Med	High
CH-MP-20	Wabash Rail-Trail	SUP (OS)	CTP, GT, CTMP, CPD	Market St	Prairie St	0.53	Norfolk Southern RR	Champaign		Med	High
CH-MP-21	Wabash Rail-Trail	SUP (OS)	GT, CTP, CTMP, CPD (part)	Prairie St	Mattis Ave	1.65	Norfolk Southern RR	Champaign		Med	High
CH-MP-22	Boneyard Creek Trail Extension	SUP (SP)	CTP	Wright St	Boneyard Creek Trail	0.11	Champaign	Champaign	Along Sixth & Healey Streets	Med	High
CH-MP-23	Curtis Road Multi-Use Trail	SUP (SP)	CTP, US 45, CPD	Champaign Limit	Pipeline Trail	0.25	Champaign	Champaign		Med	High
CH-MP-24	Moreland Boulevard	SUP (SP)	CTP, GT, CPD	Marketview Dr	Anthony Dr	0.17	Champaign	Champaign		Med	High

Project ID	Name	Type	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time-frame
CH-MP-25	North Champaign Multi-Use Trail	SUP (SP)	CTP, GT, CPD	Moreland Blvd	Town Center Blvd	0.09	CPD	Champaign		Med	High
CH-MP-26	North Champaign Trail Detention Lake Spur	SUP (SP)	CTP	Town Center Blvd	Market-view Dr	0.71	Champaign	Champaign	Town Center Blvd.	Med	High
CH-MP-27	Windsor Road	SUP (SP)	CBP	First St	Neil St	0.42	UIUC	Champaign	North side	Med	High
CH-MP-28	Windsor Road Multi-Use Trail	SUP (SP)	CTP, GT	I-57	E of Staley Rd	0.31	Champaign	Champaign		Med	High
CH-MP-29	Windsor Road Multi-Use Trail	SUP (SP)	CTP, GT	Duncan Rd	I-57	0.40	Champaign	Champaign		Med	High
CH-MP-30	Windsor Road Multi-Use Trail	SUP (SP)	CTP, GT	I-57	I-57	0.20	IDOT	Champaign		Med	High
CH-MP-31	Curtis Road Multi-Use Trail	SUP (OS)	CTP, GT, CIOEP, US 45, CPD	Duncan Rd	Staley Rd	1.46	County	Champaign (unincorporated)		Med	High
CH-MP-32	Pipeline Trail	SUP (OS)	CTP	US 150	IL 10	3.59	County	Champaign (unincorporated)	Along Marathon Pipeline easement	Med	High
CH-MP-33	Pipeline Trail Spur	SUP (OS)	CTP	W of Glen Abbey Dr	Curtis Rd	2.23	County	Champaign (unincorporated)		Med	High
CH-MP-34	Pipeline Trail Spur	SUP (OS)	CTP, CPD	Rising Rd	Kaskaskia River	0.58	County	Champaign (unincorporated)		Med	High
CH-MP-35	Wabash Rail-Trail	SUP (OS)	GT, CTP, CTMP, CPD (part)	Mattis Ave	Barker Rd	4.42	Norfolk Southern RR	Champaign (unincorporated)		Med	High
CH-MP-36	Curtis Road Multi-Use Trail	SUP (SP)	CTP, US 45, CPD	Pipeline Trail	Kaskaskia River	1.15	County	Champaign (unincorporated)		Med	High
CH-MP-37	Curtis Road Multi-Use Trail	SUP (SP)	CTP, US 45, CPD	Staley Rd	Champaign Limit	0.25	County	Champaign (unincorporated)		Med	High
CH-MP-38	Windsor Road Multi-Use Trail	SUP (SP)	CTP, GT	E of Staley Rd	Staley Rd	0.09	County	Champaign (unincorporated)		Med	High
CH-MP-39	Gregory Drive	Bike Route	CBP, CBIP	First St	Oak St	0.15	UIUC	Champaign		Med	Med
CH-MP-40	Peabody Drive	Bike Route	CBP	Fourth St	First St	0.28	UIUC	Champaign		Med	Med

Project ID	Name	Type	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time-frame
CH-MP-41	Centennial Park North Path	SUP (OS)	CPD			0.58	CPD	Champaign		Med	Med
CH-MP-42	Centennial Park South Path	SUP (OS)	CPD			0.90	CPD	Champaign		Med	Med
CH-MP-43	Lorado Taft Path	SUP (OS)	CBP	Sixth St	Euclid St	0.22	UIUC	Champaign		Med	Med
CH-MP-44	Lorado Taft Path	SUP (OS)	CBP	Euclid St	First St	0.25	UIUC	Champaign		Med	Med
CH-MP-45	Lorado Taft Path	SUP (OS)	CBP	Champaign limits	Sixth St	0.08	UIUC	Champaign		Med	Med
CH-MP-46	Lower Copper Slough Greenway	SUP (OS)	GT, CTP, CPD	Staley Rd	Porter Family Park	0.80	Champaign	Champaign		Med	Med
CH-MP-47	Duncan Road Multi-Use Trail A	SUP (SP)	CTP, GT, CPD	Springfield Ave (IL 10)	Copper Slough	0.58	Champaign	Champaign	West side	Med	Med
CH-MP-48	Duncan Road Multi-Use Trail B	SUP (SP)	CTP, CPD	Roby Trail	Windsor Rd	0.45	Champaign	Champaign	East side	Med	Med
CH-MP-49	Kirby Avenue Multi-Use Trail	SUP (SP)	CTP	I-57	Glenshire Dr	0.34	Champaign	Champaign		Med	Med
CH-MP-50	Kirby Avenue Multi-Use Trail	SUP (SP)	CTP	Pipeline Trail	Rising Rd	0.52	Champaign	Champaign		Med	Med
CH-MP-51	Kirby Avenue Multi-Use Trail	SUP (SP)	CTP	Staley Rd	E of Mullikin Dr	0.26	Champaign	Champaign		Med	Med
CH-MP-52	Kirby Avenue Multi-Use Trail	SUP (SP)	CTP	I-57	I-57	0.06	IDOT	Champaign		Med	Med
CH-MP-53	Olympian Drive Multi-Use Trail	SUP (SP)	CTMP, CTP, CI-OEP, CPD	Prospect Ave	Champaign limits	1.56	Champaign	Champaign		Med	Med
CH-MP-54	Olympian Drive Multi-Use Trail	SUP (SP)	CTMP, CTP, CI-OEP, CPD	Market St	Prospect Ave	1.00	Champaign	Champaign		Med	Med
CH-MP-55	Peabody Path	UIUC Bike Path	CBP	Sixth St	ARC	0.24	UIUC	Champaign		Med	Med
CH-MP-56	Peabody Path	UIUC Bike Path	CBP	Champaign limit	Sixth St	0.09	UIUC	Champaign		Med	Med

Project ID	Name	Type	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time-frame
CH-MP-57	Lower Copper Slough Greenway	SUP (OS)	CTP, CPD	Porter Family Park	Kaskaskia River	1.07	County	Champaign (unincorporated)		Med	Med
CH-MP-58	West Springfield Avenue Rail-Trail	SUP (OS)	CTP, GT, CPD	Duncan Rd	Staley Rd	0.99	County	Champaign (unincorporated)	South side	Med	Med
CH-MP-59	West Springfield Avenue Rail-Trail	SUP (OS)	CTP, GT, CPD	Staley Rd	Kaskaskia River	1.74	County	Champaign (unincorporated)		Med	Med
CH-MP-60	Duncan Road Multi-Use Trail C	SUP (SP)	CTP	Robeson Meadows West Trail	Duncan Road W DSUP	0.46	County	Champaign (unincorporated)	West side	Med	Med
CH-MP-61	Duncan Road Multi-Use Trail C	SUP (SP)	CTP	Hallbeck Park	Duncan Rd E DSUP	0.69	County	Champaign (unincorporated)	East side	Med	Med
CH-MP-62	Kirby Avenue Multi-Use Trail	SUP (SP)	CTP	Duncan Rd	I-57	0.47	County	Champaign (unincorporated)		Med	Med
CH-MP-63	Kirby Avenue Multi-Use Trail	SUP (SP)	CTP	Glenshire Dr	Staley Rd	0.13	County	Champaign (unincorporated)		Med	Med
CH-MP-64	Olympian Drive Multi-Use Trail	SUP (SP)	CTMP, CTP, CIOEP, CPD	Champaign limits	W terminus	0.30	County	Champaign (unincorporated)		Med	Med
CH-MP-65	Pennsylvania Avenue	Bike Lanes	CBP	Champaign limits	Fourth St	0.25	UIUC	Champaign		Med	Low
CH-MP-66	City of New Orleans Rail-Trail	SUP (OS)	CTP, University Ave, CPD	Wabash Railtrail	Windsor Rd	2.68	CN RR	Champaign		Med	Low
CH-MP-67	City of New Orleans Rail-Trail	SUP (OS)	CTP, University Ave, CPD	Windsor Rd	Curtis Rd	1.00	CN RR	Champaign		Med	Low
CH-MP-68	Phinney Branch Greenway	SUP (OS)	CTP, CPD	Roby Trail	Mattis Ave	0.71	Champaign	Champaign		Med	Low
CH-MP-69	Olympian Drive Multi-Use Trail	SUP (SP)	CTP, CTMP, UBMP, CPD	Apollo Dr	Market St	0.46	Champaign	Champaign		Med	Low
CH-MP-70	U.S. Route 150 Multi-Use Trail	SUP (SP)	CTP, GT, CIOEP, CPD	Mattis Ave	Staley Rd	2.54	IDOT	Champaign		Med	Low
CH-MP-71	Phinney Branch Greenway	SUP (OS)	CTP, CPD	Mattis Ave	Curtis Rd	1.30	County	Champaign (unincorporated)		Med	Low

Project ID	Name	Type	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time-frame
CH-MP-72	Bradley Avenue Trail	SUP (SP)	SR	Rising Rd	Kaskaskia River	0.69	County	Champaign (unincorporated)	North side	Med	Low
CH-MP-73	Bradley Avenue Trail	SUP (SP)	SR	Rising Rd	Kaskaskia River	0.69	County	Champaign (unincorporated)	South side	Med	Low
CH-MP-74	Curtis Road Multi-Use Trail	SUP (SP)	SR, US 45, CPD	Rising Rd	Kaskaskia River	0.64	County	Champaign (unincorporated)		Med	Low
CH-MP-75	U.S. Route 150 Multi-Use Trail	SUP (SP)	CTP, GT, CPD	Staley Rd	Kaskaskia River	1.42	IDOT	Champaign (unincorporated)		Med	Low
CH-MP-76	Windsor Road	Bike Lanes	CBIP, SR, CIOEP	Briar Hill Dr	Eagle Ridge Rd	0.29	IDOT, Champaign	Champaign	Complete Street Improvement	Med	2013-14
CH-MP-77	Bloomington Road	Bike Lanes	CTMP	State St	Prospect Ave	0.67	Champaign	Champaign		Med	
CH-MP-78	Bloomington Road	Bike Lanes	CTMP, CBIP	Prospect Ave	Mattis Ave	1.14	IDOT	Champaign		Med	
CH-MP-79	Boardwalk Drive	Bike Lanes	CBIP, CTMP	Olympian Dr	Town Center Blvd	1.00	Champaign	Champaign		Med	
CH-MP-80	Boardwalk Drive	Bike Lanes	CTMP, CBIP	Town Center Blvd	Baytowne Dr	0.13	Champaign	Champaign		Med	
CH-MP-81	Bradley Avenue	Bike Lanes	CTMP, CBIP, GT, SR	I-57	Staley Rd	0.54	Champaign	Champaign		Med	
CH-MP-82	Bradley Avenue	Bike Lanes	CTMP, CBIP	Market St	Mattis Ave	2.02	Champaign	Champaign		Med	
CH-MP-83	Bradley Avenue	Bike Lanes	CTMP, CBIP	Mattis Ave	Clayton Blvd	0.52	Champaign	Champaign		Med	
CH-MP-84	Bradley Avenue	Bike Lanes	CTMP, CBIP	Clayton Blvd	Duncan Rd	0.47	Champaign	Champaign		Med	
CH-MP-85	Bradley Avenue	Bike Lanes	CTMP, CBIP, GT, SR	I-57	I-57	0.04	IDOT	Champaign		Med	
CH-MP-86	Bradley Avenue	Bike Lanes	CTMP, CBIP, GT, SR	Duncan Rd	I-57	0.42	Champaign	Champaign		Med	
CH-MP-87	Church Street	Bike Lanes	CTMP, CBIP	Elm St	Mattis Ave	1.42	Champaign	Champaign		Med	
CH-MP-88	Clark Street	Bike Lanes	CTMP, CBIP, University Ave	Randolph St	State St	0.09	Champaign	Champaign		Med	
CH-MP-89	Crescent Drive	Bike Lanes	CBIP	Sangamon Dr	Kirby Ave	0.28	Champaign	Champaign		Med	
CH-MP-90	Crescent Drive	Bike Lanes	CBIP	John St	Sangamon Dr	0.47	Champaign	Champaign		Med	

Project ID	Name	Type	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time-frame
CH-MP-91	Curtis Road	Bike Lanes	CBIP, CIOEP	E of I-57	W of I-57	0.63	IDOT	Champaign		Med	
CH-MP-92	Daniel Street	Bike Lanes	CBP, CTMP, UDTCS	Wright St	Sixth St	0.08	Champaign	Champaign		Med	
CH-MP-93	Duncan Road	Bike Lanes	CTMP, CBIP	William St	S of Maple-wood Dr	0.31	Champaign	Champaign		Med	
CH-MP-94	Duncan Road	Bike Lanes	CBIP	Windsor Rd	Wedge-wood Dr	0.47	Champaign	Champaign		Med	
CH-MP-95	Duncan Road	Bike Lanes	CTMP, CBIP	John St	William St	0.23	Champaign	Champaign		Med	
CH-MP-96	Duncan Road	Bike Lanes	CTMP, CBIP	Kirby Ave	Stoney-brook Dr	0.50	Champaign	Champaign		Med	
CH-MP-97	Duncan Road	Bike Lanes	CTMP, CBIP	N of Lawn-dale Dr	Kirby Ave	0.20	Champaign	Champaign		Med	
CH-MP-98	First Street	Bike Lanes	CBIP, CTMP	Church St	University Ave	0.14	Champaign	Champaign		Med	
CH-MP-99	First Street	Bike Lanes	CTMP, CBP	University Ave	Clark St	0.07	Champaign	Champaign		Med	
CH-MP-100	First Street	Bike Lanes	CBIP, CTMP	Washington St	Church St	0.11	Champaign	Champaign		Med	
CH-MP-101	Fourth Street	Bike Lanes	CTMP, University Ave, CBIP	Bradley Ave	N of University Ave	0.72	Champaign	Champaign		Med	
CH-MP-102	Fourth Street	Bike Lanes	CTMP, CBP, University Ave	University Ave	Green St	0.45	Champaign	Champaign		Med	
CH-MP-103	Green Street	Bike Lanes	CTMP, CBIP, CBP	First St	Neil St	0.25	Champaign	Champaign		Med	
CH-MP-104	Green Street	Bike Lanes	CBIP, CTMP, CBP	Fourth St	First St	0.27	Champaign	Champaign		Med	
CH-MP-105	Green Street	Bike Lanes	CTMP, CBIP	Neil St	State St	0.18	Champaign	Champaign		Med	
CH-MP-106	Kirby Av-enue	Bike Lanes	CBIP, SR, CIOEP	I-57	Cobble-field Dr	0.13	Champaign	Champaign		Med	
CH-MP-107	Kirby Av-enue	Bike Lanes	CBIP, SR, CIOEP	I-57	I-57	0.06	IDOT	Champaign		Med	
CH-MP-108	Market Street	Bike Lanes	CTMP, CBIP, GT	Olympian Dr	Market Place Mall	0.78	Champaign	Champaign		Med	
CH-MP-109	Market Street	Bike Lanes	CTMP, CBIP, GT	Bradley Ave	Penn Central RR	0.34	Champaign	Champaign		Med	
CH-MP-110	Market Street	Bike Lanes	CTMP, CBIP, GT	S of Kenyon Rd	Bradley Ave	0.43	Champaign	Champaign		Med	

Project ID	Name	Type	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time-frame
CH-MP-111	Market Street	Bike Lanes	CTMP, CBIP	Penn Central RR	Washington St	0.18	Champaign	Champaign		Med	
CH-MP-112	Market Street	Bike Lanes	CBIP, CTMP, GT	Champaign limits	Olympian Dr	0.23	Champaign	Champaign		Med	
CH-MP-113	Prospect Avenue	Bike Lanes	CBIP, CIOEP	Marketview Dr	Bloomington Rd	0.40	IDOT	Champaign		Med	
CH-MP-114	Prospect Avenue	Bike Lanes	CBIP	Windsor Rd	Champaign City Limit	0.40	Champaign	Champaign		Med	
CH-MP-115	Prospect Avenue	Bike Lanes	CBIP	Devonshire Dr	Windsor Rd	0.42	Champaign	Champaign		Med	
CH-MP-116	Prospect Avenue	Bike Lanes	CBIP, CTMP 2010	Broadmoor Dr	Devonshire Dr	0.21	Champaign	Champaign		Med	
CH-MP-117	Prospect Avenue	Bike Lanes	CBIP	Balboa Rd	Broadmoor Dr	0.15	Champaign	Champaign		Med	
CH-MP-118	Prospect Avenue	Bike Lanes	CBIP, CTMP	Springfield Ave (IL 10)	Kirby Ave	1.00	Champaign	Champaign		Med	
CH-MP-119	Prospect Avenue	Bike Lanes	CBIP, GT, CTMP	Bradley Ave	University Ave	0.75	IDOT	Champaign		Med	
CH-MP-120	Prospect Avenue	Bike Lanes	CBIP	Kirby Ave	Balboa Rd	0.22	Champaign	Champaign		Med	
CH-MP-121	Prospect Avenue	Bike Lanes	CBIP, CTMP	University Ave	Springfield Ave (IL 10)	0.25	IDOT	Champaign		Med	
CH-MP-122	Sixth Street	Bike Lanes	CBP	Armory Ave	Pennsylvania Ave	0.34	UIUC	Champaign		Med	
CH-MP-123	St. Mary's Road	Bike Lanes	CBP, St. Mary's Road, CBIP, CPD (part)	First St	Oak St	0.15	UIUC	Champaign		Med	
CH-MP-124	Stadium Drive	Bike Lanes	CBP, CBIP, CTMP	First St	Neil St	0.28	UIUC	Champaign		Med	
CH-MP-125	University Avenue	Bike Lanes	CTMP, CBIP	State St	Mattis Ave	1.59	Champaign	Champaign		Med	
CH-MP-126	University Avenue	Bike Lanes	CTMP	Randolph St	State St	0.09	Champaign	Champaign		Med	
CH-MP-127	Walnut Street	Bike Lanes	CBIP, CTMP	Columbia Ave	Washington St	0.08	Champaign	Champaign		Med	
CH-MP-128	Windsor Road	Bike Lanes	CBIP	First St	Neil St	0.45	Champaign	Champaign		Med	
CH-MP-129	Windsor Road	Bike Lanes, Complete Street	CTMP (2008 & 2010), GT, US 45	Pipeline Trail	Rising Rd	0.50	Champaign	Champaign		Med	

Project ID	Name	Type	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time-frame
CH-MP-130	Windsor Road	Bike Lanes, Complete Street	CTMP (2008 & 2010), GT, US 45	Staley Rd	Pipeline Trail	0.50	Champaign	Champaign		Med	
CH-MP-131	Armory Avenue	Bike Route	CTMP, CBIP	Prospect Ave	Russell St	0.50	Champaign	Champaign		Med	
CH-MP-132	Armory Avenue	Bike Route	CBP, CBIP	Fourth St	Oak St	0.43	Champaign	Champaign		Med	
CH-MP-133	Barberry Drive	Bike Route	CBIP	Crescent Dr	Winchester Dr	0.06	Champaign	Champaign		Med	
CH-MP-134	Broadmoor Drive	Bike Route	CBIP, CTMP	Lynwood Dr	Simon Trail	0.83	Champaign	Champaign		Med	
CH-MP-135	Broadmoor Drive	Bike Route	CTMP 2010, CUUATS	Prospect Ave	Lynwood Dr	0.12	Champaign	Champaign		Med	
CH-MP-136	Cherry Hills Drive	Bike Route	CBIP	Champaign limits	Curtis Rd	0.97	Champaign	Champaign		Med	
CH-MP-137	Chester Street	Bike Route	CBIP, CTMP	First St	University Ave	0.14	Champaign	Champaign		Med	
CH-MP-138	Chestnut Street	Bike Route	CBIP, CTMP	Main St	University Ave	0.08	Champaign	Champaign		Med	
CH-MP-139	Church Street	Bike Route	CBIP, CTMP, University Ave	Wright St	Second St	0.44	Champaign	Champaign		Med	
CH-MP-140	Church Street	Bike Route	CBIP, CTMP	Neil St	Randolph St	0.09	Champaign	Champaign		Med	
CH-MP-141	Church Street	Bike Route	CBIP, CTMP, University Ave	Second St	First St	0.09	Champaign	Champaign		Med	
CH-MP-142	Clark Street	Bike Route	CBIP, CTMP	Prairie St	Flora Dr	0.98	Champaign	Champaign		Med	
CH-MP-143	Clayton Boulevard	Bike Route	CBIP, CTMP	Bradley Ave	Duncan Rd	0.77	Champaign	Champaign		Med	
CH-MP-144	Clayton Boulevard	Bike Route	CBIP	Duncan Rd	Crestwood Dr	0.30	Champaign	Champaign		Med	
CH-MP-145	Clearwater Drive	Bike Route	CBIP, CTMP	Clayton Blvd	Greenbelt Bikeway	0.08	Champaign	Champaign		Med	
CH-MP-146	Columbia Avenue	Bike Route	CBIP	Prospect Ave	Carson Ave	0.73	Champaign	Champaign		Med	
CH-MP-147	Columbia Avenue	Bike Route	CBIP, CTMP	Neil St	Prospect Ave	0.76	Champaign	Champaign		Med	
CH-MP-148	Columbia Avenue	Bike Route	CTMP	Market St	Walnut St	0.07	Champaign	Champaign		Med	

Project ID	Name	Type	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time-frame
CH-MP-149	Columbia Avenue	Bike Route	CBIP, CTMP	Walnut St	Neil St	0.12	Champaign	Champaign		Med	
CH-MP-150	Champaign Police Department North Bike Route	Bike Route	CTMP	First St	Main St Under-pass	0.10	Champaign	Champaign		Med	
CH-MP-151	Champaign Police Department South Bike Route	Bike Route	CTMP, University Ave	First St	Main St Under-pass	0.05	Champaign	Champaign		Med	
CH-MP-152	Crescent Drive	Bike Route	CBIP, CTMP, CPD	Kirby Ave	Barberry Dr	0.67	Champaign	Champaign		Med	
CH-MP-153	Daniel Street	Bike Route	CBP, CTMP, CBIP	Sixth St	First St	0.44	Champaign	Champaign		Med	
CH-MP-154	Elm Boule-vard	Bike Route	CTMP, CBIP	Haines Blvd	Hessel Blvd	0.07	Champaign	Champaign		Med	
CH-MP-155	Elm Boule-vard	Bike Route	CUUATS	Hessel Blvd	Grand-view Dr	0.07	Champaign	Champaign		Med	
CH-MP-156	English Oak Drive	Bike Route	CBIP	Staley Rd	Kirby Ave	0.54	Champaign	Champaign		Med	
CH-MP-157	Fifth Street	Bike Route	CBIP, CTMP	Bradley Ave	Church St	0.62	Champaign	Champaign		Med	
CH-MP-158	Fifth Street	Bike Route	CTMP	Church St	University Ave	0.14	Champaign	Champaign		Med	
CH-MP-159	Fox Drive	Bike Route	CBIP, CTMP, CPD (part)	Neil St	Windsor Rd	0.99	Champaign	Champaign		Med	
CH-MP-160	Gerty Drive	Bike Route	CBP	Fourth St	First St	0.18	UIUC	Champaign		Med	
CH-MP-161	Goldenview Drive	Bike Route	CBIP	John St	William St	0.20	Champaign	Champaign		Med	
CH-MP-162	Grandview Drive	Bike Route	CBIP, CTMP	Cedar St	Hamilton Dr	0.35	Champaign	Champaign		Med	
CH-MP-163	Green Street	Bike Route	CBIP, CBP	Wright St	Fourth St	0.25	Champaign	Champaign		Med	
CH-MP-164	Grove Street	Bike Route	CBIP, CTMP	Wright St	Fifth St	0.17	Champaign	Champaign		Med	
CH-MP-165	Haines Boulevard	Bike Route	CTMP, CBIP	Elm Blvd	Prospect Ave	0.41	Champaign	Champaign		Med	
CH-MP-166	Harrington Drive	Bike Route	CBIP	Prospect Ave	Galen Dr	0.29	Champaign	Champaign		Med	
CH-MP-167	Harrington Drive	Bike Route	CBIP	Sunview Dr	Harbor Point Dr	0.02	Private	Champaign		Med	

Project ID	Name	Type	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time-frame
CH-MP-168	Harrington Drive	Bike Route	CBIP	Devonshire Dr	S of Devonshire Dr	0.05	Champaign	Champaign		Med	
CH-MP-169	Harrington Drive	Bike Route	CBIP, CTMP	Galen Dr	W of O' Donnell Dr	0.30	Champaign	Champaign		Med	
CH-MP-170	Harris Avenue	Bike Route	CTMP, CBIP	Bradley Ave	Washington St	0.41	Champaign	Champaign		Med	
CH-MP-171	Hazelwood Drive	Bike Route	CBP	First St	Oak St	0.13	UIUC	Champaign		Med	
CH-MP-172	Hazelwood Drive	Bike Route	CBP	Fourth St	First St	0.22	UIUC	Champaign		Med	
CH-MP-173	Lincolnshire Drive	Bike Route	CBIP, CTMP	Ridge Rd	Lynwood Dr	0.17	Champaign	Champaign		Med	
CH-MP-174	Lynwood Drive	Bike Route	CTMP, CBIP	Lincolnshire Dr	Devonshire Dr	0.42	Champaign	Champaign		Med	
CH-MP-175	Main Street	Bike Route	CBIP, CTMP, University Ave	Chestnut St	Neil St	0.16	Champaign	Champaign		Med	
CH-MP-176	Main Street Underpass	Bike Route	CTMP, University Ave	Champaign Police Department	Chestnut St	0.06	Champaign	Champaign		Med	
CH-MP-177	Mercury Drive	Bike Route	CBIP	Apollo Dr	Market St	0.48	Champaign	Champaign		Med	
CH-MP-178	Miller Avenue	Bike Route	CTMP, CBIP	Washington St	Glenn Park Dr	0.06	Champaign	Champaign		Med	
CH-MP-179	Mullikin Drive	Bike Route	CBIP	Kirby Ave	Windsor Rd	1.15	Champaign	Champaign		Med	
CH-MP-180	Mullikin Drive	Bike Route	CBIP	Future Mullikin Dr	Nicklaus Dr	0.06	Champaign	Champaign		Med	
CH-MP-181	New Street	Bike Route	CTMP, CBIP	Clark St	John St	0.44	Champaign	Champaign		Med	
CH-MP-182	New Street	Bike Route	CUUATS	Church St	University Ave	0.14	Champaign	Champaign		Med	
CH-MP-183	New Street	Bike Route	CTMP	University Ave	Clark St	0.07	Champaign	Champaign		Med	
CH-MP-184	Ridge Road	Bike Route	CTMP, CBIP	Kirby Ave	Lincolnshire Dr	0.06	Champaign	Champaign		Med	
CH-MP-185	Robert Drive	Bike Route	CTMP, CBIP	Broadmoor Dr	Harrington Dr	0.52	Champaign	Champaign		Med	
CH-MP-186	Sangamon Drive	Bike Route	CBIP, CTMP	Mayfair Rd	Duncan Rd	1.29	Champaign	Champaign		Med	
CH-MP-187	Second Street	Bike Route	CBIP, CTMP, University Ave	Washington St	Daniel St	0.85	Champaign	Champaign		Med	

Project ID	Name	Type	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time-frame
CH-MP-188	Stonebridge Drive	Bike Route	CBIP	Mullikin Dr	Leahs Ln	0.46	Champaign	Champaign		Med	
CH-MP-189	Third Street	Bike Route	CBIP, CTMP, University Ave	Washington St	Daniel St	0.83	Champaign	Champaign		Med	
CH-MP-190	Turnberry Drive	Bike Route	CBIP	Crail Rd	Staley Rd	0.03	Champaign	Champaign		Med	
CH-MP-191	Walnut Street	Bike Route	CBIP, CTMP	Bradley Ave	Columbia Ave	0.42	Champaign	Champaign		Med	
CH-MP-192	Washington Street	Bike Route	CBIP, CTMP	Wright St	First St	0.53	Champaign	Champaign		Med	
CH-MP-193	Washington Street	Bike Route	CTMP, CBIP	Carson Ave (N)	Miller Ave	0.08	Champaign	Champaign		Med	
CH-MP-194	Wedge-wood Drive	Bike Route	CUUATS	Cherry Hills Dr	Duncan Rd	0.10	Champaign	Champaign		Med	
CH-MP-195	William Street	Bike Route	CBIP	Kenwood Rd	Golden-view Dr	0.86	Champaign	Champaign		Med	
CH-MP-196	Winchester Drive	Bike Route	CBIP, CTMP	Barberry Dr	Windsor Rd	0.43	Champaign	Champaign		Med	
CH-MP-197	Wright Street	Bike Route	CTMP	Grove St	University Ave	0.47	Champaign	Champaign		Med	
CH-MP-198	Wright Street	Bike Route	CTMP	Dunbar Ct	Grove St	0.09	Champaign	Champaign		Med	
CH-MP-199	Duncan Road	Com-plete Street	CTMP	Springfield Ave (IL 10)	John St	0.22	Champaign	Champaign		Med	
CH-MP-200	Duncan Road Com-plete Street	Com-plete Street	CTMP	I-57	N of Spring-field Ave	1.39	Champaign	Champaign		Med	
CH-MP-201	Duncan Road Com-plete Street	Com-plete Street	CTMP, CIOEP	I-74	Duncan Rd	0.51	Champaign	Champaign		Med	
CH-MP-202	Duncan Road Com-plete Street	Com-plete Street	CTMP, CIOEP	I-74	I-74	0.10	IDOT	Champaign		Med	
CH-MP-203	Kirby Avenue Complete Street	Com-plete Street	CTMP	Staley Rd	Rising Rd	1.00	Champaign	Champaign		Med	
CH-MP-204	Kirby Avenue Complete Street	Com-plete Street	CTMP	Cobblefield Rd	Glenshire Dr	0.22	Champaign	Champaign		Med	
CH-MP-205	Windsor Road Com-plete Street	Com-plete Street	CTMP	Duncan Rd	Briar Hill Dr	0.34	Champaign	Champaign		Med	

Project ID	Name	Type	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time-frame
CH-MP-206	Windsor Road Complete Street	Complete Street	CTMP	Eagle Ridge Rd	E of Staley Rd	0.29	Champaign	Champaign		Med	
CH-MP-207	Church Street	Sharrows	CBIP, CTMP	State St	Elm St	0.18	Champaign	Champaign		Med	
CH-MP-208	Church Street	Sharrows	CBIP, CTMP	Randolph St	State St	0.09	Champaign	Champaign		Med	
CH-MP-209	Clark Street	Sharrows	CBIP, CTMP	State St	Prairie St	0.09	Champaign	Champaign		Med	
CH-MP-210	Washington Street	Sharrows	CBIP, CTMP	First St	Walnut St	0.13	Champaign	Champaign		Med	
CH-MP-211	CN Champaign Rail-Trail	SUP (OS)	CTMP	Wabash Rail-Trail	Greenbelt Bikeway	2.20	CN RR	Champaign	Rails-with-Trails	Med	
CH-MP-212	Dodds Park Perimeter Path	SUP (OS)	CPD			1.19	CPD	Champaign		Med	
CH-MP-213	Douglass Park Path	SUP (OS)	CPD			0.64	CPD	Champaign		Med	
CH-MP-214	Hazel Park Path	SUP (OS)	CPD			0.32	CPD	Champaign		Med	
CH-MP-215	Heritage Park Trail	SUP (OS)	CPD	Greenbelt Bikeway	Greenbelt Bikeway	0.38	CPD	Champaign		Med	
CH-MP-216	Kenwood Road Connector	SUP (OS)	CTMP, GT	Kirby Ave	Roby Trail	0.22	Champaign	Champaign		Med	
CH-MP-217	Spalding Park Path	SUP (OS)	CPD			0.23	CPD	Champaign		Med	
CH-MP-218	Spalding Park Path	SUP (OS)	CPD			0.12	CPD	Champaign		Med	
CH-MP-219	Zahnd Park Path	SUP (OS)	CPD			0.71	CPD	Champaign		Med	
CH-MP-220	Curtis Road Multi-Use Trail	SUP (SP)	CTP, SR, US 45, CPD	I-57/Two Mile Slough Trail	Rising Rd	0.75	Champaign	Champaign		Med	
CH-MP-221	First Street	SUP (SP)	CBP, St. Mary's Road	Kirby Ave	St Mary's Rd	0.24	Champaign	Champaign		Med	
CH-MP-222	Kenwood Road	SUP (SP)	CTMP, GT, CPD	John St	Kirby Ave	0.78	CPD	Champaign		Med	
CH-MP-223	Kenwood Road	SUP (SP)	CTMP, GT, CPD	O'Malley's Alley Trail	John St	0.14	Champaign	Champaign		Med	
CH-MP-224	Hazelwood Drive	Undetermined	CBP	Champaign limits	Fourth St	0.09	UIUC	Champaign		Med	
CH-MP-225	Prospect Avenue	Undetermined	GT PM2, CMI	Bloomington Rd (US 150)	Bradley Ave	0.34	IDOT	Champaign		Med	

Project ID	Name	Type	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time-frame
CH-MP-226	Bradley Avenue	Bike Lanes	CTMP, CBIP, GT	Duncan Rd	Staley Rd	0.50	County	Champaign (unincorporated)		Med	
CH-MP-227	Duncan Road	Bike Lanes	CBIP, US 45	Rolling Acres Dr	Champaign-Savoy Boundary Agreement	0.38	County	Champaign (unincorporated)		Med	
CH-MP-228	Duncan Road	Bike Lanes	CBIP, US 45	Curtis Rd	Rolling Acres Dr	0.11	County	Champaign (unincorporated)		Med	
CH-MP-229	Duncan Road	Bike Lanes	CTMP, CBIP	S of Maplewood Dr	N of Lawndale Dr	0.01	County	Champaign (unincorporated)		Med	
CH-MP-230	Kirby Avenue	Bike Lanes	CBIP, SR, CIOEP	Holmstrom Dr	I-57	0.23	County	Champaign (unincorporated)		Med	
CH-MP-231	Market Street	Bike Lanes	CBIP, CTMP, GT	Ford Harris Rd	Champaign limits	0.75	Champaign	Champaign (unincorporated)		Med	
CH-MP-232	Prospect Avenue	Bike Lanes	CBIP	Waxwing Rd	Olympian Dr	0.61	County	Champaign (unincorporated)		Med	
CH-MP-233	St. Mary's Road	Bike Lanes	CBP, St. Mary's Road, CBIP, CPD (part)	Fourth St	First St	0.28	UIUC	Champaign (unincorporated)		Med	
CH-MP-234	St. Mary's Road	Bike Lanes	St. Mary's Road, CBP, CBIP	Wright St	Fourth St	0.25	UIUC	Champaign (unincorporated)		Med	
CH-MP-235	Cherry Hills Drive	Bike Route	CBIP	Windsor Rd	Champaign limits	0.35	County	Champaign (unincorporated)		Med	
CH-MP-236	Harrington Drive	Bike Route	CBIP, CTMP	W of O'Donnell Dr	S of Harbor Point Dr	0.39	County	Champaign (unincorporated)		Med	
CH-MP-237	Duncan Road Complete Street	Complete Street	CTMP, CIOEP	Ford Harris Rd	I-74	0.89	County	Champaign (unincorporated)		Med	
CH-MP-238	Duncan Road Complete Street	Complete Street	CTMP, CIOEP	Bloomington Rd (US 150)	I-57	1.01	County	Champaign (unincorporated)		Med	
CH-MP-239	Duncan Road Complete Street	Complete Street	CTMP	N of Springfield Ave	Springfield Ave	0.11	County	Champaign (unincorporated)		Med	
CH-MP-240	Kirby Avenue Complete Street	Complete Street	CTMP	Duncan Rd	Holmstrom Dr	0.25	County	Champaign (unincorporated)		Med	

Project ID	Name	Type	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time-frame
CH-MP-241	Kirby Avenue Complete Street	Complete Street	CTMP	Rising Rd	Barker Rd	0.92	County	Champaign (unincorporated)		Med	
CH-MP-242	Kirby Avenue Complete Street	Complete Street	CTMP	Glenshire Dr	Staley Rd	0.13	County	Champaign (unincorporated)		Med	
CH-MP-243	Prospect Avenue Complete Street	Complete Street	CTMP, CIOEP	I-57	Waxwing Rd	0.23	County	Champaign (unincorporated)		Med	
CH-MP-244	Prospect Avenue Complete Street	Complete Street	CTMP, CIOEP	I-57	I-57	0.04	IDOT	Champaign (unincorporated)		Med	
CH-MP-245	Prospect Avenue Complete Street	Complete Street	CTMP, CIOEP	Ford Harris Rd	I-57	0.12	County	Champaign (unincorporated)		Med	
CH-MP-246	Windsor Road Complete Street	Complete Street	CTMP	Rising Rd	Barker Rd	0.92	County	Champaign (unincorporated)	Complete Street	Med	
CH-MP-247	Windsor Road Complete Street	Complete Street	CTMP	E of Staley Rd	Staley Rd	0.09	County	Champaign (unincorporated)		Med	
CH-MP-248	Bradley Avenue	Sharrows	GT, CTMP 2010	Pipeline Trail	Rising Rd	0.50	County	Champaign (unincorporated)		Med	
CH-MP-249	Duncan-I-57 Trail	SUP (OS)	Champaign Tomorrow	Duncan Rd	I-57	0.47	County	Champaign (unincorporated)		Med	
CH-MP-250	Robeson Meadows West Trail to Curtis Road	SUP (OS)	Champaign Tomorrow	Robeson Meadows West Trail	I-57 at Curtis	0.21	County	Champaign (unincorporated)		Med	
CH-MP-251	Zahnd-Curtis Path	SUP (OS)	Champaign Tomorrow	Zahnd Park	Curtis at I-57	0.58	County	Champaign (unincorporated)		Med	
CH-MP-252	Curtis Road Multi-Use Trail	SUP (SP)	CTP, SR, US 45, CPD	I-57/Two Mile Slough Trail	Rising Rd	0.25	County	Champaign (unincorporated)		Med	
CH-MP-253	Curtis Road Multi-Use Trail	SUP (SP)	CTP, SR, US 45, CPD	I-57/Two Mile Slough Trail	Rising Rd	0.39	County	Champaign (unincorporated)		Med	
CH-MP-254	St. Mary's Road Sidepath	SUP (SP)	St. Mary's Road	Wright St	Fourth St	0.25	UIUC	Champaign (unincorporated)		Med	

Project ID	Name	Type	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time-frame
CH-MP-255	Hazelwood Drive	Un-deter-mined	CBP	Wright St	Cham-paign limits	0.22	UIUC	Champaign (unincorpo-rated)		Med	
CH-LP-01	Mattis Avenue Multi-Use Trail	SUP (SP)	CTP, GT	US 150	Parkland Way	0.49	Champaign	Champaign	West side	Low	Med
CH-LP-02	Upper Cop-per Slough Greenway	SUP (OS)	CTP	S of William St	Kirby Ave	0.57	County	Champaign (unincorpo-rated)		Low	Med
CH-LP-03	Future Olympian Drive Exten-sion	SUP (SP)	CTP, CI-OEP, CPD	Street termi-nus	US 150	0.84	County	Champaign (unincorpo-rated)		Low	Med
CH-LP-04	Oak Street	Bike Lanes	CTMP, CBIP, CBP, St. Mary's Road	Kirby Ave	St Mary's Rd	0.24	UIUC	Champaign		Low	Low
CH-LP-05	Oak Street	Bike Lanes	CBP, CBIP, St. Mary's Road	St Mary's Rd	Gerty Dr	0.51	UIUC	Champaign		Low	Low
CH-LP-06	Oak Street	Bike Route	CBP, CBIP	Gregory Dr	Stadium Dr	0.10	UIUC	Champaign		Low	Low
CH-LP-07	Oak Street	Bike Route	CBP	Stadium Dr	Kirby Ave	0.33	UIUC	Champaign		Low	Low
CH-LP-08	Oak Street	Bike Route	CBP, CBIP	Armory Ave	Gregory Dr	0.09	UIUC	Champaign		Low	Low
CH-LP-09	Future Olympian Drive Multi-Use Trail	SUP (SP)	CTP, CTMP, UBMP, CPD	CNRR	Apollo Dr	0.49	Champaign	Champaign		Low	Low
CH-LP-10	Rising Road Multi-Use Trail	SUP (SP)	CTP, SR, CPD	S of IL 10	S of Sand-cherry Dr	0.75	Champaign	Champaign	West side	Low	Low
CH-LP-11	Rising Road Multi-Use Trail	SUP (SP)	CTP, SR, CPD	N of Jacks Blvd	S of Windsor Rd	0.75	Champaign	Champaign	West side	Low	Low
CH-LP-12	Kaskaskia River Gre-enway	SUP (OS)	CTP, GT, SR, CPD	Bradley Ave	Curtis Rd	4.33	County	Champaign (unincorpo-rated)		Low	Low
CH-LP-13	Kaskaskia River Gre-enway	SUP (OS)	CTP, GT, CPD	US 150	Bradley Ave	3.11	County	Champaign (unincorpo-rated)		Low	Low
CH-LP-14	Rising Road Multi-Use Trail	SUP (SP)	CTP, SR, CPD	S of Wind-sor Rd	Curtis Rd	0.75	County	Champaign (unincorpo-rated)	West side	Low	Low
CH-LP-15	Rising Road Multi-Use Trail	SUP (SP)	CTP, CPD	US 150	IL 10	3.91	County	Champaign (unincorpo-rated)	West side	Low	Low

Project ID	Name	Type	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time-frame
CH-LP-16	Rising Road Multi-Use Trail	SUP (SP)	CTP, SR, CPD	IL 10	S of IL 10	0.49	County	Champaign (unincorpo-rated)	West side	Low	Low
CH-LP-17	Rising Road Multi-Use Trail	SUP (SP)	CTP, SR, CPD	S of Sand-cherry Dr	N of Jacks Blvd	0.25	County	Champaign (unincorpo-rated)	West side	Low	Low
CH-LP-18	Anthony Drive	Bike Lanes	CTMP, CBIP	Marketview Dr	Campbell Dr	0.70	Champaign	Champaign		Low	
CH-LP-19	Anthony Drive	Bike Lanes	CTMP, CBIP	Campbell Dr	Mattis Ave	0.59	Champaign	Champaign		Low	
CH-LP-20	Church Street	Bike Lanes	CTMP	Mattis Ave	Country Fair Dr	0.26	IDOT	Champaign		Low	
CH-LP-21	Country Fair Drive	Bike Lanes	CTMP, CBIP	Church St	John St	0.66	Champaign	Champaign		Low	
CH-LP-22	Country Fair Drive	Bike Lanes	CTMP, CBIP	Bradley Ave	Church St	0.64	Champaign	Champaign		Low	
CH-LP-23	Devonshire Drive	Bike Lanes	CBIP, CTMP	Fox Dr	Prospect Ave	0.38	Champaign	Champaign		Low	
CH-LP-24	Devonshire Drive	Bike Lanes	CTMP 2010	Neil St	Fox Dr	0.23	Champaign	Champaign		Low	
CH-LP-25	Future Neil Street	Bike Lanes	CBIP, CTMP	Olympian Dr	Interstate Dr	0.53	Champaign	Champaign		Low	
CH-LP-26	Interstate Drive	Bike Lanes	CTMP, CBIP	Neil St	Mattis Ave	1.50	Champaign	Champaign		Low	
CH-LP-27	Interstate Drive	Bike Lanes	CBIP	Market St	Neil St	0.50	Champaign	Champaign		Low	
CH-LP-28	John Street	Bike Lanes	CTMP, CBIP	Kenwood Rd	Duncan Rd	0.50	Champaign	Champaign		Low	
CH-LP-29	Marketview Drive	Bike Lanes	CTMP, CBIP	Anthony Dr (W)	Baytowne Dr	0.23	Champaign	Champaign		Low	
CH-LP-30	Marketview Drive	Bike Lanes	CTMP, CBIP	Neil St	Anthony Dr (W)	0.84	Champaign	Champaign		Low	
CH-LP-31	Marketview Drive	Bike Lanes	CBIP, CTMP	Market St	Neil St	0.25	Champaign	Champaign		Low	
CH-LP-32	Mattis Avenue	Bike Lanes	CTMP, CBIP, GT, CIOEP	I-57	Anthony Dr	0.58	Champaign	Champaign		Low	
CH-LP-33	Mattis Avenue	Bike Lanes	CBIP	Champaign limits	Olympian Dr	0.40	Champaign	Champaign		Low	
CH-LP-34	Mattis Avenue	Bike Lanes	CTMP, CBIP, GT, CIOEP	Anthony Dr	Bloom-ington Rd	0.29	IDOT	Champaign		Low	
CH-LP-35	Mattis Avenue	Bike Lanes	CTMP, GT	Blooming-ton Rd	Williams-burg Dr	0.57	IDOT	Champaign		Low	
CH-LP-36	Mattis Avenue	Bike Lanes	CTMP, CBIP, GT, CIOEP	Olympian Dr	I-57	0.36	Champaign	Champaign		Low	

Project ID	Name	Type	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time-frame
CH-LP-37	Mattis Avenue	Bike Lanes	CTMP, CBIP, GT, CIOEP	I-57	I-57	0.06	IDOT	Champaign		Low	
CH-LP-38	Neil Street	Bike Lanes	CTMP	Interstate Dr	Market-view Dr	0.90	Champaign	Champaign		Low	
CH-LP-39	Neil Street	Bike Lanes	CTMP, CBIP	Marketview Dr	Anthony Dr	0.07	Champaign	Champaign		Low	
CH-LP-40	Neil Street	Bike Lanes	CBIP, CIOEP	Anthony Dr	Kenyon Rd	0.30	IDOT	Champaign		Low	
CH-LP-41	Staley Road	Bike Lanes	GT, CBIP, SR, CIOEP	Windsor Rd	S of Nick-laus Dr	0.63	Champaign	Champaign		Low	
CH-LP-42	Staley Road	Bike Lanes	GT, CBIP	US 150	Boulder Ridge Dr	1.99	Champaign	Champaign		Low	
CH-LP-43	Staley Road	Bike Lanes	GT, CBIP, SR, CIOEP	Boulder Ridge Dr	I-72	0.75	Champaign	Champaign		Low	
CH-LP-44	Staley Road	Bike Lanes	GT, CBIP, SR, CIOEP	I-72	I-72	0.08	IDOT	Champaign		Low	
CH-LP-45	Staley Road	Bike Lanes	GT, CBIP, SR, CIOEP	Springfield Ave (IL 10)	Turnberry Ridge Trail	0.73	Champaign	Champaign		Low	
CH-LP-46	Staley Road	Bike Lanes	GT, CBIP, SR, CIOEP	Kirby Ave	S of Brit-tany Trail Dr	0.51	Champaign	Champaign		Low	
CH-LP-47	Staley Road	Bike Lanes	GT, CBIP, SR, CIOEP	N of Iron-wood Ln	Copper Slough	0.31	Champaign	Champaign		Low	
CH-LP-48	University Avenue	Bike Lanes	CTMP	Mattis Ave	Country Fair Dr	0.26	IDOT	Champaign		Low	
CH-LP-49	Anthony Drive	Bike Route	CTMP, CBIP	Market St	Market-view Dr	1.18	Champaign	Champaign		Low	
CH-LP-50	Apollo Drive	Bike Route	CBIP	Olympian Dr	Mercury Dr	0.64	Champaign	Champaign		Low	
CH-LP-51	Bluegrass Lane	Bike Route	CBIP	Boulder Ridge Dr	Bradley Ave	0.26	Champaign	Champaign		Low	
CH-LP-52	Bluegrass Lane	Bike Route	CBIP	Bradley Ave	Tallgrass Dr	0.26	Champaign	Champaign		Low	
CH-LP-53	Boulder Ridge Drive	Bike Route	CBIP	Terminus	Staley Rd	0.78	Champaign	Champaign		Low	
CH-LP-54	Brittany Trail Drive	Bike Route	CBIP	Staley Rd	Mullikin Dr	0.47	Champaign	Champaign		Low	
CH-LP-55	Broadmoor Drive	Bike Route	CUUATS	Mattis Ave	Clover Ln	0.18	Champaign	Champaign		Low	
CH-LP-56	Broadmoor Drive	Bike Route	CBIP	Simon Trail	Mattis Ave	0.12	Champaign	Champaign		Low	
CH-LP-57	Carson Avenue	Bike Route	CBIP	Columbia Ave	Washing-ton St	0.06	Champaign	Champaign		Low	
CH-LP-58	Cedar Street	Bike Route	CTMP, CBIP	State St	Grand-view Dr	0.11	Champaign	Champaign		Low	

Project ID	Name	Type	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time-frame
CH-LP-59	Clover Lane	Bike Route	CUUATS	Southwood Dr	Broad-moor Dr	0.05	Champaign	Champaign		Low	
CH-LP-60	Cobblefield Road	Bike Route	CBIP	Crail Rd	Kirby Ave	0.44	Champaign	Champaign		Low	
CH-LP-61	Country Lane	Bike Route	CTMP, CBIP	Russell St	Waverly Dr	0.21	Champaign	Champaign		Low	
CH-LP-62	Crail Road	Bike Route	CBIP	Cobblefield Rd	Turnberry Dr	0.29	Champaign	Champaign		Low	
CH-LP-63	Crestwood Drive	Bike Route	CBIP	Bradley Ave	Clayton Blvd	0.36	Champaign	Champaign		Low	
CH-LP-64	Devonshire Drive	Bike Route	CTMP, CBIP	Prospect Ave	Lynwood Dr	0.11	Champaign	Champaign		Low	
CH-LP-65	Devonshire Drive	Bike Route	CBIP	Lynwood Dr	Sunview Dr	0.87	Champaign	Champaign		Low	
CH-LP-66	Farber Drive	Bike Route	CBIP, CTMP	Olympian Dr	Interstate Dr	0.58	Champaign	Champaign		Low	
CH-LP-67	Future Mul-likin Drive	Bike Route	CBIP	Windsor Rd	Mullikin Dr	0.50	Champaign	Champaign		Low	
CH-LP-68	Galen Drive	Bike Route	CTMP, CBIP	Devonshire Dr	Windsor Rd	0.25	Champaign	Champaign		Low	
CH-LP-69	Galen Drive	Bike Route	CBIP	Broadmoor Dr	Har-rington Dr	0.39	Champaign	Champaign		Low	
CH-LP-70	Galen Drive	Bike Route	CBIP	Windsor Rd	Prospect Ave	0.85	Champaign	Champaign		Low	
CH-LP-71	Garden Hills Drive	Bike Route	CTMP, CBIP	Blooming-ton Rd	Paula Dr	0.24	Champaign	Champaign		Low	
CH-LP-72	Gerty Drive	Bike Route	CBP	First St	Oak St	0.13	UIUC	Champaign		Low	
CH-LP-73	Glenn Park Drive	Bike Route	CUUATS	Mattis Ave	End City jurisdic-tion	0.09	Champaign	Champaign		Low	
CH-LP-74	Glenn Park Drive	Bike Route	CUUATS	End City jursidiction	Country Fair Dr	0.16	Private	Champaign		Low	
CH-LP-75	Glenn Park Drive	Bike Route	CTMP, CBIP	Victor St	Mattis Ave	0.21	Champaign	Champaign		Low	
CH-LP-76	Glenn Park Drive	Bike Route	CTMP, CBIP	Miller Ave	Victor St	0.18	Champaign	Champaign		Low	
CH-LP-77	Greencroft Drive	Bike Route	CTMP, CBIP	Prospect Ave	Kirby Ave	0.41	Champaign	Champaign		Low	
CH-LP-78	Hagan Street	Bike Route	CTMP, CBIP	Kenyon Rd	Bradley Ave	0.50	Champaign	Champaign		Low	
CH-LP-79	Hamilton Drive	Bike Route	CTMP, CBIP	Grandview Dr	Dawson Dr	0.07	Champaign	Champaign		Low	
CH-LP-80	Hessel Boulevard	Bike Route	CTMP, CBIP	Neil St	New St	0.61	Champaign	Champaign		Low	

Project ID	Name	Type	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time-frame
CH-LP-81	Hessel Boulevard	Bike Route	CBIP	New St	Prospect Ave	0.14	Champaign	Champaign		Low	
CH-LP-82	Jacks Boulevard	Bike Route	CBIP	Leahs Ln	Rising Rd	0.16	Champaign	Champaign		Low	
CH-LP-83	John Street	Bike Route	CBIP	Duncan Rd	Goldenview Dr	0.36	Champaign	Champaign		Low	
CH-LP-84	Kenyon Road	Bike Route	CTMP, CBIP	Market St	Hagan St	0.93	Champaign	Champaign		Low	
CH-LP-85	LaSell Drive	Bike Route	CTMP, CBIP	Dawson Dr	Prospect Ave	0.28	Champaign	Champaign		Low	
CH-LP-86	Leahs Lane	Bike Route	CBIP	Jacks Blvd	Stonebridge Dr	0.13	Champaign	Champaign		Low	
CH-LP-87	Mayfair Road	Bike Route	CBIP, CTMP	Waverly Dr	Sangamon Dr	0.15	Champaign	Champaign		Low	
CH-LP-88	Mayfair Road	Bike Route	CBIP, CTMP	Waverly Dr	Broadmoor Dr	0.39	Champaign	Champaign		Low	
CH-LP-89	Mayfair Road	Bike Route	CBIP	Broadmoor Dr	Devonshire Dr	0.29	Champaign	Champaign		Low	
CH-LP-90	McKinley Avenue	Bike Route	CTMP, CBIP	Bloomington Rd	Armory Ave	2.03	Champaign	Champaign		Low	
CH-LP-91	Nicklaus Drive	Bike Route	CBIP	Staley Rd	Mullikin Dr	0.42	Champaign	Champaign		Low	
CH-LP-92	Parkdale Drive	Bike Route	CTMP	Ethel S. Robeson Trail	Crescent Dr	0.03	Champaign	Champaign		Low	
CH-LP-93	Parkland Way	Bike Route	CTMP	Mattis Ave	Greenbelt Bikeway	0.26	CPD	Champaign		Low	
CH-LP-94	Paula Drive	Bike Route	CTMP	McKinley Ave	Garden Hills Dr	0.59	Champaign	Champaign		Low	
CH-LP-95	Russell Street	Bike Route	CTMP, CBIP	University Ave	Armory Ave	0.75	Champaign	Champaign		Low	
CH-LP-96	Russell Street	Bike Route	CBIP, CTMP	Columbia Ave	Church St	0.21	Champaign	Champaign		Low	
CH-LP-97	Russell Street	Bike Route	CTMP, CBIP	Church St	University Ave	0.14	Champaign	Champaign		Low	
CH-LP-98	Southwood Drive	Bike Route	CBIP	Clover Ln	Duncan Rd	0.89	Champaign	Champaign		Low	
CH-LP-99	Sunview Drive	Bike Route	CBIP	Devonshire Dr	Harrington Dr	0.22	Private	Champaign		Low	
CH-LP-100	Victor Street	Bike Route	CUUATS	Glenn Park Dr	White St	0.35	Champaign	Champaign		Low	
CH-LP-101	Waverly Drive	Bike Route	CBIP, CTMP	Mayfair Rd (N)	Mayfair Rd (S)	0.44	Champaign	Champaign		Low	
CH-LP-102	Westlawn Avenue	Bike Route	CBIP, CTMP	John St	Mayfair Rd	0.38	Champaign	Champaign		Low	

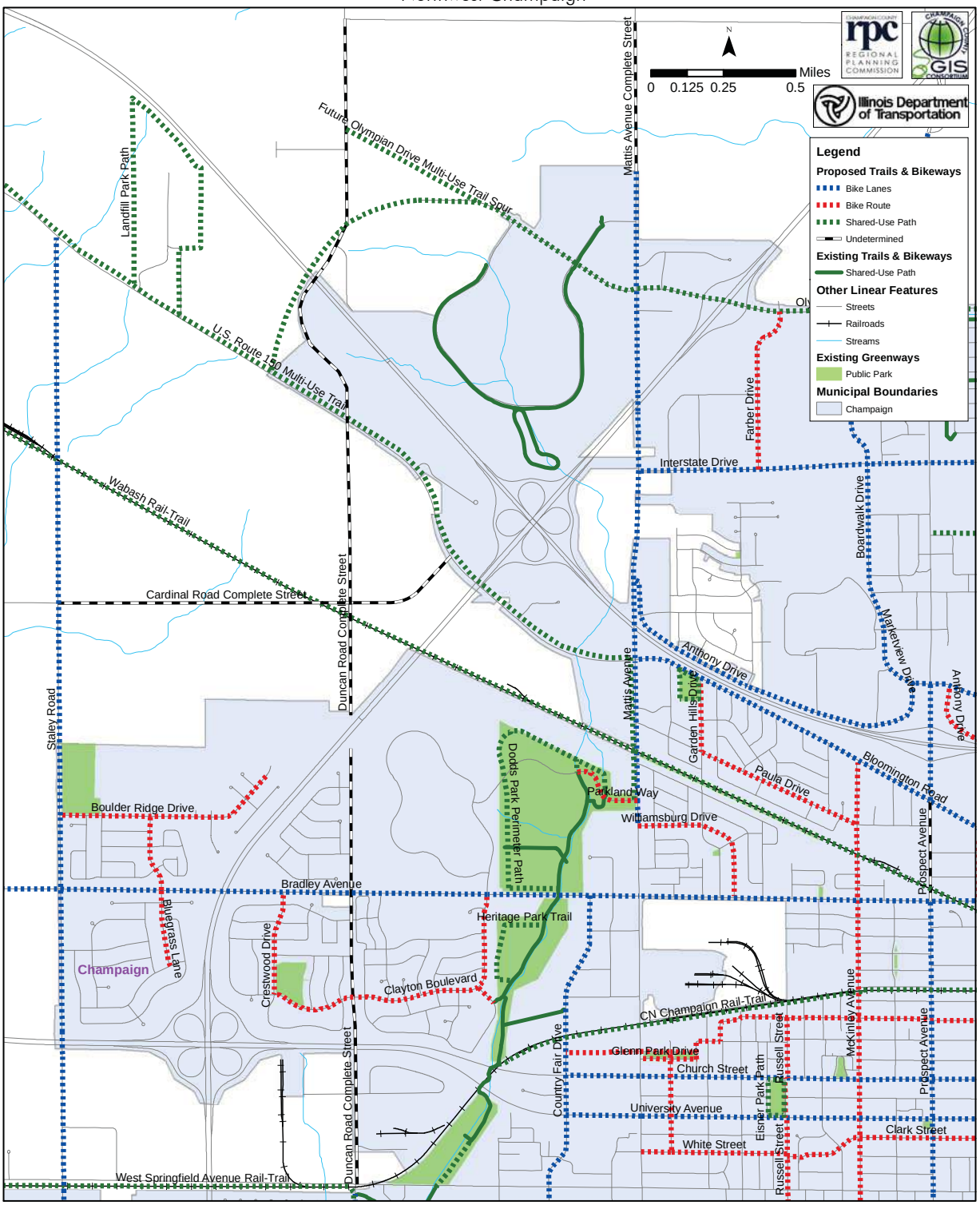
Project ID	Name	Type	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time-frame
CH-LP-103	White Street	Bike Route	CTMP, CBIP	Russell St	Victor St	0.40	Champaign	Champaign		Low	
CH-LP-104	White Street	Bike Route	CBIP, CTMP	Flora Dr	Russell St (S)	0.04	Champaign	Champaign		Low	
CH-LP-105	White Street	Bike Route	CTMP, CBIP	Victor St	Mattis Ave	0.10	Champaign	Champaign		Low	
CH-LP-106	Williams-burg Drive	Bike Route	CTMP, CBIP	Bradley Ave	Mattis Ave	0.53	Champaign	Champaign		Low	
CH-LP-107	Mattis Avenue Complete Street	Com-plete Street	CTMP, GT	N of Kenny Ave	S of Kenny Ave	0.46	Champaign	Champaign		Low	
CH-LP-108	Mattis Avenue Complete Street	Com-plete Street	CTMP, GT	Windsor Rd	S of Windsor Rd	0.10	Champaign	Champaign		Low	
CH-LP-109	Mattis Avenue Complete Street	Com-plete Street	CTMP, GT	N of Curtis Rd	Curtis Rd	0.26	Champaign	Champaign		Low	
CH-LP-110	Staley Road Complete Street	Com-plete Street	CTMP	Curtis Rd	Cham-paign limits	0.38	Champaign	Champaign		Low	
CH-LP-111	Rising Road	Share the Road	SR	S of IL 10	S of Sand-cherry Dr	0.75	Champaign	Champaign		Low	
CH-LP-112	Rising Road	Share the Road	SR	N of Jacks Blvd	S of Windsor Rd	0.75	Champaign	Champaign		Low	
CH-LP-113	Cham-paign-Sa-voy Border Trail	SUP (OS)	US 45	Savoy limits	Mattis Ave	0.25	Champaign	Champaign		Low	
CH-LP-114	Eisner Park Path	SUP (OS)	CPD			0.36	CPD	Champaign		Low	
CH-LP-115	Garden Hills Park Path	SUP (OS)	CPD	US 150	Garden Hills School	0.31	CPD	Champaign		Low	
CH-LP-116	Hallbeck Park Path	SUP (OS)	CPD	Duncan Rd	Duncan Rd	0.30	CPD	Champaign		Low	
CH-LP-117	Noel Park Path	SUP (OS)	CPD			0.46	CPD	Champaign		Low	
CH-LP-118	Clark Park Path	SUP (SP)	CPD			0.32	CPD	Champaign		Low	
CH-LP-119	Staley Road	Bike Lanes	GT, CBIP, SR, CIOEP	I-72	Spring-field Ave (IL 10)	0.46	County	Champaign (unincorpo-rated)		Low	

Project ID	Name	Type	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time-frame
CH-LP-120	Staley Road	Bike Lanes	GT, CBIP, SR, CIOEP	Turnberry Ridge Trail	Kirby Ave	0.24	County	Champaign (unincorporated)		Low	
CH-LP-121	Staley Road	Bike Lanes	GT, CBIP, SR, CIOEP	S of Brittany Trail Dr	N of Ironwood Ln	0.05	County	Champaign (unincorporated)		Low	
CH-LP-122	Staley Road	Bike Lanes	GT, CBIP, SR, CIOEP	Copper Slough	Windsor Rd	0.14	County	Champaign (unincorporated)		Low	
CH-LP-123	Staley Road	Bike Lanes	GT, CBIP, SR, CIOEP	S of Nicklaus Dr	Curtis Rd	0.38	County	Champaign (unincorporated)		Low	
CH-LP-124	Future English Oak Drive	Bike Route	CBIP	Staley Rd	English Oak Dr	0.51	County	Champaign (unincorporated)		Low	
CH-LP-125	Cardinal Road Complete Street	Complete Street	CTMP	Bloomington Rd (US 150)	Staley Rd	1.42	County	Champaign (unincorporated)		Low	
CH-LP-126	Mattis Avenue Complete Street	Complete Street	CTMP	Ford Harris Rd	Champaign City Limit	0.52	County	Champaign (unincorporated)		Low	
CH-LP-127	Mattis Avenue Complete Street	Complete Street	CTMP, GT	S of Windsor Rd	N of Kenny Ave	0.07	County	Champaign (unincorporated)		Low	
CH-LP-128	Mattis Avenue Complete Street	Complete Street	CTMP, GT	S of Kenny Ave	N of Curtis Rd	0.12	County	Champaign (unincorporated)		Low	
CH-LP-129	Staley Road Complete Street	Complete Street	CTMP	Champaign limits	N of Old Church Rd	0.12	County	Champaign (unincorporated)		Low	
CH-LP-130	Rising Road	Share the Road	SR	S of Windsor Rd	Curtis Rd	0.75	County	Champaign (unincorporated)		Low	
CH-LP-131	Rising Road	Share the Road	SR	Bradley Ave	S of IL 10	1.51	County	Champaign (unincorporated)		Low	
CH-LP-132	Rising Road	Share the Road	SR	S of Sandcherry Dr	N of Jacks Blvd	0.25	County	Champaign (unincorporated)		Low	
CH-LP-133	Champaign-Savoy Border Trail	SUP (OS)	US 45	Mattis Ave	Duncan Rd	1.00	County	Champaign (unincorporated)		Low	
CH-LP-134	Harrington-Phinney Connector Trail	SUP (OS)	CUUATS	Harrington Dr	Phinney Branch Greenway	0.02	County	Champaign (unincorporated)		Low	

Project ID	Name	Type	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time-frame
CH-LP-135	Landfill Park Path	SUP (OS)	CPD, Reseeding Tomorrow	I-74	US 150	1.57	Champaign	Champaign (unincorpo-rated)		Low	
CH-LP-136	Future Olympian Drive Multi-Use Trail Spur	SUP (SP)	CTMP	Future Olympian Dr	Duncan Rd	0.53	County	Champaign (unincorpo-rated)		Low	

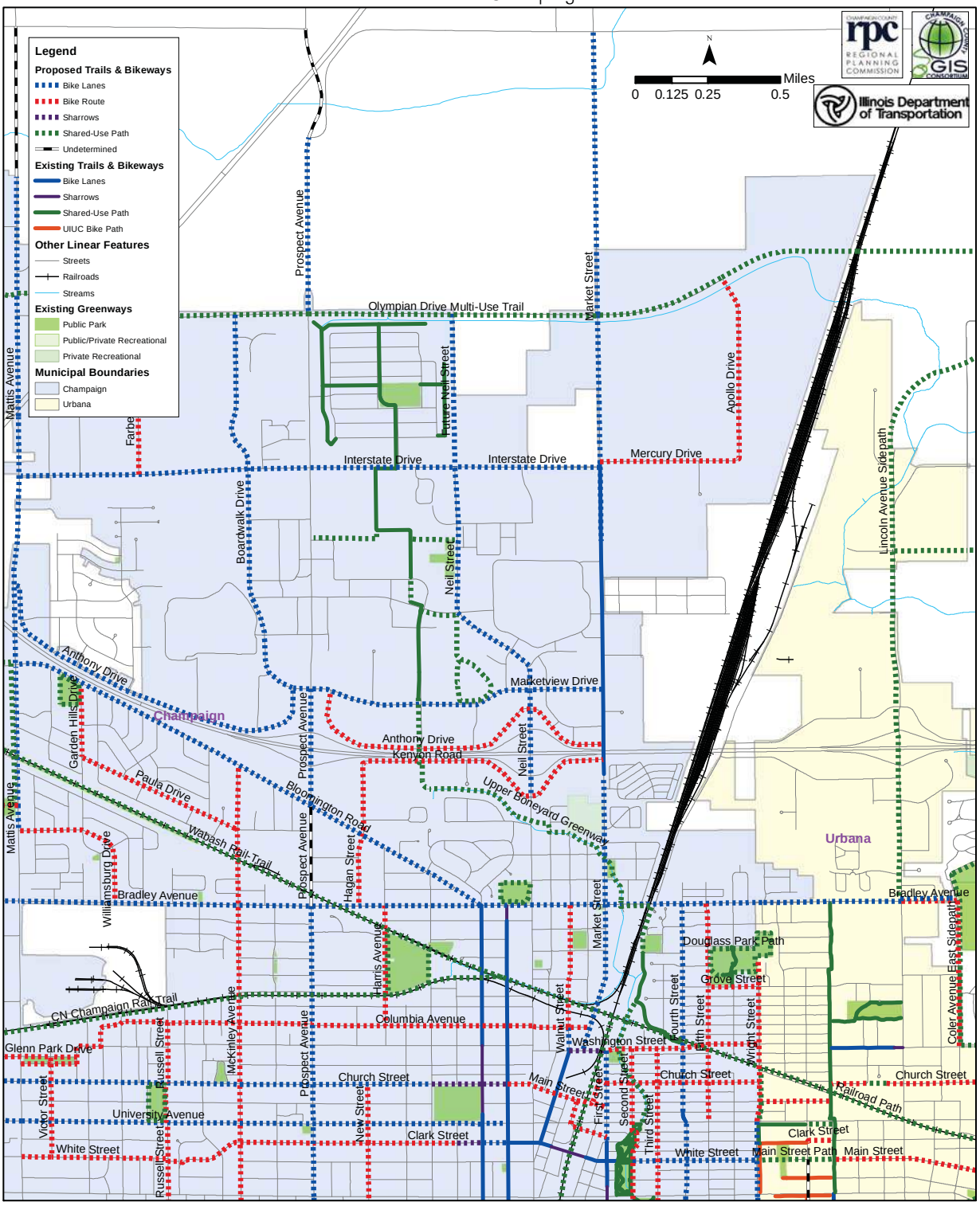
Map 24: Future Trail & Bikeway Conditions: NW Champaign

Active Choices: Champaign County Greenways & Trails Plan Update
Future Trail & Bikeway Conditions
Northwest Champaign



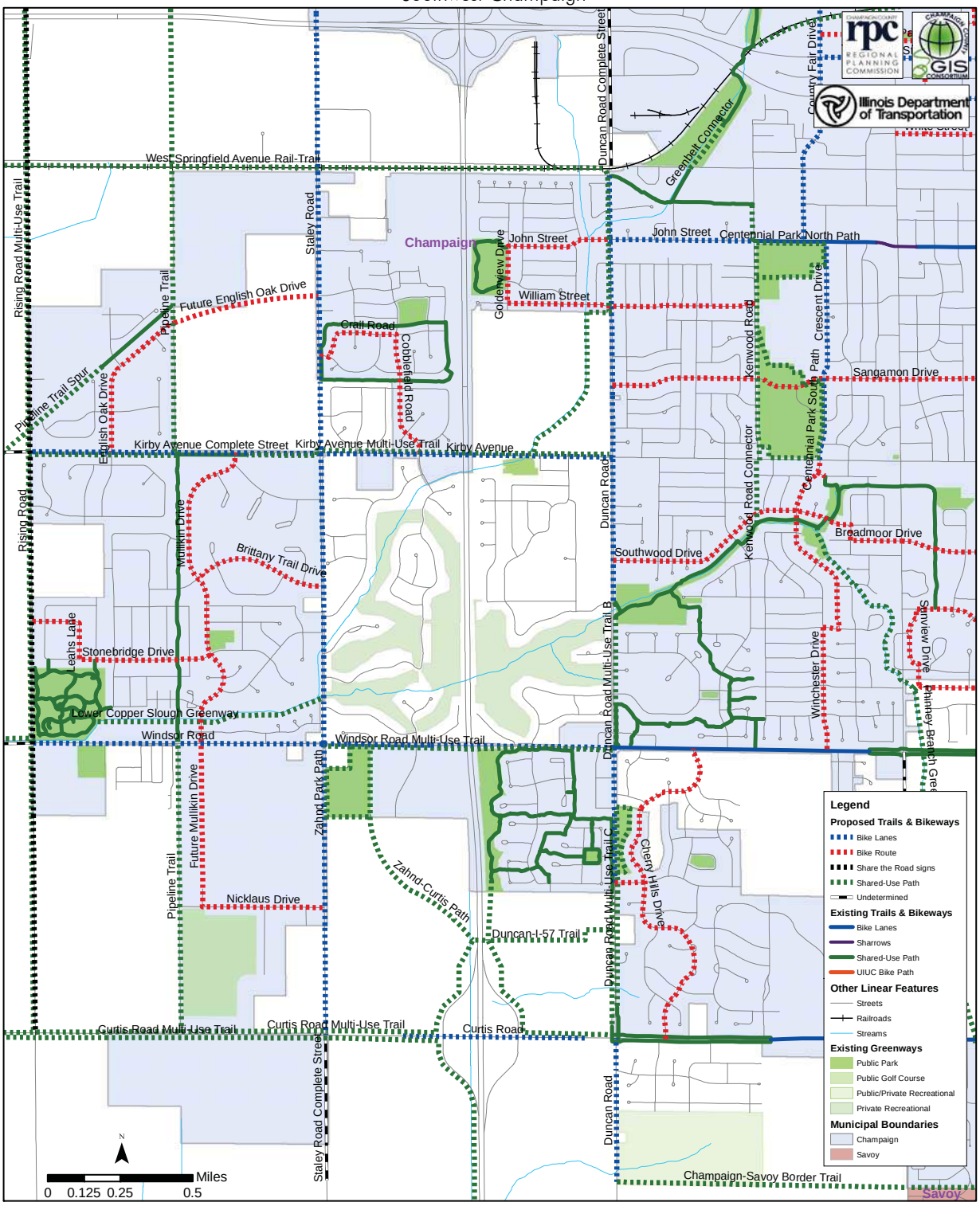
Map 25: Future Trail & Bikeway Conditions: NE Champaign

Active Choices: Champaign County Greenways & Trails Plan Update
Future Trail & Bikeway Conditions
Northeast Champaign



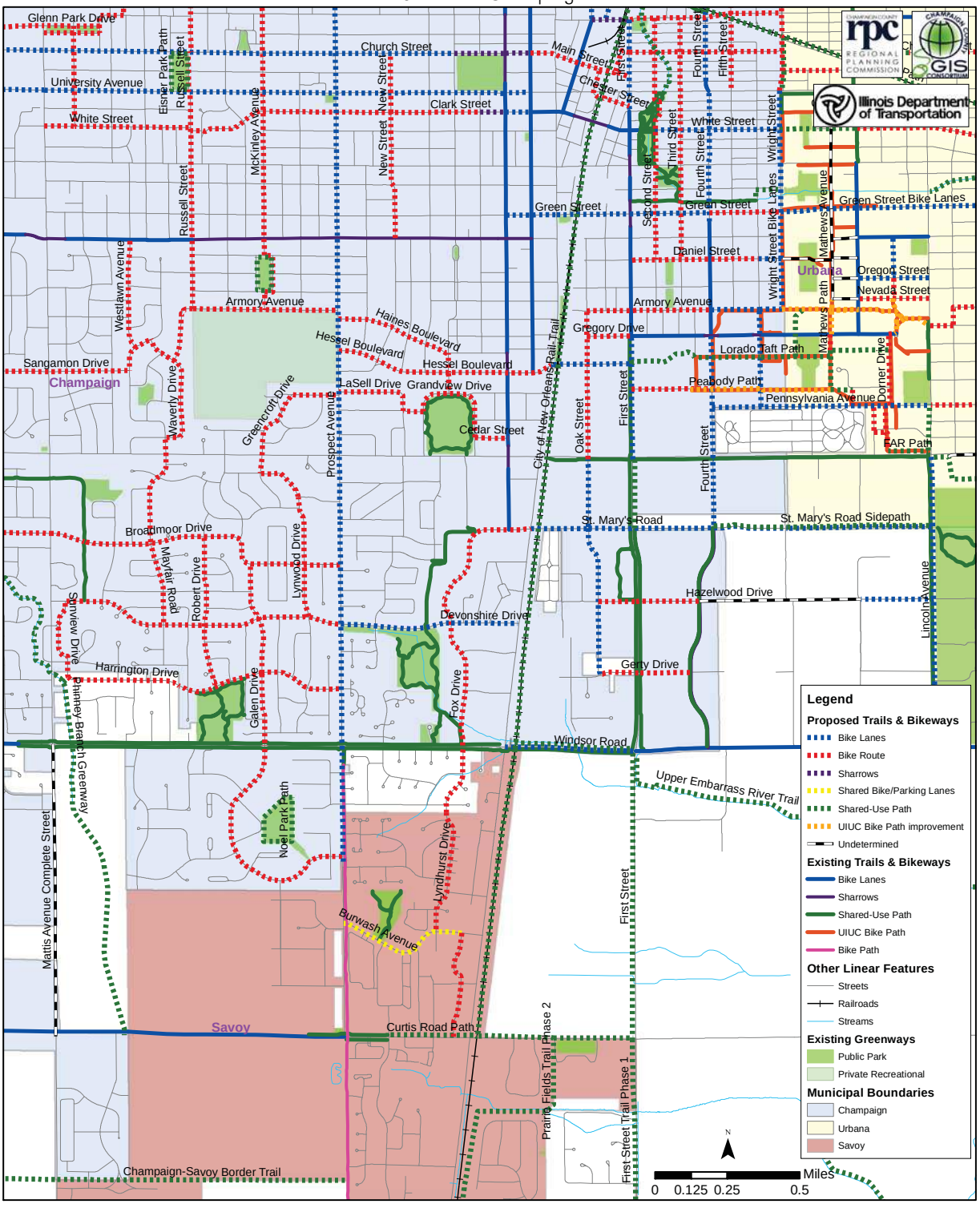
Map 26: Future Trail & Bikeway Conditions: SW Champaign

Active Choices: Champaign County Greenways & Trails Plan Update
Future Trail & Bikeway Conditions
Southwest Champaign



Map 27: Future Trail & Bikeway Conditions: SE Champaign

Active Choices: Champaign County Greenways & Trails Plan Update
Future Trail & Bikeway Conditions
Southeast Champaign



Urbana (including unincorporated areas)

Project ID	Name	Type	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time-frame
UR-HP-01	Amber Lane Bike Lanes	Bike Lanes	UBMP	Myra Ridge Dr	Philo Rd	0.27	Urbana	Urbana		High	High
UR-HP-02	Broadway Avenue	Bike Lanes	UBMP, University Ave	Park St	University Ave	0.07	Urbana	Urbana		High	High
UR-HP-03	Broadway Avenue	Bike Lanes	UBMP	High St	Illinois St	0.05	Urbana	Urbana		High	High
UR-HP-04	Broadway Avenue	Bike Lanes	UBMP	Illinois St	Washing-ton St	0.25	Urbana	Urbana		High	High
UR-HP-05	Green Street Bike Lanes	Bike Lanes	UBMP, CBP	Lincoln Ave	Wright St	0.51	Urbana	Urbana		High	High
UR-HP-06	Illinois Street	Bike Lanes	UBMP	Vine St	Race St	0.21	Urbana	Urbana		High	High
UR-HP-07	Oregon Street	Bike Lanes	UBMP, CBP	Lincoln Ave	Goodwin Ave	0.25	Urbana	Urbana		High	High
UR-HP-08	Race Street	Bike Lanes	UBMP	Elm St	S of Il-linois St	0.19	Urbana	Urbana		High	High
UR-HP-09	Clark Street	Bike Route	UBMP, GT, University Ave	Goodwin Ave	Mathews Ave	0.09	UIUC	Urbana		High	High
UR-HP-10	Elm Street	Bike Route	UBMP	Walnut St	Broadway Ave	0.06	Urbana	Urbana		High	High
UR-HP-11	Gregory Street	Bike Route	UBMP	Oregon St	Nevada St	0.07	UIUC	Urbana		High	High
UR-HP-12	High Street	Bike Route	UBMP	Walnut St	Broadway Ave	0.06	Urbana	Urbana		High	High
UR-HP-13	Illinois Street	Bike Route	UBMP	Race St	Coler Ave	0.55	Urbana	Urbana		High	High
UR-HP-14	Illinois Street HEUNA Bike Route	Bike Route	UBMP	Urbana Ave	Vine St	0.07	Urbana	Urbana	Thru His-toric East Urbana	High	High
UR-HP-15	Lanore Drive	Bike Route	UBMP	Washington St	S terminus	0.36	Urbana	Urbana		High	High
UR-HP-16	Main Street	Bike Route	UBMP, CBP	Coler Ave	Goodwin Ave	0.43	Urbana	Urbana		High	High
UR-HP-17	Main Street	Bike Route	UBMP	Springfield Ave	Coler Ave	0.35	Urbana	Urbana		High	High
UR-HP-18	Mumford Drive	Bike Route	UBMP	Philo Rd	Race St	1.09	Urbana	Urbana		High	High
UR-HP-19	Park Street Bike Route	Bike Route	UBMP, University Ave	Broadway Ave	Mc-Cullough St	0.28	Urbana	Urbana		High	High

Project ID	Name	Type	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time-frame
UR-HP-20	Penn-sylvania Avenue	Bike Route	SRTS	Race St	Lincoln Ave	0.50	Urbana	Urbana		High	High
UR-HP-21	Walnut Street	Bike Route	UBMP	Green St	High St	0.05	Urbana	Urbana		High	High
UR-HP-22	Washing-ton Street	Bike Route	UBMP	Vine St	Busey Ave	0.68	Urbana	Urbana		High	High
UR-HP-23	Vine Street	Share the Road	UBMP	Main St	Windsor Rd	2.04	Urbana	Urbana		High	High
UR-HP-24	Anderson Street Shared-Use Path to Windsor Road	SUP (OS)	UBMP	Anderson St	Windsor Rd	0.01	Urbana	Urbana		High	High
UR-HP-25	Boneyard Creek Path	SUP (OS)	UBMP, University Ave	University Ave	Broadway Ave	0.22	Urbana	Urbana		High	High
UR-HP-26	Boneyard Creek Path	SUP (OS)	UBMP, University Ave	Griggs St	Main St	0.14	Urbana	Urbana		High	High
UR-HP-27	Boneyard Creek Path	SUP (OS)	UBMP, University Ave	Broadway Ave	Griggs St	0.16	Urbana	Urbana		High	High
UR-HP-28	Crestview Park Loop Path	SUP (OS)	UBMP	Crestview Park Path	Crestview Park Path	0.16	UPD	Urbana		High	High
UR-HP-29	Lincoln Square East Shared-Use Path	SUP (OS)	UBMP	Elm St	Green St	0.06	Lincoln Square	Urbana		High	High
UR-HP-30	Broadway Avenue West Side-path	SUP (SP)	UBMP, GT, University Ave	Country Club Rd	Park St	0.70	UPD	Urbana		High	High
UR-HP-31	Florida Avenue North Sidepath	SUP (SP)	UBMP	Vine St	Broadway Ave	0.11	UPD	Urbana		High	High
UR-HP-32	Future Florida Avenue Sidepath	SUP (SP)	UBMP, GT, IL 130	E of Aber-corn St	High Cross Rd (IL 130)	0.49	Urbana	Urbana		High	High
UR-HP-33	Lincoln Avenue	SUP (SP)	CBP, UBMP	Pennsylva-nia Ave	Florida Ave	0.16	Urbana	Urbana		High	High
UR-HP-34	Park Street North Sidepath	SUP (SP)	UBMP, University Ave	Broadway Ave	Mc-Cullough St	0.27	UPD	Urbana		High	High

Project ID	Name	Type	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time-frame
UR-HP-35	AMBUCS Park Loop Path	SUP (OS)	UBMP, GT	AMBUCS-Webber Park Path	AM-BUCS-Webber Park Path	0.61	UPD	Urbana		High	Med
UR-HP-36	AMBUCS-Webber Park Path	SUP (OS)	UBMP, GT	Perkins Rd	Saline Branch	0.50	UPD	Urbana		High	Med
UR-HP-37	AMBUCS-Webber Park Path	SUP (OS)	UBMP, GT	Saline Branch	AMBUCS Park	0.08	Urbana	Urbana		High	Med
UR-HP-38	AMBUCS-Webber Park Path	SUP (OS)	UBMP, GT	AMBUCS Park	University Ave	0.22	UPD	Urbana		High	Med
UR-HP-39	Chief Sh-emauger Park east path	SUP (OS)	UBMP, GT	Kerr Ave	Saline Branch Path	0.12	UPD	Urbana		High	Med
UR-HP-40	Chief Sh-emauger Park west path	SUP (OS)	UBMP, GT	Kerr Ave	Saline Branch Path	0.12	UPD	Urbana		High	Med
UR-HP-41	Kinch Street Cor-ridor Path	SUP (OS)	UBMP, GT	Main St	Washing-ton St	0.15	UPD	Urbana		High	Med
UR-HP-42	Lohmann Park Path	SUP (OS)	UBMP, GT	Colorado Ave	Colorado Ave	0.42	UPD	Urbana		High	Med
UR-HP-43	Lohmann Park-Thomas Paine path	SUP (OS)	UBMP	Thomas Paine School	Lohmann Park Path	0.03	USD	Urbana		High	Med
UR-HP-44	Prairie Park Loop Path	SUP (OS)	UBMP, GT	Kinch St	Washing-ton St	0.34	UPD	Urbana		High	Med
UR-HP-45	Saline Branch path	SUP (OS)	UBMP, GT	Chief Shem-auger Park	Broadway Ave	0.46	Urbana	Urbana		High	Med
UR-HP-46	Saline Branch Path	SUP (OS)	UBMP, GT	Perkins Road Park Site	Chief Sh-emauger Park	0.25	Urbana	Urbana		High	Med
UR-HP-47	Saline Branch path	SUP (OS)	UBMP, GT	Chief Shem-auger Park	Chief Sh-emauger Park	0.19	UPD	Urbana		High	Med
UR-HP-48	Weaver Park East Path	SUP (OS)	UBMP, GT	Bakers Ln	Bakers Ln	0.34	UPD	Urbana		High	Med
UR-HP-49	Weaver Park South Path	SUP (OS)	UBMP, GT	Bakers Ln	Kinch St	0.27	UPD	Urbana		High	Med

Project ID	Name	Type	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time-frame
UR-HP-50	Weaver Park West Path	SUP (OS)	UBMP, GT	Main St	Prairie Park	0.36	UPD	Urbana		High	Med
UR-HP-51	Main Street South Sidepath	SUP (SP)	UBMP, GT	Weaver Park	Lierman Ave	0.38	Urbana	Urbana		High	Med
UR-HP-52	Saline Branch path	SUP (SP)	UBMP	Crystal Lake Pool Path	Broadway Ave	0.58	UPD	Urbana		High	Med
UR-HP-53	Green Street Bike Lanes	Bike Lanes	UBMP	Race St	Lincoln Ave	0.55	Urbana	Urbana		High	Low
UR-HP-54	Boneyard Creek Path	SUP (OS)	UBMP	Main St	Lincoln Ave	0.45	Urbana	Urbana		High	Low
UR-HP-55	Race Street Sidepath Extension	SUP (SP)	UBMP	Meadow-brook Park Prairie Path	Mead-owbrook Park S limit	0.06	UPD	Urbana		High	Low
UR-HP-56	Pomology Path	SUP (OS)	UBMP, GT	Philo Rd	Mead-owbrook Park	0.56	County	Urbana (unin-corporated)		High	Low
UR-HP-57	Race Street Sidepath Extension	SUP (SP)	UBMP	Meadow-brook Park	Curtis Rd	0.50	County	Urbana (unin-corporated)		High	Low
UR-HP-58	Perkins Road Park Site Trail	SUP (OS)	GT	AMBUCS-Webber Park Path	AM-BUCS-Webber Park Path	0.64	UPD	Urbana		High	
UR-HP-59	Gregory Path	UIUC Bike Path	CBP	Nevada St	Armory Path	0.05	UIUC	Urbana		High	
UR-HP-60	Gregory Path	UIUC Bike Path	CBP	Armory Path	Gregory Dr	0.07	UIUC	Urbana		High	
UR-HP-61	Gregory Path Spur	UIUC Bike Path	CBP	Armory Path	Gregory Path	0.03	UIUC	Urbana		High	
UR-MP-01	Bradley Avenue	Bike Lanes	UBMP	Lincoln Ave	Goodwin Ave	0.25	Urbana	Urbana		Med	High
UR-MP-02	Bradley Avenue	Bike Lanes	UBMP, CTMP	Goodwin Ave	Carver Dr	0.23	Urbana	Urbana		Med	High
UR-MP-03	Gregory Street	Bike Lanes	UBMP, CBP	Illinois St	Oregon St	0.14	Urbana	Urbana		Med	High
UR-MP-04	Washing-ton Street	Bike Lanes	UBMP, IL 130	High Cross Rd (IL 130)	Pfeffer Rd	0.25	Urbana	Urbana		Med	High
UR-MP-05	Adams Street	Bike Route	UBMP	Fairlawn Dr	Florida Ave	0.16	Urbana	Urbana		Med	High

Project ID	Name	Type	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time-frame
UR-MP-06	Beringer Circle Bike Route	Bike Route	UBMP	Slayback Rd	University Ave	0.28	Urbana	Urbana		Med	High
UR-MP-07	Bradley Avenue	Bike Route	UBMP	Coler Ave	Lincoln Ave	0.16	Urbana	Urbana		Med	High
UR-MP-08	Busey Avenue Bike Route	Bike Route	UBMP	Washington St	Iowa St	0.06	Urbana	Urbana		Med	High
UR-MP-09	California Avenue HEUNA Bike Route	Bike Route	UBMP	Grove St	Urbana Ave	0.12	Urbana	Urbana	Thru Historic East Urbana	Med	High
UR-MP-10	Church Street Bike Route	Bike Route	UBMP, University Ave	McCullough St	Orchard St	0.12	Urbana	Urbana		Med	High
UR-MP-11	Coler Avenue Bike Route	Bike Route	UBMP	N of Sunset Dr	Fairview Ave	0.28	Urbana	Urbana		Med	High
UR-MP-12	Coler Avenue Bike Route	Bike Route	UBMP	Bradley Ave	S of Bradley Ave	0.17	Urbana	Urbana		Med	High
UR-MP-13	George Huff Drive Bike Route	Bike Route	UBMP	Mumford Dr	Race St	0.36	Urbana	Urbana		Med	High
UR-MP-14	Iowa Street Bike Route	Bike Route	UBMP	Busey Ave	Lincoln Ave	0.08	Urbana	Urbana		Med	High
UR-MP-15	Kerr Avenue	Bike Route	UBMP, GT	Urbana limits	Broadway Ave	0.63	Urbana	Urbana		Med	High
UR-MP-16	Kerr Avenue	Bike Route	UBMP	Eastern Ave	Urbana limits	0.19	County	Urbana		Med	High
UR-MP-17	Main Street	Bike Route	UBMP	Urbana limits	Scottswood Dr	0.18	Urbana	Urbana		Med	High
UR-MP-18	Main Street	Bike Route	UBMP	Pfeffer Rd	Urbana limits	0.03	Urbana	Urbana		Med	High
UR-MP-19	Nevada Street	Bike Route	UBMP, CBP	Lincoln Ave	Goodwin Ave	0.25	Urbana	Urbana		Med	High
UR-MP-20	Orchard Street Bike Route	Bike Route	UBMP	Fairview Ave	Church St	0.12	Urbana	Urbana		Med	High
UR-MP-21	Orchard Street Bike Route	Bike Route	UBMP	Pennsylvania Ave	Florida Ave	0.17	Urbana	Urbana		Med	High
UR-MP-22	Park Street Bike Route	Bike Route	UBMP, University Ave	Goodwin Ave	Wright St	0.25	Urbana	Urbana		Med	High
UR-MP-23	Pfeffer Road	Bike Route	UBMP	Main St	Washington St	0.42	Urbana	Urbana		Med	High

Project ID	Name	Type	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time-frame
UR-MP-24	Slayback Road Bike Route	Bike Route	UBMP	Beringer Cir	Urbana limits	0.16	Urbana	Urbana		Med	High
UR-MP-25	Smith Road	Bike Route	UBMP	Washington St	Florida Ave	0.51	Urbana	Urbana		Med	High
UR-MP-26	Smith Road	Bike Route	UBMP	University Ave	Main St	0.06	Urbana	Urbana		Med	High
UR-MP-27	Urbana Avenue HEUNA Bike Route	Bike Route	UBMP	Illinois St	California Ave	0.05	Urbana	Urbana	Thru Historic East Urbana	Med	High
UR-MP-28	Airport Road	Share the Road	UBMP	E of Somerset Dr	W of Landis Farm Rd	0.67	Urbana	Urbana		Med	High
UR-MP-29	Airport Road	Share the Road	UBMP	Cunningham Ave (US 45)	Willow Rd	0.53	Urbana	Urbana		Med	High
UR-MP-30	Coler Avenue	Share the Road	UBMP	N of Bradley Ave	Bradley Ave	0.06	Urbana	Urbana		Med	High
UR-MP-31	Colorado Avenue	Share the Road	UBMP	Philo Rd	Vine St	0.75	Urbana	Urbana		Med	High
UR-MP-32	Country Club Road	Share the Road	UBMP	Cunningham Ave (US 45)	Urbana limits	0.25	Urbana	Urbana		Med	High
UR-MP-33	High Cross Road	Share the Road	UBMP	I-74	I-74	0.05	IDOT	Urbana		Med	High
UR-MP-34	High Cross Road	Share the Road	UBMP	I-74	University Ave (US 150)	0.46	Urbana	Urbana		Med	High
UR-MP-35	Perkins Road	Share the Road	UBMP	Cunningham Ave (US 45)	Urbana limits	0.18	Urbana	Urbana		Med	High
UR-MP-36	Perkins Road	Share the Road	UBMP	Perkins Road Park Site	Brownfield Rd	0.17	Urbana	Urbana		Med	High
UR-MP-37	Race Street	Share the Road	UBMP	S of Illinois St	Washington St	0.22	Urbana	Urbana		Med	High
UR-MP-38	Washington Street	Share the Road	UBMP	Pfeffer Rd	Smith Rd	0.47	Urbana	Urbana		Med	High
UR-MP-39	Race Street	Sharrows	UBMP	Michigan Ave	Pennsylvania Ave	0.09	Urbana	Urbana		Med	High
UR-MP-40	Railroad Path	SUP (OS)	UBMP, GT	Broadway Ave	McCullough St	0.27	Penn Central RR	Urbana		Med	High

Project ID	Name	Type	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time-frame
UR-MP-41	High Cross Road/ IL 130 Sidepath	SUP (SP)	UBMP, IL 130	Washington St	Village Inn Pizza	0.90	IDOT	Urbana		Med	High
UR-MP-42	High Cross Road/ IL 130 Sidepath	SUP (SP)	UBMP, IL 130	US 150	Urbana limits S of Tatman Ct	0.25	IDOT	Urbana		Med	High
UR-MP-43	US 45 East Sidepath	SUP (SP)	UBMP, GT	O'Brien Dr	Perkins Rd	0.87	IDOT	Urbana		Med	High
UR-MP-44	US 45 East Sidepath	SUP (SP)	UBMP, GT	Urbana limits	O'Brien Dr	0.64	IDOT	Urbana		Med	High
UR-MP-45	Windsor Road North Sidepath	SUP (SP)	UBMP	Anderson St	Vine St	0.10	Urbana	Urbana		Med	High
UR-MP-46	Wright Street East Sidepath	SUP (SP)	UBMP, University Ave	Park St	University Ave	0.06	Urbana	Urbana		Med	High
UR-MP-47	Washington Street	Bike Lanes	UBMP, IL 130	E of High Cross Rd (IL 130)	High Cross Rd (IL 130)	0.10	County	Urbana (unincorporated)		Med	High
UR-MP-48	Bradley Avenue	Bike Route	UBMP	Coler Ave	Lincoln Ave	0.03	County	Urbana (unincorporated)		Med	High
UR-MP-49	Coler Avenue Bike Route	Bike Route	UBMP	S of Bradley Ave	N of Sunset Dr	0.05	County	Urbana (unincorporated)		Med	High
UR-MP-50	Eastern Avenue	Bike Route	UBMP	Perkins Rd	Kerr Ave	0.37	County	Urbana (unincorporated)		Med	High
UR-MP-51	Main Street	Bike Route	UBMP	University Ave	Urbana limits	0.22	County	Urbana (unincorporated)		Med	High
UR-MP-52	Main Street	Bike Route	UBMP	Urbana limits	Main St	0.11	County	Urbana (unincorporated)		Med	High
UR-MP-53	Slayback Street Bike Route	Bike Route	UBMP	Urbana limits	Smith Rd	0.34	County	Urbana (unincorporated)		Med	High
UR-MP-54	Smith Road Bike Route	Bike Route	UBMP	Slayback St	University Ave	0.23	County	Urbana (unincorporated)		Med	High
UR-MP-55	Airport Road	Share the Road	UBMP	Captiva St	Cunningham Ave (US 45)	0.22	County	Urbana (unincorporated)		Med	High
UR-MP-56	Airport Road	Share the Road	UBMP	High Cross Rd	E of Somerset Dr	0.58	County	Urbana (unincorporated)		Med	High
UR-MP-57	Airport Road	Share the Road	UBMP	Willow Rd	Apple Tree St	0.28	County	Urbana (unincorporated)		Med	High

Project ID	Name	Type	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time-frame
UR-MP-58	Brownfield Road	Share the Road	UBMP	Airport Rd	Perkins Rd	1.43	County	Urbana (unincorporated)		Med	High
UR-MP-59	Coler Avenue	Share the Road	UBMP	Country Club Rd	N of Bradley Ave	0.01	County	Urbana (unincorporated)		Med	High
UR-MP-60	Country Club Road	Share the Road	UBMP	Broadway Ave	Coler Ave	0.60	County	Urbana (unincorporated)		Med	High
UR-MP-61	Country Club Road	Share the Road	UBMP	Urbana limits	Broadway Ave	0.19	County	Urbana (unincorporated)		Med	High
UR-MP-62	High Cross Road	Share the Road	UBMP	Airport Rd	I-74	1.49	County	Urbana (unincorporated)		Med	High
UR-MP-63	Perkins Road	Share the Road	UBMP	Perkins Road Park Site	Urbana limits E of Spring Cir	0.25	County	Urbana (unincorporated)		Med	High
UR-MP-64	Perkins Road	Share the Road	UBMP	High Cross Rd	Brownfield Rd	1.20	County	Urbana (unincorporated)		Med	High
UR-MP-65	High Cross Road/ IL 130 Sidepath	SUP (SP)	UBMP, IL 130	Urbana limits S of Tatman Ct	Washington St	0.24	IDOT	Urbana (unincorporated)		Med	High
UR-MP-66	Kickapoo Rail Trail	SUP (SP)	UBMP, GT, IL 130	IL 130 (High Cross Rd)	Smith Rd	0.83	County	Urbana (unincorporated)		Med	High
UR-MP-67	Bradley Avenue Bike Lanes	Bike Lanes	UBMP	Coler Ave	Lincoln Ave	0.17	Urbana	Urbana		Med	Med
UR-MP-68	Lincoln Avenue	Bike Lanes	CBP	Hazelwood Dr	Windsor Rd	0.50	UIUC	Urbana		Med	Med
UR-MP-69	Lincoln Avenue	Bike Lanes	CBP	St. Mary's Rd	Hazelwood Dr	0.25	UIUC	Urbana		Med	Med
UR-MP-70	Lincoln Avenue	Bike Lanes	CBP	Florida Ave	St. Mary's Rd	0.25	UIUC	Urbana		Med	Med
UR-MP-71	Lincoln Avenue	Nature Trail	CBP	Michigan Ave	Pennsylvania Ave	0.09	UIUC	Urbana		Med	Med
UR-MP-72	Bakers Lane	SUP (OS)	UBMP	Main St	Washington St	0.49	Urbana	Urbana		Med	Med
UR-MP-73	Florida Ave path around UI President's House	SUP (OS)	UBMP, GT	Orchard St	Lincoln Ave	0.41	UIUC	Urbana		Med	Med
UR-MP-74	Hickory Street Park path	SUP (OS)	UBMP	Saline Branch Path	AMBUCS Park Loop Path	0.29	UPD	Urbana		Med	Med

Project ID	Name	Type	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time-frame
UR-MP-75	Lorado Taft Path	SUP (OS)	CBP	Mathews Path	Urbana limits	0.18	UIUC	Urbana		Med	Med
UR-MP-76	Lorado Taft Path	SUP (OS)	CBP	Dorner Dr	Mathews Ave	0.20	UIUC	Urbana		Med	Med
UR-MP-77	Main Street Path	SUP (OS)	CBP, University Ave	Goodwin Ave	Wright St	0.26	UIUC	Urbana		Med	Med
UR-MP-78	Peabody Drive Path	SUP (OS)	CBP	Goodwin Ave	Mathews Path	0.08	UIUC	Urbana		Med	Med
UR-MP-79	Coler Avenue East Sidepath	SUP (SP)	UBMP	N of Sunset Dr	Fairview Ave	0.27	Urbana	Urbana		Med	Med
UR-MP-80	Coler Avenue East Sidepath	SUP (SP)	UBMP	N of Bradley Ave	S of Bradley Ave	0.24	UPD	Urbana		Med	Med
UR-MP-81	Country Club Road South Sidepath	SUP (SP)	UBMP	Broadway Ave	Coler Ave	0.56	UPD	Urbana		Med	Med
UR-MP-82	Fairview Avenue North Sidepath	SUP (SP)	UBMP	Orchard St	Coler Ave	0.08	Urbana	Urbana		Med	Med
UR-MP-83	Florida Avenue	SUP (SP)	UBMP, GT	Race St	Orchard St	0.23	UIUC	Urbana		Med	Med
UR-MP-84	George Huff Drive Sidepath	SUP (SP)	UBMP, CBP	Race St	Hazelwood Dr	0.16	UIUC	Urbana		Med	Med
UR-MP-85	Hazelwood Drive Shared-Use Path	SUP (SP)	UBMP, CBP	George Huff Dr	Hazelwood Ct	0.10	UIUC	Urbana		Med	Med
UR-MP-86	Lincoln Avenue Sidepath	SUP (SP)	UBMP	Killarney St	Bradley Ave	0.34	Urbana	Urbana		Med	Med
UR-MP-87	Perkins Road South Sidepath	SUP (SP)	UBMP	Webber Park	Webber Park	0.31	UPD	Urbana		Med	Med
UR-MP-88	Washington Street North Sidepath	SUP (SP)	UBMP	Smith Rd	Lierman Ave	0.62	Urbana	Urbana		Med	Med
UR-MP-89	Peabody Path	UIUC Bike Path	CBP	Mathews Path	Urbana limit	0.16	UIUC	Urbana		Med	Med
UR-MP-90	Bradley Avenue Bike Lanes	Bike Lanes	UBMP	Coler Ave	Lincoln Ave	0.02	County	Urbana (unincorporated)		Med	Med

Project ID	Name	Type	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time-frame
UR-MP-91	Hazelwood Drive Path	Nature Trail	UBMP, CBP, GT	Hazelwood Ct	Lincoln Ave	0.25	UIUC	Urbana (unincorporated)		Med	Med
UR-MP-92	Coler Avenue East Sidepath	SUP (SP)	UBMP	Country Club Rd	N of Bradley Ave	0.03	UPD	Urbana (unincorporated)		Med	Med
UR-MP-93	Coler Avenue East Sidepath	SUP (SP)	UBMP	S of Bradley Ave	N of Sunset Dr	0.06	County	Urbana (unincorporated)		Med	Med
UR-MP-94	Pennsylvania Avenue	Bike Lanes	CBP	Lincoln Ave	Urbana limits	0.50	UIUC	Urbana		Med	Low
UR-MP-95	Washington Street	Bike Lanes	UBMP, IL 130	Pfeffer Rd	Smith Rd	0.47	Urbana	Urbana		Med	Low
UR-MP-96	Cottage Grove Avenue Bike Route	Bike Route	UBMP	Penn Central RR	Main St	0.11	Urbana	Urbana		Med	Low
UR-MP-97	Dorner Drive	Bike Route	CBP	Gregory Dr	Pennsylvania Ave	0.25	UIUC	Urbana		Med	Low
UR-MP-98	Mathews Avenue	Bike Route	CBP	Gregory Dr	Lorado Taft Path	0.06	UIUC	Urbana		Med	Low
UR-MP-99	CUMTD Path	SUP (OS)	UBMP	University Ave	Penn Central RR	0.12	CUMTD	Urbana		Med	Low
UR-MP-100	Deerfield Trails Path	SUP (OS)	UBMP, GT	South Ridge Park	Marc Trail	0.17	Urbana	Urbana		Med	Low
UR-MP-101	Lierman Avenue Trailhead to Railroad Path	SUP (OS)	UBMP	Penn Central RR	Main St	0.10	Urbana	Urbana		Med	Low
UR-MP-102	Marc Trail Path Extension	SUP (OS)	UBMP, GT	Deerfield Trails Path	Marc Trail	0.14	Urbana	Urbana		Med	Low
UR-MP-103	Mathews Path	SUP (OS)	CBP	Lorado Taft Path	Peabody Dr	0.12	UIUC	Urbana		Med	Low
UR-MP-104	Myra Ridge Path	SUP (OS)	UBMP, GT	Windsor Rd	South Ridge Park	0.21	Urbana	Urbana		Med	Low
UR-MP-105	Pfeffer Road Trailhead to Kickapoo Trail	SUP (OS)	UBMP	Railroad Path	Main St	0.08	Urbana	Urbana		Med	Low
UR-MP-106	Railroad Path	SUP (OS)	UBMP, GT	McCullough St	Coler Ave	0.17	Penn Central RR	Urbana		Med	Low
UR-MP-107	Railroad Path	SUP (OS)	UBMP, GT	Smith Rd	Broadway Ave	1.55	Penn Central RR	Urbana		Med	Low

Project ID	Name	Type	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time-frame
UR-MP-108	Railroad Path	SUP (OS)	UBMP, GT, University Ave	Lincoln Ave	Wright St	0.53	Penn Central RR	Urbana		Med	Low
UR-MP-109	Railroad Path	SUP (OS)	UBMP, GT, University Ave	Coler Ave	Lincoln Ave	0.20	Penn Central RR	Urbana	aka RTT Urbana West	Med	Low
UR-MP-110	Airport Road Sidepath	SUP (SP)	UBMP	Cunningham Ave (US 45)	Willow Rd	0.55	Urbana	Urbana		Med	Low
UR-MP-111	Airport Road Sidepath	SUP (SP)	UBMP, GT	W of Landis Farm Rd	Captiva St	0.16	Urbana	Urbana		Med	Low
UR-MP-112	Anthony Drive North Sidepath	SUP (SP)	UBMP	O'Brien Dr	Willow Rd	0.55	Urbana	Urbana		Med	Low
UR-MP-113	Country Club Road	SUP (SP)	UBMP	Cunningham Ave (US 45)	Urbana limits	0.25	Urbana	Urbana		Med	Low
UR-MP-114	FAR Path	SUP (SP)	CBP	Lincoln Ave	Virginia Dr	0.14	UIUC	Urbana	Along Florida Avenue, sign installation	Med	Low
UR-MP-115	Future Airport Road Sidepath	SUP (SP)	UBMP	Apple Tree Drive	Lincoln Ave	0.25	Urbana	Urbana		Med	Low
UR-MP-116	Future O'Brien Drive Sidepath	SUP (SP)	UBMP	O'Brien Dr	Willow Rd	0.11	Urbana	Urbana		Med	Low
UR-MP-117	Lincoln Avenue Sidepath	SUP (SP)	UBMP	Anthony Dr	Killarney St	0.32	IDOT	Urbana		Med	Low
UR-MP-118	Lincoln Avenue Sidepath	SUP (SP)	UBMP	Wilbur Rd	Anthony Dr	0.32	Urbana	Urbana		Med	Low
UR-MP-119	O'Brien Drive Sidepath	SUP (SP)	UBMP	Cunningham Ave (US 45)	W terminus	0.32	Urbana	Urbana		Med	Low
UR-MP-120	Philo Road Sidepath Extension	SUP (SP)	UBMP	S of Marc Trail	Urbana limits	0.20	Urbana	Urbana		Med	Low
UR-MP-121	Smith Road Sidepath	SUP (SP)	UBMP, GT	Kickapoo Rail-Trail	Main St	0.06	Urbana	Urbana		Med	Low
UR-MP-122	University Avenue Path	SUP (SP)	CBP, University Ave	Goodwin Ave	Mathews Ave	0.10	UIUC	Urbana		Med	Low

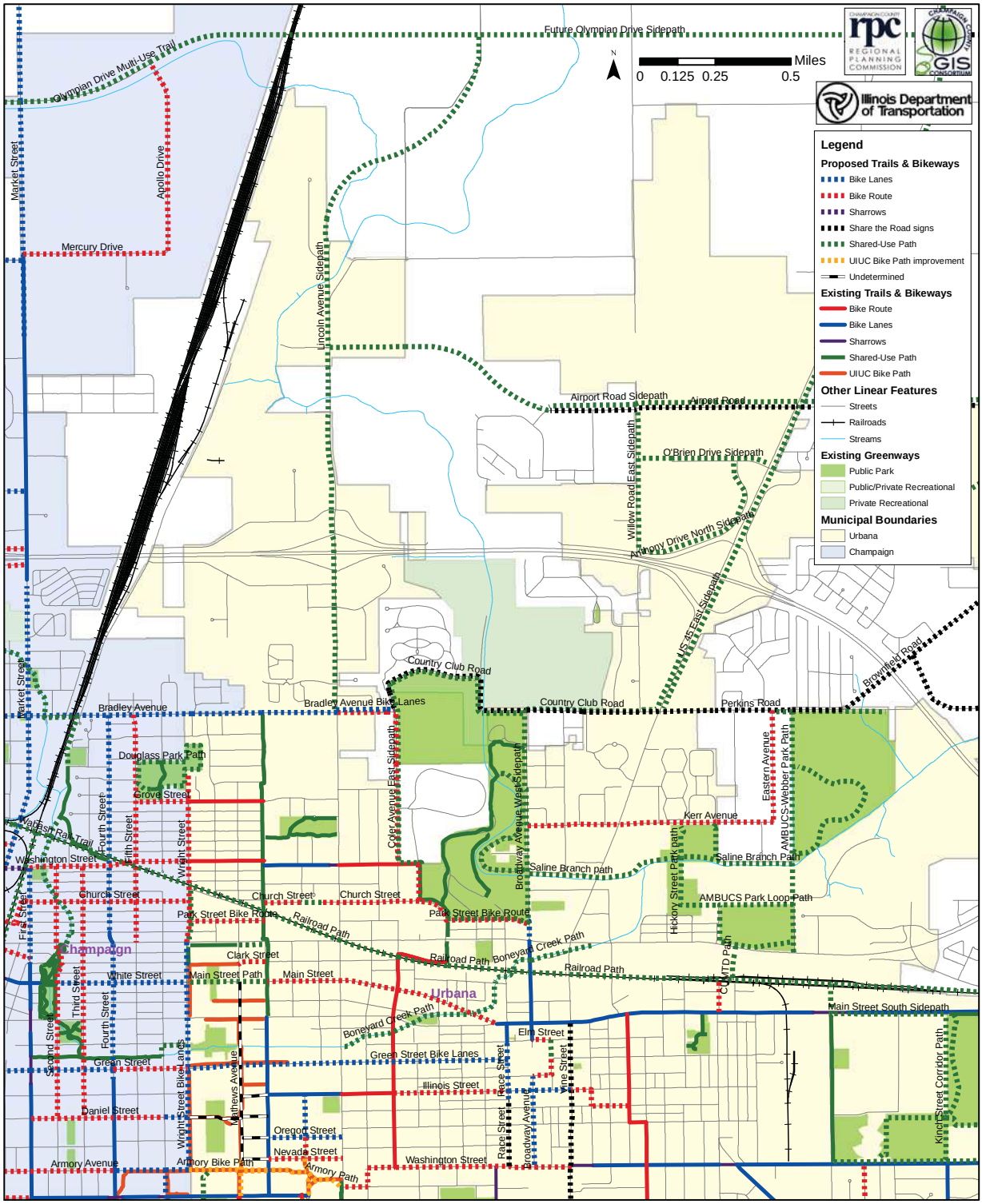
Project ID	Name	Type	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time-frame
UR-MP-123	US 45 West Side-path	SUP (SP)	UBMP	Kenyon Rd	Country Club Rd	0.19	IDOT	Urbana		Med	Low
UR-MP-124	Willow Road East Sidepath	SUP (SP)	UBMP	Airport Rd	Anthony Dr	0.47	Urbana	Urbana		Med	Low
UR-MP-125	Wright Street East Sidepath	SUP (SP)	UBMP, University Ave	Railroad	Park St	0.12	Urbana	Urbana		Med	Low
UR-MP-126	Mathews Path	UIUC Bike Path	CBP	Nevada St	Gregory Dr	0.12	UIUC	Urbana		Med	Low
UR-MP-127	Florida Avenue	Un-deter-mined	CBP	Orchard St	Lincoln Ave	0.20	UIUC	Urbana		Med	Low
UR-MP-128	Washing-ton Street	Bike Lanes	UBMP	Cottonwood Rd	E of High Cross Rd (IL 130)	0.91	County	Urbana (unin-corporated)		Med	Low
UR-MP-129	Future Olympian Drive	Share the Road	UBMP, GT (path)	High Cross Rd	Cunning-ham Ave (US 45)	1.00	County	Urbana (unin-corporated)		Med	Low
UR-MP-130	High Cross Road	Share the Road	UBMP	Future Olympian Dr	Airport Rd	1.22	County	Urbana (unin-corporated)		Med	Low
UR-MP-131	Airport Road Side-path	SUP (SP)	UBMP, GT	Brownfield Rd	W of Landis Farm Rd	0.77	County	Urbana (unin-corporated)		Med	Low
UR-MP-132	Airport Road Side-path	SUP (SP)	UBMP	Willow Rd	Apple Tree St	0.29	County	Urbana (unin-corporated)		Med	Low
UR-MP-133	Airport Road Side-path	SUP (SP)	UBMP, GT	Captiva St	Cunning-ham Ave (US 45)	0.20	County	Urbana (unin-corporated)		Med	Low
UR-MP-134	Country Club Road	SUP (SP)	UBMP	Urbana limits	Broadway Ave	0.19	County	Urbana (unin-corporated)		Med	Low
UR-MP-135	Curtis Road Side-path	SUP (SP)	UBMP	High Cross Rd	Race St	2.50	County	Urbana (unin-corporated)		Med	Low
UR-MP-136	Future Air-port Road Sidepath	SUP (SP)	UBMP	Apple Tree Drive	Lincoln Ave	0.54	County	Urbana (unin-corporated)		Med	Low
UR-MP-137	Future Olympian Drive Side-path	SUP (SP)	UBMP, CTP	US 45	Lincoln Ave	1.51	County	Urbana (unin-corporated)		Med	Low
UR-MP-138	Future Olympian Drive Side-path	SUP (SP)	UBMP, CTP	Lincoln Ave	CNRR	0.63	County	Urbana (unin-corporated)		Med	Low

Project ID	Name	Type	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time-frame
UR-MP-139	Lincoln Avenue Sidepath	SUP (SP)	UBMP	Olympian Dr (future)	Urbana limits N of Saline Ct	0.85	County	Urbana (unincorporated)		Med	Low
UR-MP-140	Lincoln Avenue Sidepath	SUP (SP)	UBMP	Urbana limits	Wilbur Rd	0.15	County	Urbana (unincorporated)		Med	Low
UR-MP-141	Lincoln Avenue Sidepath	SUP (SP)	UBMP	Urbana limits N of Saline Ct	Urbana limits S of Somer Dr	0.48	County	Urbana (unincorporated)		Med	Low
UR-MP-142	Perkins Road South Sidepath	SUP (SP)	UBMP	Perkins Road Park Site	Eastern Ave	0.06	County	Urbana (unincorporated)		Med	Low
UR-MP-143	Philo Road Sidepath Extension	SUP (SP)	UBMP	Urbana limits	Curtis Rd	0.24	County	Urbana (unincorporated)		Med	Low
UR-MP-144	US 45 East Sidepath	SUP (SP)	UBMP	Future Olympian Dr	Urbana limits	0.91	IDOT	Urbana (unincorporated)		Med	Low
UR-MP-145	St. Mary's Road	Bike Lanes	St. Mary's Road, CBP	Lincoln Ave	Wright St	0.50	UIUC	Urbana		Med	
UR-MP-146	Church Street	Bike Route	University Ave	Orchard St	W of Lincoln Ave	0.32	Urbana	Urbana		Med	
UR-MP-147	Church Street	Bike Route	University Ave	Harvey St	Goodwin Ave	0.12	Urbana	Urbana		Med	
UR-MP-148	College Court	Bike Route	CBP	Virginia Dr	Maryland Dr	0.04	UIUC	Urbana		Med	
UR-MP-149	Goodwin Avenue	Bike Route	CBP	Peabody Dr	Pennsylvania Ave	0.06	UIUC	Urbana		Med	
UR-MP-150	Gregory Drive Bike Route	Bike Route	CBP	Gregory Path	Dorner Dr	0.02	UIUC	Urbana		Med	
UR-MP-151	Maryland Drive	Bike Route	CBP	Pennsylvania Ave	College Ct	0.09	UIUC	Urbana		Med	
UR-MP-152	Virginia Drive	Bike Route	CBP	Pennsylvania Ave	Florida Ave	0.16	Urbana	Urbana		Med	
UR-MP-153	Eagle Ridge Trail	SUP (OS)	Urbana Comp Plan	Colorado Ave	Amber Ln	0.67	Urbana	Urbana		Med	
UR-MP-154	Illinois American Water Path	SUP (OS)	University Ave	W of Lincoln Ave	Harvey St	0.07	IAWC	Urbana	Church Street corridor	Med	
UR-MP-155	Library Path	SUP (OS)	CBP	Armory Path	Lorado Taft Path	0.18	UIUC	Urbana		Med	
UR-MP-156	St. Mary's Road Sidepath	SUP (SP)	St. Mary's Road	Lincoln Ave	Wright St	0.50	UIUC	Urbana		Med	

Project ID	Name	Type	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time-frame
UR-MP-157	Armory Bike Path	UIUC Bike Path	CBP	Mathews Ave	Wright St	0.17	UIUC	Urbana		Med	
UR-MP-158	Armory Bike Path	UIUC BIke Path	CBP	Gregory Path	Goodwin Ave	0.13	UIUC	Urbana		Med	
UR-MP-159	Armory Path	UIUC Bike Path	CBP	Goodwin Ave	Mathews Ave	0.18	UIUC	Urbana		Med	
UR-MP-160	Armory Path	UIUC BIke Path	CBP	Lincoln Ave	Gregory Path	0.14	UIUC	Urbana		Med	
UR-MP-161	Illinois Street Path	Un-deter-mined	CBP	Goodwin Ave	Mathews Ave	0.09	UIUC	Urbana		Med	
UR-MP-162	Mathews Avenue	Un-deter-mined	CBP	Green St	Nevada St	0.32	UIUC	Urbana		Med	
UR-MP-163	Mathews Avenue	Un-deter-mined	CBP	Main St	Green St	0.28	Urbana	Urbana		Med	
UR-MP-164	Nevada Street	Un-deter-mined	CBP	Goodwin Ave	Mathews Ave	0.09	UIUC	Urbana		Med	
UR-MP-165	Oregon Street	Un-deter-mined	CBP	Goodwin Ave	Mathews Ave	0.09	UIUC	Urbana		Med	
UR-MP-166	Quad Path	Un-deter-mined	CBP	Goodwin Ave	Mathews Ave	0.09	UIUC	Urbana		Med	
UR-MP-167	Quad Path	Un-deter-mined	CBP	Mathews Ave	Wright St	0.17	UIUC	Urbana		Med	
UR-MP-168	Hazel-wood Drive	Bike Lanes	CBP	Lincoln Ave	Goodwin Ave	0.25	UIUC	Urbana (unin-corporated)		Med	
UR-MP-169	Airport Road Path	SUP (SP)	GT	Brownfield Rd	High Cross Rd	0.33	County	Urbana (unin-corporated)		Med	
UR-MP-170	Hazel-wood Drive	Un-deter-mined	CBP	Goodwin Ave	Wright St	0.24	UIUC	Urbana (unin-corporated)		Med	
UR-LP-01	Somerset Path	SUP (OS)	UBMP	Airport Rd	S of Air-port Rd	0.63	Urbana	Urbana		Low	Med

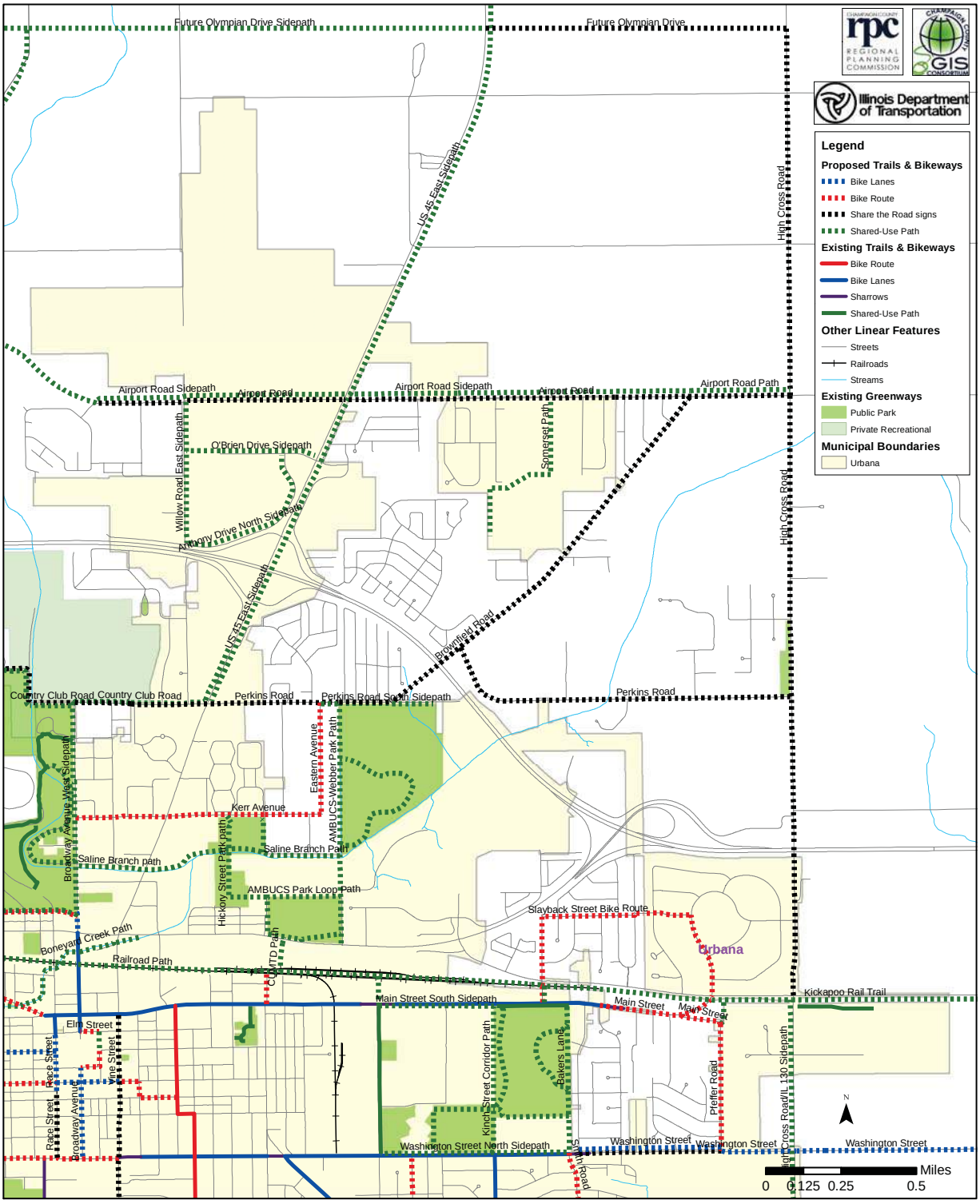
Map 28: Future Trail & Bikeway Conditions: NW Urbana

Active Choices: Champaign County Greenways & Trails Plan Update
Future Trail & Bikeway Conditions
Northwest Urbana



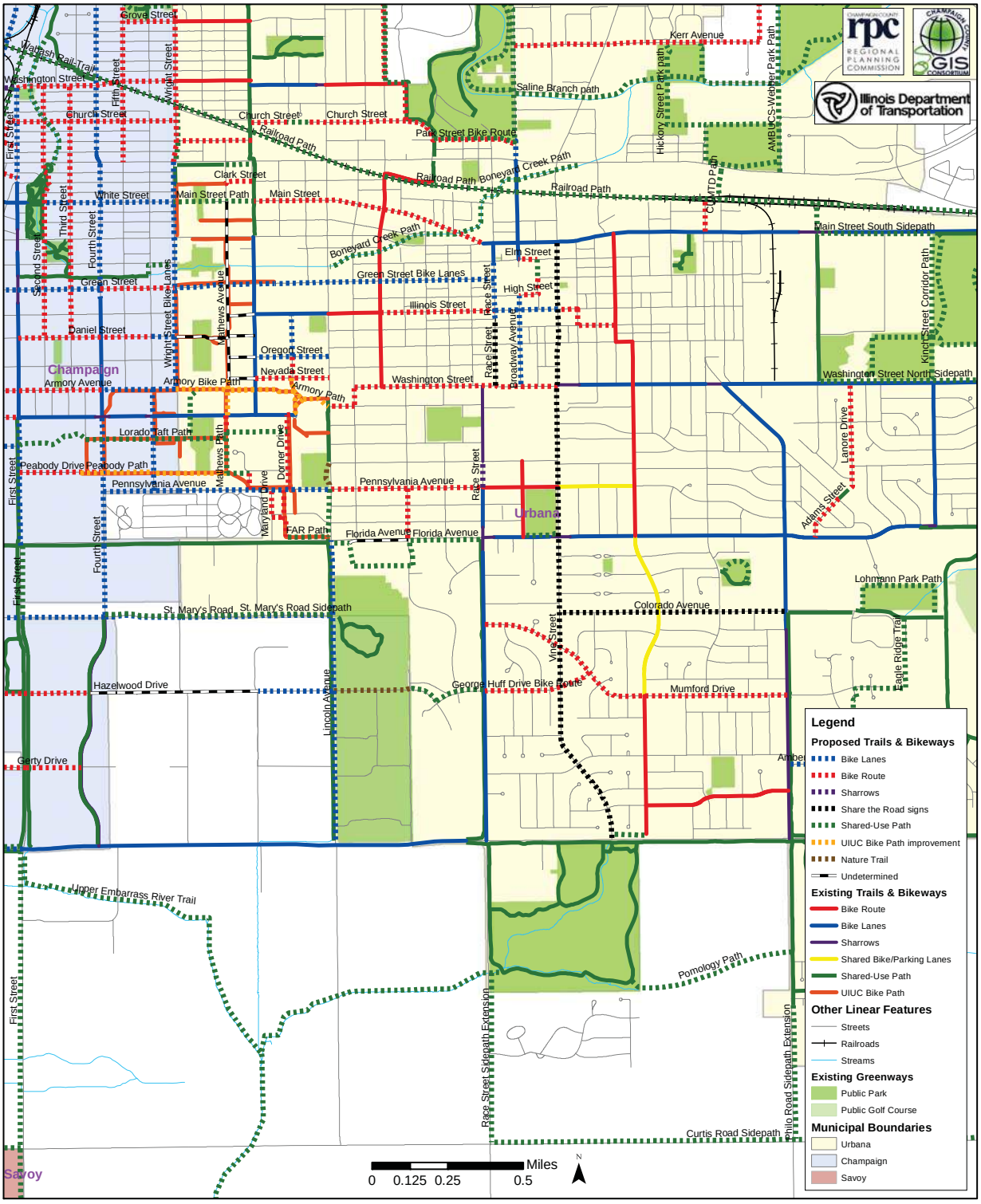
Map 29: Future Trail & Bikeway Conditions: NE Urbana

Active Choices: Champaign County Greenways & Trails Plan Update
Future Trail & Bikeway Conditions
Northeast Urbana



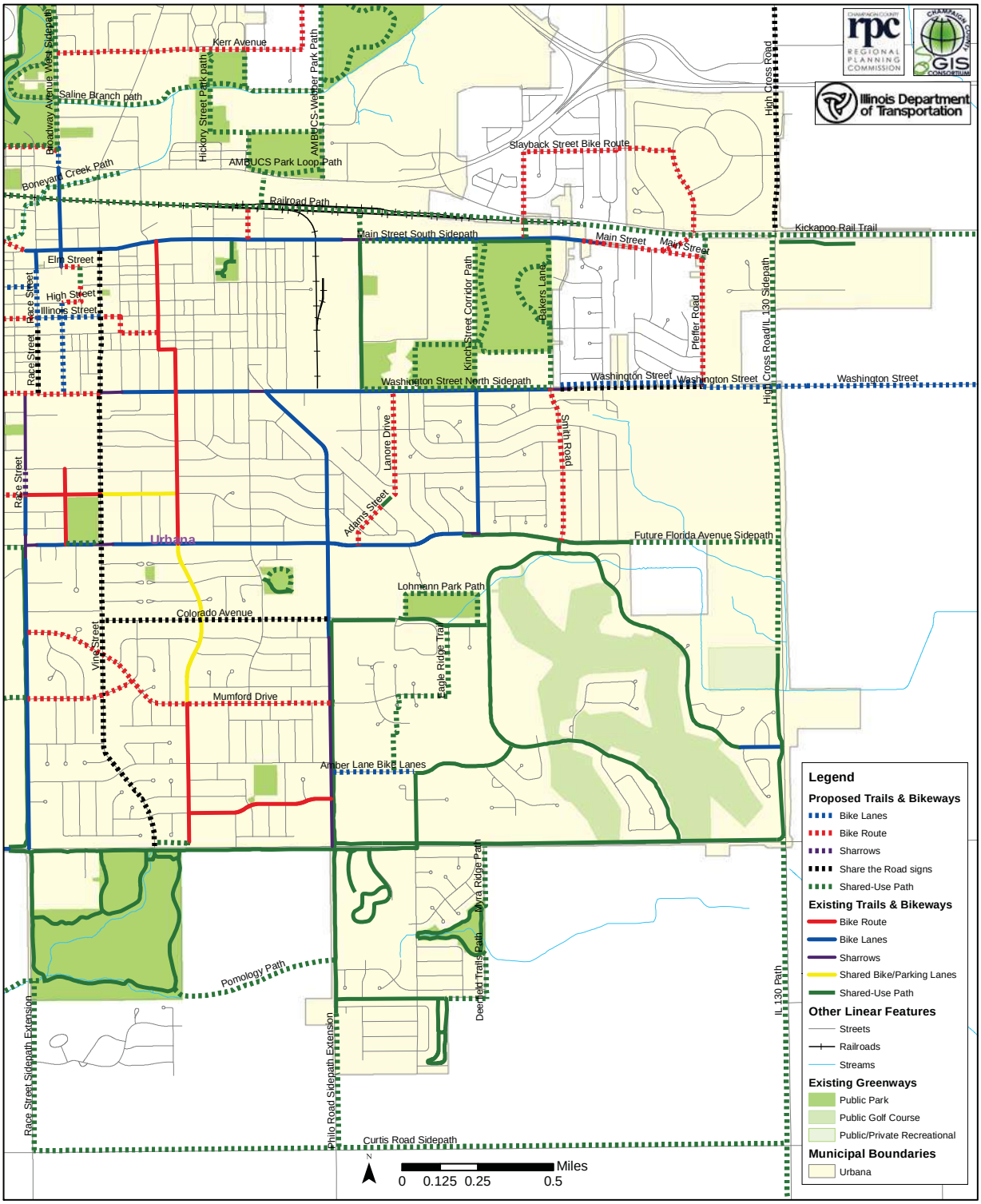
Map 30: Future Trail & Bikeway Conditions: SW Urbana

Active Choices: Champaign County Greenways & Trails Plan Update
Future Trail & Bikeway Conditions
Southwest Urbana



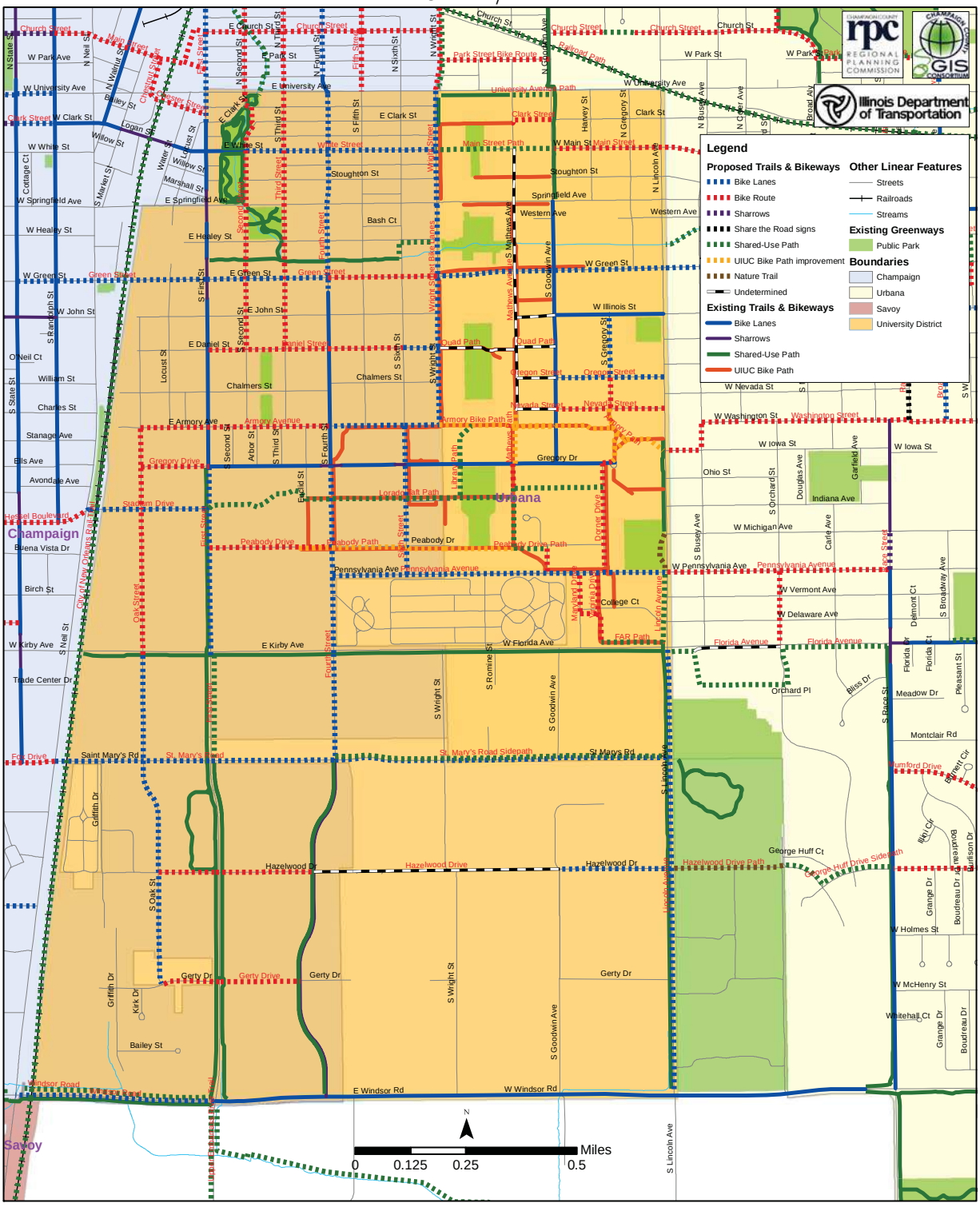
Map 31: Future Trail & Bikeway Conditions: SE Urbana

Active Choices: Champaign County Greenways & Trails Plan Update
Future Trail & Bikeway Conditions
Southeast Urbana



Map 32: Future Trail & Bikeway Conditions: University District

Active Choices: Champaign County Greenways & Trails Plan Update
Future Trail & Bikeway Conditions
University District



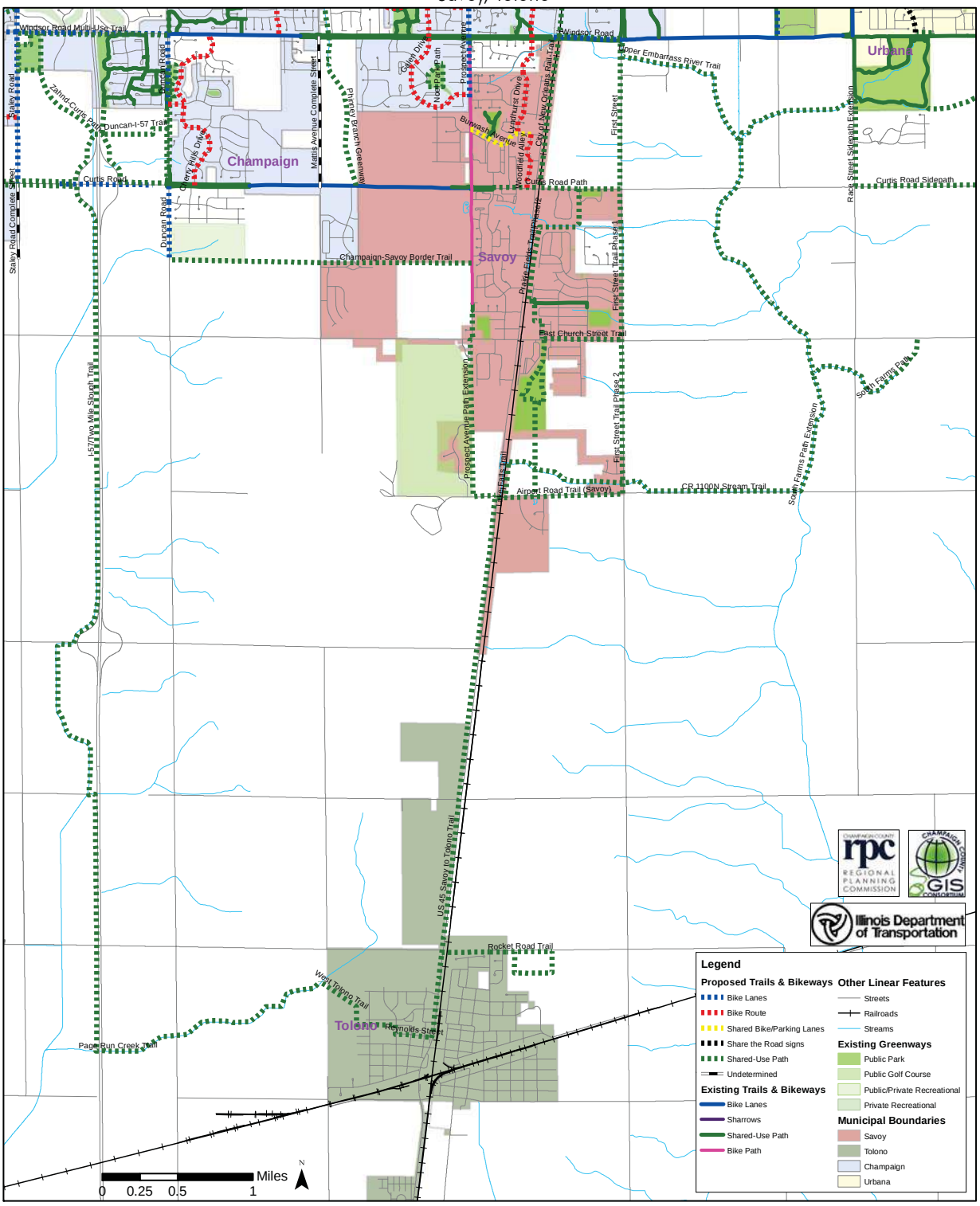
Savoy (including unincorporated areas)

Project ID	Name	Type	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time-frame
SA-MP-01	Champaign-Savoy Border Trail	SUP (OS)	US 45	Ruppel Trail	Savoy limits	0.75	Savoy	Savoy		Med	
SA-MP-02	Prairie Fields Trail Phase 2	SUP (OS)	GT, Savoy ITEP	Church St	Colbert Park	0.82	Savoy	Savoy		Med	
SA-MP-03	Prairie Fields Trail Phase 2	SUP (OS)	GT, Savoy ITEP	Curtis Rd	Prairie Fields Trail Phase 1	1.04	Savoy	Savoy		Med	
SA-MP-04	Prairie Fields Trail Phase 2	SUP (OS)	GT, Savoy ITEP	Prairie Fields Trail Phase 1	Church St	0.31	Savoy	Savoy		Med	
SA-MP-05	Prospect Avenue Path Extension	SUP (OS)	GT	Graham St	Savoy limits	0.82	Savoy	Savoy		Med	
SA-MP-06	Curtis Road Path	SUP (SP)	GT, CTMP, Savoy ITEP	First St	Parkview Ln	0.27	Savoy	Savoy		Med	
SA-MP-07	Curtis Road Path	SUP (SP)	CTP, CTMP, Savoy ITEP, CPD	CNRR	Wesley Ave	0.31	Savoy	Savoy		Med	
SA-MP-08	Curtis Road Path	SUP (SP)	CTMP, Savoy ITEP	Parkview Ln	CNRR	0.26	Savoy	Savoy		Med	
SA-MP-09	First Street Trail Phase 1	SUP (SP)	GT	Savoy limits	Church St	0.51	Savoy	Savoy		Med	
SA-MP-10	First Street Trail Phase 1	SUP (SP)	GT	Curtis Rd	Lake Park Rd	0.25	Savoy	Savoy		Med	
SA-MP-11	First Street Trail Phase 2	SUP (SP)	GT	Savoy limits	Airport Rd	0.26	Savoy	Savoy		Med	
SA-MP-12	US 45 Savoy to Tolono Trail	SUP (SP)	US 45, GT	Airport Rd	S village limits	1.05	IDOT	Savoy		Med	
SA-MP-13	Prospect Avenue Path Extension	SUP (OS)	GT	Savoy limits	Airport Rd	0.43	County	Savoy (unincorporated)		Med	
SA-MP-14	First Street Trail Phase 1	SUP (SP)	GT	Lake Park Rd	Savoy limits	0.25	County	Savoy (unincorporated)		Med	
SA-MP-15	First Street Trail Phase 2	SUP (SP)	GT	Church St	Savoy limits	0.76	County	Savoy (unincorporated)		Med	

Project ID	Name	Type	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time-frame
SA-LP-01	Lyndhurst Drive	Bike Route	CUUATS	Windsor Rd	Burwash Ave	0.43	Savoy	Savoy		Low	
SA-LP-02	Woodfield Alley	Bike Route	CUUATS	Burwash Ave	Curtis Rd	0.38	Savoy	Savoy		Low	
SA-LP-03	Burwash Avenue	Shared Bike/ Parking Lanes	CUUATS	Woodfield Alley	Prospect Ave	0.46	Savoy	Savoy		Low	
SA-LP-04	Lake Falls Trail	SUP (OS)	US 45	First St	Savoy limits	0.20	Savoy	Savoy		Low	
SA-LP-05	Prairie Fields Trail Phase 3	SUP (OS)	GT, Savoy ITEP	Colbert Park	Airport Rd	0.26	Savoy	Savoy		Low	
SA-LP-06	Airport Road Trail (Savoy)	SUP (SP)	GT	Savoy limits	US 45	0.37	Savoy	Savoy		Low	
SA-LP-07	East Church Street Trail	SUP (SP)	GT	First St	Colbert Park	0.51	Savoy	Savoy		Low	
SA-LP-08	Lyndhurst Drive	Bike Route	CUUATS	Windsor Rd	S of Park Lane Dr	0.25	County	Savoy (unincorporated)		Low	
SA-LP-09	Lake Falls Trail	SUP (OS)	US 45	Savoy limits	US 45	0.84	County	Savoy (unincorporated)		Low	
SA-LP-10	Prairie Fields Trail Phase 3	SUP (OS)	GT, Savoy ITEP	Colbert Park	Airport Rd	0.38	County	Savoy (unincorporated)		Low	
SA-LP-11	Airport Road Trail (Savoy)	SUP (SP)	GT	First St	Savoy limits	0.49	County	Savoy (unincorporated)		Low	
SA-LP-12	Airport Road Trail (Savoy)	SUP (SP)	GT	US 45	Hartwell Ct	0.15	County	Savoy (unincorporated)		Low	

Map 33: Future Trail & Bikeway Conditions: Savoy and Tolono

Active Choices: Champaign County Greenways & Trails Plan Update
Future Trail & Bikeway Conditions
Savoy, Tolono



Mahomet (including unincorporated areas)

Project ID	Name	Type	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time-frame
MA-HP-01	Barber Park Path	SUP (OS)	MPRMP, GT	Lombard St (IL 47)	Norfolk Southern RR	0.64	Mahomet	Mahomet		High	
MA-HP-02	Barber Park Trail	SUP (OS)	Mahomet IDNR	Barber Park Path	Barber Park parking lot	0.23	Mahomet	Mahomet		High	
MA-HP-03	Lakes at Riverbend Path	SUP (OS)	GT	Riverbluff-River Bend Path	Mid America Rd	1.71	CCFPD	Mahomet		High	
MA-HP-04	IL 47 N Path	SUP (SP)	GT	N of Briar-cliff Dr	Lake of the Woods Path	0.61	IDOT	Mahomet		High	
MA-HP-05	IL 47 N Path	SUP (SP)	GT PW1	Lake of the Woods Path	Franklin St	0.56	IDOT	Mahomet		High	
MA-HP-06	IL 47 N Path	SUP (SP)	GT PW1	N of Re-serve Ct	S of Oak Valley Rd	0.38	IDOT	Mahomet		High	
MA-HP-07	IL 47 N Path	SUP (SP)	GT PW1	S of Oak Valley Rd	N of Briarcliff Dr	0.22	IDOT	Mahomet (unincorpo-rated)		High	
MA-MP-01	Lake of the Woods Road	SUP (SP)	GT	N of I-74	S of I-74	0.38	IDOT	Mahomet		Med	2013
MA-MP-02	East Street	Bike Route	GT CP 2010	Main St	US 150 Path	0.08	Mahomet	Mahomet		Med	
MA-MP-03	McDougal-Buckthorn Path	SUP (OS)	GT CP 2010	Norfolk Southern RR	N of Buck-thorn Dr	0.08	Mahomet	Mahomet		Med	
MA-MP-04	Norfolk Southern Rail-Trail	SUP (OS)	GT CP 2010	E of Prai-rieview Rd	W of Prai-rieview Rd	0.86	Norfolk Southern RR	Mahomet	Rails-with-Trails from Mahomet to C-U	Med	
MA-MP-05	Norfolk Southern Rail-Trail	SUP (OS)	GT CP 2010	CR 425E	Sunny Acres Rd	0.37	Norfolk Southern RR	Mahomet	Rails-with-Trails from Mahomet to C-U	Med	
MA-MP-06	Riverbluff-River Bend Path	SUP (OS)	GT PW1	Riverbluff Path	River Bend Forest Preserve	0.32	Mahomet	Mahomet		Med	
MA-MP-07	Sangamon River Trail	SUP (OS)	Sangamon Rivertrail Subcom-mittee	Barber Park	IL 47	0.53	Mahomet	Mahomet		Med	
MA-MP-08	Crowley Road	SUP (SP)	GT CP 2010	Lake of the Woods Path	I-74	0.28	IDOT	Mahomet		Med	
MA-MP-09	Crowley Road	SUP (SP)	GT CP 2010	I-74	State St	0.15	Mahomet	Mahomet		Med	

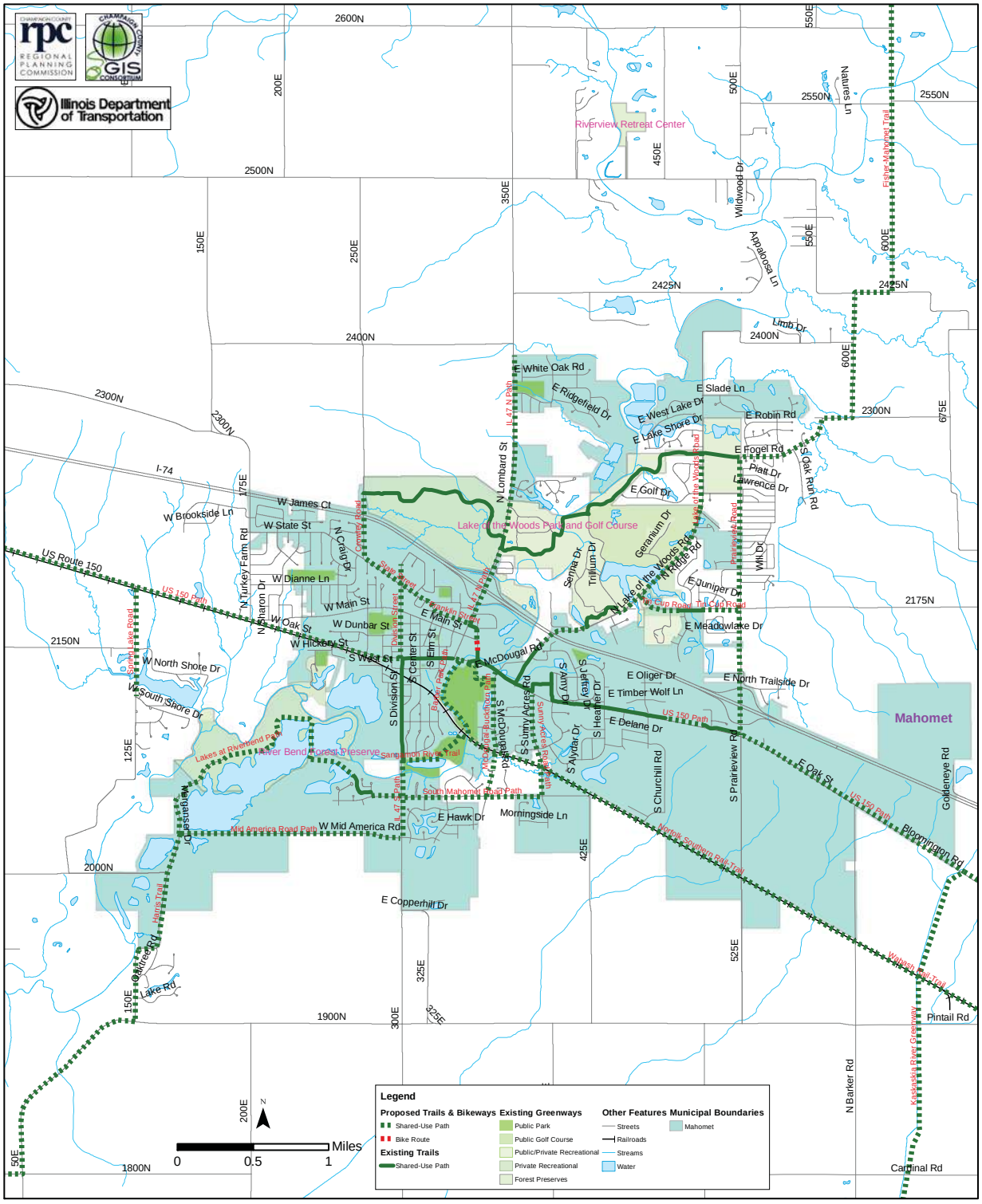
Project ID	Name	Type	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time-frame
MA-MP-10	Division Street	SUP (SP)	GT	N of State St	Oak St (US 150)	0.63	Mahomet	Mahomet		Med	
MA-MP-11	East Street	SUP (SP)	GT CP 2010	Franklin St	Main St	0.07	Mahomet	Mahomet		Med	
MA-MP-12	Franklin Street	SUP (SP)	GT CP 2010	Lombard St (IL 47)	State St	0.32	Mahomet	Mahomet		Med	
MA-MP-13	Harris Trail	SUP (SP)	GT PW1	Mid America Rd	Mahomet limits	0.90	Mahomet	Mahomet	CR 150E	Med	
MA-MP-14	IL 47 S Path	SUP (SP)	GT	Sangamon River	Country Ridge Dr	0.51	IDOT	Mahomet		Med	
MA-MP-15	Lake of the Woods Road	SUP (SP)	GT	N of Tin Cup Rd	Tin Cup Rd	0.09	County	Mahomet		Med	
MA-MP-16	Lake of the Woods Road	SUP (SP)	GT	S of Golf Dr	Dennis Dr	0.18	County	Mahomet		Med	
MA-MP-17	McDougal-Buckthorn Path	SUP (SP)	GT CP 2010	US 150	Norfolk Southern RR	0.52	Mahomet	Mahomet		Med	
MA-MP-18	Prairieview Road	SUP (SP)	GT	S of Meadowlake Dr	N of Clark St	0.04	County	Mahomet		Med	
MA-MP-19	Prairieview Road	SUP (SP)	GT	Clark St	S of Clark St	0.03	County	Mahomet		Med	
MA-MP-20	Prairieview Road	SUP (SP)	GT	I-74	US 150	0.34	IDOT	Mahomet		Med	
MA-MP-21	Prairieview Road	SUP (SP)	GT	S of Logan St	Richland Dr	0.25	Mahomet	Mahomet		Med	
MA-MP-22	Riverbend Path	SUP (SP)	GT PW1	Division St (IL 47)	Riverbluff Path	0.24	Mahomet	Mahomet	Riverbend Blvd & Riverbluff Dr	Med	
MA-MP-23	State Street	SUP (SP)	GT CP 2010	Franklin St	Crowley Rd	0.53	Mahomet	Mahomet		Med	
MA-MP-24	Sunny Acres Road Path	SUP (SP)	GT	Oak St (US 150)	Oak Creek Rd	0.37	Mahomet	Mahomet		Med	
MA-MP-25	Sunny Acres Road Path	SUP (SP)	GT	Norfolk Southern RR	South Mahomet Rd	0.20	Mahomet	Mahomet		Med	
MA-MP-26	Tin Cup Road	SUP (SP)	GT	W of Fox Run Dr	Lake of the Woods Rd	0.31	County	Mahomet		Med	
MA-MP-27	US 150 Path	SUP (SP)	GT	Kaskaskia River	Prairieview Rd	1.76	IDOT	Mahomet		Med	
MA-MP-28	US 150 Path	SUP (SP)	GT	Barber Park Path	Sangamon River	0.06	IDOT	Mahomet		Med	

Project ID	Name	Type	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time-frame
MA-MP-29	US 150 Path	SUP (SP)	GT	W of Purnell Dr	E of Churchill Rd	0.25	IDOT	Mahomet		Med	
MA-MP-30	US 150 Path	SUP (SP)	GT	Division St (IL 47)	Mahomet limits	0.38	IDOT	Mahomet		Med	
MA-MP-31	McDougal-Buckthorn Path	SUP (OS)	GT CP 2010	Buckthorn Dr N terminus	South Mahomet Rd	0.18	County	Mahomet (unincorporated)		Med	
MA-MP-32	McDougal-Buckthorn Path	SUP (OS)	GT CP 2010	N of Buckthorn Dr	Buckthorn Dr N terminus	0.05	County	Mahomet (unincorporated)		Med	
MA-MP-33	Norfolk Southern Rail-Trail	SUP (OS)	GT CP 2010	Sunny Acres Rd	Barber Park	0.53	Norfolk Southern RR	Mahomet (unincorporated)	Rails-with-Trails from Mahomet to C-U	Med	
MA-MP-34	Norfolk Southern Rail-Trail	SUP (OS)	GT CP 2010	Barker Rd	E of Prairieview Rd	0.58	Norfolk Southern RR	Mahomet (unincorporated)	Rails-with-Trails from Mahomet to C-U	Med	
MA-MP-35	Norfolk Southern Rail-Trail	SUP (OS)	GT CP 2010	W of Prairieview Rd	CR 425E	0.57	Norfolk Southern RR	Mahomet (unincorporated)	Rails-with-Trails from Mahomet to C-U	Med	
MA-MP-36	Lake of the Woods Road	SUP (SP)	GT	Fogel Rd	S of Golf Dr	0.41	County	Mahomet (unincorporated)		Med	
MA-MP-37	Lake of the Woods Road	SUP (SP)	GT	Tin Cup Rd	Lake of the Woods Main Entrance	0.18	County	Mahomet (unincorporated)		Med	
MA-MP-38	Lake of the Woods Road	SUP (SP)	GT	Dennis Dr	N of Tin Cup Rd	0.45	County	Mahomet (unincorporated)		Med	
MA-MP-39	Prairieview Road	SUP (SP)	GT	Tin Cup Rd	S of Meadowlake Dr	0.22	County	Mahomet (unincorporated)		Med	
MA-MP-40	Prairieview Road	SUP (SP)	GT	Fogel Rd	S of Logan St	0.51	County	Mahomet (unincorporated)		Med	
MA-MP-41	Prairieview Road	SUP (SP)	GT	N of Clark St	Clark St	0.16	County	Mahomet (unincorporated)		Med	
MA-MP-42	Prairieview Road	SUP (SP)	GT	S of Clark St	I-74	0.04	County	Mahomet (unincorporated)		Med	
MA-MP-43	Prairieview Road	SUP (SP)	GT	Richland Dr	Tin Cup Rd	0.26	County	Mahomet (unincorporated)		Med	

Project ID	Name	Type	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time-frame
MA-MP-44	Sunny Acres Road Path	SUP (SP)	GT	Oak Creek Rd	Norfolk Southern RR	0.10	County	Mahomet (unincorpo-rated)		Med	
MA-MP-45	Tin Cup Road	SUP (SP)	GT	E of Fox Run Dr	Prai-rieview Rd	0.25	County	Mahomet (unincorpo-rated)		Med	
MA-LP-01	Mid America Road Path	SUP (SP)	GT, GT CP 2010	Division St (IL 47)	CR 150E	1.47	Mahomet	Mahomet		Low	
MA-LP-02	South Mahomet Road Path	SUP (SP)	GT	W of Deer Run Dr	Division St (IL 47)	0.27	Mahomet	Mahomet		Low	
MA-LP-03	South Mahomet Road Path	SUP (SP)	GT	Sunny Acres Rd	E of Wood-field Dr	0.18	Mahomet	Mahomet		Low	
MA-LP-04	South Mahomet Road Path	SUP (SP)	GT	E of Wood-field Dr	W of Deer Run Dr	0.49	County	Mahomet (unincorpo-rated)		Low	
MA-LP-05	Spring Lake Road	SUP (SP)	GT PW1	US 150	South Shore Dr	0.72	County	Mahomet (unincorpo-rated)		Low	

Map 34: Future Trail & Bikeway Conditions: Mahomet

Active Choices: Champaign County Greenways & Trails Plan Update
Future Trail & Bikeway Conditions
Mahomet



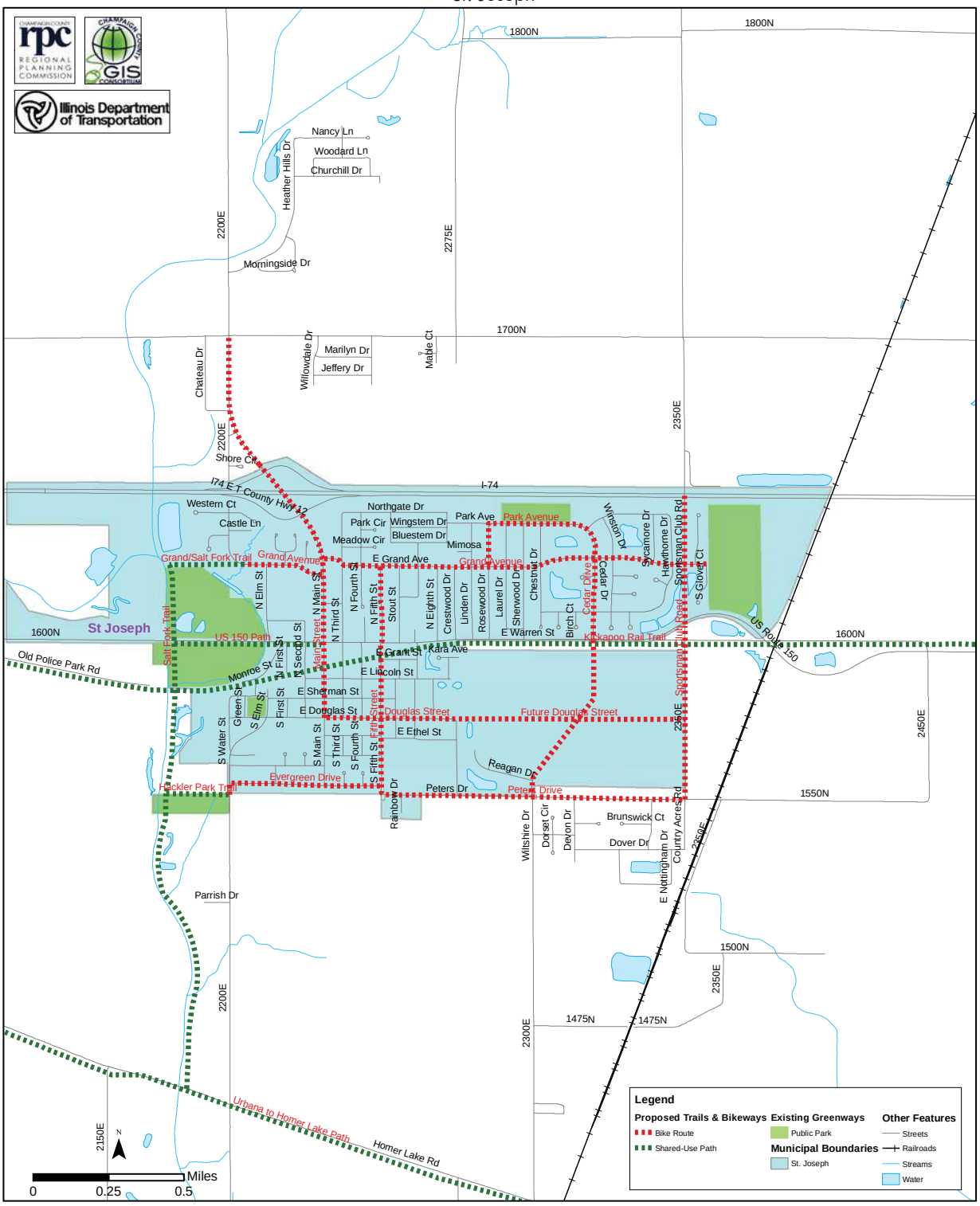
St. Joseph (including unincorporated areas)

Project ID	Name	Type	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time-frame
SJ-MP-01	Fifth Street	Bike Route	SJCP	Grand Ave	Peters Dr	0.73	St Joseph	St Joseph		Med	
SJ-MP-02	Grand Avenue	Bike Route	SJCP	St Joseph Community Park	Main St	1.29	St Joseph	St Joseph		Med	
SJ-MP-03	Grand Avenue	Bike Route	SJCP	Main St	W of Elm St	0.27	St Joseph	St Joseph		Med	
SJ-MP-04	Park Avenue	Bike Route	SJCP	Cedar Dr	Rosewood Dr	0.33	St Joseph	St Joseph		Med	
SJ-MP-05	Peters Drive	Bike Route	SJCP	Cedar Dr	Fifth St	0.54	St Joseph	St Joseph		Med	
SJ-MP-06	Sportsman Club Road	Bike Route	SJCP	I-74	US 150	0.43	St Joseph	St Joseph		Med	
SJ-MP-07	Sportsman Club Road	Bike Route	SJCP	Kickapoo Rail Trail	N of Peters Dr	0.46	St Joseph	St Joseph		Med	
SJ-MP-08	Sportsman Club Road	Bike Route	SJCP	US 150	Kickapoo Rail Trail	0.08	St Joseph	St Joseph		Med	
SJ-MP-09	Grand/Salt Fork Trail	SUP (OS)	SJCP	Grand Ave	Salt Fork River	0.25	St Joseph	St Joseph		Med	
SJ-MP-10	Hackler Park Trail	SUP (OS)	SJCP	Water St	Salt Fork River	0.21	St Joseph	St Joseph		Med	
SJ-MP-11	Salt Fork Trail	SUP (OS)	SJCP	Grand Ave	Kickapoo Rail Trail	0.42	St Joseph	St Joseph		Med	
SJ-MP-12	US 150 Path	SUP (SP)	SJCP	Main St	Salt Fork River	0.49	IDOT	St Joseph		Med	
SJ-MP-13	Sportsman Club Road	Bike Route	SJCP	N of Peters Dr	Peters Dr	0.03	County	St Joseph (unincorporated)		Med	
SJ-MP-14	Salt Fork Trail	SUP (OS)	SJCP	Hackler Park	Homer Lake Rd	1.02	County	St Joseph (unincorporated)		Med	
SJ-MP-15	Salt Fork Trail	SUP (OS)	SJCP	Kickapoo Rail Trail	Hackler Park	0.35	County	St Joseph (unincorporated)		Med	
SJ-LP-01	Cedar Drive	Bike Route	SJCP	Magnolia Ave	Grand Ave	0.10	St Joseph	St Joseph		Low	
SJ-LP-02	Cedar Drive	Bike Route	SJCP	N terminus	Peters Dr	0.08	St Joseph	St Joseph		Low	
SJ-LP-03	Cedar Drive	Bike Route	SJCP	Grand Ave	Warren St	0.27	St Joseph	St Joseph		Low	
SJ-LP-04	Douglas Street	Bike Route	SJCP	Harlan Wise Dr	Main St	0.43	St Joseph	St Joseph		Low	
SJ-LP-05	Evergreen Drive	Bike Route	SJCP	Fifth St	Water St	0.50	St Joseph	St Joseph		Low	
SJ-LP-06	Future Cedar Drive	Bike Route	SJCP	US 150	Reagan Dr	0.51	St Joseph	St Joseph		Low	
SJ-LP-07	Future Douglas Street	Bike Route	SJCP	Sportsman Club Rd	Harlan Wise Dr	0.77	St Joseph	St Joseph		Low	

Project ID	Name	Type	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time-frame
SJ-LP-08	Main Street	Bike Route	SJCP	Grand Ave	Douglas St	0.53	County	St Joseph		Low	
SJ-LP-09	Main Street	Bike Route	SJCP	I-74	Grand Ave	0.38	IDOT	St Joseph		Low	
SJ-LP-10	Rosewood Drive	Bike Route	SJCP	Park Ave	Grand Ave	0.14	St Joseph	St Joseph		Low	
SJ-LP-11	Water Street	Bike Route	SJCP	Evergreen Dr	Hackler Park Trail	0.04	St Joseph	St Joseph		Low	
SJ-LP-12	Main Street	Bike Route	SJCP	CR 1700N	I-74	0.46	County	St Joseph (un-incorporated)		Low	
SJ-LP-13	Peters Drive	Bike Route	SJCP	CR 2350E	Cedar Dr	0.49	County	St Joseph (un-incorporated)		Low	

Map 35: Future Trail & Bikeway Conditions: St. Joseph

Active Choices: Champaign County Greenways & Trails Plan Update
Future Trail & Bikeway Conditions
St. Joseph



Champaign County and rural areas

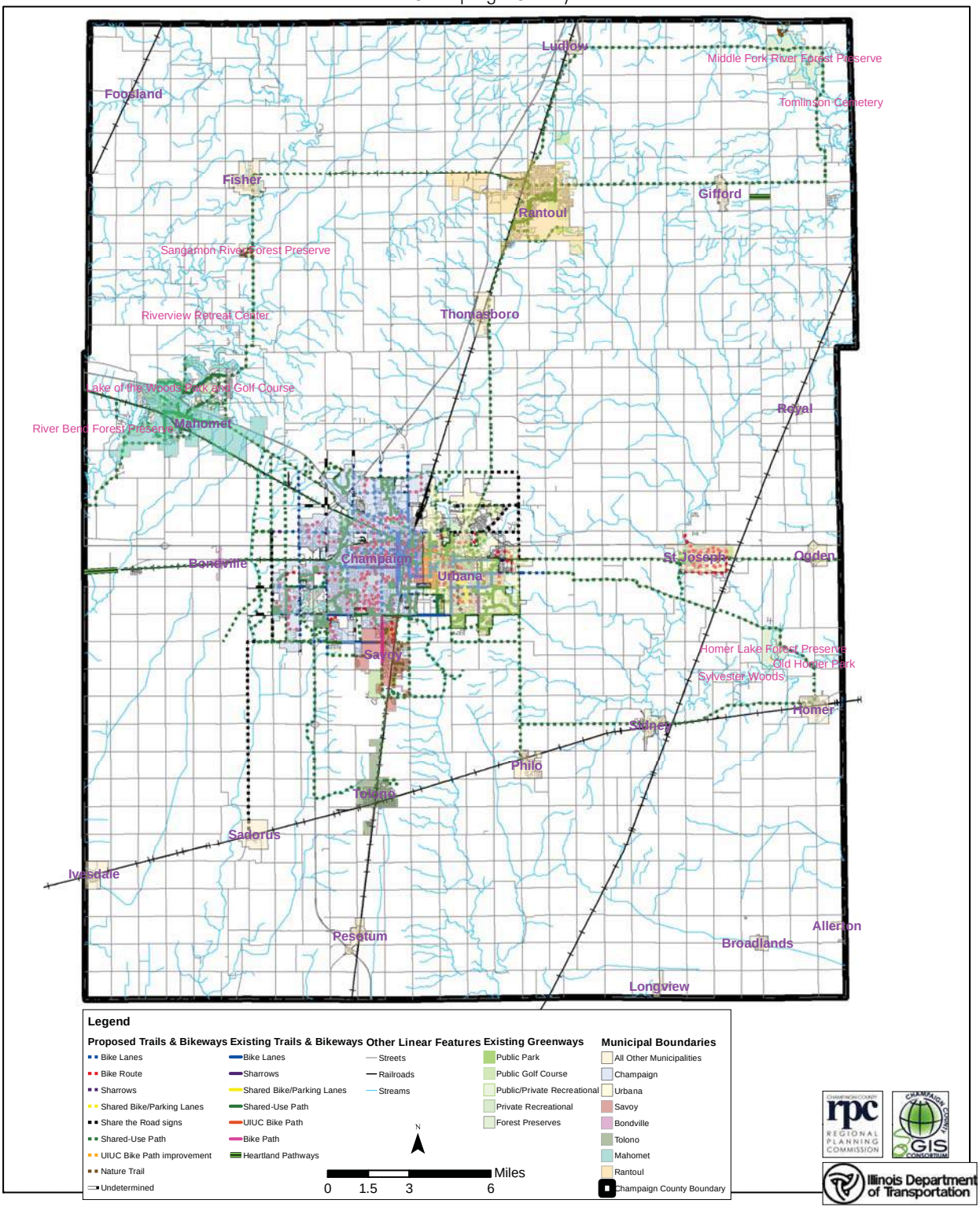
Project ID	Name	Type	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time-frame
CC-HP-01	Kickapoo Rail Trail	SUP (OS)	UBMP, GT, IL 130 (part)	Village of Ogden	High Cross Rd (IL 130)	11.34	CCFPD	County		High	High
CC-HP-02	Kickapoo Rail Trail	SUP (OS)	UBMP, GT	County Line	Village of Ogden	0.49	CCFPD	County		High	High
CC-HP-03	Upper Embarrass River Trail	SUP (OS)	UBMP, GT, CPD	Meadow-brook Park	First St	2.16	UIUC	County		High	Me-dium
CC-MP-01	Embar-rass River Trail South Extension	SUP (OS)	UBMP	Upper Embarrass River	Old Church Rd	1.63	UIUC	County		Med	Low
CC-MP-02	IL 130 Path	SUP (SP)	UBMP, GT	Windsor Rd	Village of Philo	5.33	IDOT	County	Urbana to Philo Trail	Med	Low
CC-MP-03	Urbana to Homer Lake Path	SUP (SP)	GT, UBMP	Homer Lake Forest Preserve	Cotton-wood Rd	9.36	County	County	Via CR 1550N, 1800E, 1525N and Homer Lake Rd	Med	Low
CC-MP-04	US 45 East Sidepath	SUP (SP)	UBMP	N of Ford Harris Rd	Future Olympian Dr	1.48	IDOT	County		Med	Low
CC-MP-05	CR 1100N Stream Trail	SUP (OS)	US 45	South Farms Trail	First St	1.21	UIUC	County		Med	
CC-MP-06	Heartland Pathways Extension	SUP (OS)	GT	Kaskaskia River	Camp Creek	3.37	CN RR	County		Med	
CC-MP-07	Rantoul-Fisher Rail-Trail	SUP (OS)	GT PW1	CR 1300E	Wildcat Slough	4.39	Private	County	Rails-with-Trails	Med	
CC-MP-08	Rantoul-Fisher Rail-Trail	SUP (OS)	GT PW1	Wildcat Slough	Fisher limits	2.43	Private	County	Rails-to-Trails	Med	
CC-MP-09	South Farms Path	SUP (OS)	GT	Old Church Rd E of Race St	Embar-rass River Trail South Extension	1.22	UIUC	County		Med	
CC-MP-10	South Farms Path Extension	SUP (OS)	US 45	South Farms Path	CR 1100N	0.83	UIUC	County		Med	
CC-MP-11	County Highway 22 Path	SUP (SP)	GT	County Highway 9	US 136	5.20	County	County	To Middle Fork Forest Preserve	Med	
CC-MP-12	County Highway 9 Path	SUP (SP)	GT	Co Hwy 22	Ludlow limits	8.81	County	County	To Middle Fork Forest Preserve	Med	

Project ID	Name	Type	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time-frame
CC-MP-13	First Street	SUP (SP)	CBP, US 45	Windsor Rd	Curtis Rd	0.98	UIUC	County		Med	
CC-MP-14	Fisher-Mahomet Trail	SUP (SP)	GT PW1	Fairfield St	Prai-rieview Rd	8.25	County	County	Fogel Rd., CR 2300 and CR 600E past Sangamon R. FP	Med	
CC-MP-15	Harris Trail	SUP (SP)	GT PW1	Mahomet limits	County Line	2.33	County	County	CR 150E, 1900N, 50E, 1800N	Med	
CC-MP-16	Homer Lake to Homer Trail	SUP (SP)	GT	Old Homer Park	Village of Homer	1.08	IDOT	County	IL 49	Med	
CC-MP-17	Homer Lake to Homer Trail	SUP (SP)	GT	Homer Lake Forest Preserve	Homer Lake Forest Preserve	0.93	CCFPD	County	Homer Lake Road	Med	
CC-MP-18	Homer Lake to Homer Trail	SUP (SP)	GT	Homer Lake Forest Preserve	Old Homer Park	1.12	County	County	Homer Lake Road	Med	
CC-MP-19	Homer Lake to Homer Trail	SUP (SP)	GT	Old Homer Park	Old Homer Park	0.15	CCFPD	County	Homer Lake Road, IL 49	Med	
CC-MP-20	Philo to Homer Trail	SUP (SP)	GT	Sidney limits	IL 130	4.18	County	County	County Highway 15	Med	
CC-MP-21	Philo to Homer Trail	SUP (SP)	GT	Homer limits	Sidney limits	4.97	County	County	County Highway 15	Med	
CC-MP-22	US 136 Path	SUP (SP)	GT	Co Hwy 22	Gifford limits	3.67	IDOT	County		Med	
CC-MP-23	US 136 Path	SUP (SP)	GT	Gifford limits	Rantoul limits	5.01	IDOT	County		Med	
CC-MP-24	US 150 Path	SUP (SP)	GT	Mahomet limits	County Line	2.70	IDOT	County		Med	
CC-MP-25	US 45 Path	SUP (SP)	GT	N of Ford Harris Rd	Rantoul limits	3.96	IDOT	County		Med	
CC-MP-26	US 45 Path	SUP (SP)	GT	Ludlow limits	Rantoul limits	4.19	IDOT	County		Med	
CC-MP-27	US 45 Path	SUP (SP)	GT	Rantoul limits	Thom-asboro limits	1.44	IDOT	County		Med	
CC-MP-28	US 45 Savoy to Tolono Trail	SUP (SP)	US 45, GT	Savoy limits	Tolono limits	0.46	IDOT	County		Med	
CC-LP-01	Middle Fork Mine Loop Trail	Nature Trail	CCFPD			0.46	CCFPD	County		Low	

Project ID	Name	Type	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time-frame
CC-LP-02	Middle Fork Oak Forest Loop Trail	Nature Trail	CCFPD			0.40	CCFPD	County		Low	
CC-LP-03	Middle Fork Pond View Trail	Nature Trail	CCFPD			0.14	CCFPD	County		Low	
CC-LP-04	Middle Fork River Overlook Loop	Nature Trail	CCFPD			0.09	CCFPD	County		Low	
CC-LP-05	Middle Fork West Trail	Nature Trail	CCFPD			0.47	CCFPD	County		Low	
CC-LP-06	Sangamon River Bottomland Trail	Nature Trail	CCFPD			0.73	CCFPD	County	Sangamon River Forest Preserve	Low	
CC-LP-07	Sangamon River Prairie Trail	Nature Trail	CCFPD			0.63	CCFPD	County	Sangamon River Forest Preserve	Low	
CC-LP-08	Sangamon River Wildcat Slough Trail	Nature Trail	CCFPD			0.62	CCFPD	County	Sangamon River Forest Preserve	Low	
CC-LP-09	I-57/Two Mile Slough Trail	SUP (OS)	US 45, CPD	Curtis Rd	Page Run Creek Trail	6.10	IDOT	County		Low	
CC-LP-10	Page Run Creek Trail	SUP (OS)	US 45	West Tolono Trail	I-57	1.66	County	County		Low	
CC-LP-11	Central Avenue Path	SUP (SP)	CUUATS	US 45	Church St	0.05	County	County		Low	

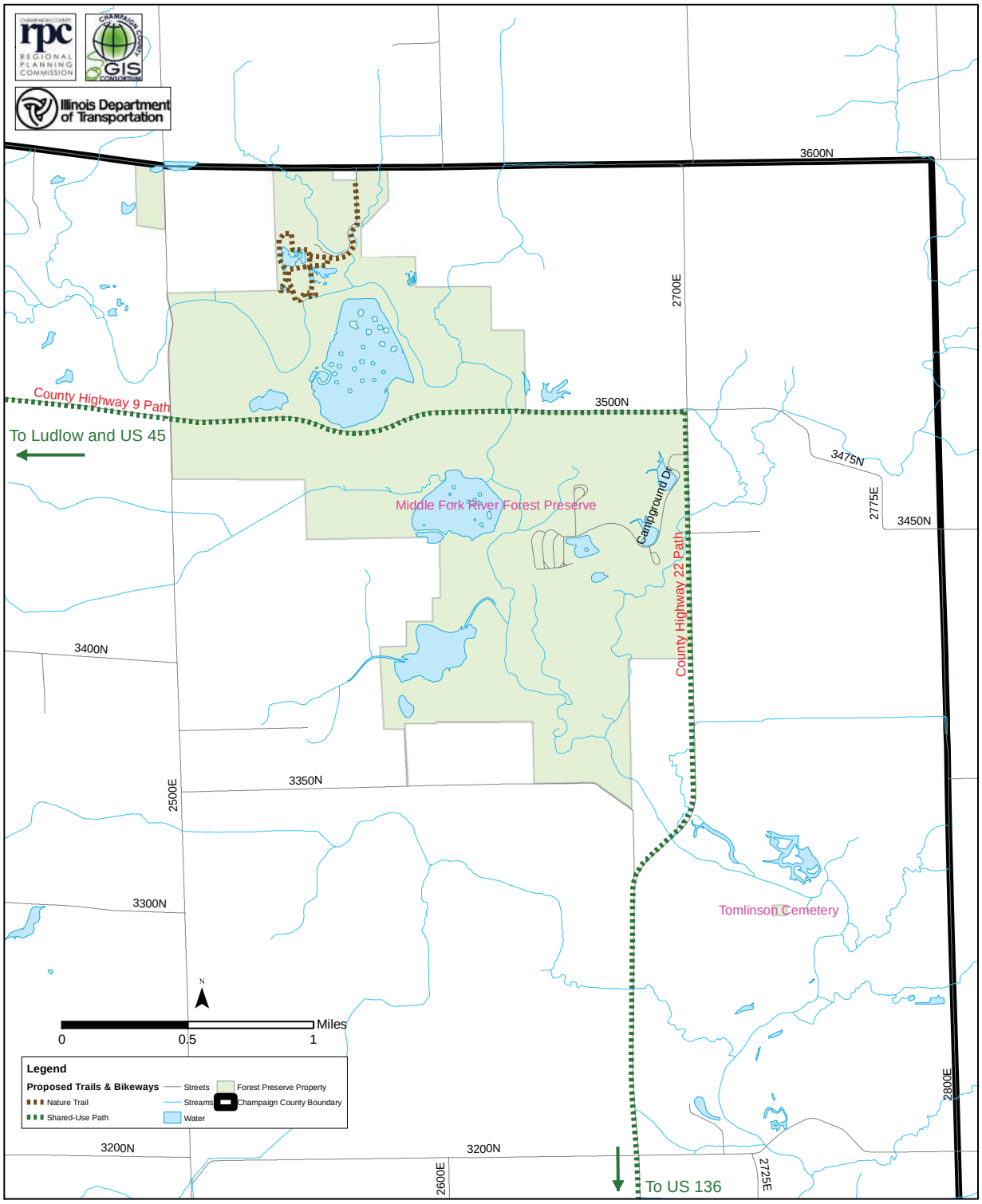
Map 36: Future Trail & Bikeway Conditions: Champaign County

Active Choices: Champaign County Greenways & Trails Plan Update
Future Trail & Bikeway Conditions
Champaign County



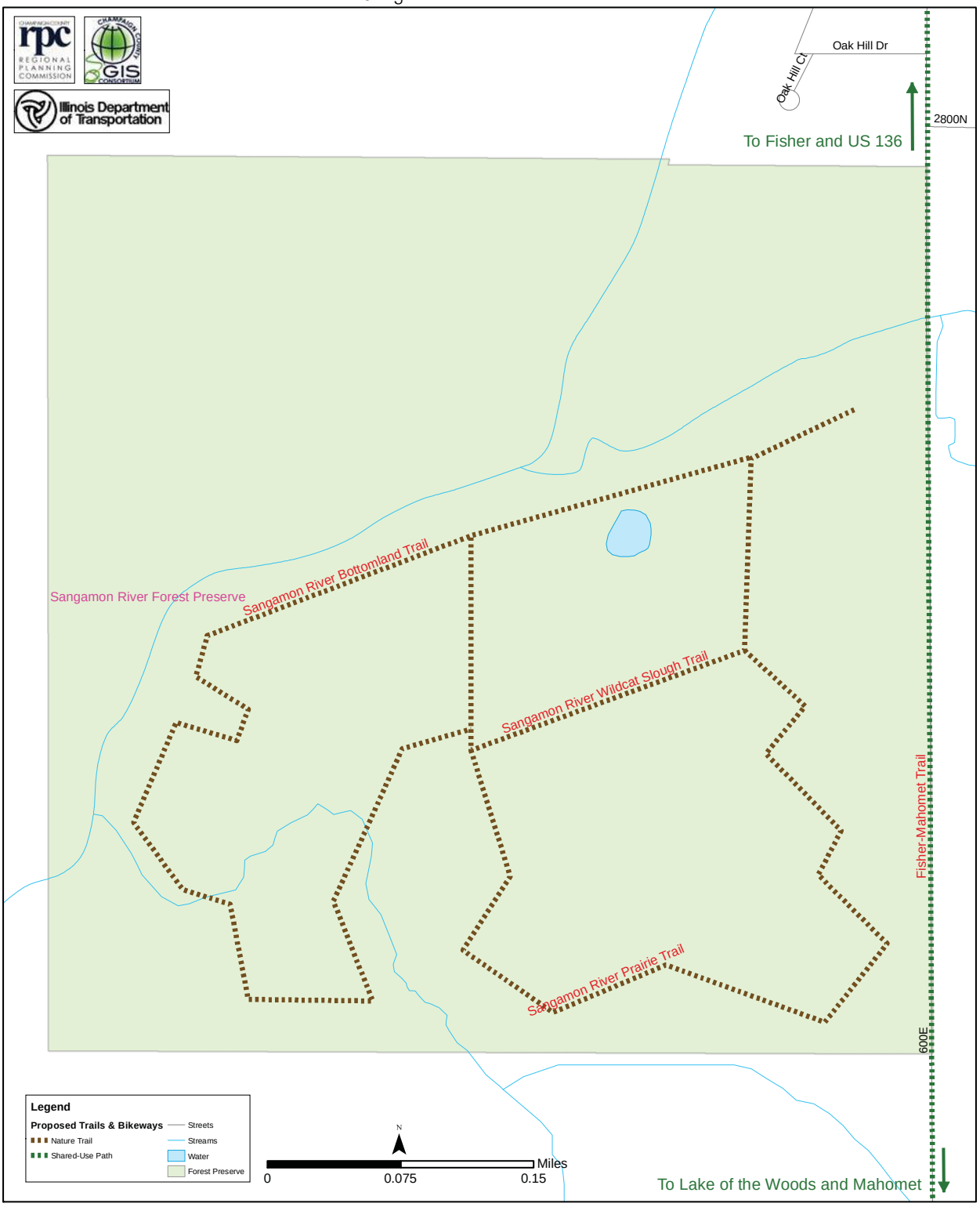
Map 37: Future Trail Conditions: Middle Fork River Forest Preserve

Active Choices: Champaign County Greenways & Trails Plan Update
Future Trail Conditions
Middle Fork River Forest Preserve



Map 38: Future Trail Conditions: Sangamon River Forest Preserve

Active Choices: Champaign County Greenways & Trails Plan Update
Future Trail Conditions
Sangamon River Forest Preserve



Bondville

Project ID	Name	Type	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time-frame
BO-MP-01	Heartland Pathways Extension	SUP (OS)	GT	Kaskaskia River	Camp Creek	1.44	CN RR	Bondville		Med	

Fisher

Project ID	Name	Type	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time-frame
FI-MP-01	Rantoul-Fisher Rail-Trail	SUP (OS)	GT PW1	Fisher limits	First St	0.24	Private	Fisher	Rails-to-Trails	Med	

Gifford

Project ID	Name	Type	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time-frame
GF-MP-01	US 136 Path	SUP (SP)	GT	Gifford Village Limits	Gifford Village Limits	0.38	IDOT	Gifford		Med	

Homer

Project ID	Name	Type	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time-frame
HO-MP-01	Homer Lake to Homer Trail	SUP (SP)	GT	Main St (IL 49)	Homer limits	0.50	County	Homer	First Street (CH 15)	Med	
HO-MP-02	Homer Lake to Homer Trail	SUP (SP)	GT	Homer limits	First St	0.28	IDOT	Homer	Main Street (IL 49)	Med	

Ludlow

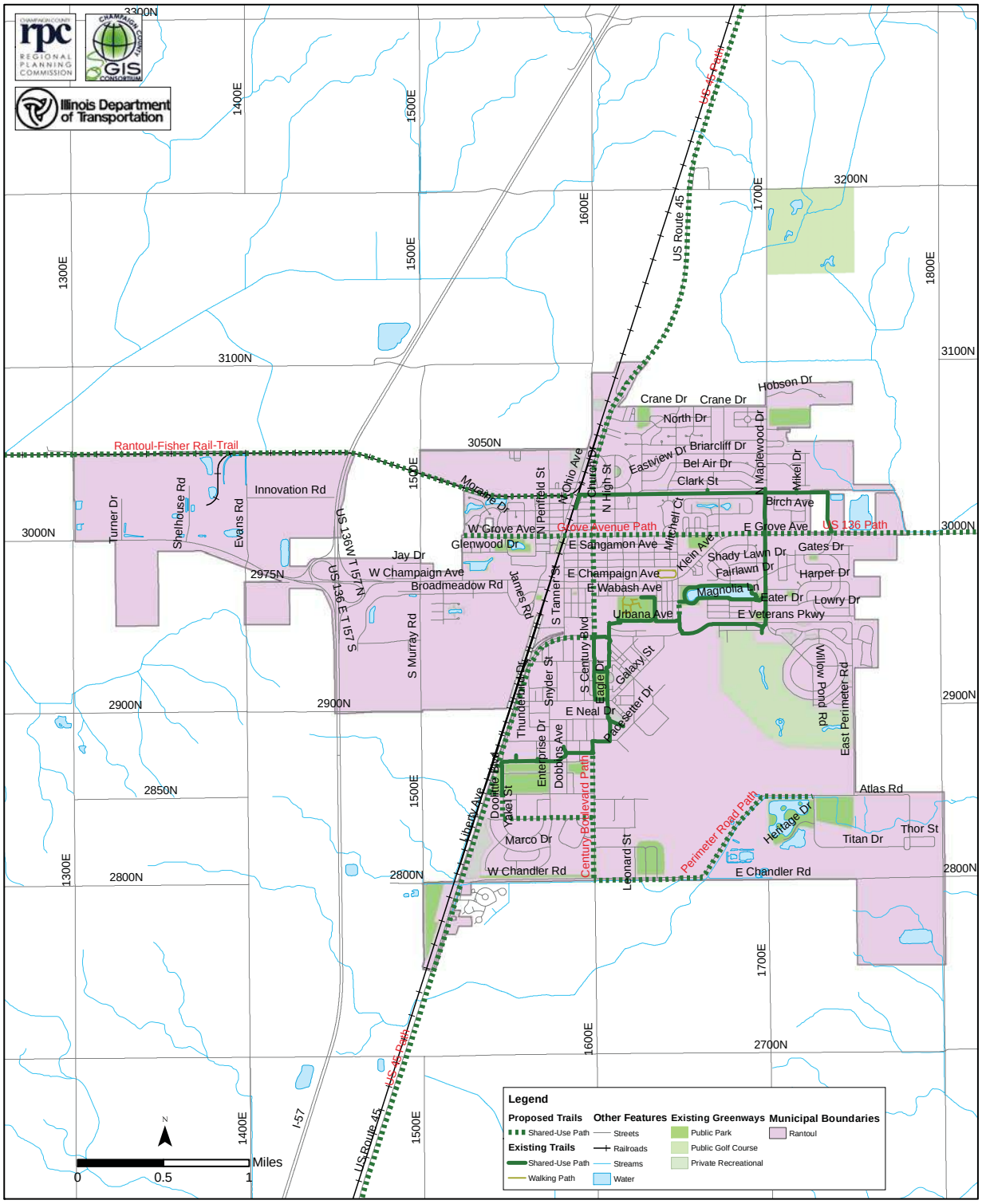
Project ID	Name	Type	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time-frame
LU-MP-01	County Highway 9 Path	SUP (SP)	GT	CR 1800E	US 45	0.14	County	Ludlow	To Middle Fork Forest Preserve	Med	
LU-MP-02	US 45 Path	SUP (SP)	GT	Thomas St	Ludlow limits	0.28	IDOT	Ludlow		Med	

Rantoul

Project ID	Name	Type	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time-frame
RT-HP-01	Glenwood Park Path	SUP (OS)	Rantoul	Grove Ave	Grove Ave	0.30	Rantoul	Rantoul		High	
RT-HP-02	Ohio Avenue Path	SUP (SP)	Rantoul	Campbell Ave	Sangamon Ave	0.30	Rantoul	Rantoul		High	
RT-MP-01	Rantoul-Fisher Rail-Trail	SUP (OS)	GT PW1	CN RR	Fox Ridge Dr	0.40	ICG RR	Rantoul	Rails-with-Trails	Med	
RT-MP-02	Rantoul-Fisher Rail-Trail	SUP (OS)	GT PW1	Fox Ridge Dr	W of I-57	1.06	ICG RR	Rantoul	Rails-with-Trails	Med	
RT-MP-03	Rantoul-Fisher Rail-Trail	SUP (OS)	GT PW1	W of I-57	CR 1400E	0.51	ICG RR	Rantoul	Rails-with-Trails	Med	
RT-MP-04	Rantoul-Fisher Rail-Trail	SUP (OS)	GT PW1	CR 1400E	CR 1300E	1.02	Private	Rantoul	Rails-with-Trails	Med	
RT-MP-05	Century Boulevard Path	SUP (SP)	CUUATS	South Rec Facilities Path	Keal Ave	0.05	Rantoul	Rantoul		Med	
RT-MP-06	Century Boulevard Path	SUP (SP)	GT	Keal Ave	Chandler Rd	0.69	Rantoul	Rantoul		Med	
RT-MP-07	Chandler Road Path	SUP (SP)	GT	Century Blvd	South Perimeter Rd	0.50	Rantoul	Rantoul		Med	
RT-MP-08	Chanute Street Path	SUP (SP)	GT	N of Urbana Ave	West Ave	0.08	Rantoul	Rantoul		Med	
RT-MP-09	Doolitte Boulevard Path	SUP (SP)	GT	Wheat Ave	Frost Ave	0.15	Rantoul	Rantoul		Med	
RT-MP-10	Grove Avenue Path	SUP (SP)	CUUATS	Klein Ave	Chanute St	0.31	Rantoul	Rantoul		Med	
RT-MP-11	Grove Avenue Path	SUP (SP)	GT	Chanute St	East Ave	1.26	Rantoul	Rantoul		Med	
RT-MP-12	Perimeter Road Path	SUP (SP)	GT	Chandler Rd	Titan Dr	1.02	Rantoul	Rantoul		Med	
RT-MP-13	US 136 Path	SUP (SP)	GT	Rantoul limits	Klein Ave	1.03	IDOT	Rantoul		Med	
RT-MP-14	US 45 Path	SUP (SP)	GT	Century Blvd	Wheat Ave	1.22	IDOT	Rantoul		Med	
RT-MP-15	US 45 Path	SUP (SP)	GT	Rantoul limits	Liberty Ave	1.64	IDOT	Rantoul	Century Boulevard	Med	
RT-MP-16	US 45 Path	SUP (SP)	GT	Wheat Ave	Rantoul limits	1.10	IDOT	Rantoul		Med	
RT-MP-17	Wheat Avenue Path	SUP (SP)	CUUATS	Doolittle Blvd	US 45	0.08	Rantoul	Rantoul		Med	
RT-LP-01	Frost Avenue Path	SUP (SP)	GT	Doolittle Blvd	Century Blvd	0.53	Rantoul	Rantoul		Low	

Map 39: Future Trail & Bikeway Conditions: Rantoul

Active Choices: Champaign County Greenways & Trails Plan Update
Future Trail Conditions
Rantoul



Sidney

Project ID	Name	Type	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time-frame
SI-MP-01	Philo to Homer Trail	SUP (SP)	GT	Sidney limits	Sidney limits	1.26	County	Sidney	County Highway 15	Med	

Thomasboro

Project ID	Name	Type	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time-frame
TB-MP-01	Central Avenue Path	SUP (SP)	Thomasboro SRTS	Village Easement	Phillips St	0.04	Thomasboro	Thomasboro		Med	
TB-MP-02	US 45 Path	SUP (SP)	GT	Thomasboro limits	County Highway 11	1.15	IDOT	Thomasboro		Med	
TB-LP-01	Central Avenue Path	SUP (SP)	CUUATS	Church St	Village Easement	0.08	Thomasboro	Thomasboro		Low	

Tolono

Project ID	Name	Type	Plan	Terminus (NE)	Terminus (SW)	Distance	Jurisdiction	Municipality	Description	Priority	Time-frame
TO-MP-01	US 45 Savoy to Tolono Trail	SUP (SP)	US 45, GT	N village limits	Reynolds St	2.10	IDOT	Tolono		Med	
TO-LP-01	Reynolds Street	SUP (SP)	US 45	US 45	White-head St	0.24	Tolono	Tolono		Low	
TO-LP-02	Whitehead Street	SUP (SP)	US 45	Vine St	Reynolds St	0.06	Tolono	Tolono		Low	
TO-LP-03	Westside Park Trail	SUP (OS)	US 45	Whitehead St	Condit St	0.17	Tolono	Tolono		Low	
TO-LP-04	West Park Trail	SUP (OS)	US 45	Condit St	Proposed West Tolono Trail	0.09	Tolono	Tolono		Low	
TO-LP-05	West To-lono Trail	SUP (OS)	US 45	West Park Trail	Page Run Stream	0.35	Tolono	Tolono		Low	
TO-LP-06	Future Rocket Road Trail	SUP (SP)	US 45	Central Ave	US 45	0.32	Tolono	Tolono		Low	
TO-LP-07	Rocket Road Trail	SUP (SP)	US 45	Unity High School	Central Ave	0.11	Tolono	Tolono		Low	
TO-LP-08	Rocket Road Trail	SUP (SP)	US 45	Unity High School	Central Ave	0.30	County	Tolono (unin-corporated)		Low	
TO-LP-09	Unity High School Trail	SUP (SP)	US 45	Rocket Rd (E)	Rocket Rd (W)	0.53	Unit 7	Tolono (unin-corporated)		Low	
TO-LP-10	West To-lono Trail	SUP (OS)	US 45	West Park Trail	Page Run Stream	0.05	County	Tolono (unin-corporated)		Low	

14.2 Future Conditions: Non-Infrastructure

14.2.1 Education

Recommendations in this category seek to share general knowledge about Greenways and Trails with the public.

1. Safety education for bicyclists and pedestrians: Take advantage of dedicated bicycle and pedestrian events, and those attracting large numbers of people, to distribute materials and encourage people to learn the rules of the road and trail etiquette.

a. Events:
   i. Light the Night
   ii. Campus Safety Day
   iii. Quad Day
   iv. Farmer's markets
   v. C-U Bike Month/Bike to Work Day
   vi. Walk 'n' Roll to School Day
   vii. University of Illinois orientation
   viii. Bike rodeos
   ix. Taste of Champaign-Urbana
   x. Urbana Sweetcorn Festival

b. Additional non-member agency partners:
   i. Schools
   ii. Parent-Teacher Associations (PTAs)
   iii. Champaign-Urbana Public Health District (CUPHD)
   iv. Champaign-Urbana Safe Routes to School (C-U SRTS) Project

2. Provide motorists with educational opportunities about how to share the road with bicyclists since they have the same rights and responsibilities as motorists while traveling on the roadway.

3. Provide training for law enforcement officers about enforcing bicycle and pedestrian laws; especially since federal, state, and local laws continue to change (e.g. University of Illinois Bicycle Code).

4. Provide training opportunities for local engineers and planners on bicycle and pedestrian facility design, especially since best practices continue to change, and new facilities are introduced.

5. Promote the use of standardized signage throughout the Champaign County Greenways and Trails system to help users identify facilities such as bikeways, trails, restrooms, drinking fountains, trailheads, and playgrounds.

6. Encourage member agencies to make every effort to **include the public** in the planning and implementation of future facilities.

a. Planning outreach methods:
   i. Press releases
   ii. Flyers
   iii. Website(s)
   iv. Social Media (e.g. Facebook, Twitter)
   v. Government TV channels
   vi. Information sharing between and beyond member agencies

b. Implementation outreach methods:
   i. Press releases
   ii. Letters to residents affected by new facility
   iii. Website(s)
   iv. Social Media (e.g. Facebook, Twitter)
   v. Government TV channels

14.2.2 Policy

Recommendations in this category are actions Greenways and Trails member agencies can institutionalize through adoption. This can provide support for implementing Active Choices Plan recommendations, **even as member agency staff and elected officials change over time.**

1. Integrate outdoor recreation planning into other types of plans such as comprehensive plans to better meet outdoor recreation needs.

2. Use performance measures and outcome based management practices for parks and recreation services as tools to measure performance.

3. Establish intergovernmental agreements with government and non-government organizations to share information and coordinate responses to environmental conditions and trends.

4. Develop public/public, public/not-for-profit, and public/private partnership policies to implement plan recommendations.

5. Create public/private partnerships and incentive programs to connect and integrate green space, open space, parks, greenways, and trails with new and existing development.

6. Promote new developments to the extent reasonable, at a rate consistent with the community's ability to physically (with infrastructure) and financially accommodate it. Demand for services should be balanced with the supply of high quality services, and public costs should be balanced with public revenues.

7. Ensure new and infill development have sidewalks and/or shared-use paths during project review so that people have the opportunity to travel by active transportation modes.

8. Develop positive incentives that encourage property owners to create both wild and restored **habitat.**

9. Strategically invest in the park and recreation system to achieve better balance among outdoor and indoor recreation with emphasis on fitness and swimming, an expanded trail system for fitness and connectivity, increased natural and preservation areas and related programming, and additional open space particularly in neighborhood parks.

10. Encourage member agencies to regularly review, and update if necessary, safety standards for all facilities, parks, park features, programs, special events, and trails.

11. Develop and maintain universally accessible features and programs.

14.2.3 Conservation

Recommendations in this category are meant to prevent the decay, waste, and/or loss of environment and wildlife features in Champaign County.

1. Address **trail erosion problems.**

2. Address **invasive species threats.**

3. Provide conservation education in the classroom and in outdoor programs and activities to **sustain a permanent environmental education presence** (CCFPD, 2010).

4. Encourage appropriate member agencies to **establish and maintain an ongoing liaison with environmental groups** including Master Naturalists and Trail Stewards.

14.2.4 Maintenance

Recommendations in this category are meant to keep the Greenways and Trails system in appropriate operating condition.

1. Protect green corridors providing and connecting open space.

2. Prioritize consistent upkeep and maintenance of bikeways (on-street and off-street).

a. Regularly sweep debris from on-street bikeways.
b. Repaint bike lane lines as regularly as those on the rest of the street.
c. Repair potholes and leave them as smooth as weather conditions allow.
d. Fill any longitudinal cracks which can affect bicycle steering, trap a wheel and stop forward motion.
e. Address drainage at spots where puddles form and stay for over 24 hours – bicyclists will probably move over into the traffic lane (and surprise some motorists) if there is standing water in their usual travel path. Puddle locations become slick icy spots in winter.

3. Through good design practices, minimize weather-related obstacles such as ice and mud. Bikeway

segments that regularly have these problems should be identified and corrected when and where it is possible.

4. Prioritize improvements including accessibility to all facilities, facility safety, and improvements to field conditions.

5. Define ongoing preventive maintenance needs based on current facility conditions and build sustainable budgets based on this information.

6. Implement maintenance plans on trails and bikeways promoting safety, increasing efficiency, and minimizing lifetime costs.

7. Increase public awareness of how to report trail and bikeway condition issues to member agencies.

14.2.5 Evaluation

Recommendations in this category seek to assess the Greenways and Trails system's various qualities for success and improvement.

1. Use Bicycle Level of Service (BLOS) and Pedestrian Level of Service (PLOS) to measure existing and future conditions, to set standards for the trail network, and to support recommendations.

2. Survey residents and stakeholders to gather quantitative data, such as mode share of walking and bicycling, and trail or bikeway use.

3. Survey residents and stakeholders to gather qualitative data, such as the overall condition of a specific greenway and/or facilities.

4. Conduct bicycle and pedestrian counts before and after trails and bikeways are installed, considering factors such as day of the week, school being in session, temperature, and precipitation.

5. Regularly conduct bicycle and pedestrian counts of trails and bikeways in good weather months, considering factors such as day of the week, school being in session, temperature, and precipitation.

6. Assess the system from a holistic perspective to evaluate how well the needs of users are being met, including overall utilization and functionality, maintenance and operations, and areas needing continued support.

14.2.6 Encouragement

Recommendations in this category concentrate on how to promote and encourage the use of Greenways and Trails.

1. Understand who your constituencies or customers are, their physical and social motivations for being outdoors, and their expectations for outdoor recreation experiences.

2. Hold annual events and seek media coverage promoting bicycling and walking, such as Bike Month, Bike to Work Day, Walk 'n' Roll to School Day, and National Bike to School Day. Engage communities outside of Champaign-Urbana to coordinate with organizers or host their own events.

3. Promote bicycle-friendly communities, universities, and businesses in advertising to demonstrate community support for active transportation.

4. Establish promotion programs to encourage residents, students, and visitors to explore or travel along the Greenways and Trails system.

5. Market existing and proposed greenways and trails in Champaign County where appropriate as an interconnected system, to promote fundraising efforts for improvements, as well as give the system an identity to attract tourists.

6. Create more programs and services, and increase awareness of services. Campaigns aimed to raise awareness include "No Child Left Inside," "Get Outdoors, It's yours!", "Youth Outdoors Legacy Fund," "National Forum on Children and Nature," and "Take A Child Outside Week."

14.2.7 Enforcement

Recommendations in this category seek to compel public obedience to rules of the road and member agency regulations when using the Greenways and Trails system.

1. Ticket bicyclists and pedestrians for traffic offenses the same as motorists.

a. Continue to **promote awareness that bicyclists have the same rights and responsibilities as motorists** when using the **roadway.**
b. Continue to **promote awareness that bicyclists have the same rights and responsibilities as pedestrians** when using the **sidewalk.**
c. Continue to **promote awareness that motorists and bicyclists should yield to pedestrians.**

2. Promote enforcement with education as a vital component of a safe **bicycling** environment, such as the Bicycle Enforcement Campaign between the Urbana, University of Illinois, and Champaign Police Departments.

3. Promote enforcement with education as a vital component of a safe **walking** environment.

14.3 Future Conditions: Environment

This section discusses the benefits of greenway and trail development on the natural environment and for users. It also provides recommendations to preserve and enhance the natural environment in Champaign County.

14.3.1 How Greenways & Trails System Development Benefits the Natural Environment

The development of a greenways and trails system can reduce polluted runoff through greater natural filtration, which leads to better water quality. (Markeson, 2007) As development occurs, more impervious surfaces replace open space. This adversely impacts water quality. Impervious surfaces prevent natural filtration of polluted runoff, such as motor oil and pesticides, before runoff reaches natural water sources. Greenways, being a linear corridor of open space and natural vegetation, mitigate this problem by allowing greater natural filtration of polluted runoff. These benefits are strengthened if greenways are established between impervious surfaces and natural water sources. (Fayetteville Parks and Recreation Division, 2003)

Even if greenways are not established near impervious surfaces, they ultimately preserve a portion of a region's tree canopies, and provide room for planting new trees. (Fayetteville Parks and Recreation Division, 2003) Regarding tree preservation on a larger scale, forests provide clean water, recreation, and wildlife habitats. (U.S. Environmental Protection Agency, 2012)

It is vital to promote and preserve habitat corridors to protect Illinois's biodiversity. Habitat corridors are a form of greenway that provides food and shelter for migrating birds and other forms of wildlife (Fayetteville Parks and Recreation Division, 2003). In the past, the state had unbroken habitat corridors that allowed wildlife to migrate to different areas as climate change progressed. This allowed Illinois's wildlife and food sources to adapt to the changing environment. However, this network of corridors has been severed over time. This is partly due to the United States Department of Agriculture (USDA) and the Army Corps of Engineers converting some of these corridors into bottomland, which is safe for row crop plantation. This is done by permanently draining the land and altering the natural channels. With this, along with climate change, the ecosystem is prevented from effectively moving into places. It used to move about 60 feet per day, but it can only move about 30 feet per day. Without a contiguous corridor for both wildlife and food sources, they could no longer adapt to the ongoing climate change (Bullard, 2010).

Therefore, it is essential to promote additional habitat corridors and protect existing ones. Not only does this minimize species extinction, but this also protects the state's biodiversity, which represents the people's natural heritage. Land along the rivers is relatively less costly than other land, yet that is where most remaining biodiversity exist. These corridors also give wildlife a protected passage to water sources for survival (Fayetteville Parks and Recreation Division, 2003). Because national policies have made biofuel production more attractive than row crop production, these rivers are likely to be converted into production sites for woody biomass used to create cellulosic ethanol (Bullard, 2010). This strongly demonstrates that there needs to be a proactive approach in protecting and creating new habitat corridors along rivers.

Additionally, habitat corridors can be established along highways. The large scale of interconnected interstate highways has largely blocked wildlife migration paths. The only exceptions are drainage culverts that allow passage under interstates. Migration can be improved if these culverts were paired or complemented with prairie grasses and habitats. This provides greater opportunities for wildlife migration. Illinois has already begun planting prairie grasses along some of its state highways and interstates to foster this needed migration (Bullard, 2010).

14.3.2 How Greenways & Trails System Development Affects the Built Environment

Greenways and trails can define development patterns. This can prevent future developments from spilling into rural and agricultural land. A Pennsylvania study of the benefits of greenways presents a case study of the Farmview subdivision in Yardley, where in 1986, Realen Homes purchased a 418 acre site of contiguous farmlands with the desire to develop a residential subdivision. Their goal was to design a subdivision that would meet housing demand while conserving a significant amount of farmland. Greenways were used as the central concept in achieving this vision. 332 single-family homes were constructed on about half of the land, and the remaining farmland and forest were conserved at no cost to any stakeholders. The greenway controlled where homes were located and lowered each home's lot size, and this incurred lower utility and infrastructure maintenance cost for the township. In a sense, the developer used greenways to promote a compact neighborhood. (The RBA Group, 2002)

Farmland is a nonrenewable and important natural resource. It not only provides food and raw products to serve customers throughout the world, but farmland also absorbs stormwater, replenishes groundwater, reduces flooding, and provides wildlife habitats and open space that improves the landscape. (Illinois Department of Agriculture, 2001) Most of Champaign County is farmland, and many residents are concerned about preserving our soil and farmland as development pressures on urban outskirts continue. Taking an approach given in the case study above can balance greenfield development and protection of the natural environment. New development should also be adjacent to existing development to maximize efficiency.

Floodplains have historically been attractive sites for new development, since they have level grading, well-drained soils, and access to water sources. However, urbanization or development on floodplains has significant and adverse environmental impacts. The increase of impervious surfaces decreases infiltration, but increases runoff. This leads to shortened lag time and increased peak discharge during rainfall, i.e. flooding becomes more serious and happens sooner. Sometimes project developers will do site grading near floodplains, such as cut-and-fill. This may disturb and constrict the natural flow of water in the channels, which may worsen flooding. Preserving greenways or establishing trails on floodplains can restrict new development from occurring in flood-prone zones. Greenways and trails can protect riverside communities from flooding and related costs and damages, while being close to community and recreational amenities. (Parker, 2000)

14.3.3 How Greenways & Trails System Development Affects Public Health

Enhancing the greenways and trails system can increase personal levels of physical activity. Greenways and trails are accessible places for people to conduct outdoor activities, such as walking to get fresh air and exercise. Greater levels of physical activity also prevent age-onset diseases, such as diabetes and cancer. (Illinois Department of Natural Resources, 2009) This is important since approximately 60 percent of adults in the U.S. are not regularly physically active, and approximately 25 percent are not physically active at all. (Fayetteville Parks and Recreation Division, 2003) The lack of physical activity has partly led to the current and serious problem of obesity nationwide. Obesity increases a person's risk of developing adverse health conditions, such as hypertension and Type 2 Diabetes. In 2010, about 35.7% of adults in the U.S. were considered obese. (Ogden, Carrol, Kit, & Flegal, 2012)

A network of greenways and trails provides people a convenient means for exercise and other recreational activities. A developed system allows people to incorporate exercise into their daily lives, which contributes to a greater level of physical activity. (Fayetteville Parks and Recreation Division, 2003) Physically active people also incur fewer medical costs than physically inactive people do. The average annual medical cost for physically active people is about $1,019, and that for physically inactive ones is about $1,349. (Pratt, Macera, & Wang, 2000)

Increased and improved transportation choices can also reduce automobile usage, which can lead to improved air quality. Transportation accounted for about 27 percent of total greenhouse gas emissions in the U.S. in 2010. This has increased by about 19 percent since 1990. The historical increase is primarily due to increased travel demand. Vehicle miles travelled (VMT) for cars and light trucks increased by 34 percent from 1990 to 2010. One of the opportunities to reduce vehicle miles travelled is to promote active transportation modes. Walking and biking emit significantly fewer greenhouse gases than automobiles do. Encouragement of active transportation should be complemented with increased accessible and mixed use development to reduce the need to drive to access destinations. (U.S. Environmental Protection Agency, 2012)

14.3.4 Mitigation Measures

In order for all Champaign County populations and habitats to realize these benefits, the Champaign County Regional Planning Commission has developed mitigation measures for each environmental element listed in the Existing Environment section. These are recommendations that member agencies can use when developing plans and implementing greenway, trail, and/or bikeway projects.

Abiotic

Abiotic elements are not associated with or derived from living organisms. (Dictionary.com, 2013)

Air Quality

1. Encourage the use of the Champaign County Greenways and Trails system to reduce vehicle emissions.
2. Encourage students to walk and bike to school through Safe Routes to School efforts to reduce vehicle emissions.
3. Continue to implement bicycle and pedestrian plans for active transportation to provide people with alternative means of travel.
4. Establish and promote park & ride and park & walk locations, especially near trails and bikeways when possible, to reduce vehicle emissions for commuters who must use motorized transportation.

Water Resources

1. Design trails with planting and landscape areas when possible.
2. Establish vegetative buffers, conservation easements or riparian corridors along water resources to protect against pollutant runoff.
3. Encourage the use of pervious pavement techniques for parking lots and driveways to help reduce stormwater runoff.
4. Use rain gardens to ease pressure on current stormwater infrastructure systems.
5. Develop measures to require specific, on-site water retention/detention percentages for new development.
6. Develop greenways and/or trails near water retention/detention ponds.

Wetlands

1. Work with the Illinois Department of Transportation (IDOT) and local road-building agencies to avoid building or widening roadways crossing wetlands.
2. Work with Natural Resource Conservation Services (NRCS) and other water and soil resource protection agencies when building trails crossing wetlands.
3. Retain or restore open spaces, vegetated buffers, and riparian areas around wetlands.
4. Preserve natural vegetation around wetlands.
5. Prevent stormwater runoff that negatively impacts wetlands.
6. Employ low-impact development and construction practices near wetlands.
7. Promote transfer of development rights to prevent wetland disturbance or wetland construction to compensate for lost wetland habitat.

Floodplains

1. Avoid new road construction in flood-prone areas.
2. Encourage greenways with natural open space in floodplains.
3. Establish floodplain buffers for new development.
4. Preserve greenways and construct trails near or in floodplains to supplement the transportation network.

Topography & Soils

1. Specify natural resource and environmentally sensitive areas as places to be protected and restored in land use plans.
2. Link natural areas to greenways and trails and include appropriate buffers for highly sensitive natural areas.
3. Develop site plans that take advantage of naturally occurring features and minimize changes to natural topography, flora, and soils.
4. Minimize impervious surface areas to reduce stormwater runoff.

Biotic

Biotic elements consist of living organisms. An ecosystem is made up of a biotic community (all the naturally occurring organisms within the system) together with the physical environment. (Dictionary.com, 2013)

Wildlife & Habitat

1. Continue to enforce U.S. Fish and Wildlife Service (USFWS), Illinois Endangered Species Protection Board (IESPB), and Illinois Department of Natural Resources (IDNR) consultation and permitting for new development near listed-species habitat.
2. Keep roadways free of trash and pollutants that could enter habitat areas.
3. Install signs alerting drivers, cyclists, and pedestrians about the presence of wildlife.
4. Include design features in greenway, trail, and bikeway projects that do not disrupt natural migratory patterns.
5. Maintain natural lighting to the extent possible along roadways.
6. Use buffer strips along streams, rivers, and riparian corridors.

Areas of Cultural, Natural, and Archeological Significance

1. Use historic preservation practices to preserve culturally and historically significant resources.
2. Continue to enforce Illinois Historic Preservation Agency (IHPA) consultations and permitting for all public and private projects.
3. Rehabilitate and enhance current cultural and historic resources.
4. Avoid development or transportation construction with known adverse effects on historic sites.
5. Plan greenways and trails near areas of natural and cultural significance in a manner that encourages greater usage and the preservation of these historic and environmentally sensitive areas.

15 FUNDING SOURCES

15.1 Introduction

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

15.2 Organization and Program List

Since completion of the 2004 Champaign County Greenways & Trails Plan, the Champaign County Regional Planning Commission completed an implementation strategy for identifying funding sources to implement proposed greenways and trails projects. This strategy led to the following list, which the Greenways & Trails Technical and Policy Committees approved. The Champaign County Regional Planning Commission will work with the aforementioned committees to update this list as information becomes available. The list shows funding opportunities organized by state, federal, private, and non-profit sources.

State of Illinois		
Department of Natural Resources (IDNR)		
Boat Access Area Development Program		
Department: IDNR	Deadline: Between July 1st & September 1st	Maximum Amount: $200,000
Description: The Boat Access Area Development Program provides financial assistance to local government agencies for the acquisition, construction, and expansion/rehabilitation, including necessary A/E services, of public boat and canoe access areas on Illinois' lakes and rivers. The program provides up to 100% of approved project construction costs and 90% of approved land acquisition costs.		
Website: http://www.dnr.state.il.us/ocd/newboat2.htm		
Illinois Bicycle Path Program		
Department: IDNR	Deadline: March 1st	Maximum Amount: $200,000 for Development Projects, None for Acquisition Projects
Description: The Illinois Bicycle Path Grant Program was created to financially assist eligible units of government acquire, construct, and rehabilitate public, non-motorized bicycle paths and directly related support facilities. Grants are available to any local government agency having statutory authority to acquire and develop land for public bicycle path purposes. Financial assistance up to 50% of approved project costs is available through the program.		
Website: http://www.dnr.state.il.us/ocd/newbike2.htm		
Illinois Biodiversity Field Trip		
Department: IDNR	Deadline: January 31st	Maximum Amount: $500
Description: Grants are only available to teachers in Illinois and should be for the purpose of studying some aspect of Illinois' biodiversity, referring to the variety of life in an area. The field trip site must be in Illinois and can include state parks, natural areas, natural history museums and nature centers. A budget with an itemized list of expenditures to be covered by the grant must be included. Items eligible for funding include: transportation, substitute teachers, admission fees, and guest speakers.		
Website: http://dnr.state.il.us/lands/education/CLASSRM/grants.htm		

Illinois Forestry Assistance Programs		
Department: IDNR	Deadline: N/A	Maximum Amount: N/A
Description: The goals of forestry programs in Illinois are to maintain and improve the State's rural and urban forests, and enable forests to remain as an important component in the ecological processes that sustain the State's valuable natural resources and economy. These goals and private landowner objectives will be accomplished by using non-regulatory approaches and voluntary participation. Programs include Rural Forest Landowner Assistance, Urban and Community Forestry, Nursery Operations, Forest Protection and Health Management, and the Forest Development Act (FDA).		
Website: http://www.dnr.state.il.us/conservation/forestry/programs.htm		
Illinois Schoolyard Habitat Action Grant Program		
Department: IDNR	Deadline: November 30th	Maximum Amount: $1,000
Description: Projects must emphasize student/youth involvement with planning, development and maintenance and increase the educational and wildlife habitat values of the site. The applicant must be prepared to maintain and commit resources to the project for at least five years. The project must be implemented on school grounds or another public place (for example, a park or nature center/forest preserve district land). Funding requests should focus on items necessary for enhancement and development of wildlife habitat, such as native plants, seeds, mulch and lumber/ hardware for constructing nesting/roosting boxes and platforms. Teachers, nature center personnel and youth group leaders in Illinois may apply.		
Website: http://dnr.state.il.us/lands/education/CLASSRM/grants.htm		
Off-Highway Vehicle (OHV) Recreation Program		
Department: IDNR	Deadline: March 1st	Maximum Amount: N/A
Description: The OHV grant program provides financial aid to government agencies, not-for-profit organizations, and other eligible groups or individuals to develop, operate, maintain, and acquire land for off-highway vehicle parks and trails. These facilities must be open and accessible to the public. The program can also help restore areas damaged by unauthorized OHV use. The program can provide up to 100% funding reimbursement assistance for approved, eligible project costs.		
Website: http://www.dnr.state.il.us/ocd/newohv2.htm		
Open Space Lands Acquisition and Development Program (OSLAD) & Land and Water Conservation Fund (LWCF)		
Department: IDNR	Deadline: Between May 1st & July 1st	Maximum Amount: $750,000 for Acquisition Projects, $400,000 for Development/Renovation Projects
Description: The OSLAD Program is a state-financed grant program that provides funding assistance to local government agencies for acquisition and/or development of land for public parks and open space. The federal LWCF program (also known as LAWCON) is a similar program with similar objectives. Projects vary from small neighborhood parks or tot lots to large community and county parks and nature areas. Both programs provide funding assistance up to 50% of approved project.		
Website: http://www.dnr.state.il.us/ocd/newoslad1.htm		
Partners for Conservation (PFC) Ecosystem Project Grants		
Department: IDNR	Deadline: December 15th	Maximum Amount: N/A
Description: Partners for Conservation Ecosystems Program project grants are submitted through Ecosystem Partnerships and are awarded annually on a competitive basis. The Program accepts grants in the following categories: habitat restoration, land acquisition/easement, education/outreach, planning, research, and resource economics. Any project located within the boundaries of an Ecosystem Partnership is eligible for Partners for Conservation funds.		
Website: http://www.dnr.state.il.us/orep/pfc/ecosystem/		

Recreational Trails Program (RTP)		
Department: IDNR	Deadline: March 1st	Maximum Amount: N/A
Description: This program provides funding assistance for acquisition, development, rehabilitation and maintenance of both motorized and non-motorized recreation trails. Examples of eligible project activities include: trail construction and rehabilitation; restoration of areas adjacent to trails damaged by unauthorized trail uses; construction of trail-related support facilities and amenities; and acquisition from willing sellers of trail corridors through easements or fee simple title. By law, 30% of each state's RTP funding must be earmarked for motorized trail projects, 30% for non-motorized trail projects and the remaining 40% for multi-use (diversified) motorized and non-motorized trails or a combination of either. The RTP program can provide up to 80% federal funding on approved projects and requires a minimum 20% non-federal funding match.		
Website: http://www.dnr.state.il.us/ocd/newrtp2.htm		
Snowmobile Grant Program		
Department: IDNR	Deadline: May 1st	Maximum Amount: N/A
Description: The state-funded Snowmobile Grant Program for local governments is financed from the registration fees of snowmobiles and provides up to 50% reimbursement of approved facility development/rehabilitation costs and 90% of approved trail corridor land acquisition costs for public snowmobile trails and areas in the state. This program is available to any unit of local government located in a region of Illinois with sufficient snow cover and having statutory authority to acquire and develop lands for public park and recreation purposes.		
Website: http://www.dnr.state.il.us/ocd/newsnow2.htm		
Snowmobile Trail Establishment Fund (STEF)		
Department: IDNR	Deadline: May 1st	Maximum Amount: N/A
Description: The Snowmobile Trail Establishment Fund (STEF) Program provides financial assistance to incorporated, private snowmobile clubs in Illinois. The STEF Program provides reimbursement funding assistance up to 100% of eligible project costs. Funds for the program come from a portion of snowmobile registration fees collected by the state. Grants may be obtained by local snowmobile clubs to develop and maintain additional public trails and facilities in the state. Although grants are made to private clubs, STEF-assisted snowmobile trails and facilities must be open and available for general public use.		
Website: http://dnr.state.il.us/ocd/newstef2.htm		
Illinois Habitat Fund		
Department: IDNR	Deadline: August 1st	Maximum Amount: N/A
Description: The Illinois Habitat Fund is one of three programs funded through the purchase of a State Habitat Stamp. Eligible projects are limited to those seeking to preserve, protect, acquire or manage habitat (all wetlands, woodlands, grasslands, and agricultural lands, natural or altered) in Illinois that have the potential to support populations of wildlife in any or all phases of their life cycles. Eligible recipients are limited to any appropriate not-for-profit organization or government agency that has the expertise, equipment, adequate staff/workforce and permission from the landowner (if applicable) to develop and/or manage habitat.		
Website: http://www.dnr.state.il.us/grants/Special_Funds/WildGrant.htm		
State Pheasant Fund		
Department: IDNR	Deadline: August 1st	Maximum Amount: N/A
Description: The State Pheasant Fund Grant Program is dedicated to the conservation of wild pheasants. Eligible projects may include land acquisition, pheasant habitat improvement on public or private land, pheasant research, or education of the public regarding pheasants and pheasant hunting. Eligible recipients are limited to appropriate not-for-profit organizations.		
Website: http://www.dnr.state.il.us/grants/Special_Funds/WildGrant.htm		

Migratory Waterfowl Stamp Fund		
Department: IDNR	Deadline: January 1st	Maximum Amount: N/A
Description: The Migratory Waterfowl Stamp Fund Grant Program is dedicated to the conservation of waterfowl that pass through Illinois during their migrations. Eligible projects are limited to development of waterfowl propagation areas within the Dominion of Canada or the United States that specifically provide waterfowl for the Mississippi Flyway, and projects to implement the North American Waterfowl Management Plan for the development of waterfowl areas within the Dominion of Canada or the United States that specifically provide waterfowl for the Mississippi Flyway. Eligible recipients are limited to appropriate not-for-profit organizations.		
Website: http://www.dnr.state.il.us/grants/Special_Funds/WildGrant.htm		
Illinois Wildlife Preservation Fund		
Department: IDNR	Deadline: April 1st	Maximum Amount: $2,000
Description: The Illinois Wildlife Preservation Fund Grant Program is designed to preserve, protect, perpetuate and enhance non-game wildlife and native plant resources of Illinois through preservation of a satisfactory environment and an ecological balance. Projects proposed for grant funding must focus on management, site inventories, or education. Management projects are those activities related to stewardship of land and/or water which are of direct benefit to non-game wildlife, native plants and natural communities. Examples of this type of project include exotic species removal, brush cutting, nest structures, and vegetation management. Site inventory projects are those activities which inventory species, taxa (birds, mammals, reptiles, amphibians, fishes, plants, invertebrates, etc.), vegetation, habitats, etc. on an area of land. Education projects are those activities that teach Illinoisans about the natural world around them and hopefully have lasting effects. Examples of this type of project include interpretive trails, trail signs, curricula, displays, workshops, development of ongoing outdoor education activities, instructional packets and materials. ("One time only" projects directed at one small group of students will generally not be funded.)		
Website: http://www.dnr.state.il.us/grants/Special_Funds/WildGrant.htm		
Illinois Wildlife Preservation Fund - Maintenance of Wildlife Rehabilitation Facilities that take care of Threatened or Endangered Species		
Department: IDNR	Deadline: April 1st	Maximum Amount: $2,000
Description: This portion of the Special Wildlife Funds Grant Program is designed to keep wildlife rehabilitation facilities that take care of threatened or endangered species in a state of good repair necessary to provide safe and sanitary conditions for threatened or endangered wildlife species being cared for in the facility and for facility staff. Only persons who possess a current wildlife rehabilitation license/permit issued by IDNR and who have provided care for threatened or endangered wildlife species during the 3-year period preceding the date of their application qualify for grant funds.		
Website: http://www.dnr.state.il.us/grants/Special_Funds/WildGrant.htm		

Department of Transportation (IDOT)		
Illinois Transportation Enhancement Program (ITEP)		
Department: IDOT	Deadline: Set by IDOT	Maximum Amount: N/A
Description: ITEP provides funding for community based projects that expand travel choices and enhance the transportation experience by improving the cultural, historic, aesthetic and environmental aspects of our transportation infrastructure. Project sponsors may receive up to 80 percent reimbursement for project costs. The remaining 20 percent is the responsibility of the project sponsor. A project must qualify as one of the 6 eligible categories listed in the ITEP Guidelines Manual and it must relate to surface transportation to be eligible for funding.		
Website: http://www.dot.il.gov/opp/itep.html		
Pedestrian & Bicycle Safety Program (PBS)		
Department: IDOT	Deadline: Set by IDOT	Maximum Amount: N/A
Description: Pedestrian and Bicycle Safety Program (PBS) is designed to aid public agencies in funding cost-effective projects that improve pedestrian and bicycle safety through education and enforcement. The primary focus of this program will be on areas experiencing disproportionately high pedestrian and bicycle crashes and surrounding facilities such as schools, parks, and senior centers.		
Website: http://www.trafficsafetygrantsillinois.org		
Safe Routes to School (SRTS)		
Department: IDOT	Deadline: Set by IDOT	Maximum Amount: $200,000 for Infrastructure Applications, $30,000 for Non-Infrastructure Applications
Description: The Illinois Safe Routes to School Program (SRTS) is a federally funded program administered by the Illinois Department of Transportation. The Illinois SRTS Program supports projects and programs that enable and encourage walking and bicycling to and from school. The program applies to schools serving grades Kindergarten through 8th grade. Project sponsors may receive up to 80 percent reimbursement for project costs. The remaining 20 percent is the responsibility of the project sponsor.		
Website: http://www.dot.il.gov/saferoutes/saferouteshome.aspx		

Environmental Protection Agency (EPA)		
Illinois Clean Lakes Program (ICLP)		
Department: IEPA	Deadlines: August 31st for Pre-Applications, October 31st for Final Applications	Maximum Amount: $75,000 for Phase I Study $300,000 for Phase II Implementation Grants
Description: The Illinois Clean Lakes Program (ICLP) is a financial assistance grant program that supports lake owners' interest and commitment to long-term, comprehensive lake management. Through this program, IEPA provides technical and financial assistance primarily to governmental entities that manage publicly-owned lakes with extensive public access and use. Phase I lake study grants are awarded to identify problems and sources of pollution, and to develop a feasible course of corrective action. This study period typically lasts two years. Phase II grants support the implementation of procedures recommended in the Phase I report to improve water quality, recreational and ecological aspects of the lake. IEPA evaluates all applications on three primary factors: an assessment of the lake's overall water quality, its potential for improved water quality, and potential public benefits.		
Website: http://www.epa.state.il.us/water/conservation/iclp.html		

Lake Education Assistance Program (LEAP)		
Department: IEPA	Deadline: September 30th, January 31st	Maximum Amount: $500
Description: The Lake Education Assistance Program (LEAP) is part of an education initiative offered by the Illinois EPA. LEAP funds are available to all school children whether they attend public or private schools, and for grades from kindergarten through graduate school. Funds are also available to not-for-profit organizations, such as lake associations, scouting groups, parks, and communities. The IEPA provides funding for approximately one hundred lake and lake watershed related educational field trips, seminars/workshops, projects, and activities per fiscal year. Projects and activities must have stated goals and involve the enhanced lake/lake watershed education of teachers, students, organizations and/or the community.		
Website: http://www.epa.state.il.us/water/conservation/leap.html		
Nonpoint Source Pollution Control Program		
Department: IEPA	Deadline: Between June 1st & August 1st	Maximum Amount: N/A
Description: Grants are available to local units of government and other organizations to protect water quality in Illinois. Projects must address water quality issues relating directly to nonpoint source pollution. Funds can be used for the implementation of IEPA approved watershed-based management plans including the development of information/education programs and for the installation of best management practices.		
Website: http://www.epa.state.il.us/water/financial-assistance/non-point.html		
Priority Lake & Watershed Implementation Program (PLWIP)		
Department: IEPA	Deadline: March 1st	Maximum Amount: $40,000
Description: The Priority Lake and Watershed Implementation Program (PLWIP) is a program initiative that supports lake protection, restoration, and enhancement activities at lakes designated by the IEPA as "priority" lakes. These are lakes where causes and sources of problems are apparent, project sites are highly accessible, project size is relatively small, and local entities are in a position to quickly implement necessary treatments.		
Website: http://www.epa.state.il.us/water/conservation/plwip.html		
Public Water Supply Loan Program (PWSLP)		
Department: IEPA	Deadline: March 31st for Pre-Applications	Maximum Amount: N/A
Description: The Public Water Supply Loan Program (PWSLP) provides low interest loans to eligible recipients, primarily local government units, for the construction of community water supply facilities and other facilities that fulfill federal State Revolving Fund (SRF) requirements for a Green Project Reserve. The loan program is capitalized annually with federal grants and state matching funds, with these amounts supplemented by program repayments that now exceed $20 million on an annual basis. Loans carry a maximum 20 year term, with interest rates set annually at one-half the bond market rate.		
Website: http://www.epa.state.il.us/water/financial-assistance/drinking-water/index.html		
Water Pollution Control Loan Program (WPCLP)		
Department: IEPA	Deadline: March 31st for Pre-Applications	Maximum Amount: N/A
Description: The Water Pollution Control Loan Program (WPCLP) provides low interest loans to eligible recipients, primarily local government units, for the construction of wastewater and wastewater treatment works and other facilities that fulfill federal State Revolving Fund (SRF) requirements for a Green Project Reserve, including certain types of storm water facilities. The loan program is capitalized annually with federal grants and state matching funds, with these amounts supplemented by program repayments that now exceed $100 million on an annual basis. Loans carry a maximum 20 year term, with interest rates set annually at one-half the bond market rate.		
Website: http://www.epa.state.il.us/water/financial-assistance/waste-water/index.html		

United States Federal Government		
Department of Agriculture (USDA)		
Community Facilities Direct and Guaranteed Loan Program		
Department: USDA	Deadline: None; Pre-Application Required	Maximum Amount: N/A
Description: Community Programs can make and guarantee loans to develop essential community facilities in rural areas and towns of up to 20,000 in population. Loans and guarantees are available to public entities such as municipalities, counties, and special-purpose districts, as well as to non-profit corporations and tribal governments. Applicants must have the legal authority to borrow and repay loans, to pledge security for loans, and to construct, operate, and maintain the facilities. They must also be financially sound and able to organize and manage the facility effectively.		
Website: http://www.rurdev.usda.gov/HAD-CF_Loans.html		
Community Facilities Grant Program		
Department: USDA	Deadline: N/A	Maximum Amount: Varies, depending on population and income, economic feasibility, and availability of funds.
Description: Community Programs provides grants to assist in the development of essential community facilities in rural areas and towns of up to 20,000 in population. Grants are authorized on a graduated scale. Applicants located in small communities with low populations and low incomes will receive a higher percentage of grants. Grants are available to public entities such as municipalities, counties, and special-purpose districts, as well as non-profit corporations and tribal governments. In addition, applicants must have the legal authority necessary for construction, operation, and maintenance of the proposed facility and also be unable to obtain needed funds from commercial sources at reasonable rates and terms. Grant funds can be used to construct, enlarge, or improve community facilities. A grant may be made in combination with other CF financial assistance such as a direct or guaranteed loan, applicant contributions, or loans and grants from other sources.		
Website: http://www.rurdev.usda.gov/HAD-CF_Grants.html		
Agricultural Conservation Easement Program (ACEP)		
Department: USDA	Deadline: N/A	Maximum Amount: N/A
Description: The Agricultural Conservation Easement Program (ACEP) provides financial and technical assistance to help conserve agricultural lands and wetlands and their related benefits. Under the Agricultural Land Easements component, the USDA Natural Resources Conservation Service (NRCS) helps Indian tribes, state and local governments, and non-governmental organizations protect working agricultural lands and limit non-agricultural uses of the land. Under the Wetlands Reserve Easements component, NRCS helps to restore, protect, and enhance enrolled wetlands.		
Website: http://www.nrcs.usda.gov/wps/portal/nrcs/main/national/programs/easements/acep		
Healthy Forests Reserve Program (HFRP)		
Department: USDA	Deadline: N/A	Maximum Amount: N/A
Description: The Healthy Forests Reserve Program (HFRP) helps landowners restore, enhance, and protect forestland resources on private lands through easements and financial assistance. Through HFRP, landowners promote the recovery of endangered or threatened species, improve plant and animal biodiversity, and enhance carbon sequestration.		
Website: http://www.nrcs.usda.gov/wps/portal/nrcs/main/national/programs/easements/forests		

Fish & Wildlife Service (FWS)		
Conservation Grants		
Department: FWS	Deadline: Set by FWS	Maximum Amount: N/A
Description: Conservation Grants provide financial assistance to States and Territories to implement conservation projects for listed species and at-risk species. Funded activities include habitat restoration, species status surveys, public education and outreach, captive propagation and reintroduction, nesting surveys, genetic studies, and development of management plans.		
Website: http://www.fws.gov/endangered/grants/grant-programs.html		
Recovery Land Acquisition Grants		
Department: FWS	Deadline: Set by FWS	Maximum Amount: N/A
Description: Recovery Land Acquisition Grants provide funds to States and Territories for the acquisition of habitat for endangered and threatened species in support of draft and approved recovery plans. Acquisition of habitat to secure long-term protection is often an essential element of a comprehensive recovery effort for a listed species.		
Website: http://www.fws.gov/endangered/grants/grant-programs.html		
Habitat Conservation Planning Assistance Grants		
Department: FWS	Deadline: Set by FWS	Maximum Amount: $750,000
Description: Habitat Conservation Planning Assistance Grants provide funds to States and Territories to support the development of Habitat Conservation Plans (HCPs) through support of baseline surveys and inventories, document preparation, outreach, and similar planning activities. The purpose of an HCP is to ensure adequate protection of suitable habitat for threatened and endangered species, while at the same time providing for economic growth and development.		
Website: http://www.fws.gov/endangered/grants/grant-programs.html		
Habitat Conservation Plan (HCP) Land Acquisition Grants		
Department: FWS	Deadline: Set by FWS	Maximum Amount: $2,000,000
Description: HCP Land Acquisition Grants provide funding to States and Territories to acquire land associated with approved HCPs. Grants do not fund the mitigation required of an HCP permittee; instead, they support land acquisition by the State or local governments that complement mitigation.		
Website: http://www.fws.gov/endangered/grants/grant-programs.html		
Neotropical Migratory Bird Conservation Act Grants		
Department: FWS	Deadline: Set by FWS	Maximum Amount: $200,000
Description: The Neotropical Migratory Bird Conservation Act establishes a competitive, matching grants program that supports public-private partnerships carrying out projects in the United States, Canada, Latin America, and the Caribbean that promote the long-term conservation of Neotropical migratory birds and their habitats. The goals of the Act include perpetuating healthy populations of these birds, providing financial resources for bird conservation initiatives, and fostering international cooperation for such initiatives.		
Website: http://www.fws.gov/birdhabitat/Grants/NMBCA/index.shtm		
North American Wetland Conservation Act - Standard Grants Program		
Department: FWS	Deadlines: February 28th, July 8th	Maximum Amount: N/A
Description: The North American Wetlands Conservation Act of 1989 provides matching grants to organizations and individuals who have developed partnerships to carry out wetlands conservation projects in the United States, Canada, and Mexico for the benefit of wetlands-associated migratory birds and other wildlife. The Standard Grants Program supports projects in Canada, the United States, and Mexico that involve long-term protection, restoration, and/or enhancement of wetlands and associated uplands habitats.		
Website: http://www.fws.gov/birdhabitat/Grants/NAWCA/index.shtm		

North American Wetland Conservation Act - Small Grants Program		
Department: FWS	Deadline: November 7th	Maximum Amount: $75,000
Description: The North American Wetlands Conservation Act of 1989 provides matching grants to organizations and individuals who have developed partnerships to carry out wetlands conservation projects in the United States, Canada, and Mexico for the benefit of wetlands-associated migratory birds and other wildlife. The Small Grants Program operates only in the United States; it supports the same type of projects and adheres to the same selection criteria and administrative guidelines as the U.S. Standard Grants Program. However, project activities are usually smaller in scope and involve fewer project dollars.		
Website: http://www.fws.gov/birdhabitat/Grants/NAWCA/index.shtm		
Wildlife & Sport Fish Restoration Program (WSFR)		
Department: FWS	Deadline: Varies	Maximum Amount: Varies
Description: The U.S. Fish & Wildlife Service, Wildlife and Sport Fish Restoration Program (WSFR) works with states, insular areas and the District of Columbia to conserve, protect, and enhance fish, wildlife, their habitats, and the hunting, sport fishing and recreational boating opportunities they provide. The Division of Wildlife and Sport Fish Restoration Program provides oversight and/or administrative support for the following grant programs: Wildlife Restoration Grant Program, Sport Fish Restoration Grant Program, Clean Vessel Act Grant Program, Boating Infrastructure Grant Program, National Coastal Wetlands Conservation Grant Program, State Wildlife Grant Program, Landowner Incentive Grant Program, Multistate Grant Program, Tribal Wildlife Grant Program, and the Tribal Landowner Incentive Grant Program.		
Website: http://wsfrprograms.fws.gov/		

Private & Non-Profit Organizations (Nationwide, State)		
AmeriCorps Funding Opportunities		
Organization: Corporation for National and Community Service (CNCS)	Deadline: Varies	Maximum Amount: Varies
Description: The Corporation for National and Community Service (CNCS) provides grants through its AmeriCorps program to national and local nonprofits, schools, government agencies, faith-based and community organizations, and other groups committed to strengthening their communities through volunteering. The promotion of environmental stewardship is one of CNCS' six focus areas.		
Website: http://www.nationalservice.gov/build-your-capacity/grants/funding-opportunities		
Conservation Alliance Grants		
Organization: The Conservation Alliance	Deadlines: Nominations are due May 1st & November 1st; Proposals are due June 1st & December 1st	Maximum Amount: $50,000
Description: The Conservation Alliance is a group of outdoor industry companies that seeks to protect threatened wild places and waterways throughout North America for their habitat and recreational values. The only eligible grant applicants are non-profit organizations that are nominated by one of the Conservation Alliance's member companies. Grant applications must seek to secure permanent protection of a specific wild land or waterway for its habitat and recreational values; use a campaign to engage grassroots citizen action in support of the conservation effort; be quantifiable with specific goals, objectives, and action plans; should include a clear measure for evaluating success; and should have a good chance of final success within four years.		
Website: http://www.conservationalliance.com/grants/grant_criteria		
Illinois Clean Energy Community Foundation Grants		
Organization: Illinois Clean Energy Community Foundation	Deadline: Varies	Maximum Amount: Varies
Description: The Illinois Clean Energy Community Foundation Grant Program supports environmental best practices to create a healthy and prosperous Illinois. The Foundation financially supports programs and projects that benefit the public in three program areas: implementing and improving the use of energy efficient technologies and methods, developing and increasing the use of renewable energy resources, and preserving and enhancing natural areas and wildlife habitats throughout Illinois. The Foundation provides funding to federally recognized 501(c)(3) nonprofit organizations and state and local government agencies serving Illinois residents.		
Website: http://www.illinoiscleanenergy.org/how-to-apply/		
National Trails Fund		
Organization: American Hiking Society	Deadline: Mid-December	Maximum Amount: $5,000
Description: The American Hiking Society's National Trails Fund is the only privately funded, national grants program dedicated solely to building and protecting hiking trails. Created in response to the growing backlog of trail maintenance projects, the National Trails Fund has helped hundreds of grassroots organizations acquire the resources needed to protect America's cherished hiking trails. Grant applicants must be a member of the American Hiking Society Alliance and a 501(c)(3) non-profit organization.		
Website: http://www.americanhiking.org/national-trails-fund/		

New Belgium Environmental Stewardship Grants Program		
Organization: New Belgium Brewing Company	Deadline: Varies depending on grant strategy	Maximum Amount: $10,000
Description: The purpose of New Belgium's Environmental Stewardship Grants Program is to serve and connect with the communities where they sell their beers. Their goal is to improve the health of the planet and inspire others to joyously embrace sustainable choices. They focus their grants on the following four strategies to mitigate human impacts on the planet: youth environmental education, sustainable agriculture, sensible transportation & bike advocacy, and water stewardship.		
Website: http://www.newbelgium.com/sustainability/Community/Philanthropy.aspx		
People for Bikes (PFB) Community Grants Program		
Organization: People for Bikes	Deadlines: Varies; Letter of Interest Required	Maximum Amount: $10,000
Description: The People for Bikes (PFB) Community Grants Program provides funding for important and influential projects that leverage federal funding and build momentum for bicycling in communities across the U.S. These projects include bike paths, bike lanes, rail trails, bridges, mountain bike trails, bike parks, BMX facilities, end-of-trip facilities, and large-scale bicycle advocacy initiatives.		
Website: http://www.peopleforbikes.org/pages/community-grants		
Walmart Community Grant Program		
Organization: Walmart Foundation	Deadline: December 31st	Maximum Amount: $2,500
Description: Walmart believes in operating globally and giving back locally – creating impact in the neighborhoods where they live and work. Through the Community Grant Program, their associates are proud to support the needs of their communities by providing grants to local organizations. These include non-profit organizations, state and local government entities, educational institutions, and faith-based organizations. The Walmart Foundation engages in opportunities to align with its key areas of focus: Hunger Relief & Healthy Eating, Sustainability, Women's Economic Empowerment, and Career Opportunity. However, programs that do not align with these areas will still be given consideration.		
Website: http://foundation.walmart.com/apply-for-grants/local-giving		

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