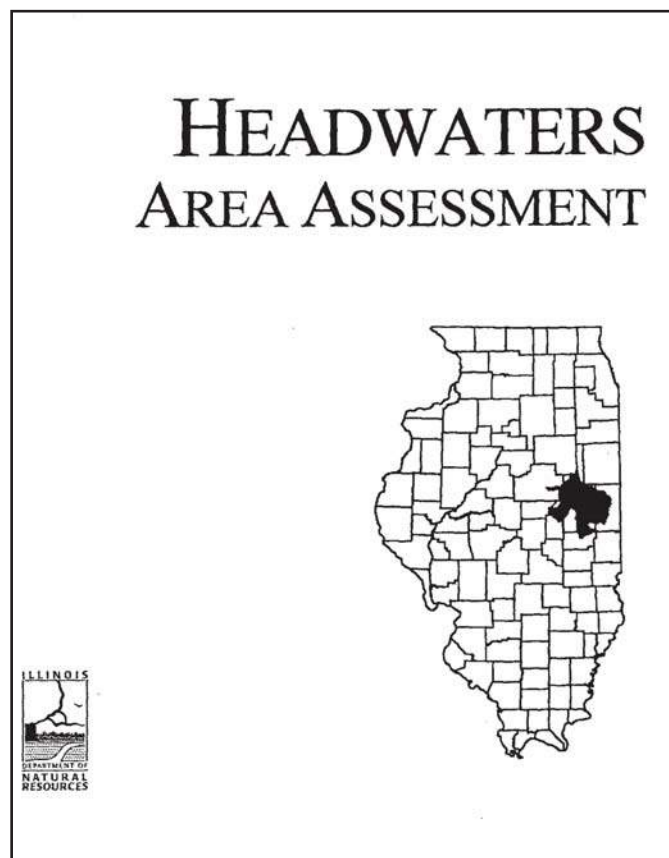


9 LITERATURE REVIEW

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

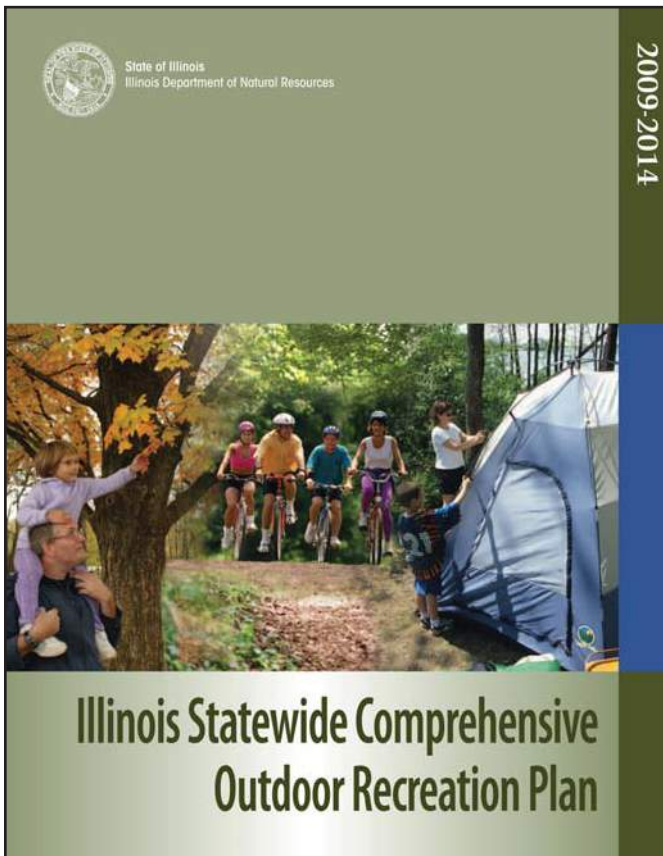
Headwaters Area Assessment (IDNR, 1997):

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.



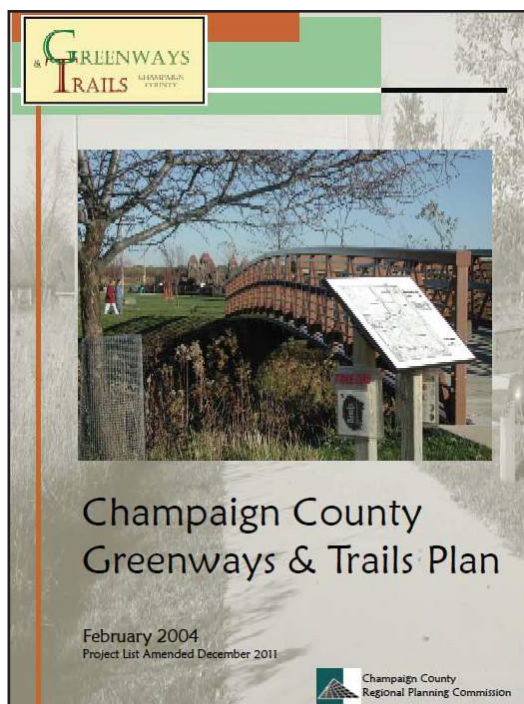
Illinois Nature Preserves Commission (INPC) Protected Areas in Illinois by County (IDNR, 2011):

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.

Parks and Recreation Master Plan

Village of Mahomet

2004

Prepared by

Department of Leisure Studies and
Department of Urban and Regional Planning
University of Illinois at Urbana-Champaign

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

**A Report to the Champaign County Board
from the Environmental Advisory Panel**

November 2004



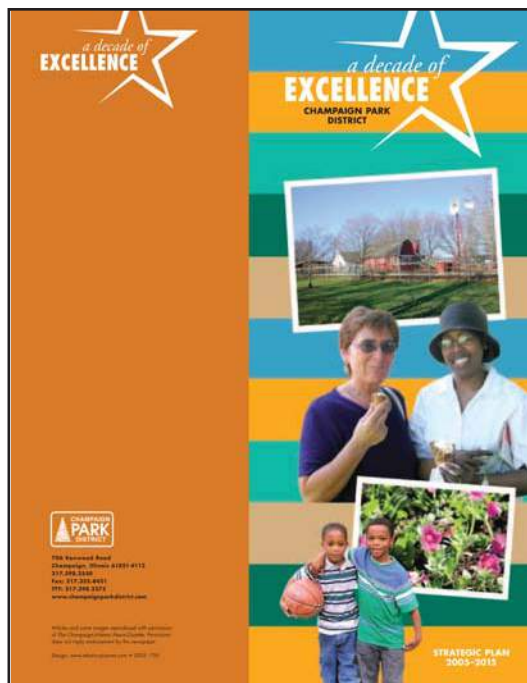
<http://inquiry.uiuc.edu/cil/out.php?cilid=285>

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.

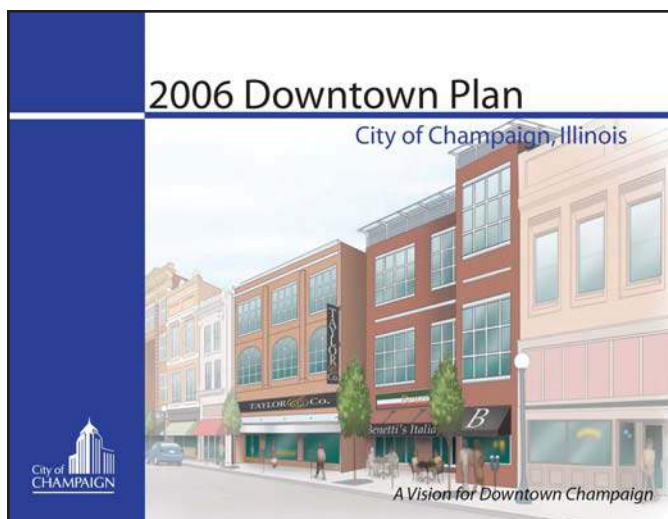


Champaign Park District Strategic Plan 2005-2015 (Champaign Park District, 2005):

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.

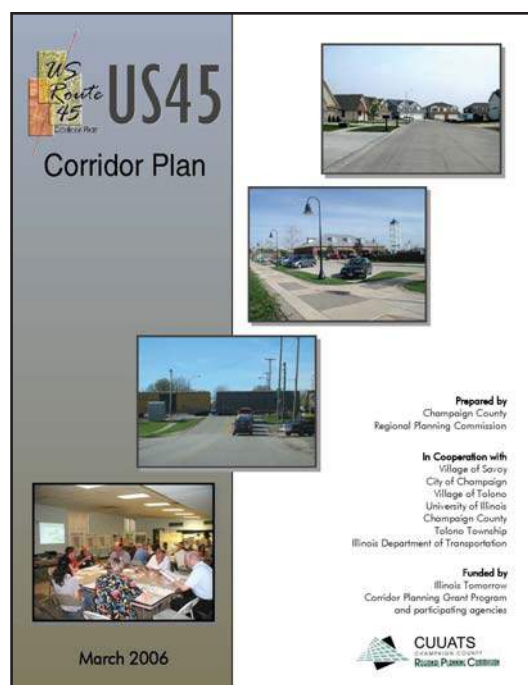


Urbana Comprehensive Plan and Update (City of Urbana, 2005; updated 2006):

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.

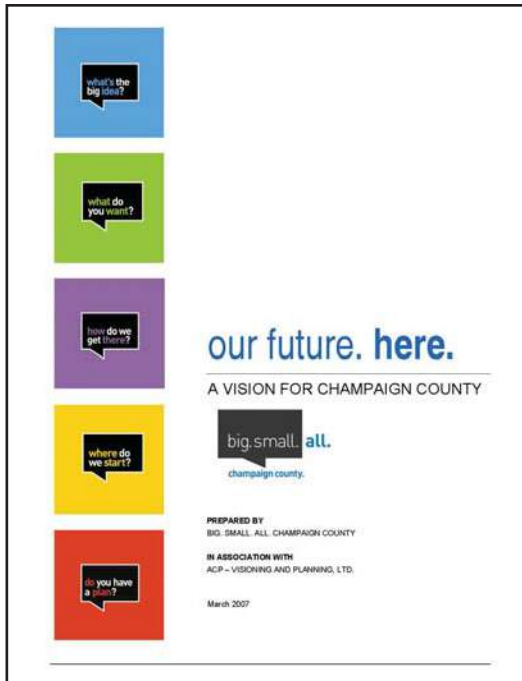


US 45 Corridor Study (CCRPC, 2006):

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.

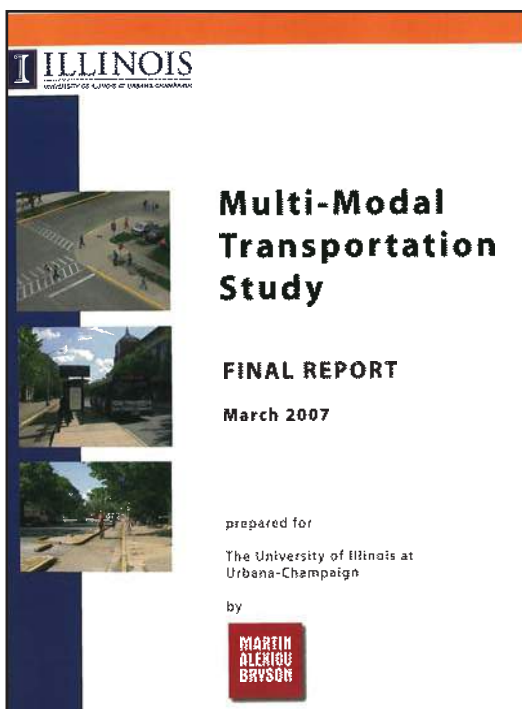


Big.Small.All (Big.Small.All, Champaign County, ACP Visioning and Planning, Ltd., 2007):

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*.

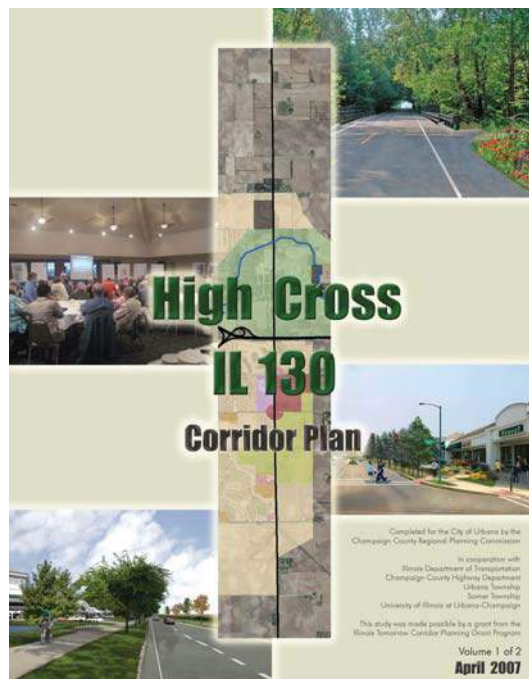


UIUC Multi-Modal Transportation Study (Martin, Alexiou and Bryson, 2007):

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.

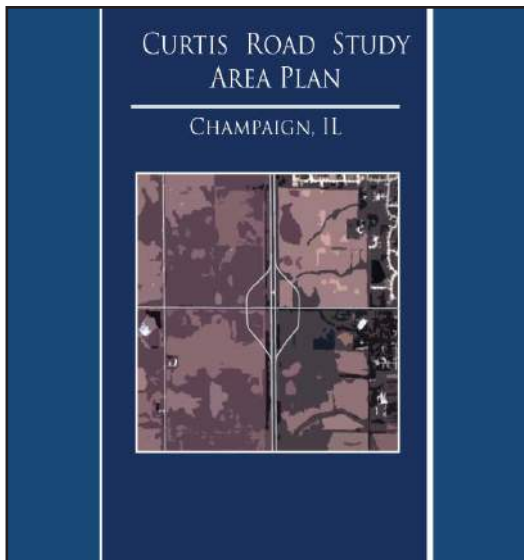
Connection to the Active Choices Plan:

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.

Urbana Park District Strategic Plan Summary Report

Expanding the Legacy

Prepared by:
JJR pros
consulting
May 2007

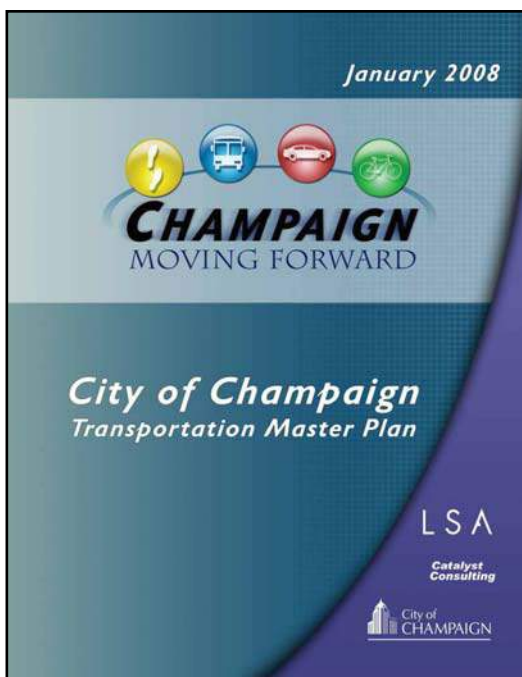


Curtis Road Interchange Master Plan (City of Champaign, Teska Associates, 2007):

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.

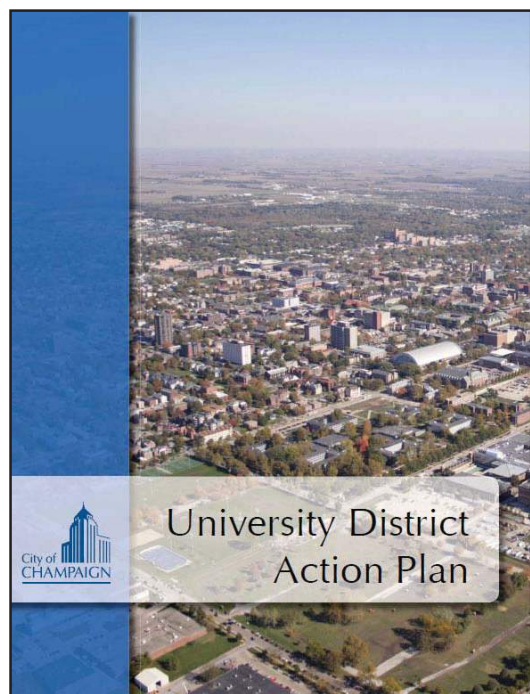


Champaign Moving Forward (LSA, 2008):

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.

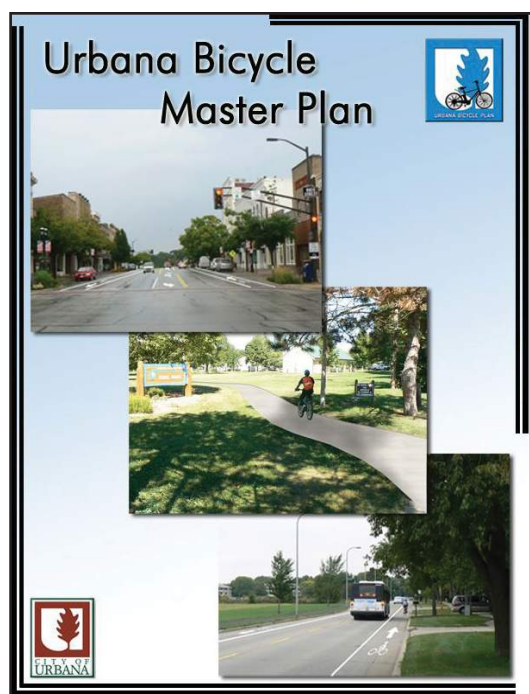


University District Action Plan (City of Champaign, 2008):

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.

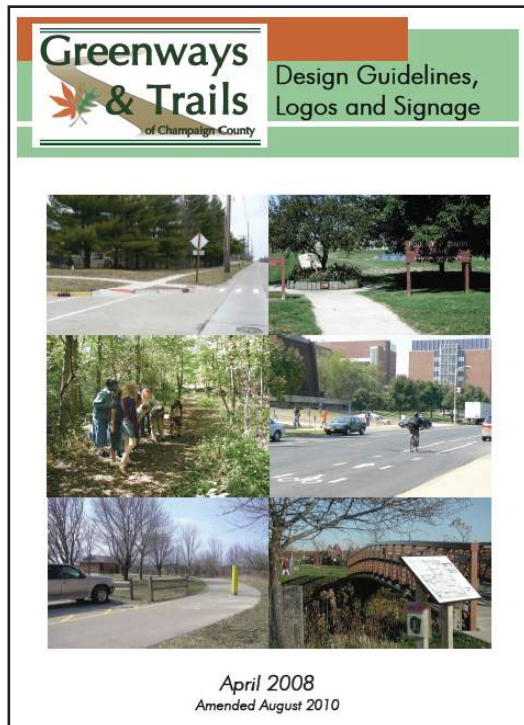


Urbana Bicycle Master Plan (CCRPC, 2008):

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.

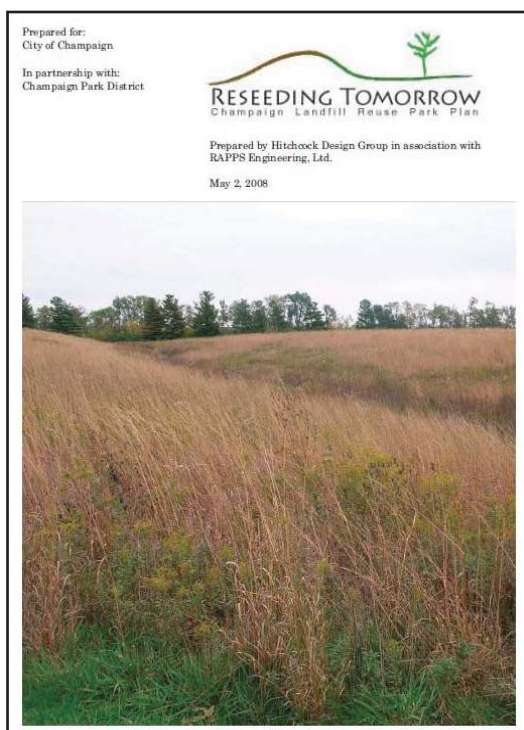


Champaign County Greenways and Trails Design Guidelines, Logos & Signage (CCRPC, 2008; amended 2010):

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.

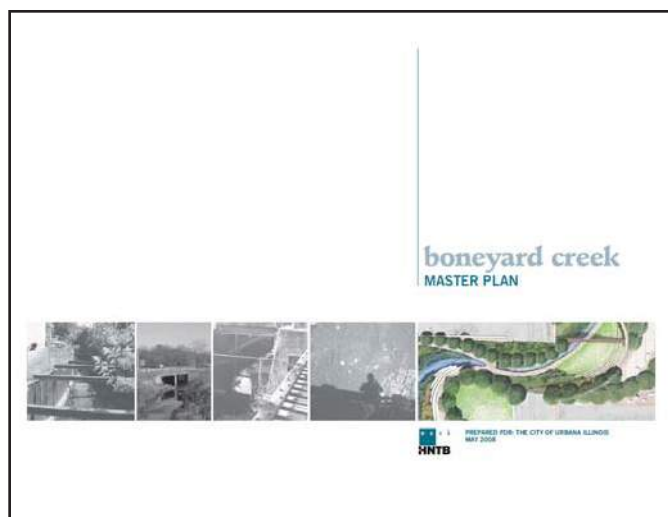


Champaign Park District Comprehensive Park and Open Space Plan (Pros Consulting, 2008):

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.

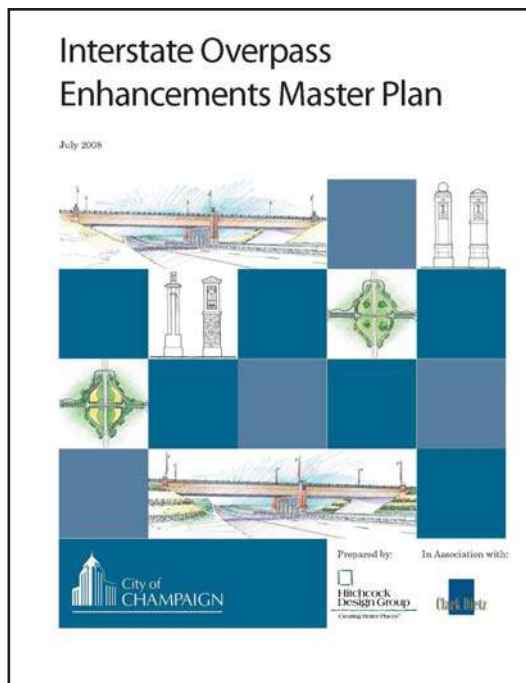


Boneyard Creek Master Plan (HNTB, 2008):

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.

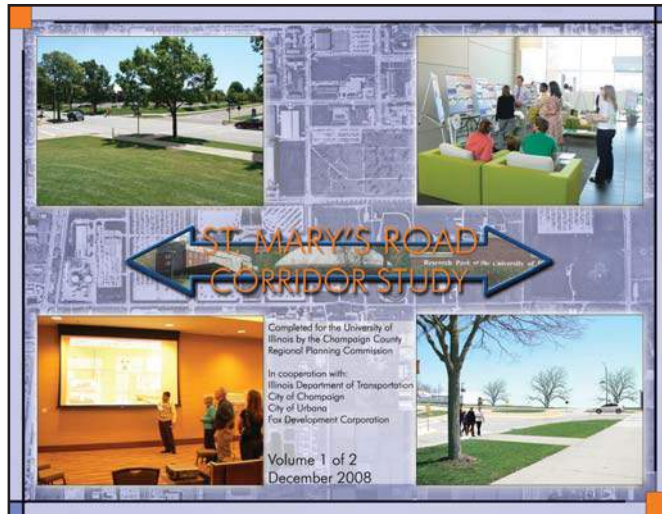
Champaign County Greenways & Trails		Funding Sources List	October 2008
			
State of Illinois			
Department of Natural Resources (IDNR)			
Boat Access Area Development Program			
Department: IDNR	Deadlines: Between July 1 st & September 1 st	Maximum Amount: \$200,000	
Description: The Boat Access Area 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/oaos/newsboat2.htm			
Conservation 2000 Ecosystem Project Grants			
Department: IDNR	Deadlines: 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/assessment, 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/oaos/c2000/ecosystem/			
Illinois Bicycle Path Program			
Department: IDNR	Deadlines: March 1 st	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/oaos/newsbicy2.htm			
Illinois Biodiversity Field Trip			
Department: IDNR	Deadlines: January 31 st	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/oaos/education/CLASRM/agents.htm			
Illinois Forestry Assistance Programs			
Department: IDNR	Deadlines: 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.

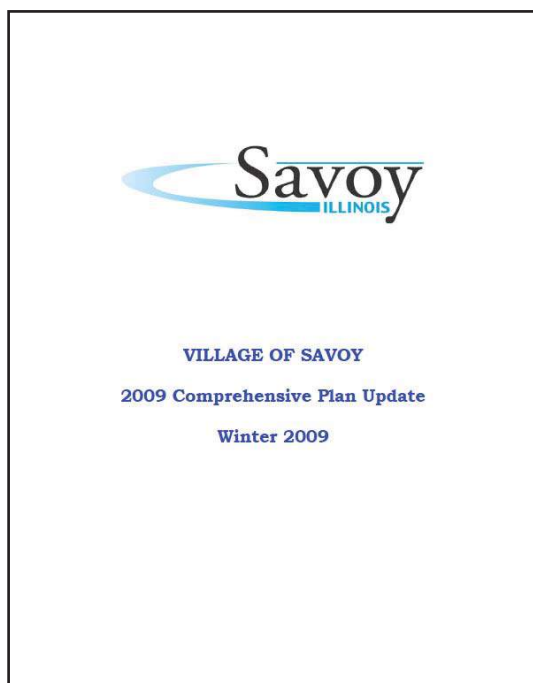


St. Mary's Road Corridor Study (CCRPC, 2008):

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.

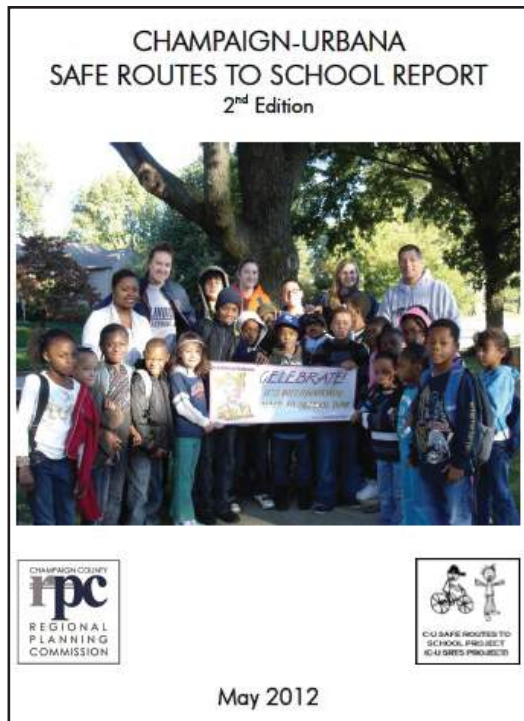


Savoy Comprehensive Plan Update (Village of Savoy, 2009):

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.



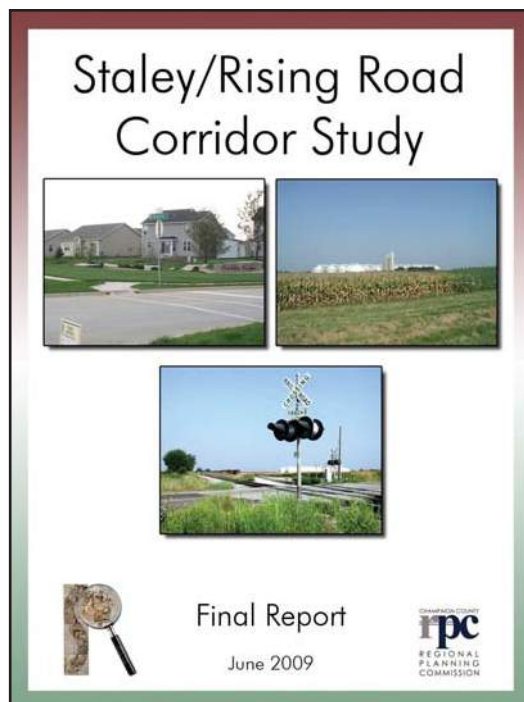
Champaign-Urbana Safe Routes to School Report (CCRPC, 2009; updated 2012):

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.

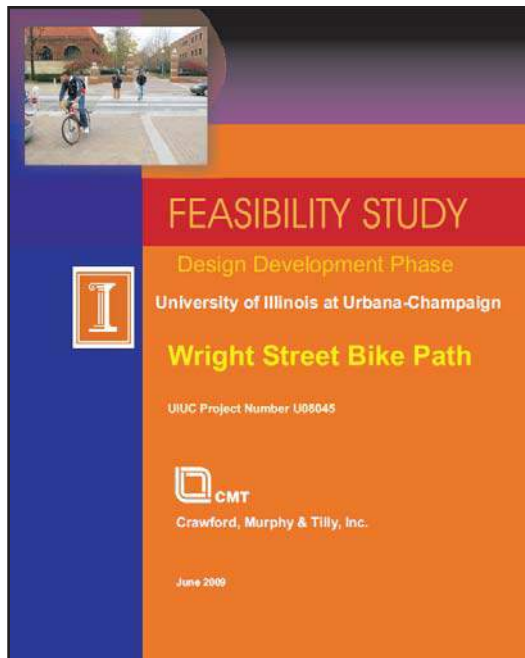


Staley/Rising Corridor Study (CCRPC, 2009):

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.

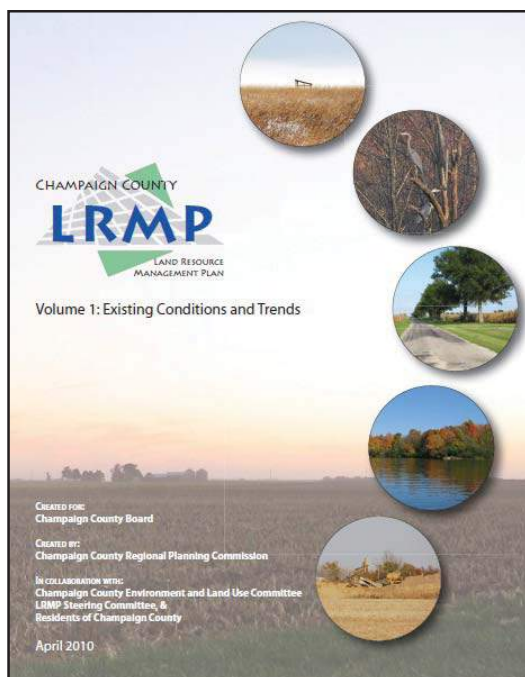


Wright Street Bike Path Feasibility Study (Crawford, Murphy & Tilly, 2009):

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.

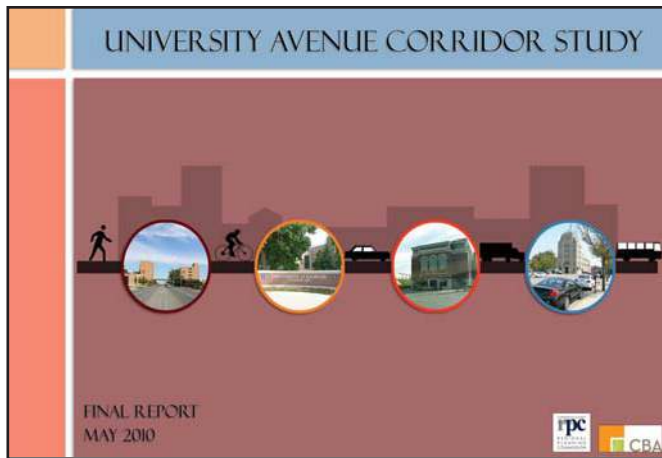


Champaign County Land Resource Management Plan (LRMP) (CCRPC, 2010, updated 2011):

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.

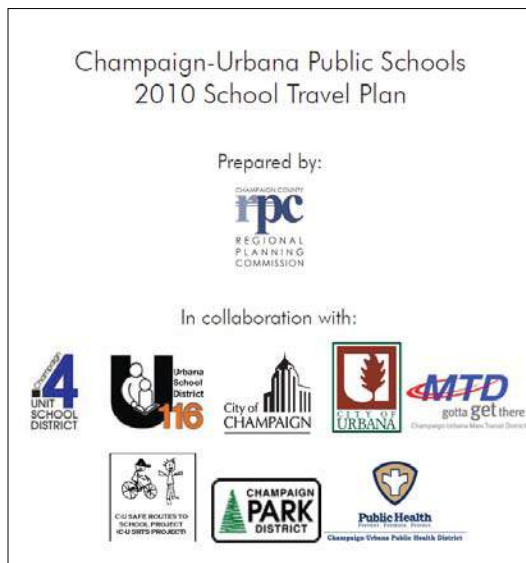
Champaign-Urbana School Travel Plan (CCRPC, 2010):

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.



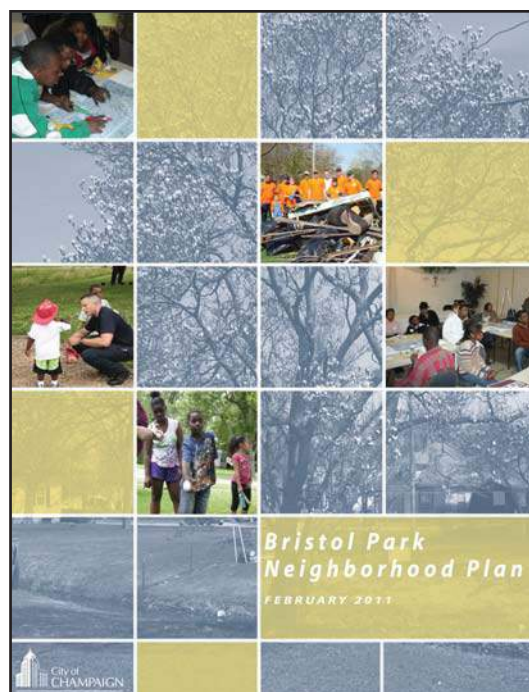


Champaign County Forest Preserve District Master Plan (CCFPD, 2010):

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.

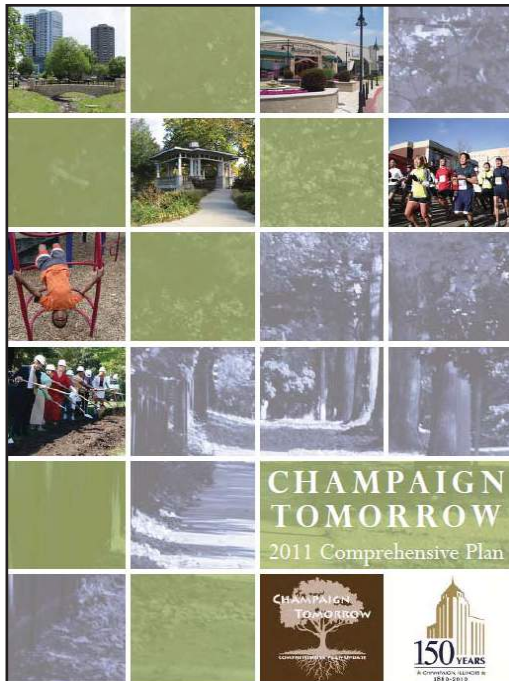


Bristol Park Neighborhood Plan (City of Champaign, 2011):

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.

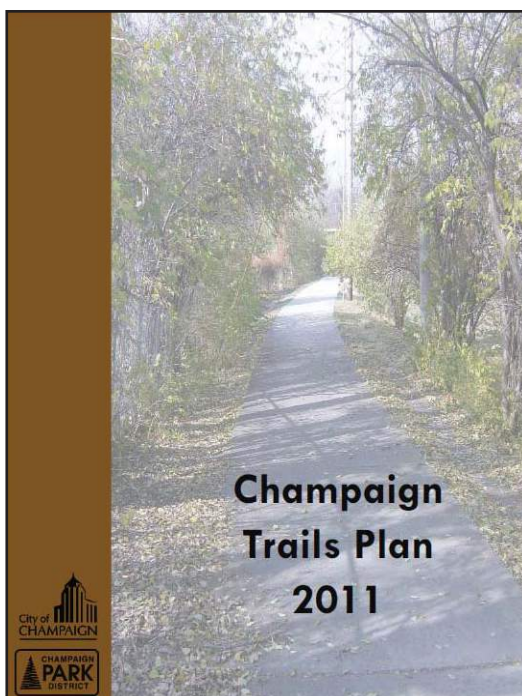


Champaign Tomorrow—Comprehensive Plan (City of Champaign, 2011):

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.

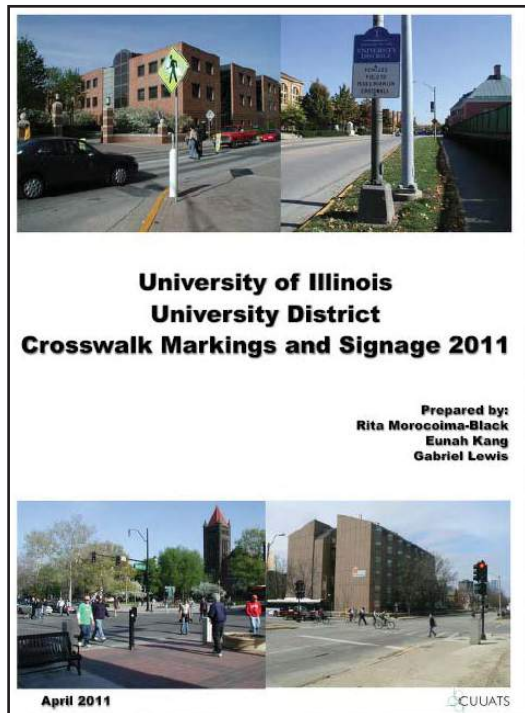


Champaign Trails Plan (City of Champaign, Champaign Park District, 2011):

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.

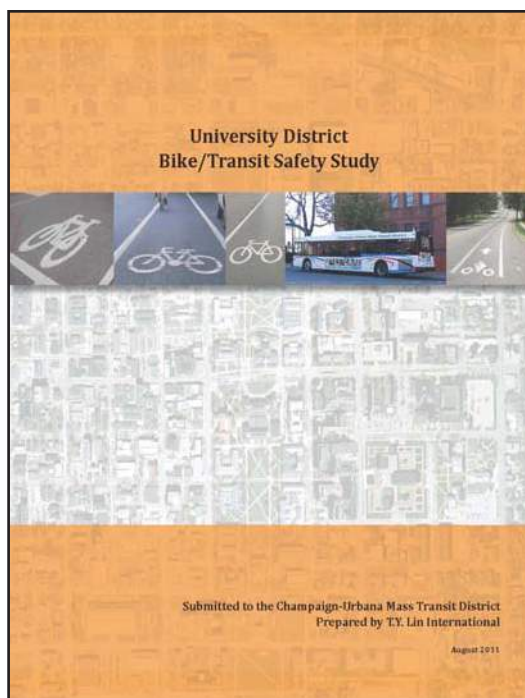


University District Crosswalk Markings and Signage (CCRPC, 2011):

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.

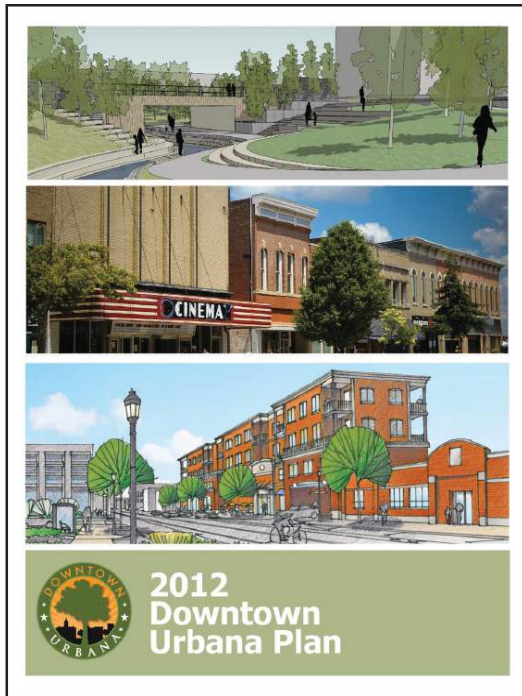


University District Bike/Transit Safety Study (T.Y. Lin International, 2011):

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.

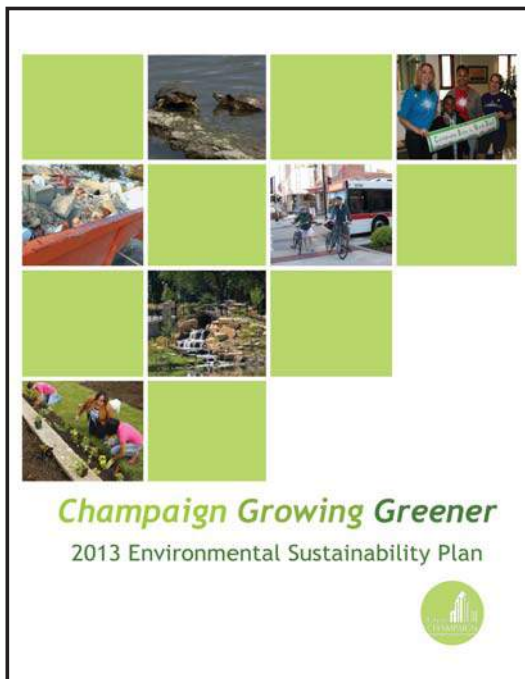


2012 Downtown Urbana Plan (City of Urbana, 2012):

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.

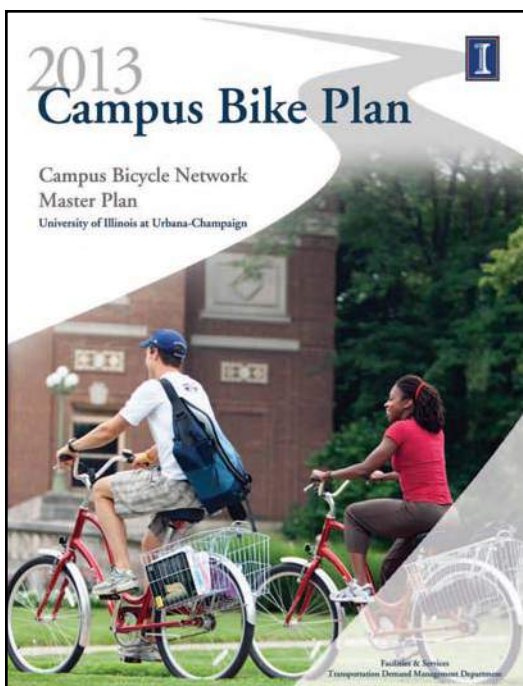


Draft Mobility Implementation Plan (CUMTD, In Progress):

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.

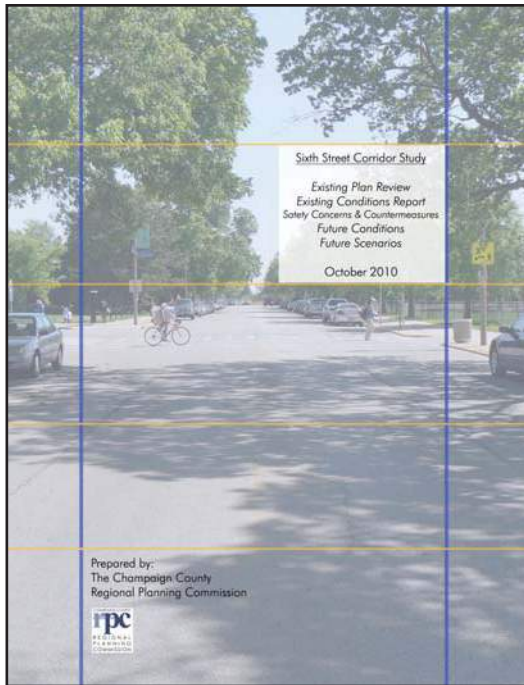


Draft University of Illinois Campus Bicycle Plan (UIUC, In Progress):

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*.