GREENWAYS & TRAILS CHAMPAIGN COUNTY

Champaign County Greenways & Trails Plan

February 2004

Champaign County
Regional Planning Commission

Helpful Hints for Printing the *Champaign County Greenways and Trails Plan*

Printing the plan

As designed, the Greenways and Trails Plan can be printed double sided. It includes five 17x11 pages and 170 8.5 x 11 pages. Hard copies are available at cost by request.

The "Final Approved, 2-23-04" file is all 8.5 x 11 size. It includes everything but the five 17 x 11 pages. The document is optimized for double-sided color printing using Adobe Acrobat. Filler pages for the 17 x 11 pages are provided within the document to make collating easier.

The "17 x 11 Maps" file includes the five 17 x 11 pages. This document is optimized for single-sided color printing using Adobe Acrobat.

To collate the printed document, the order for inserting the 17 x 11 pages in the document is:

- Map 7: Between pages 12 and 13
- Map 12: Between maps 11 and 13, after page 38
- Plan Calendar: In Appendix 1
- Maps 16 and 17: in Appendix 6

If you have any questions or comments about the document, contact Susan Chavarria at (217) 328-3313 or via email chavarria@ccrpc.org.

Champaign County Greenways & Trails Plan

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In Cooperation With
Champaign County Greenways and Trails Steering Committee

February 2004

Champaign County
Regional Planning Commission

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Champaign County Design & Conservation Foundation
Champaign County Forest Preserve District
Champaign County Highway Department
Champaign County Regional Planning Commission
Champaign Park District
Champaign Urbana Mass Transit District
City of Champaign
City of Urbana
Illinois Department of Natural Resources
University of Illinois at Urbana-Champaign
Urbana Park District
Village of Mahomet
Village of Rantoul
Village of Savoy

Funding for this plan was contributed by each Agency listed.

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Champaign County
Regional Planning Commission

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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 the street.

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 Greenways and Trails Plan is an important step toward completing a countywide Greenways and Trails system that can be used and enjoyed by residents and visitors alike.

Local agencies and residents are actively seeking ways to unite the community with its surroundings.

Children from a local elementary school examine wildlife during a field trip to Busey Woods, Urbana.

The Vision

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

The overall network is one that is safe and accessible for all users. Routes and trails are accessible for those with disabilities by providing paved trails, special markings, and other specific design elements. Also, safety features such as landscaping, design, and lighting provide for the security of all users. Continued maintenance and high quality design of the trails keep the infrastructure in useable condition as well as create a pleasing environment for its users.

Meadowbrook Park, Urbana

Continued maintenance and high quality design of the trails keep the infrastructure in useable condition as well as create a pleasing environment for its users.

The County's trail network provides a variety of recreational opportunities. Connecting trails link urban areas to state and county forest preserves, parks, and various activity centers in other counties. The trail and bike path network also provides linkages to park district and other recreational facilities including parks, 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 modes of transportation to reach shopping destinations, places of employment, residential neighborhoods, schools and other destinations. Various paths provide direct and indirect links from residential areas to destinations throughout urban and rural areas that do not conflict with motorized vehicles or face barriers such as dangerous intersections and interstates. These routes also provide for bike storage at public and private destinations.

While 2033 is several decades away, this future ideal scenario is the ultimate vision of the *Champaign County Greenways and Trails Plan*.

Purpose of the Plan

The purpose of the Champaign County Greenways and Trails Plan is to foster interagency cooperation in order to implement the best greenways and trails system possible for our area. By identifying the needs, issues, and opportunities of each member agency, we can determine what projects need to be done, how they should be prioritized, what funding is available, and the logical order in which projects should be implemented. Further, we can ensure that no duplication of effort or illogical spending will occur. By coordinating with all our stakeholders in this way, we are able to look at the system as a whole concept rather than as many individual pieces scattered throughout the county.

What are greenways and trails?

A ***greenway*** is a corridor of open land that is 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. Greenways differ in their location and function, but overall, a greenway will provide recreational benefits, protect natural areas, enhance natural beauty and quality of life in neighborhoods and communities, or stimulate economic development opportunities.

A ***trail*** or path is a type of greenway that is separated from vehicular traffic and is dedicated to the use of pedestrians, bicyclists, roller skaters, wheelchair users, etc. Trails can be used for recreational purposes as well as to connect different land uses and facilities.

First Street Trail north of Windsor Road, Champaign.

Why Greenways and Trails are Important

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."

A greenway in the Homer Lake Forest Preserve.

Greenways and Trails make communities better places to live by preserving and creating open spaces.

Scope of the Plan

Currently, available resources preclude the inclusion of some recreational uses found in some greenways and trails plans in other parts of the country. The scope of 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.

The 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.

The Roots of Greenways and Trails in Champaign County

Over the past few decades, there has been increasing awareness and interest in improving recreational facilities and preserving open spaces. The following glimpse of national and state programs provides a context for our efforts here in Champaign County.

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, more than 35 years later, rail-trails have begun to make a significant mark, with 11,892 miles of rail-trails and around 100 million users per year" (*Rails to Trails Conservancy, www.railtrails.org/about/history.asp*).

State Level: Statewide Comprehensive Outdoor Recreation Plan

Every five years, the Illinois Department of Natural Resources 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 projects. The plan identifies prevalent issues such as accessibility for disabled persons, linking transportation modes with recreation areas, and interagency coordination.

IDNR

The Illinois Department of Natural Resources (IDNR) began a program in 1995 to support greenways and trails in downstate Illinois. The Greenways Program provided financial and technical assistance for regional greenway and trail plans, including Champaign County's 1999 *Natureways, Bikeways, and Trails Plan (NBT)*.

Champaign County: Greenways and Trails Efforts

Recreation and open space planning is not new to Champaign County; indeed, first efforts for our area date back as far as the 1930s. The Champaign County Regional Planning Commission (CCRPC) published *A Regional Planning Program for Champaign County, Illinois* in 1937. This document provided a framework for comprehensive planning at the County level, and included a "Recreational, Scenic, Wildlife and Historical Resources" section. The educational opportunities afforded by nature areas, and recommendations regarding possible parks and trails are among the ideas discussed in the plan.

In 1972, the Champaign County Regional Planning Commission published the

Areawide Open Space-Recreation Plan and Program as the open space element of the county comprehensive plan. This report inventoried existing available open spaces, appropriate possible uses for these areas, and recommendations for development. The authors of the document integrated data from a leisure opinion survey with the existing conditions data to interpret how the open spaces should be used. This methodology is similar to the survey and existing conditions integration that were performed during the planning process for this current plan.

The *Champaign County Land Use Goals and Policies* was adopted in 1977. This booklet had several goals and policies related to natural resources conservation, provision of recreational facilities, and greenways development. This is the most recent document regarding land use policies for the whole of Champaign County.

Champaign County inclusion in the Illinois Department of Natural Resources greenways 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.

The first Champaign County Natureways, Bikeways, and Trails Steering Committee included 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 task force held its first informational meeting to seek feedback on whether there was continuing interest and support from people in Champaign County to develop a regional Natureways, Bikeways, and Trails plan. At this meeting, the Greenways program was presented, a mission statement for the task force was reviewed and revised, and a consensus was reached that the Champaign County Regional Planning Commission would be the lead agency in this 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 for the purpose of seeking further interest and responses to 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 Illinois Department of Natural Resources (IDNR) in early 1997. In collaboration with IDNR, the member agencies in the NBT Taskforce worked over the next two years to complete the *Natureways, Bikeways, and Trails Plan*, which was completed in August 1999.

In 2001, local agencies once again came together to discuss updating the 1999 NBT Plan; a more comprehensive approach was recommended that would widen the scope of the NBT Plan to include 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, initiating the 18-month process in April 2002.

Later in 2002, the NBT Steering Committee decided that the term Natureways should be replaced by the more definable and widely accepted Greenways. The *Champaign County Greenways & Trails Plan* joins dozens of other plans in a nationwide effort to improve quality of life through the provision of recreational and alternative transportation opportunities.

Related and Current Planning Documents

Several agencies that participate in the Champaign County Greenways and Trails Plan have their own plans for how facilities and infrastructure will be built in both the short and long term. Park Districts, Cities, Villages, and other agencies in Champaign County have projects and timelines that could easily mesh with other geographically similar projects to produce a better system that considers each agency's vision and knowledge base.

- The Champaign County Forest Preserve District created its *Master Plan* in 1994 to detail policies concerning land acquisition, capital improvements, resource management, and land stewardship for its properties. Inventories were updated and long-range plans and priorities were developed for the Middle Fork River Forest Preserve, Salt Fork River Forest Preserve, and Lake of the Woods.
- Champaign Park District published its *Long-Range Plan for Parks, Recreation Areas, and Facilities* in November 1993. They created a *Long-Range Plan Supplement* to the original plan in January 2001. The documents detail community needs, analyses, and recommendations for the District's lands and facilities for a long-term planning horizon.
- Urbana Park District published its *Parks and Recreation for the Years 2000-2003* in April 2001. This document outlines goals, objectives, and trends for a short-term planning horizon. The District's inventory and budget, as well as a section on planning and capital development, illustrate where and how their properties and facilities will evolve for local residents.
- The City of Champaign updated its *Comprehensive Plan* in 2002; the update includes a section on Parks and Open Space that outlines issues and opportunities for the city in terms of parks, open spaces, and recreational corridors. It also emphasizes coordination with other agencies in planning for such areas in and around the city.
- The City of Urbana is in the process of updating its *Comprehensive Plan*; the Existing Conditions Report (2002) provides information about collaborative efforts with agencies such as the Urbana Park District in planning for parks and other recreational district within and beyond the borders of the city.
- In 2002, the Village of Savoy published a *Comprehensive Plan Update* that outlines goals and objectives the Village has created for open spaces and recreational facilities. The Village is in the process of creating a comprehensive parks and open space plan.
- The *Comprehensive Development Plan* for the Village of Rantoul, adopted in1993, updates its Comprehensive Plan. The document outlines implementation measures that include developing and preserving greenways and open space as growth occurs.
- In 1997, the Village of Tolono published its *Official Plan and Maps*. The plan calls for additional park facilities and expansion of current facilities in

its section on Park and Public Lands.
- In its 1992 *Comprehensive Plan*, the Village of Mahomet outlines goals and objectives for expanding its current inventory of parks, greenways, and other open spaces.
- Currently, the Champaign Urbana Urbanized Area Transportation Study (CUUATS), the transportation entity of the Champaign County Regional Planning Commission, is in the process of updating its Long Range Transportation Plan (LRTP), which details how the urbanized area transportation system will be planned for and constructed over the next 20 years. The information found in this *Greenw*ays and Trails Plan will be integrated into the LRTP in its Pedestrian and Bicycle section.

Plan Process

The *Champaign County Greenways and Trails Plan* was completed during an 18-month process extending from April 2002 to September 2003. During this time, CCRPC staff and member agencies held monthly Steering Committee meetings; updated and expanded the greenways and facilities inventories; created and processed a Greenways and Trails survey; renewed implementation goals, objectives, and activities; created new maps; held several public involvement meetings; and identified and prioritized greenways and trails projects for the 20-year planning horizon. The full schedule of activities that was created for the Plan Proposal can be found in Appendix 1.

Public involvement

Without the involvement of the community, 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, the Greenways and Trails Steering Committee sought the early and active participation of residents during the planning process. CCRPC staff used the following methods to involve the public in its planning efforts: resident survey, comment cards, information sharing, and public workshops.

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.

Resident Survey

CCRPC staff created a 29-question survey that was distributed to a random sample of 3000 Champaign County residents in January 2003. The survey asked questions relating to walking and biking habits, trail usage, transit service, and funding greenways and trails projects. There was an overall response rate of 25%. Survey respondents were provided with an open-ended comment opportunity at the end of the survey; these comments were given to the Greenways and Trails member agencies for consideration, and integrated as appropriate into implementation measures and Appendix 4: Public Comment. The survey and its findings can be found in Appendix 3.

During survey distribution, an issue arose concerning how the surveys were distributed to University of Illinois students; this will be remedied during the implementation phase with a new round of surveys for the students.

Comment cards
Comment cards were available at all public meetings for residents to hand in during the meeting or mail in at their convenience. The comments received in this format were given to the Greenways and Trails member agencies for consideration, and were integrated where appropriate into implementation measures and Appendix 4: Public Comment.

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, including previous versions of the Plan and maps. In addition, staff and member agencies staff welcome comments and information from residents; such information sharing can play a significant role in planning and implementing greenways and trails.

Public Workshops
The Greenways and Trails Steering Committee held two public meetings during the planning process. Advertisements were placed in the daily *News Gazette,* fliers were distributed via the member agencies, and invitations were sent out to local government representatives and all Greenways and Trails taskforce members.

The first meeting, held on September 26, 2002, asked participants to separate into six groups: Environment, Transportation, Parks and Recreation, Intergovernmental and Regional Cooperation, Public Facilities, and Development Impacts. Participants were invited to identify and discuss issues related to each theme, and then develop policies to guide planning for greenways and trails based on those issues. Approximately 45 residents attended the workshop.

The public workshop format allows residents, planners and engineers to share ideas about the future of the Greenways system in Champaign County.

Members of the Public Facilities Group present their ideas at the September 2002 workshop.

The second meeting, held on January 28, 2003, asked participants to identify their ideal greenways and trails system. Residents outlined general goals and implementation activities, as well as specific regional, local, and neighborhood level greenways and trails projects they would like to see created over the next 20 years. Approximately 45 residents also attended this event.

Project Prioritization

The Greenways and Trails Steering Committee created a project prioritization checklist that helps determine how well proposed projects comply with the goals and objectives of this plan. Goals and objectives, and thus the project prioritization factors, were developed based on input from the public and best planning practices. More information on project prioritization can be found on page 35. The list of prioritized projects can be found beginning on page 36.

Existing Conditions

Champaign County

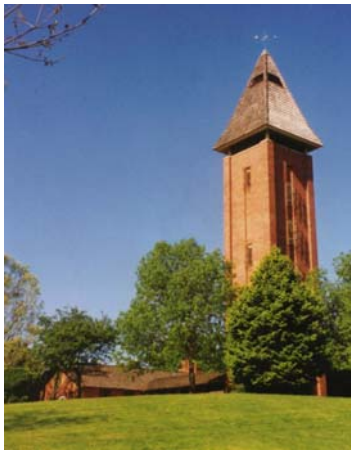
Champaign County is located in the heart of east-central Illinois (see Maps 1 and 2). Champaign and Urbana, the primary cities of Champaign County, are approximately 136 miles south of Chicago, 120 miles west of Indianapolis, Indiana and 165 miles north-northeast of St. Louis, Missouri. The county is the fifth largest in the State of Illinois, with 638,528 acres. Of these acres, approximately 5,085, or .7%, are designated as parks. Of the non-agricultural area in the county, approximately 4.7% are park acres.

The total population of Champaign County for the 2000 Census was 179,669. The largest urban areas in Champaign County are Champaign (Census 2000 population 67,518), Urbana (36,395), and Rantoul (12,857). Eighty-four percent of the county's population lives in urban areas, including the cities and incorporated villages.

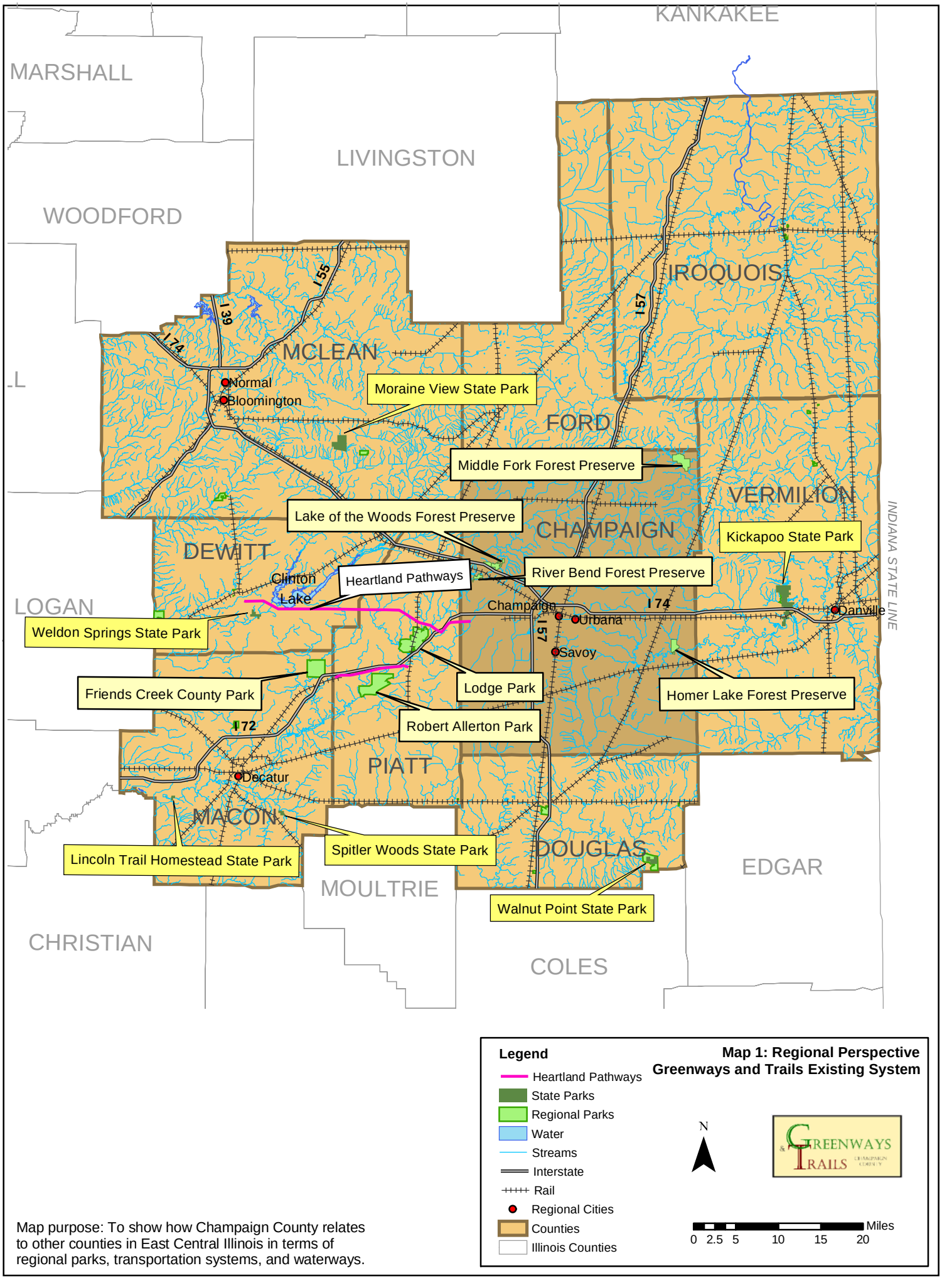
Champaign County, under the auspices of the Champaign County Forest Preserve District, has four forest preserves: Lake of the Woods, Homer Lake, Middle Fork River, and its latest acquisition, River Bend.

- *Lake of the Woods Forest Preserve,* shown in Map 3, covers approximately 900 acres. Paved roads within the park connect historical landmarks, the lake, the Early American Museum, Mabery Gelvin Botanical Gardens, and the Hartwell C. Howard Golf Course. A 3.3 mile bike trail runs through Lake of the Woods from Prairieview Road on the east to Crowley Road on the west side of the park.

- *Middle Fork River Forest Preserve,* shown in Map 4, covers approximately 1,608 acres in the northeastern corner of the county. The preserve contains two restored wetlands habitats and several ponds as well as part of the Middle Fork River. Highlights of the preserve include the Harry L. Swartz Campground with adjacent shower house, the Activity Center, an Amphitheater and 6.5 miles of hiking trails.



Hi Tower, Lake of the Woods.



Legend

- Heartland Pathways
- State Parks
- Regional Parks
- Water
- Streams
- Interstate
- Rail
- Regional Cities
- Counties
- Illinois Counties

Map 1: Regional Perspective
Greenways and Trails Existing System

N

Miles
0 2.5 5 10 15 20

Map purpose: To show how Champaign County relates to other counties in East Central Illinois in terms of regional parks, transportation systems, and waterways.

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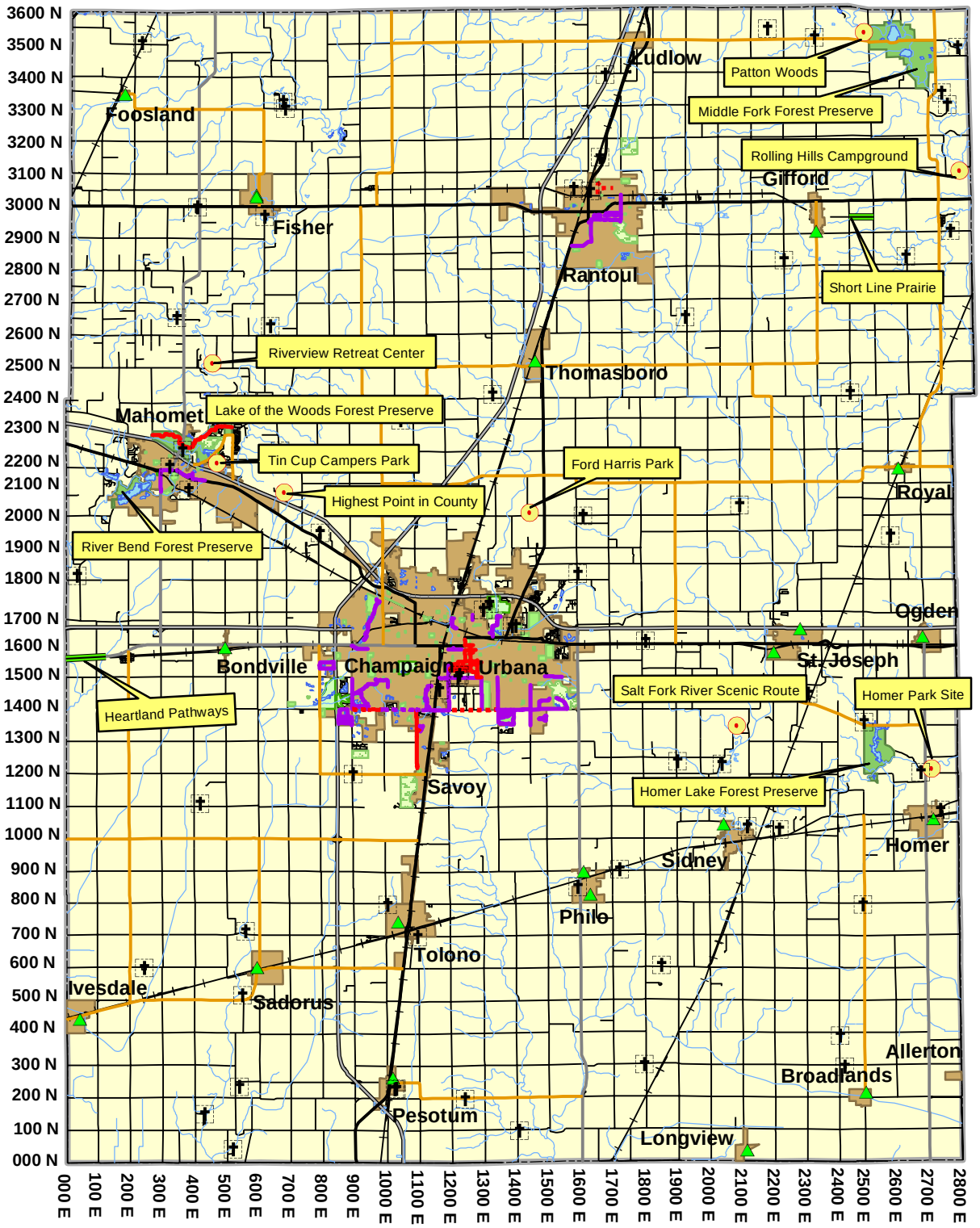

Map purpose: To display the County Greenways and Trails System in relation to its cities, towns, roadways, and greenways-related places of interest.

Legend

- Places of Interest
- Town Parks
- Rails-to-Trails
- Shared-Use Path
- Divided Shared-Use Path
- Bike Path
- On-Street Bike Lane
- Public Park
- Private Recreational
- Public Golf Course
- Public/Private Recreational
- Water
- Streams
- Forest Preserves
- Interstate
- US Highway
- IL Highway
- County Highway
- Railroads
- Corporate Limits
- County
- Cemetery
- Roads

Map 2: Champaign County Greenways and Trails Existing System

N

Greenways & Trails Champaign County

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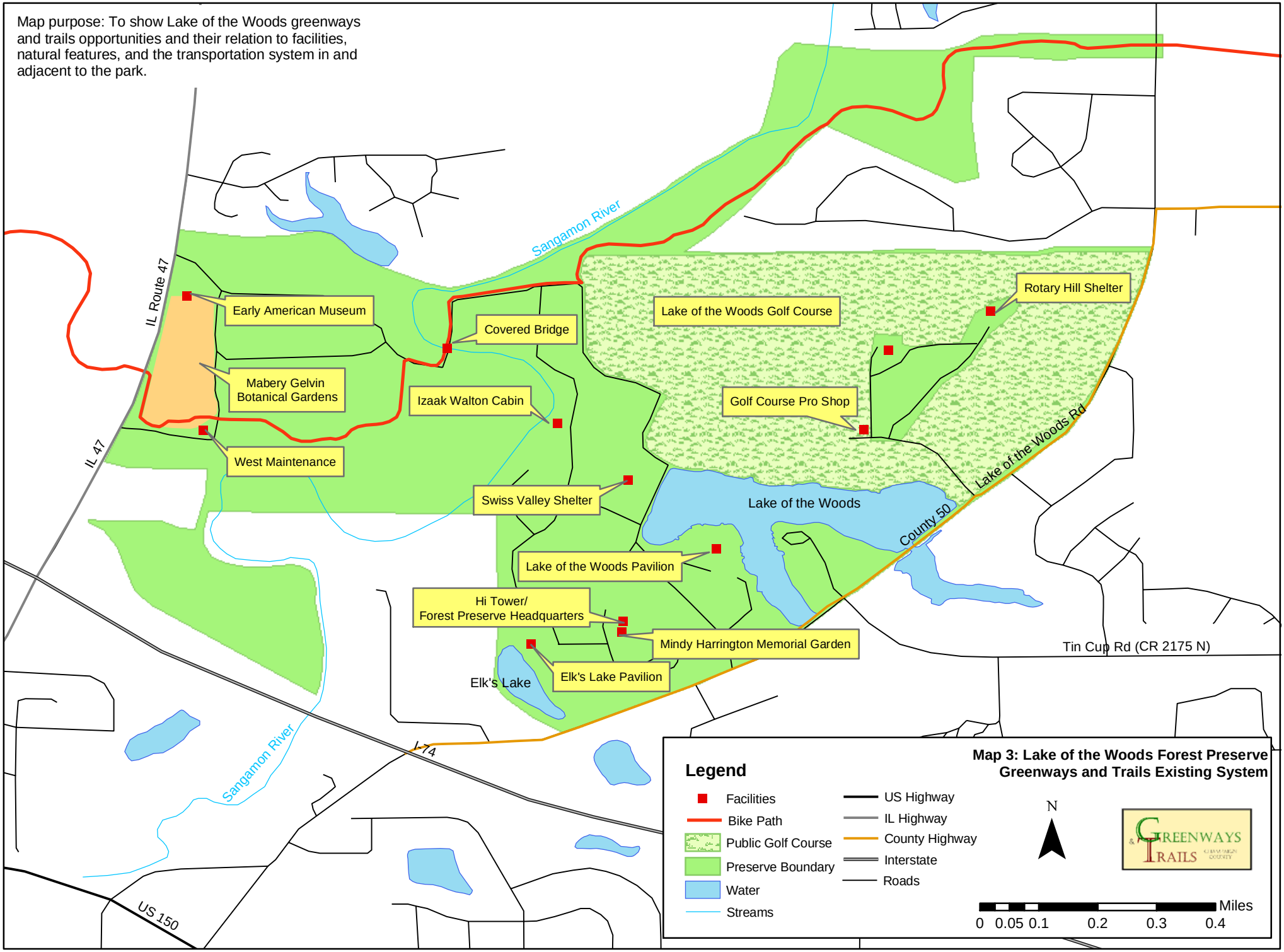
Map purpose: To show Lake of the Woods greenways and trails opportunities and their relation to facilities, natural features, and the transportation system in and adjacent to the park.
Sangamon River
IL Route 47
IL 47
Early American Museum
Covered Bridge
Mabery Gelvin Botanical Gardens
Izaak Walton Cabin
West Maintenance
Swiss Valley Shelter
Lake of the Woods Golf Course
Rotary Hill Shelter
Golf Course Pro Shop
Lake of the Woods Rd
Lake of the Woods
County 50
Lake of the Woods Pavilion
Hi Tower/ Forest Preserve Headquarters
Mindy Harrington Memorial Garden
Elk's Lake Pavilion
Elk's Lake
Tin Cup Rd (CR 2175 N)
I-74
Sangamon River
US 150
Legend
Facilities
Bike Path
Public Golf Course
Preserve Boundary
Water
Streams
US Highway
IL Highway
County Highway
Interstate
Roads
Map 3: Lake of the Woods Forest Preserve
Greenways and Trails Existing System
N
Greenways & Trails
Champaign County
Miles
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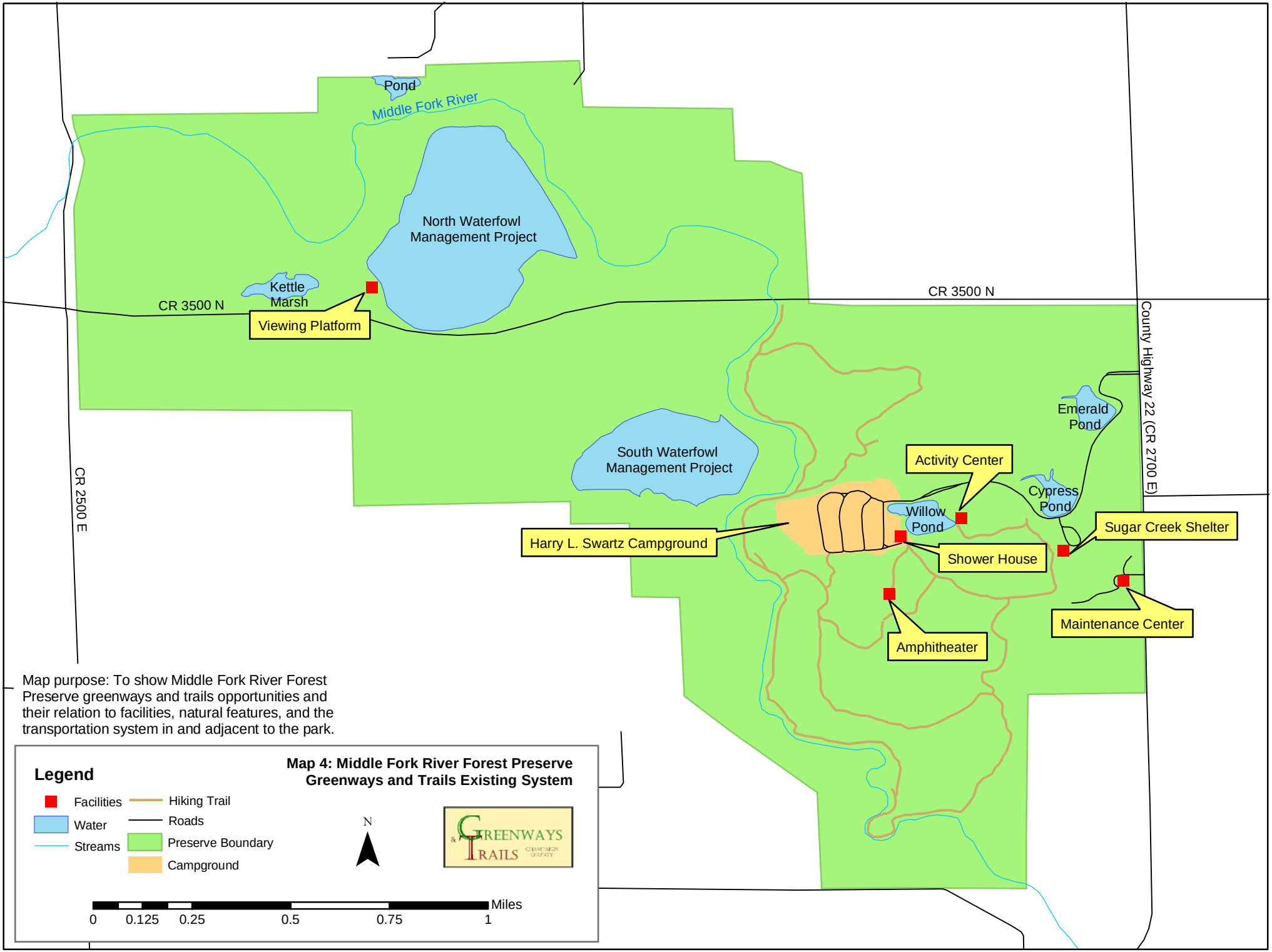
Pond
Middle Fork River
North Waterfowl Management Project
Kettle Marsh
CR 3500 N
Viewing Platform
CR 3500 N
County Highway 22 (CR 2700 E)
CR 2500 E
South Waterfowl Management Project
Emerald Pond
Activity Center
Cypress Pond
Willow Pond
Sugar Creek Shelter
Harry L. Swartz Campground
Shower House
Maintenance Center
Amphitheater
Map purpose: To show Middle Fork River Forest Preserve greenways and trails opportunities and their relation to facilities, natural features, and the transportation system in and adjacent to the park.
Legend
Facilities
Water
Streams
Hiking Trail
Roads
Preserve Boundary
Campground
Map 4: Middle Fork River Forest Preserve Greenways and Trails Existing System
N
Greenways & Trails
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0.25
0.5
0.75
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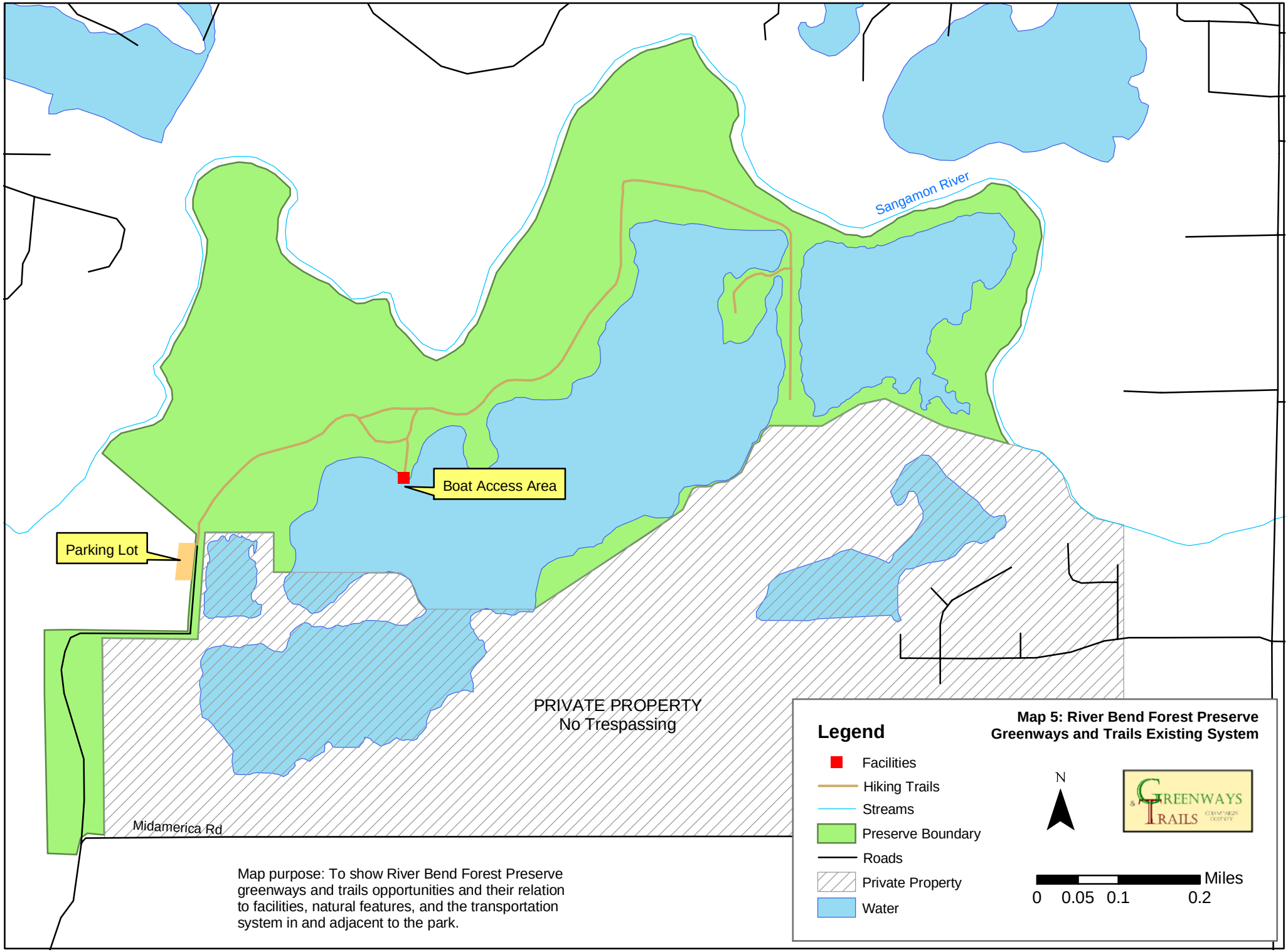
Sangamon River
Boat Access Area
Parking Lot
PRIVATE PROPERTY
No Trespassing
Midamerica Rd
Legend
Facilities
Hiking Trails
Streams
Preserve Boundary
Roads
Private Property
Water
Map 5: River Bend Forest Preserve
Greenways and Trails Existing System
N
Miles
0 0.05 0.1 0.2
Map purpose: To show River Bend Forest Preserve greenways and trails opportunities and their relation to facilities, natural features, and the transportation system in and adjacent to the park.

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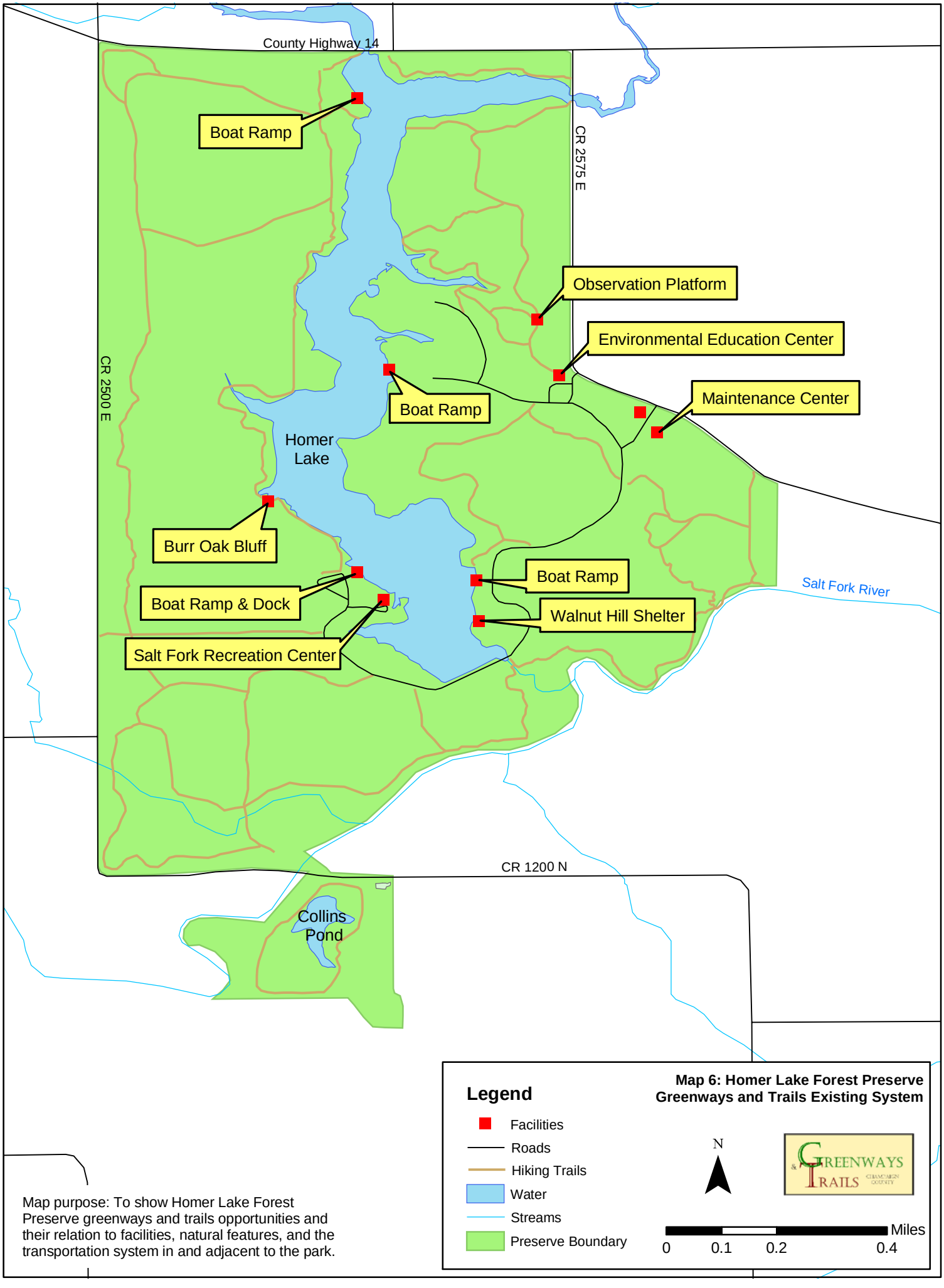
County Highway 14
CR 2575 E
CR 2500 E
Boat Ramp
Observation Platform
Environmental Education Center
Boat Ramp
Maintenance Center
Homer Lake
Burr Oak Bluff
Boat Ramp
Boat Ramp & Dock
Walnut Hill Shelter
Salt Fork Recreation Center
Salt Fork River
CR 1200 N
Collins Pond
Legend
Facilities
Roads
Hiking Trails
Water
Streams
Preserve Boundary
Map 6: Homer Lake Forest Preserve
Greenways and Trails Existing System
N
Miles
0
0.1
0.2
0.4
Map purpose: To show Homer Lake Forest Preserve greenways and trails opportunities and their relation to facilities, natural features, and the transportation system in and adjacent to the park.

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The Salt Fork River in the Homer Lake Forest Preserve.

- *River Bend Forest Preserve,* shown in Map 5, is located on approximately 275 acres about one mile southwest of Lake of the Woods. This property has 1.5 miles of hiking trails as well as a boat access area and two lakes. The largest lake, Sunset Lake, is open for boating and fishing. The Sangamon River is the northern border of the property.

- *Homer Lake Forest Preserve,* shown in Map 6, is located on approximately 828 acres in southeastern Champaign County. It is home to Homer Lake, part of the Salt Fork River, Environmental Education Center, the Salt Fork Recreation Center, and 11 miles of hiking trails.

Champaign County Forest Preserve District also owns the following facilities:

- *Early American Museum* 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.
- *Environmental Education Center* at the Homer Lake Forest Preserve offers a wide range of educational programs for all ages, year-round, throughout east-central Illinois.
- *Harry L. Swartz Campground* at the Middle Fork River Forest Preserve contains 65 sites suitable for all types of camping, including groups.
- *Hartwell C. Howard Golf Course* is located at Lake of the Woods Forest Preserve. This award-winning 18-hole regulation Golf Course features a pro shop and a clubhouse which is available for rental during the winter. There is also a 9-hole Par 3 course and practice range.
- *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.
- *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.

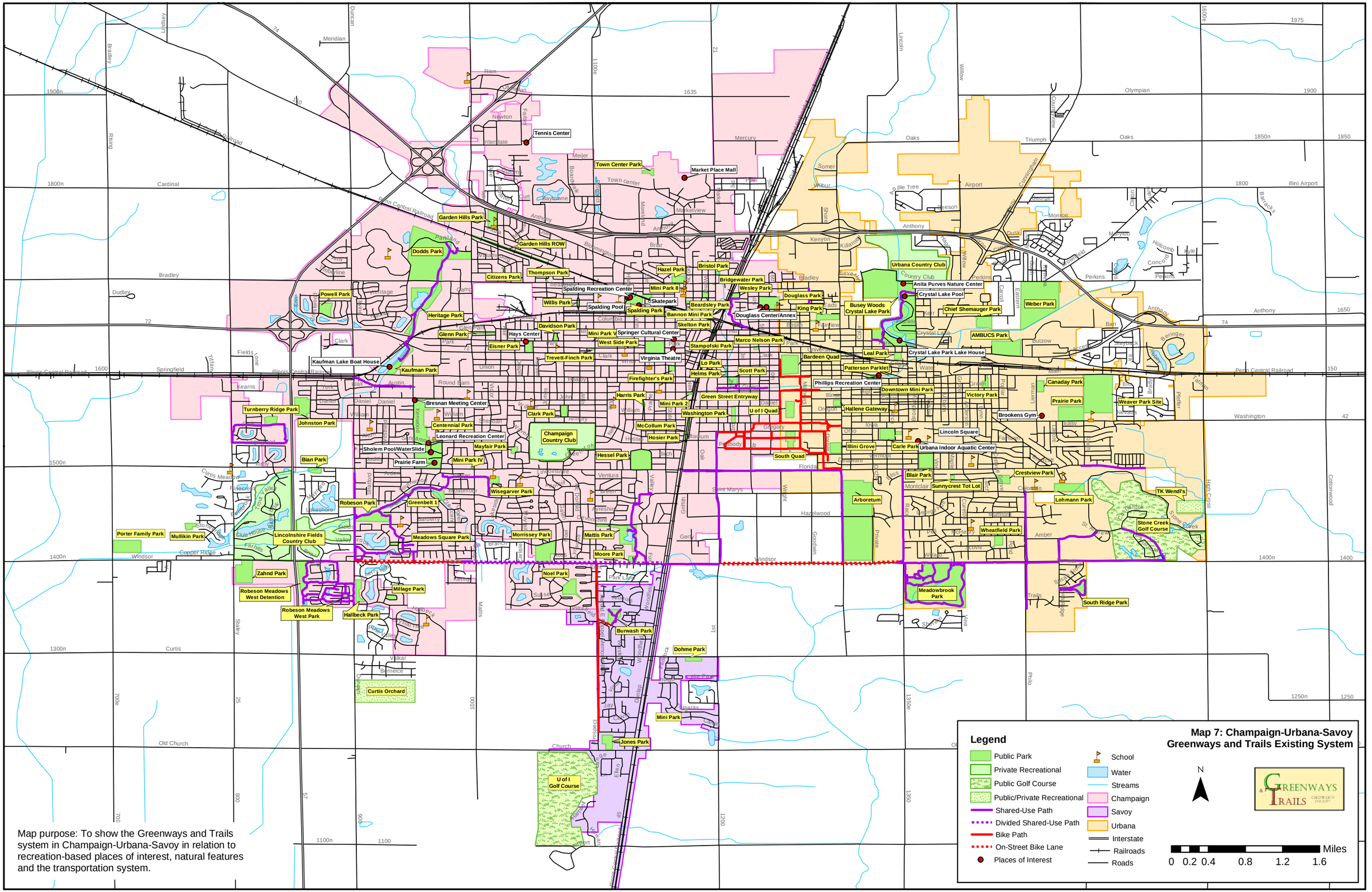
There are two Rails-to-Trails initiatives underway by independent organizations in Champaign County. Heartland Pathways, a 33-mile abandoned rail corridor that will ultimately provide wildlife habitat, prairie conservation, educational opportunities and recreational trails, extends west from Seymour into Piatt County. The second project is the conversion of the abandoned Conrail line between Urbana and Danville into another multi-use trail and nature area, which is currently in the land acquisition phase.

A piece of Heartland Pathways: Truss Bridge Across Salt Creek Near Weldon Springs (Piatt County) Photo courtesy of http://www.prairienet.org/heartland-pathways/heartlnd.htm

City of Champaign

The City of Champaign (see Map 7) encompasses an area of approximately 17 square miles. Under the direction of the Champaign Park District, approximately 533 acres of parks, or about 5% of the city's land acreage, have been created. The Park District also maintains approximately 11 miles of shared-use trails, located primarily in residential areas. In addition, the City manages approximately 5 miles of shared-use trails, .5 miles of off-street bicycle trails, and 2.5 miles of on-street bicycle lanes that connect to some of the Park District's trails and parks. The following parks are under Park District jurisdiction:

- *Beardsley Park* is located at the intersection of Walnut Street and Eureka Street. Its 1.9 acres include a basketball court, tennis court, playground, and picnic facilities.
- *Bristol Park* is located at the intersection of Market Street and Garwood Street. Playground facilities are included on its 1.9 acres.
- *Centennial Park* is bounded by Crescent Drive to the east, Kirby Avenue to the South, John Street to the north, and Kenwood Drive to the west. Its 73.8 acres include Prairie Farms petting zoo; Sholem Pool and Waterslide; picnic facilities; pavilion; baseball, football, and soccer fields; and basketball, tennis, and volleyball courts.
- *Citizens Park* is located at the intersection of Gardens Hills Drive and Summerlin Lane; its 0.1 acres have picnic facilities and a playground.
- *Clark Park* is located at the intersection of McKinley Drive and Charles Street. Its 3.4 acres include basketball, volleyball, and tennis courts, picnic facilities, and a playground.
- *Davidson Park* is located at Davidson Drive and Church Street. Its 0.3 acres have picnic tables and/or benches 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 110 acres hold softball and soccer fields; restrooms; a concession stand (seasonal); picnic tables and/or benches; and part of a 1.5-mile shared-use trail that connects Parkland Way, the Olympic Tribute, Heritage Park, and Kaufman Park/Lake.
- *Douglass Park* is located at the intersection of Fifth Street and Grove Street. Its 12.5 acres have a baseball field, picnic facilities, basketball courts, a community center, library, a senior center, and a playground.
- *Eisner Park* is located at the intersection of Russell Street and University Avenue. Its 4.1 acres include a baseball field, basketball courts, picnic tables and/or benches, a playground, senior center, shuffleboard, and tennis courts.
- *Garden Hills Park* is located at the intersection of Garden Hills Drive and Bloomington Road. Its 5 acres include a baseball field, picnic tables and/or benches, and a playground. The adjacent Garden Hills Elementary


Tennis Center
Town Center Park
Market Place Mall
Garden Hills Park
Garden Hills ROW
Dodds Park
Thompson Park
Citizens Park
Spalding Recreation Center
Powell Park
Willis Park
Spalding Pool
Spalding Park
Skatepark
Heritage Park
Davidson Park
Glenn Park
Hays Center
Eisner Park
Mini Park V
Springer Cultural Center
West Side Park
Trevett-Finch Park
Virginia Theatre
Kaufman Lake Boat House
Kaufman Park
Firefighter's Park
Harris Park
Mini Park 2
Green Street Entryway
Washington Park
U of I Quad
Clark Park
Bresnan Meeting Center
Turnberry Ridge Park
Johnston Park
Centennial Park
Leonard Recreation Center
Champaign Country Club
McCollum Park
Hosier Park
Sholem Pool/WaterSlide
Mayfair Park
Prairie Farm
Mini Park IV
Bian Park
Hessel Park
Robeson Park
Greenbelt 1
Wisegarver Park
Meadows Square Park
Morrissey Park
Mattis Park
Moore Park
Porter Family Park
Mullikin Park
Lincolnshire Fields Country Club
Zahnd Park
Robeson Meadows West Detention
Robeson Meadows West Park
Millage Park
Hallbeck Park
Noel Park
Burwash Park
Curtis Orchard
Dohme Park
Mini Park
Jones Park
U of I Golf Course
Hazel Park
Bristol Park
Bridgewater Park
Wesley Park
Douglass Park
King Park
Douglass Center/Annex
Bannon Mini Park
Skelton Park
Stampofski Park
Marco Nelson Park
Lo Park
Scott Park
Helms Park
Bardeen Quad
South Quad
Urbana Country Club
Busey Woods Crystal Lake Park
Anita Purves Nature Center
Crystal Lake Pool
Chief Shemauger Park
Weber Park
AMBUCS Park
Crystal Lake Park Lake House
Leal Park
Patterson Parklet
Phillips Recreation Center
Downtown Mini Park
Victory Park
Hallene Gateway
Lincoln Square
Urbana Indoor Aquatic Center
Illini Grove
Carle Park
Arboretum
Blair Park
Sunnycrest Tot Lot
Wheatfield Park
Meadowbrook Park
Crestview Park
Lohmann Park
TK Wendl's
Stone Creek Golf Course
South Ridge Park
Canaday Park
Prairie Park
Weaver Park Site
Brookens Gym
Legend
Public Park
Private Recreational
Public Golf Course
Public/Private Recreational
Shared-Use Path
Divided Shared-Use Path
Bike Path
On-Street Bike Lane
Places of Interest
School
Water
Streams
Champaign
Savoy
Urbana
Interstate
Railroads
Roads
Map 7: Champaign-Urbana-Savoy Greenways and Trails Existing System
N
Miles
0 0.2 0.4 0.8 1.2 1.6
Map purpose: To show the Greenways and Trails system in Champaign-Urbana-Savoy in relation to recreation-based places of interest, natural features and the transportation system.

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School has basketball courts.

- *Garden Hills RR Right-of Way* follows the railroad tracks between Mattis Avenue and Powers Drive south of Paula Drive. It has 3.4 acres.
- *Glenn Park* is located at the intersection of Mattis Avenue and Glenn Park Drive. Its 2.1 acres have a basketball half-court, picnic tables and/or benches, and a playground.
- *Greenbelt # 1* is in the Southwood Subdivision between Clover Lane and Duncan Road. Its 3.1 acres include Roby Trail.
- *Hallbeck Park* is located along the east side of Duncan Road south of Windsor Road. The facility is large enough for informal soccer or football games, and picnic benches are available.
- *Hazel Park* is located at the intersection of Neil Street and Bradley Avenue. Its 5 acres have a baseball field, basketball courts, picnic tables and/or benches, and a playground.
- *Heritage Park* is located on the south side of Bradley Avenue west of Country Fair Drive. Its 41.6 acres include a lake, picnic tables and/or benches, and part of the 1.5-mile shared-use trail that runs through Dodds Park to the north and Kaufman Park/Lake to the south.
- *Hessel Park* is located at the intersection of Grandview Drive and Kirby Avenue. Its 26.9 acres have a baseball field; basketball, volleyball, and tennis courts; picnic facilities, pavilions, a playground, a waterplay area, and restrooms (subject to availability).
- *Johnston Park* is located at the intersection of Goldenview Drive and John Street. Its 14.9 acres have a baseball field, picnic tables and/or benches, and a playground.
- *Kaufman Park* is located on the north side of Springfield Avenue/IL 10 approximately ¼ mile east of Duncan Road. Its 24.2 acres include Kaufman Lake, picnic facilities, restrooms, and part of the 1.5 mile trail that connects to Heritage and Dodd Parks.

Kaufman Lake, Champaign.

- *Marco Nelson Park* is located at the intersection of Fourth Street and Park Avenue. Its 0.4 acres have a half basketball court and a playground.
- *Mattis Park* is located west of Fox Drive on the south side of Devonshire Drive. Its 23.8 acres include a lake, picnic facilities, and a shared-use trail that connects to the Boulware shared-use trail to the north and Windsor Road shared-use trail to the south.
- *Mayfair Park* is located at the intersection of Belmeade Drive and Maywood Drive. Its 2.1 acres have picnic tables and/or benches and a playground.
- *Meadows Square Park* is located at the intersection of Scottsdale Drive and Meadow Square Lane; it is one acre in size.
- *Millage Park* is located at the intersection of Cherry Creek Road and Willoughby Road. Its 2.5 acres include picnic tables and/or benches and a playground.
- *Moore Park* is located on the north side of Windsor Road west of Fox Drive. Its 3 acres include picnic tables and/or benches and part of the Boulware Trail.
- *Morrissey Park* is located at the intersection of Plymouth Drive and Harrington Drive. Its 20 acres have baseball and soccer fields, tennis courts, picnic facilities, and playgrounds.
- *Mullikin Park* is a neighborhood park in the Ironwood Subdivision. It has 3.12 acres.
- *Noel Park* is located at the intersection of Galen Drive and Sterling Drive. Its 10 acres include baseball and soccer fields, playground, and picnic tables and/or benches.
- *Porter Family Park* is located on the northeast corner of Windsor Road and Rising Road. Its 38 acres will be planted in prairie grasses until future park development takes place.
- *Powell Park* is located at the intersection of Crestwood Drive and Clayton Road. Its 7.7 acres have a basketball court, picnic facilities, and a playground.
- *Robeson Meadows West Detention* is on the west side of Robeson Meadows West subdivision. Its 14.9 acres surround part of Robeson Meadows West Trail.
- *Robeson Park* is located on the east side of Duncan Road south of Southwood Drive. Its 24.1 acres include picnic tables and/or benches, a baseball field (adjacent to park), a playground, a soccer field, and shared-use trails that connect to Greenbelt 1 trails in Southwood and the shared-use trail on Duncan Road.
- *Scott Park* is located at the intersection of Second Street and Springfield Avenue. Its 3.5 acres include a basketball court, picnic facilities, and a playground. The Boneyard shared-use trail can be accessed on the south side of the park.
- *Spalding Park* is located at the intersection of Harris Avenue and Harvard Street. Its 15.9 acres have a baseball field, basketball court, concessions (seasonal), picnic facilities, outdoor swimming pool, a playground, pavilion, recreation center, skate park (skateboards only), and four tennis courts.
- *Turnberry Ridge Park* is a neighborhood park in the Turnberry Ridge Subdivision. It has 5 acres.
- *Washington Park* is located at the intersection of Second Street and Daniel

Street. Its 2.5 acres include a basketball court, picnic tables and/or benches, and two volleyball courts.

- *Wesley Park* is located at the intersection of Third Street and Beardsley Avenue. Its 1.5 acres have two basketball courts, picnic facilities, and a playground. The Martin Luther King shared-use trail begins on the south side of the park.
- *West Side Park* is located at the intersection of State Street and University Avenue adjacent to downtown Champaign. Its 12.7 acres include a playground, picnic tables and/or benches, Tootsie sculpture, and the Prayer for Rain sculpture/fountain as the centerpiece of the park.
- *Wisegarver Park* is located north of Lakeside Drive east of Mattis Avenue. Its 2.6 acres have baseball and soccer fields, and is adjacent to the Robert Simon shared-use trail that connects to the Greenbelt trail west of Mattis Avenue.
- *Zahnd Park* is located on the southeast corn of Staley Road and Windsor Road. Its 20.0 acres include two basketball courts, concessions (subject to availability), a football field, picnic tables and/or benches, a playground, and a pavilion.

Prayer for Rain Sculpture at West Side Park, Champaign. Photo courtesy of http://www.champaignparkdistrict.com/prayerforrain.htm

The Champaign Park District also maintain numerous mini-parks:

- *Bannon Mini Park* – 0.06 acres, corner or Eureka Street and Neil Street
- *Bian Park* – 3.50 acres, on south side of Kirby Avenue west of Holmstrom Drive
- *Bridgewater Park* - 0.18 acres, corner of Bradley Avenue and Market Street
- *Firefighter's Park* - 0.25 acres, corner of White Street and Randolph Street
- *Green Street Entryway* - 0.1 acres, on Green Street near ICRR tracks
- *Harris Park* - 0.44 acres, on Elm Street south of John Street
- *Helms Park* - .05 acres, corner of Springfield Avenue and Second Street
- *Hosier Mini Park* - 0.02 acres, corner of Neil Street and Stadium Drive
- *Lo Park* – 0.45 acres, corner of Stoughton Street and Second Street
- *Mini Park II* – 0.21 acres, corner of Green Street and Neil Street
- *Mini Park IV* – 0.15 acres, corner of Kirby Avenue and Mattis Avenue
- *Mini Park V* – 0.01 acres, corner of Church Street and Prospect Avenue
- *Mini Park VIII* – 1.8 acres, corner of Elm Street and Eureka Street
- *McCollum Park* – 0.9 acres, along Neil Street north of Stadium Drive
- *Robeson Meadows West* – 2 acres, corner of Springhill Lane and Glenhill Drive
- *Skelton Park* – 0.30 acres, corner of Hill Street and First Street
- *Stampofski Park* – 0.03 acres, corner of University Avenue and Walnut Street
- *Thompson Park* – 0.33 acres, on Bradley Avenue west of McKinley Avenue
- *Town Center Park* – 2.06 acres, on North Neil Street at Town Center Apartments
- *Trevett-Finch Park* – 0.53 acres, corner of Park Street and Prospect Avenue
- *Willis Park* – 0.28 acres, on Willis Avenue between Eureka Street and Maple Street

Champaign Park District owns the following recreational facilities:

- The Bresnan Meeting Center is located at 706 South Kenwood Street. 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, weight training room, men's and women's showers, locker rooms, and a learning area.
- The Hays Center, located at 1311 West Church Street, is equipped with indoor and outdoor shuffleboard courts, a card room, social meeting room, kitchen, and a piano.
- The Leonhard Recreation Center, located at 2112 West 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 Leonhard Center, is an outdoor complex of eight lighted full-size tennis courts.
- Prairie Farm, located at 2202 West Kirby Avenue (on south side of Centennial Park) is a replica of a turn-of-the century farm, with barns, animals, farmhouse, pond, pasture, & flower garden.

Prairie Farm, Champaign
Photo courtesy of http://www.champaignparkdistrict.com/facilities/pfarm.htm

- Sholem Pool, located at 2200 West Sangamon Drive (across the street from Leonhard Recreation Center and Lindsay Tennis Courts) features an Olympic-size pool, wading pool for toddlers, concession, bath house, and restrooms.
- Skatepark, located at 900 North Harris Street, is an 18,000 square foot facility for skateboarders and in-line skaters.
- Spalding Pool, located at 910 North Harris Street, features a pool, separate wading pool, bath house, concessions, and restrooms.
- Spalding Recreation Center, located at 910 North Harris Street, offers a

variety of recreational programs.

- 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.
- The Virginia Theatre, located at 203 West Park Avenue (1/2 block east of West Side Park), offers a variety of theatrical performances and concerts.
- The WaterWorks Waterslide is located adjacent to Sholem Pool on Sangamon Drive. It features two 400-foot long slides, concessions, lockers, and shower facilities.

Skatepark, Champaign
Photo courtesy of http://www.champaignparkdistrict.com/parks/skatepark.htm

WaterWorks Waterslide, Champaign
Photo courtesy of http://www.champaignparkdistrict.com/facilities/sholem.htm

City of Urbana

The City of Urbana (Map 7) encompasses an area of approximately 11 square miles. Under the direction of the Urbana Park District, approximately 544 acres of parks, or about 8% of the city's land acreage, have been created. The Park District also maintains approximately 8 miles of shared-use trails in Crystal Lake and Meadowbrook Parks. In addition, the City manages approximately 4 miles of additional bikeways on or adjacent to roadways that connect to some of the Park District's trails and parks. The following parks are under Urbana Park District jurisdiction:

- *AMBUCS Park* is located in the 1100 block of East University. Its 22 acres include the Jean Driscoll Pavilion, baseball fields, picnic facilities, a playground, and restrooms.
- *Blair Park* is located at the intersection of Vine Street and Florida Avenue. Its 11 acres have baseball and soccer fields, picnic tables and/or benches, a playground, restrooms, a shelter/pavilion, 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.
- *Canaday Park* is located south of Main Street on Lierman Avenue. Its 5 acres have a baseball field and restrooms.
- *Carle Park* is located at the intersection of Indiana Street and Garfield

Street. Its 8.3 acres include sculptures, a gazebo, nature trails, picnic tables and/or benches, a playground, and a soccer field.

- *Chief Shemauger Park* is located east of Cunningham Avenue on Kerr Avenue. Its 13.5 acres have a baseball field and basketball court.
- *Crestview Park* is located at Cottage Grove Avenue and Sunnycrest Drive. Its 5.43 acres include a gazebo, picnic tables and/or benches, a playground, sand volleyball court, and a water feature.

Crestview Park, Urbana.

- *Crystal Lake Park* is located on Broadway Avenue between McCullough Street and Broadway Avenue. Its 90.4 acres include the 59-acre Busey Woods, boating, concessions, picnic facilities, horseshoes, ice skating (seasonal), 2 miles of shared-use trails (in Busey Woods), a playground, restrooms, pavilion, and volleyball courts.
- *The Dog Park* is located adjacent to Judge Webber Park on Perkins Road. Its 10 acres are fenced so that dogs can exercise and socialize off leash. Membership through the Park District is required.
- *Judge Webber Park* is located on the south side of Perkins Road near the intersection with Brownfield Road. Its 14.2 acres include archery facilities and nature trails, which are only open to members and visitors of the East Central Illinois Archers.
- *King Park* is located west of Lincoln Avenue adjacent to Martin Luther King School. Its 6 acres include picnic tables and/or benches, a playground, shelter/pavilion, and tennis courts.
- *Leal Park* is located on the south side of University Avenue west of Race Street. Its 2 acres include a gazebo and picnic tables and/or benches.
- *Lohmann Park* is located on east Colorado Avenue, south of Thomas Paine Elementary School. Its 15 acres include a cricket field, Disc Golf Course, picnic tables and/or benches, and soccer fields.
- *Meadowbrook Park* is located on the south side of Windsor Road near the Vine Street intersection. Its 130 acres have 2 miles of shared-use trails that extend through park and prairie settings, picnic tables and/or benches,

a playground, restrooms, the Wandell sculpture garden, and a pavilion.

- *Mini Park* is located in downtown Urbana at the intersection of Race Street and Elm Street. Its 0.1 acres include picnic tables and/or benches.
- *Patterson Parklet* is located on 0.1 acres in the 300 block of West Main Street in Urbana.
- *Prairie Park* is located west of Prairie School on East Washington Street. Its 20 acres include baseball and soccer fields.
- *South Ridge Park* is located on Myra Ridge Drive. Its 11.2 acres include picnic tables and/or benches and a playground.
- *Sunnycrest Tot Lot* is located on Sunnycrest Court East. Its 1.4 acres have picnic tables and/or benches and a playground.
- *Victory Park* is located at the intersection of Main Street and Lynn Street. Its 5 acres include a basketball court, picnic tables and/or benches, a playground and a water feature.
- *Wheatfield Park* is located at the intersection of McHenry Avenue and Coombes Avenue. Its 5 acres include basketball courts, picnic tables and/or benches, a playground, and tennis courts.

Prairie Play at Meadowbrook Park, Urbana.

Urbana Park District also owns the following recreational facilities:

- *Anita Purves Nature Center* is located on the north end of Crystal Lake Park on Broadway Avenue. It is an environmental education facility open to the public. The Center offers multipurpose rooms, an Observation Room, the Audubon Nature Shop and an Educator Resource Room. The park also offers a special program for children's birthday parties.
- *Brookens Gym and Soccer Fields* are located on the corner of Washington Street and Lierman Avenue. The gymnasium, inside Brookens Administrative Center, has a basketball court, concessions, and restrooms. Outside, there are several soccer fields.
- *Crystal Lake Pool* is located between the Anita Purves Nature Center and Crystal Lake Park. It features a 25-meter pool, wading pool for toddlers, a play structure, picnic tables and/or benches, concessions, volleyball and

shuffleboard courts, a gazebo, locker rooms, and restrooms.

- *Field of Greens* is a miniature golf course located inside Lincoln Square Mall.
- The *Crystal Lake Park Lake House* is located in Crystal Lake Park. It features concessions, boat rentals, and conference rooms.
- The *Phillips Recreation Center*, located at 505 West Stoughton Street, houses a variety of recreational programs, events, and classes. It features conference rooms, a dance/fitness room, playground, and restrooms.
- The *Urbana Indoor Aquatic Center* is located between the Urbana Middle and High Schools at 102 East Michigan Avenue. It features a recreational pool, competition pool, slides, a community room, lockers, and restrooms.

Anita Purves Field Station Interactive Learning Center at the Anita Purves Nature Center.

Village of Savoy

The Village of Savoy (Map 7) encompasses approximately 1.6 square miles. The Village owns approximately 16.95 acres of parks, or about 1.7% of the village's land acreage. The Village also maintains the 1.75 mile Harold E. Ruppel Memorial Bike Path, which runs parallel to Prospect Avenue between Windsor Road in Champaign and Graham Street in Savoy.

The following parks are under Village of Savoy jurisdiction:

- *Burwash Park* is located on Burwash Avenue east of Prospect Avenue. Its 5 acres include 0.35 miles of shared-use paths, a playground, tennis and volleyball courts, picnic tables and/or benches, and a pavilion.
- *Dohme Park* is located on 3.7 acres on the south side of Curtis Road west of First Street.
- *Jones Park* is located on the north side of Church Street, two blocks west of US 45. Its 5 acres include a playground.
- The *E. Tomaras Mini-Park* is located on 0.25 acres near the intersection of Tomaras Avenue and Prairie Rose Lane.

Burwash Park, Savoy.

Village of Rantoul

The Village of Rantoul (Map 8) encompasses approximately 7 square miles. Under the direction of the Rantoul Recreation, approximately 198 acres of parks, or about 4.4% of the village's land acreage, have been created. The Village also owns approximately 5.48 miles of shared-use trails and 0.78 mile of bicycle lanes.

The following parks fall under Village of Rantoul jurisdiction:

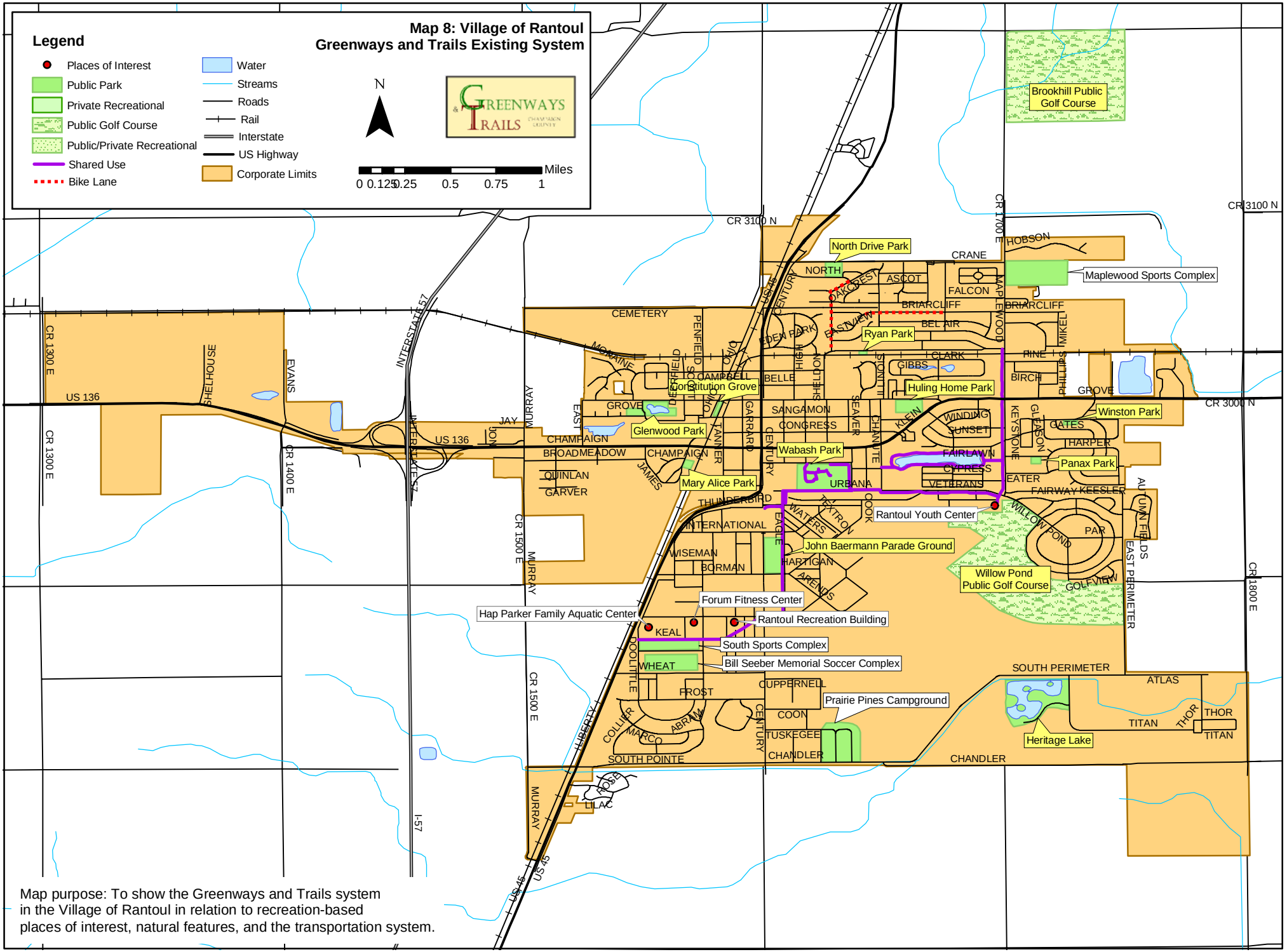
- *Constitution Grove* is located west of the Illinois Central-Canadian National tracks on the south side of Grove Street. Its 1 acre includes a gazebo and a commemorative monument to the citizens of Rantoul.
- *Glenwood Park* is located at the intersection of Grove Street and Glenwood Drive. Its 10 acres include a small fishing pond, a playground, and multi-purpose open space.
- *Heritage Lake* is located at the intersection of Heritage Drive and Titan Street. Its 45 acres include a pavilion/shelter, horseshoe pits, picnic tables and/or benches, volleyball courts, a playground, and restrooms.
- *Huling Home Park* is located on the south side of Grove Street near the intersection with Route 136. Its 6.5 acres include ball fields, a playground, and picnic tables and/or benches.
- The *John E. Baermann Memorial Parade Ground* is located at the intersection of Century Boulevard and Borman Drive. Its 13.3 acres have a large, grassy field suitable for a variety of sports and recreation activities.
- *Mary Alice Park* is located on Champaign Avenue to the west of the IC-NC railroad tracks. Its 1.4 acres have a playground and a gazebo.
- *North Drive Park* is located on North Drive to the east of Century Boulevard. Its 4.75 acres include basketball and volleyball courts, playgrounds, pavilions/shelters, and restrooms.

North Drive Park, Rantoul. Photo courtesy of www.village.rantoul.ci.il.us.

- *Panax Park* is located at the intersection of Harmon Drive and Harper Drive. Its 1.25 acres have a playground and picnic tables and/or benches.
- *Ryan Park* is located at the intersection of Illinois Avenue and Clark Street. Its 0.5 acres have a playground.
- *Wabash Park* is located at the intersection of Wabash Avenue and Lincoln Street. Its 27 acres include baseball fields, tennis and volleyball courts, a pavilion/shelter, a playground, restrooms, walking paths, and a bandstand.
- *Winston Park* is located at the intersection of Gates Drive and Marcia Drive. Its 1.2 acres have a playground.

The Village also has a variety of recreational facilities for use by the public:

- The *Bill Seeber Memorial Soccer Complex* is located on Wheat Avenue and Doolittle Boulevard adjacent to the South Sports Complex. Its 16.25 acres include five soccer fields and concessions (subject to availability).
- The *Forum Fitness Center* is adjacent to the Recreation Building. The facility houses a variety of aerobic and fitness programs.
- The *Hap Parker Family Aquatic Center* is located at the intersection of Doolittle Boulevard and Flessner Avenue. The facility includes two water slides, swimming pool, bathhouse, restrooms, concessions, shaded and open lounge areas, and picnic tables.
- The *Maplewood Sports Complex* is located at the intersection of Maplewood Drive and Crane Drive. Its 29 acres include baseball fields, a basketball court, pavilion/shelter, a playground, and restrooms.
- *Prairie Pines Campground* is located on Chandler Road east of Century Boulevard. Its 28.5 acres include shower and laundry facilities, restrooms, and 95 camping lots with electric, water, and sewage connections.
- The *Recreation Building* is located on Flessner Avenue near the Forum Fitness Center. It houses a variety of recreation programs and events as well as the administrative offices for Rantoul Recreation.
- The *South Sports Complex* is located at the intersection of Gray Avenue and Enterprise Drive. Its 11.5 acres include baseball fields.
- The *Youth Center* is located on Country Club Drive. It houses youth programs, activities, games, and events. The facility also has outdoor basketball courts, an indoor gymnasium for volleyball, basketball and roller-



Map purpose: To show the Greenways and Trails system in the Village of Rantoul in relation to recreation-based places of interest, natural features, and the transportation system.

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skating, pool tables, ping-pong, video games, televisions, foosball, a music room, a snack area and a party room.

Village of Mahomet

The Village of Mahomet (Map 9) encompasses approximately 7.25 square miles. The Village owns approximately 80 acres of parks, or about 1.7% of the village's land acreage. The Village also maintains 2.5 miles of shared-use trails.

The following parks are under Village jurisdiction:

- *13 Acres Park* is located at the intersection of Timberview Drive and Dianne Lane. Its 13 acres include ball fields, picnic tables and/or benches, and a playground.
- *Barber/Breternitz Park* is located along the Sangamon River south of Route 150. Its 50 acres have soccer fields.
- *Brooks-Warfel Park* is located at the intersection of Dunbar Street and Elm Street. Its 0.7 acres include picnic benches, a playground, and a pavilion/ shelter.
- *Dowell Park* is located at the intersection of State Street and Andover Drive. Its 4.7 acres include ball fields and picnic tables and/or benches.
- *Raymond Park* is located at the intersection of Franklin Street and Northridge Court. Its 0.25 acres have, picnic tables and/or benches, a playground, and a soccer field.
- *Russell Park* is located at 413 East Main Street. Its 0.04 acres are situated in an alley with benches and mosaic artwork.
- *Sandy Ridge Park* is located off Heather Drive north of Route 150. Its 4.3 acres are currently undeveloped.
- *Taylor Field* is located on Hickory Street. Its 6.5 acres include ball fields.

Russell Park, Mahomet.

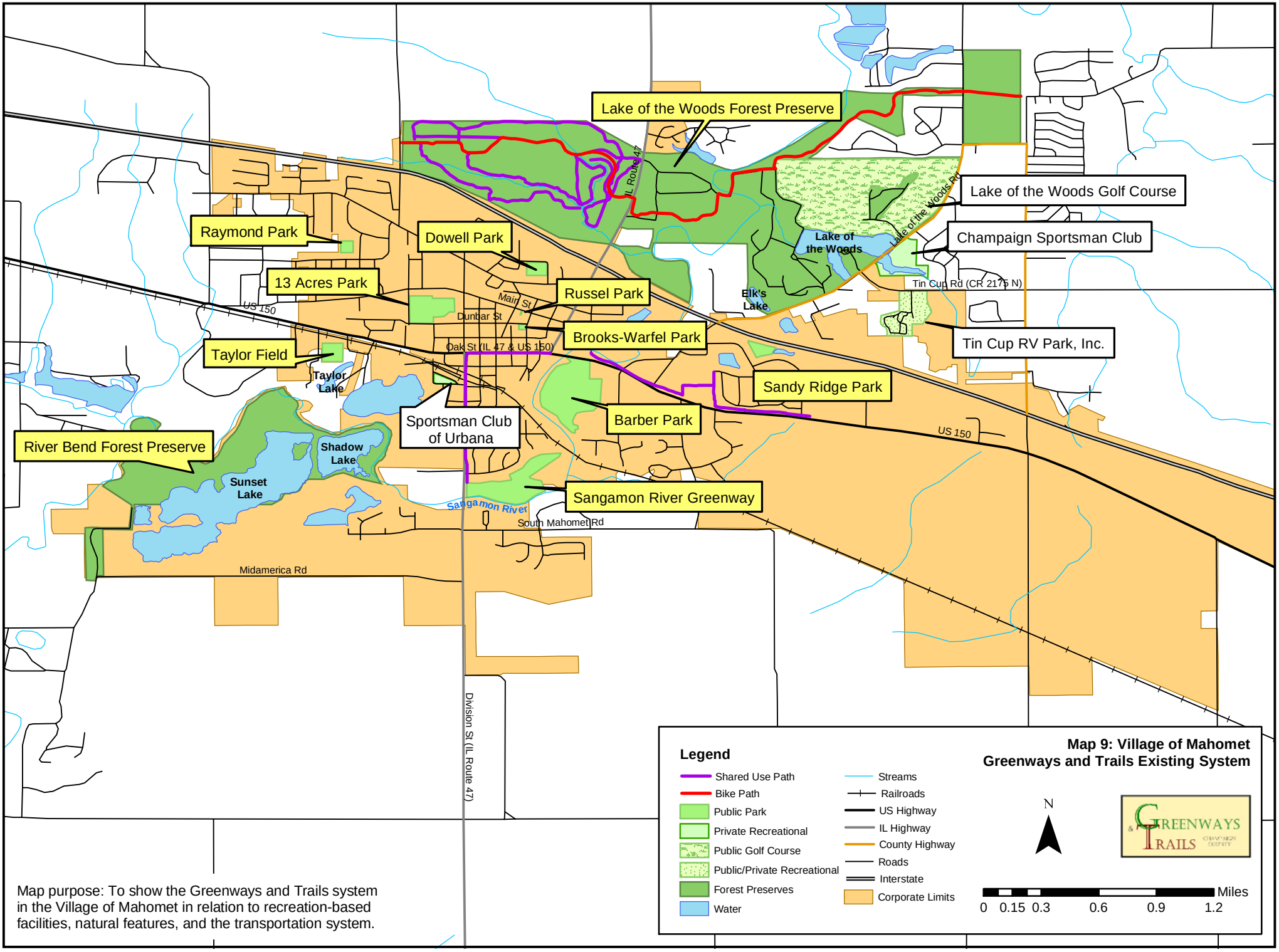
University of Illinois

The University of Illinois at Urbana-Champaign (Map 10) encompasses approximately 2,460 acres bounded by University Avenue to the north, CN-IC railroad to the west, Lincoln Avenue to the east, and Windsor Road to the south. The University has numerous grass quadrangles among its buildings, as well as a variety of open spaces with wooded areas, flower gardens, and sports facilities. While the majority of facilities cater primarily to students, faculty, and staff, the following open spaces and facilities also cater to the public:

- The *Arboretum* is located south of Florida Avenue on the east side of Lincoln Avenue. Its 160 acres (not yet fully developed) currently include the Welcome Garden, Hartley Selections Gardens, Japan House, Idea Garden and benches.

University of Illinois Arboretum, Urbana.

- The *Hallene Gateway Plaza* is located on the southwest corner of Illinois Street and Lincoln Avenue. 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 Pennsylvania Avenue and Lincoln Avenue. Its 8.5 acres include a large wooded area, tennis courts, picnic facilities, and volleyball and basketball courts.
- The *Ice Arena* is located at 406 East Armory Avenue across the street from the Armory. The arena offers public skating, hockey, and private facility rental.


Lake of the Woods Forest Preserve
Lake of the Woods Golf Course
Champaign Sportsman Club
Raymond Park
Dowell Park
13 Acres Park
Russel Park
Brooks-Warfel Park
Tin Cup RV Park, Inc.
Taylor Field
Sandy Ridge Park
Barber Park
Sportsman Club of Urbana
River Bend Forest Preserve
Sangamon River Greenway
IL Route 47
US 150
Main St
Dunbar St
Oak St (IL 47 & US 150)
Lake of the Woods Rd
Lake of the Woods
Elk's Lake
Tin Cup Rd (CR 2175 N)
Taylor Lake
Shadow Lake
Sunset Lake
Sangamon River
South Mahomet Rd
Midamerica Rd
Division St (IL Route 47)
Legend
Shared Use Path
Bike Path
Public Park
Private Recreational
Public Golf Course
Public/Private Recreational
Forest Preserves
Water
Streams
Railroads
US Highway
IL Highway
County Highway
Roads
Interstate
Corporate Limits
Map 9: Village of Mahomet
Greenways and Trails Existing System
N
Miles
0 0.15 0.3 0.6 0.9 1.2
Map purpose: To show the Greenways and Trails system in the Village of Mahomet in relation to recreation-based facilities, natural features, and the transportation system.

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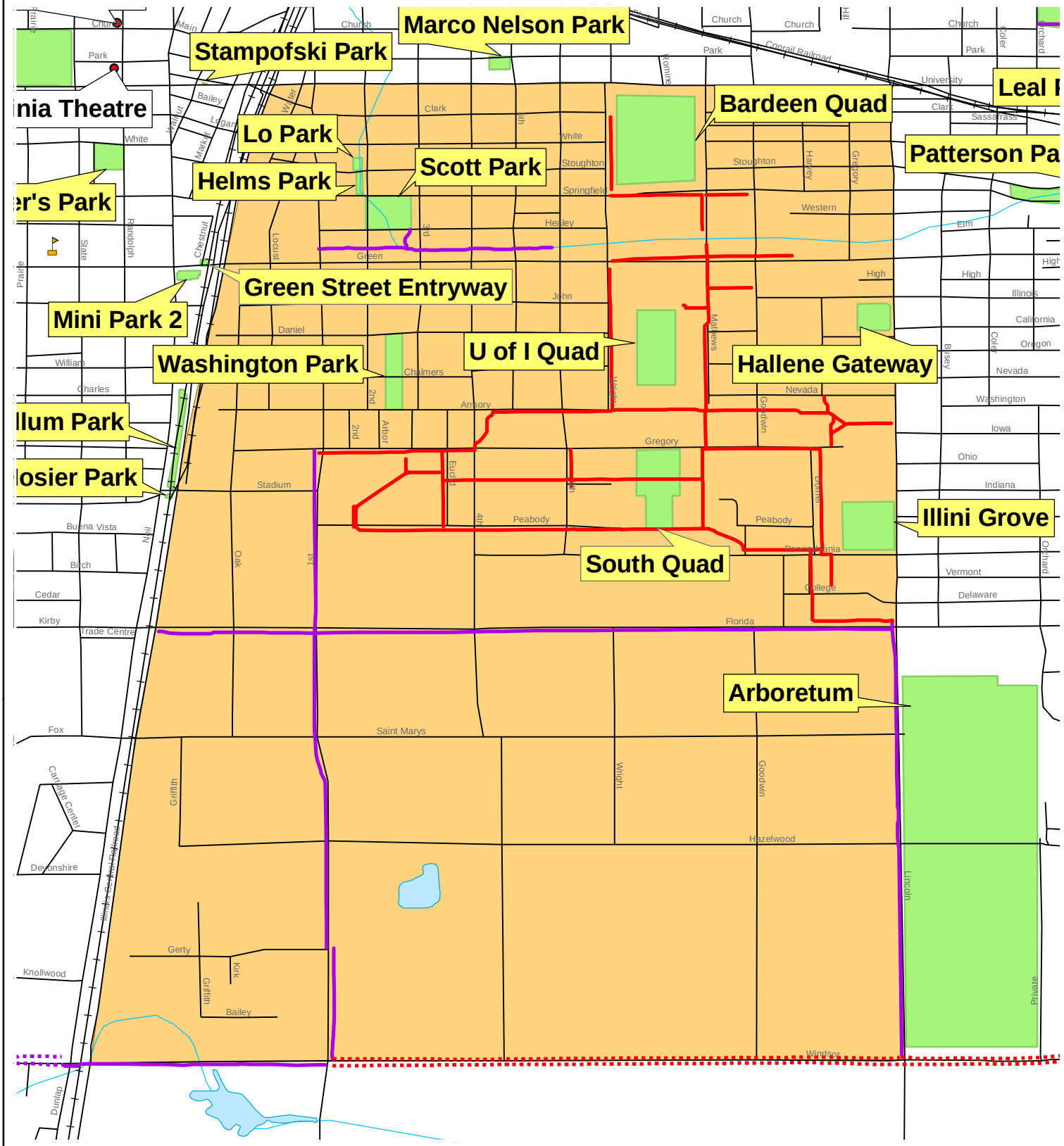

Legend

- Public Park
- Private Recreational
- Public Golf Course
- Public/Private Recreational
- Shared-Use Path
- Divided Shared-Use Path
- Bike Path
- On-Street Bike Lane
- School
- Water
- Streams
- Interstate
- Roads
- Railroads
- University of Illinois

Map 10: University of Illinois Greenways and Trails Existing System

N

Miles

0 0.125 0.25 0.5

Map purpose: To show the Greenways and Trails systemin the University of Illinois area in relation to recreation-based facilities, natural features, and the transportation system.

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Issues and Forces

Through the public involvement process and Steering Committee input, numerous issues and forces have been identified for the existing greenways system. Issues can range from a location where an obstacle prevents off-street bicycle access to lacking funding for a crucial part of the trails network. Forces could include an established connection for commuter bicyclists or available local funding that would help procure more external funding for a project.

Issues and Forces help planners identify goals and objectives by showing us what problems we need to solve and what resources we have to help solve them.

Commonly raised issues

- Accessibility for disabled persons: While many recreational facilities and trails are accessible by all users, there are aspects that make using the system difficult for some disabled persons.
- Accessibility to 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.
- Connectivity between travel modes: Parks and trails should provide facilities for multiple travel modes, including bicycles, cars, pedestrians, and public transit.
- Connectivity 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 bicycle and pedestrian travelers. Map 17 in Appendix 6 details frequent traffic generators in Champaign-Urbana-Savoy as they relate to the existing Greenways and Trails system.
- Connectivity 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.
- Pedestrian safety: This is a multi-faceted issue that can include having difficulty crossing busy streets, poor lighting, and conflicts with other trail users.
- Facilities maintenance: Lack of maintenance can often lead to the deterioration of existing facilities.
- 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 trails system is often misinterpreted due to lack of signage and perception of who can use specific trail types.
- Geographic efficiency: Many trails 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.
- Bicycle Routes: Currently there is no maintained bicycle route system in the Champaign-Urbana area. High costs and liability issues have 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.
- User-friendliness: The current system largely does not have directional signage and other resources to help users make the most of greenways and trails in the area.

- Obstacles to movement: Railroad tracks, narrow roadways, and trails ending 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.

Forces

- Existing trails: Champaign County trails often link important activity centers, including parks, schools, shopping centers, etc. Existing trails also show us where gaps are in the system so that we can consider how and when those connections should be created.
- System diversity: The Champaign County system offers facilities for all types of bicyclists and pedestrians, from those who commute by bicycle to children who use trails in our parks.
- 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.
- The community: According to the Greenways and Trails Resident Survey, 72% of respondents agree that greenways and trails that connect urban centers to rural communities and forest preserves enhance residents' quality of life. Such community support helps ensure that more trails and open spaces will be created in Champaign County.
- Interagency coordination: The Greenways and Trails Steering Committee has members from local governments, park districts, and other agencies to coordinate and plan for the future of the Champaign County system.
- The region: Developing trails and greenways that connect Champaign County with the rest of the state, especially metro areas in central Illinois, contributes to the statewide greenways and trails system.

Goals and Objectives

The formulation of goals and objectives is meant to determine what direction planning efforts should take, independent of time frame and individual projects. A goal is defined as an end state that will be brought about by implementing the Greenways Plan. Objectives are sub-goals that help organize the implementation of the plan into measurable and manageable parts. Implementation measures are specific activities that must be completed in order to achieve goals.

The Greenways and Trails Steering Committee has developed six principal goals for the Greenways and Trails Plan. These goals were created based on public input and a variety of planning efforts. Below each goal, objectives, implementation measures, responsible entities, and benchmarks for completion are listed that will lead our efforts in the Greenways and Trails implementation process.

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

Objectives:

1. Increase the mileage of bicycle and pedestrian facilities in Champaign County by 160 miles over the next 20 years, as calculated by the number of proposed trail miles submitted by local agencies for this plan. (Responsible: Greenways and Trails member agencies, private parties, developers)
    a. Identify "missing links" in the overall system.
    b. As a committee, identify funding sources for priority projects.
    c. Prioritize those projects that are likely to be funded.
2. Increase the acreage of parks and greenways in Champaign County, with the increase in acreage to be determined by an Open Space Level of Service analysis. (Responsible: Greenways and Trails member agencies, developers)
    a. Perform a level of service analysis on parks and open spaces as per NRPA guidelines to determine local supply and demand of such spaces.
    b. As a committee, identify funding sources for priority projects.
3. Increase the number and types of recreational facilities in Champaign County. (Responsible: Greenways and Trails member agencies)
    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.
    b. Actively support community efforts to bring recreational trails and facilities to our area.
4. Increase the number of connection points between travel modes (i.e. bikeway to transit, bike route to bikeway connection points) in order to complete missing links in the trails system. (Responsible: Greenways and Trails member agencies, developers)
    a. Install bicycle racks at transit shelters.
    b. Identify gaps between trails that can be connected with the implementation of trails, bike lanes or bike routes.
    c. Study the feasibility of implementing bicycle routes in Champaign-Urbana.
    d. Identify "dead end" shared-use paths, bikeways and bike lanes.
    e. Develop an implementation schedule for creating multi-modal connections.
5. Enhance the Greenways and Trails system by linking popular activity centers (e.g. Market Place Mall, Phillips Recreation Center) via non-vehicular infrastructure (e.g. bikeways, multi-use paths) for all of Champaign County. (Responsible: Greenways and Trails member agencies, private parties, developers, businesses)
    a. As a committee and as Greenways and Trails member agencies identify funding sources for those linkages identified and prioritized in this plan.
    b. Retrofit transportation corridors with bikeways and multi-use paths, especially in heavy traffic areas.
6. Increase the number of non-vehicular connections between rural recreational areas and major population centers by at least 60 miles over the next 20 years, as calculated by the number of proposed trail miles submitted by local agencies for this plan. (Responsible: Greenways

and Trails member agencies, private parties, developers)
    a. Identify connections that are underserved by pedestrian and bicycle paths.
    b. Prioritize those connections lacking in pedestrian and bicycle facilities.
    c. Identify funding sources for constructing those linkages.

Benchmarks for completing this goal:

- There will be at least 160 more miles of trails complete in 20 years.
- A Level of Service analysis will have been completed for determining open space needs.
- A needs analysis for recreational facilities will have been performed.
- There will be more connection points between travel modes in 20 years.
- Missing linkages between the Trails system and major activity centers will have been identified.
- There will be at least 60 more miles of trails connecting urban centers with rural recreation sites.
- A list of funding sources will have been created and maintained.

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

Objectives:

1. Reduce the number of modal conflicts (e.g. grade crossings, pedestrian-bicycle, automobile-pedestrian, bus-bicycle, etc.) as transportation improvements occur. (Responsible: Greenways and Trails member agencies)
    a. Monitor the planning process and implementation of transportation projects to ensure bicycle and pedestrian friendliness.
    b. Improve existing bicycle and pedestrian facilities, especially in the University District.
    c. Create a database of known modal conflicts.
2. Increase pedestrian safety by continuing to maintain and augment street light systems in all areas with bicycle and pedestrian facilities as per municipal code. (Responsible: municipalities)
3. Increase user-friendliness of the trails system by standardizing trail design. (Responsible: Greenways and Trails member agencies, developers.
    a. Research and create design guidelines for the Champaign County Greenways and Trails system.
    b. Implement design guidelines in all new trail development.
4. Design urban areas for walkability and other non-vehicular travel. (Responsible: Greenways and Trails member agencies, developers)
    a. Support the study and implementation of Traditional Neighborhood Development practices, which foster walking and alternative transportation modes over the personal vehicle.
    b. For all new commercial establishments, require pedestrian and bicycle connections to adjacent establishments, public streets and existing and planned bicycle and pedestrian facilities.

   c. Retrofit existing infrastructure for bicycles and pedestrians.
5. Increase pedestrian safety by minimizing cut-through motorized vehicular traffic in residential areas. (Responsible: municipalities, neighborhood/homeowners organizations, developers)
   a. Support the study and implementation of traffic calming devices where warranted.
   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).
6. Increase pedestrian safety by improving intersection markings and signage. (Responsible: municipalities)
   a. Create a standardized crosswalk marking system throughout Champaign-Urbana and the University District.
   b. Standardize installation locations of accessible pedestrian signals, pedestrian push buttons, and related signage.
   c. Adopt policies that require "no right turn on red" for high pedestrian and bicycle traffic areas.
7. Improve pedestrian and bicycle related signage adjacent to bikeways, paths, and trails. (Responsible: Greenways and Trails member agencies)
   a. Design and install standardized signage for all greenways and trails facilities in Champaign County.
   b. Provide trail and path information (e.g. display maps, trail distance, park amenities)
8. Ensure through construction of the system that all types of bicycles and all types of travelers are considered. (Responsible: Greenways and Trails member agencies, developers)
   a. Support bicycle commuters by monitoring new road planning and construction and ensuring adequate space and signage for bicyclists.

Benchmarks for completing this goal:

- A database of modal conflicts will have been created.
- There will be fewer modal conflicts in 20 years.
- There will be more street lighting installed near high-pedestrian activity centers.
- Design standards for trails and recreation facilities will have been created.
- How to create walkable communities will have been researched and implemented in pilot areas.
- All commercial developments built in the 20 years have bicycle racks or similar facilities.
- Traffic calming measures will have been researched and implemented in pilot areas.
- In residential developments built in the 20-year implementation horizon, corridors that promote speeding will have been avoided by design.
- Standardized pedestrian and bicycle related signage will have been designed and implemented adjacent to existing facilities and all new facilities.
- All new roads constructed during the 20 years will have considered the inclusion of bicycle facilities in their design.

Goal 3: All residents will be provided with a greenways and trails system that emphasizes efficiency, mobility, and convenience.

Objectives:

1. Create more trail and bikeway termini in densely populated areas. (Responsible: Greenways and Trails member agencies)
    a. Identify residential areas that are lacking in trail facilities.
    b. Seek funding for trails in those residential areas.
    b. Support local efforts to implement more non-vehicular paths.
2. Ensure through construction of the system that all types of users can connect between all parts of the Greenways and Trails system without having to move into vehicular traffic. (Responsible: Greenways and Trails member agencies, developers)
    a. Support the creation of bikeways and designated bike lanes in high bicycle traffic areas.
    b. Ensure during the planning process for road construction and repair that pedestrians are considered.

Benchmarks for completing this goal:

- In all residential areas constructed during the 20-year horizon, trails for bi-cycles and pedestrians will have been constructed by design, connecting to existing trails where possible.
- For all on-street bicycle facilities constructed, an adjacent pedestrian path will have been constructed or already existing.

Goal 4: The development and operation of greenways and trails will preserve and enhance the natural environment.

Objectives:

1. Require an "environmental friendliness" evaluation of all greenways and trails projects. (Responsible: Greenways and Trails member agencies)
    a. Create a set of criteria that can be applied to all projects in the Greenways and Trails Plan based on best planning practices.
    b. Improve upon any negative impacts found during the evaluation through design changes, geographic location, or other options.
2. GT member agencies will support other agencies' efforts toward main-taining and improving the environment in Champaign County. (Responsible: Greenways and Trails member agencies, environmental groups, private parties)
    a. Support tree planting, prairie preservation and wildlife habitat conservation programs that follow acceptable management practices.
    b. Consider habitat-fostering measures in the construction of open space facilities.
3. Increase the number of connections between natural features such as bodies of water, wooded areas, and open spaces. (Responsible: Greenways and Trails member agencies, developers, private parties)

   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.
   b. Determine what linkages can be made to those areas from the existing greenways and trails system and identify priority connections to them.
4. Educate the public about the natural areas within the system with the intention of encouraging a respect for the natural environment in users of the system. (Responsible: Greenways and Trails member agencies)
   a. Support the provision of public environmental classes that target all residents, but especially children.
   b. Provide facilities that promote cleanliness in greenways and trails areas such as trash bins, restrooms, hand-washing stations, etc.

Benchmarks for completing this goal:

- Environmental friendliness criteria for new greenways and trails projects will have been created, adopted, and implemented by local agencies.
- All greenways and trails projects planned for construction during the 20-year horizon will have successfully passed an "environmental friendliness" evaluation.
- All open spaces constructed during the 20 years will have considered habitat-fostering measures in their design.
- An inventory of natural features that could be connected by trails and open spaces will have been created.
- Potential trails and open spaces that connect the inventoried natural areas will have been identified and prioritized.
- Pilot hand washing stations and/or restrooms will have been developed in some existing open spaces where such facilities did not exist prior to 2003.
- Greenways member agencies will have sponsored environmental education classes.

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 the economic vitality of Champaign County and its residents.

Objectives:

1. Consider and rank all projects in order to improve the system in a logical, cost-effective manner. (Responsible: Greenways and Trails member agencies)
   a. Utilize the Project Prioritization Checklist established during the greenways and trails planning process to prioritize implementation and fundraising efforts by member agencies.
   b. Combine projects that can be geographically linked for implementation.
2. Create model ordinance provisions to require paths/open spaces in new developments that connect these new additions to other parts of Champaign County. (Responsible: Greenways and Trails member

agencies)
3. Develop a coordinated greenways review process for all major new developments. (Responsible: Greenways and Trails member agencies)
4. Improve information sharing and transparency between Greenways and Trails member agencies about possible projects that could benefit from having bicycle, pedestrian, and/or greenways features. (Responsible: Greenways and Trails member agencies)
5. Promote the connection of Champaign County with the central Illinois region, contributing to a future statewide system of greenways and trails. (Responsible: Greenways and Trails member agencies)
    a. Pursue connections along abandoned railroad rights of way which offer significant rail-to-trail possibilities.
    b. Coordinate with neighboring jurisdictions to acquire and develop abandoned railroad rights of way.

Benchmarks for completing this goal:

- Projects will have been revised on a yearly basis for amendment into or removal from the Greenways and Trails Plan.
- Model ordinance for the creation of public paths in new developments will have been created.
- A review process regarding the inclusion of public greenways and/or trails in all major new developments will have been designed and implemented by local municipal governments.
- An agenda item will have been created regarding upcoming development projects for all Greenways and Trails Steering Committee meetings.
- Where financially feasible, all rails-to-trails efforts will have been implemented.

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:

1. To market Greenways and Trails in Champaign County as a full and integrated system that draws regional attention. (Responsible: Greenways and Trails member agencies, Chamber of Commerce, Convention and Visitors Bureau)
    a. Promote the implementation of a marketable bike path system for the twin cities, Savoy, and the University district.
    b. Market the system with standardized signage, inclusion in visitor guides, web presence, and other educational materials.
2. The Greenways and Trails Steering Committee will develop a marketing and publicity plan for the Greenways and Trails system. (Responsible: Greenways and Trails member agencies)
3. Greenways and Trails member agencies will apply for greenways and trails projects funding as part of road, infrastructure, and new development projects as appropriate. (Responsible: Greenways and Trails member agencies)
    a. Keep abreast of upcoming transportation projects and how they could contribute to the greenways and trails system.

b. Advocate for the inclusion of greenways and trails in new road projects and roadway repairs.
c. Apply for funding to enhance road repair and construction aside from allocations from local agencies.

Benchmarks for completing this goal:

- A conceptual design of the "CUS Bikeway" will have been created that integrates existing and future projects in a series of interconnected loops through Champaign, Urbana, and Savoy.
- Marketing strategies will have been discussed and implemented by the Greenways and Trails Steering Committee, its member agencies, and auxiliary agencies such as the Convention and Visitors Bureau.
- The Regional Planning Commission will have created a Greenways and Trails website with information about the Plan and maps.
- A permanent agenda item will have been created regarding upcoming transportation projects and how they could integrate bicycle and/or pedestrian trails in their design.

Timeline for Completing Benchmarks

In order for the Greenways and Trails Plan to be successfully implemented, each benchmark listed under the goals and objectives must be achieved. The implementation process can be considered in terms of short-, mid-, and long-term. Short-term benchmarks should be completed within five years of plan approval; mid-term should occur within 10 years, and long-term should occur by the end of the 20 year implementation schedule.

Short-term Benchmarks

- A Level of Service analysis will have been completed for determining open space needs.
- A needs analysis for recreational facilities will have been performed.
- A database of modal conflicts will have been created.
- Missing linkages between the Trails system and major activity centers will have been identified.
- A list of funding sources will have been created and maintained.
- Design standards for trails and recreation facilities will have been created.
- Environmental friendliness criteria for new greenways and trails projects will have been created, adopted, and implemented by local agencies.
- An inventory of natural features that could be connected by trails and open spaces will have been created.
- Potential trails and open spaces that connect the inventoried natural areas will have been identified and prioritized.
- Model ordinance for the creation of public paths in new developments will have been created.
- A review process regarding the inclusion of public greenways and/or trails in all major new developments will have been designed and implemented by local municipal governments.
- An agenda item will have been created regarding upcoming development projects for all Greenways and Trails Steering Committee meetings.
- A conceptual design of the "CUS Bikeway" will have been created that integrates existing and future projects in a series of interconnected loops

through Champaign, Urbana, and Savoy.
- Marketing strategies will have been discussed and implemented by the Greenways and Trails Steering Committee, its member agencies, and auxiliary agencies such as the Champaign County Convention and Visitors Bureau.
- The Regional Planning Commission will have created a Greenways and Trails website with information about the Plan and maps.
- A permanent agenda item will have been created regarding upcoming transportation projects and how they could integrate bicycle and/or pedestrian trails in their design.

Mid-term Benchmarks

- How to create walkable communities will have been researched and implemented in pilot areas.
- Traffic calming measures will have been researched and implemented in pilot areas.
- Standardized pedestrian and bicycle related signage will have been designed and implemented adjacent to existing facilities and all new facilities.
- Pilot hand washing stations and/or restrooms will have been developed in some existing open spaces where such facilities did not exist prior to 2003.
- Greenways member agencies will have sponsored environmental education classes.

Long-term Benchmarks

- There will be at least 160 new miles of trails complete in 20 years.
- There will be more connection points between travel modes in 20 years.
- There will be at least 60 more miles of trails connecting urban centers with rural recreation sites.
- There will be fewer modal conflicts in 20 years.
- There will be more street lighting installed near high-pedestrian activity centers.
- All commercial developments built in the 20 years have bicycle racks or similar facilities.
- In residential developments built in the 20-year implementation horizon, corridors that promote speeding will have been avoided by design.
- All new roads constructed during the 20 years will have considered the inclusion of bicycle facilities in their design.
- In all residential areas constructed during the 20-year horizon, public trails for bicycles and pedestrians will have been constructed by design, connecting to existing trails where possible.
- For all on-street bicycle facilities constructed, an adjacent pedestrian path will have been constructed or already existing.
- All greenways and trails projects planned for construction during the 20-year horizon will have successfully passed an “environmental friendliness” evaluation.
- All open spaces constructed during the 20 years will have considered habitat-fostering measures in their design.
- Projects will have been revised on a yearly basis for amendment into or removal from the Greenways and Trails Plan.
- Where financially feasible, all rails-to-trails efforts will have been implemented.

Future Conditions

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

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

Project Prioritization Checklist Factors

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

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

List of Prioritized Projects

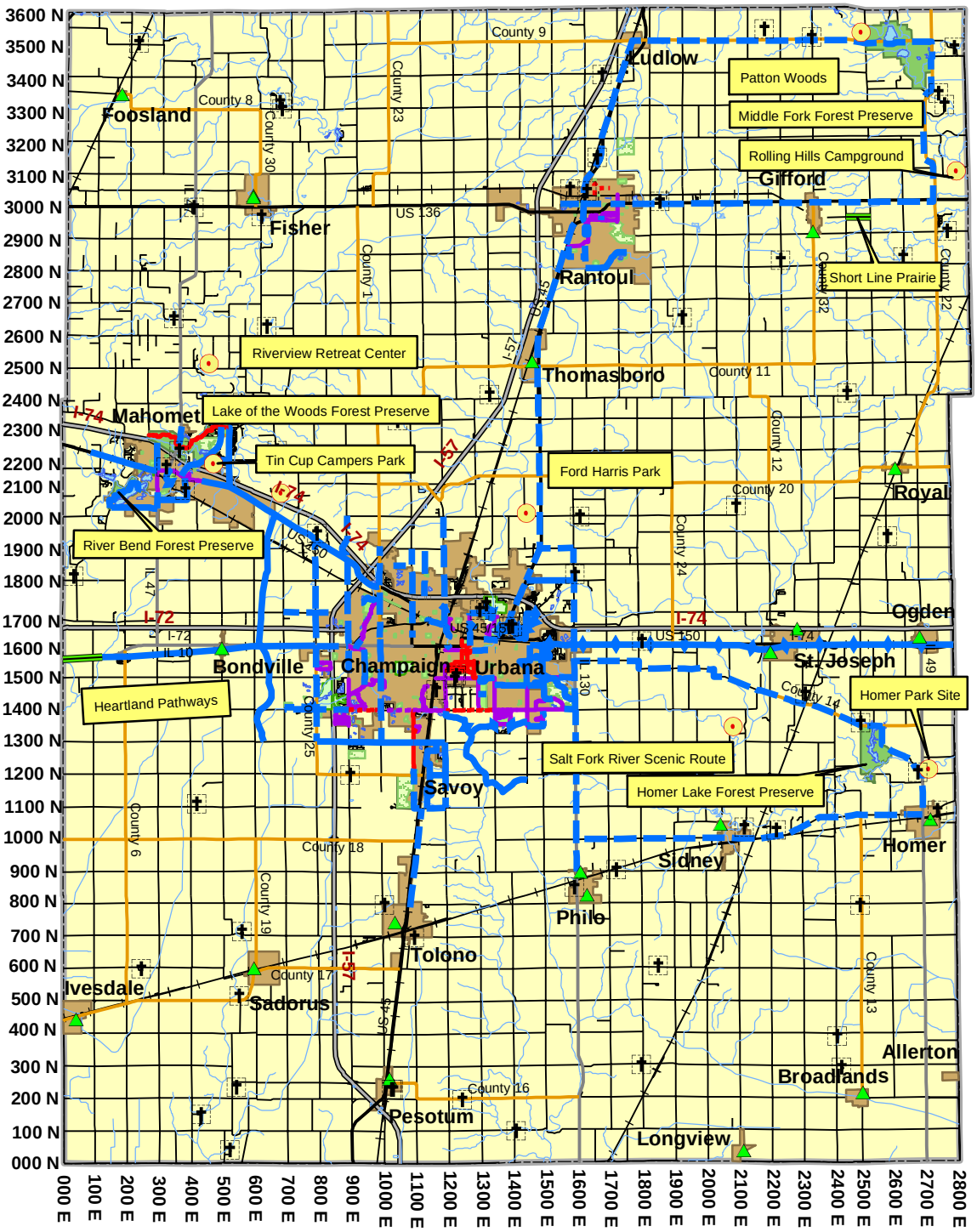
The following list of projects were categorized into high, medium, and low priority based on the project prioritization checklist. These projects will be reviewed periodically, which could affect the number of projects listed and/or the category in which a project is listed. An estimated implementation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

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

Name	Mileage	Description	Jurisdiction	Priority	Time Frame
Barber Park Greenway	0.60	Along west side of Barber Park near Sangamon River, connecting to existing path on Route 47 South	Mahomet	High	0-5
Busey Woods Boardwalk	1.50	Within Busey Woods	UPD	High	0-5
Conrail Trail	26.00	Connects Urbana to Danville via former Conrail Railroad tracks	Independent	High	0-5
East Main Street Path	1.66	Connects Prairie Park, Lohmann Park, proposed Stone Creek Path, and proposed Route 130 Path	UPD	High	0-5
Saline Branch Path	0.73	Connects Judge Webber Park, Chief Shemauger Park, AMBUCS Park and Crystal Lake Park via the Saline Branch	UPD	High	0-5
AMBUCS Park Path	1.10	Connects Judge Webber Park Site/Dog Park, Chief Shemauger Park, and Crystal Lake Park	UPD	High	6-10
Chief Shemauger Park Path	1.15	Connects Chief Shemauger Park to Crystal Lake Park, AMBUCS Park, and Judge Webber Park Site/Dog Park	UPD	High	6-10
Dog Park/Judge Webber Park Site Trail	1.60	Connects Judge Webber Park/Dog Park with Chief Shemauger, AMBUCS and Crystal Lake Parks	UPD	High	6-10
Kinch Street Path	0.98	On Kinch Street between Florida Avenue and Main Street	Urbana	High	6-10
University of Illinois Pomology Path	0.73	Connects Meadowbrook Park, Windsor Road Path, Pomology Site, and Myra Ridge Subdivision	UPD	High	6-10
Upper Embarrass River Trail	2.39	Along Windsor Road between 1st Street and Race Street	Champaign	High	6-10
Baermann Park Bike Path	0.72	Loops around Baermann Park and connects to Aquatic Center Path	Rantoul	Med	0-5
Chanute Street Extension	0.14	Connects Detention Pond Path to Veteran's Parkway Path	Rantoul	Med	0-5
Country Ridge IV Path	0.27	On Route 47 South between MidAmerica Road and South Mahomet Road	Mahomet	Med	0-5
Curtis Road Path	1.29	On Curtis Road between Prospect Avenue and First Street	Savoy	Med	0-5
Goodwin Avenue Path	0.96	On Goodwin Avenue between Bradley Avenue and Springfield Avenue	Urbana	Med	0-5
Leal Park Path	0.57	Along north side of railroad between Coler Avenue and Broadway Avenue	Urbana	Med	0-5
Philo Road Deerfield Trails Path Extension	0.13	On Philo Road from the south sie of Deerfield Trails subdivision to the south city limits	Urbana	Med	0-5
Prairie Fields Trail	2.18	Between Curtis Road and Church Street via Prairie Fields Subdivision	Savoy	Med	0-5

Name	Mileage	Description	Jurisdiction	Priority	Time Frame
South Mahomet Rd Path	1.91	On South Mahomet Road between Route 47 South and Sunny Acres Road, then north on Sunny Acres Road from South Mahomet Road to US Route 150	Mahomet	Med	0-5
Stone Creek Path	2.27	On Stone Creek Boulevard between Castle Rock Drive and High Cross Road	Urbana	Med	0-5
Arboretum Path	0.25	Connects Race Street and Lincoln Avenue via Arboretum and family housing	Urbana	Med	6-10
Bikepath Rt 47	0.86	On Route 47 between South Mahomet Road and the Dowell Property	Mahomet	Med	6-10
Boneyard Creek Trail	0.91	Connect existing Martin Luther King Trail and U of I Trails along the Boneyard Creek	CPD	Med	6-10
Bradley Avenue Path	0.59	On Bradley Avenue between Goodwin Avenue and Coler Avenue	Urbana	Med	6-10
Burrell-Cain Trail	1.58	Between Church Street and Airport Road via Burrell/Cain Property	Savoy	Med	6-10
Centennial Park Trail	1.13	Connect existing O'Malley's Alley Trail to Roby Trail via Centennial Park	CPD	Med	6-10
Chandler Perimeter Road Path	1.90	On Chandler Road connecting to Heritage Park	Rantoul	Med	6-10
Curtis Road Interchange Path	1.00	Adjacent to Curtis Road interchange between Duncan Road and Staley Road	IDOT	Med	6-10
Dodds Park Trail	0.50	From Greenbelt Trail west along Parkland Way to Clayton Drive	CPD	Med	6-10
First Street Trail Phase 1	1.01	On First Street between Curtis Road and Church Street	Savoy	Med	6-10
Florida Avenue Path Extension	0.64	On Florida Avenue between Abercorn Street and High Cross Road	Urbana	Med	6-10
King Park Path	0.27	Within King Park, connecting to proposed Goodwin Avenue Path	UPD	Med	6-10
Lakes at River Bend Path	0.92	Connects Riverbend Boulevard and Lakes at Riverbend Subdivision via Riverbend Forest Preserve	Mahomet	Med	6-10
Mid America Rd Path	1.76	On MidAmerica Road between Route 47 and Riverbend Forest Preserve	Mahomet	Med	6-10
Myra Ridge Subdivision Path	0.45	Connects Subdivision with Southridge Park, East Main Park Site	Urbana	Med	6-10
Philo Road Path	1.81	On Philo Road between Colorado Avenue and Washington Street, then east on Washington Street to Lierman Avenue, then north on Lierman Avenue to Main Street	Urbana	Med	6-10
Route 150 Path	3.08	On Route 150 between Mahomet ETJ and Mattis Avenue	Champaign	Med	6-10
West Florida Avenue Path	0.67	On Florida Avenue between Race Street and Lincoln Avenue	Urbana	Med	6-10
Airport Road Path	1.92	On Airport Road between Cunningham Avenue and High Cross Road	Urbana	Med	11-20
Colorado Avenue Path 1	1.33	On Colorado Avenue between Race Street and Philo Road	Urbana	Med	11-20
Curtis Road Path 2	0.30	On Curtis Road between Duncan Road and Meadow Lane	TBD	Med	11-20
Curtis Road Path 3	1.70	On Curtis Road between Meadow Lane and Prospect Avenue	TBD	Med	11-20
Kaskaskia River Corridor Path	7.00	Along Kaskaskia River between US 150 and Curtis Road	Champaign	9	11-20
Lake of the Woods Rd Path	2.45	On Lake of the Woods Road between Route 150 and Village limits	Mahomet	Med	11-20
Middle Fork Path	31.50	Between Urbana and Middle Fork Forest Preserve	CCFPD	Med	11-20

Name	Mileage	Description	Jurisdiction	Priority	Time Frame
North Branch Boneyard Path	0.32	Between Bradley Avenue and Hickory Street following Boneyard Creek	Champaign	Med	11-20
Prairieview N Path	1.03	On Prairieview Raod between Tin Cup Road and existing off-street bike trail head on Fogel Road	Mahomet	Med	11-20
Prairieview/Tin Cup Rd Path	1.73	On Prairieview Road between Route 150 to Tin Cup Road, then west to Lake of the Woods Road	Mahomet	Med	11-20
Route 150 Path	7.81	Along Route 150 throughout the Village, extending into ETJ areas	Mahomet	Med	11-20
Rt 47 N Path	0.58	On Route 47 between Lake of the Woods and Thornewood Subdivision	Mahomet	Med	11-20
Salt Fork Path	10.35	Between Urbana and Salt Fork River Forest Preserve	CCFPD	Med	11-20
South Farms Path	3.50	Along waterways in South Farm landscape	U of I	Med	11-20
West Fork Boneyard Path	0.33	Between Market Street and Prairie Street following Boneyard Creek	Champaign	Med	11-20
Colorado Avenue Path 2	0.68	On Colorado Avenue between Philo Road and Stone Creek Boulevard	Urbana	Low	0-5
Cunningham/Rt 45 Path	2.03	On Cunningham Avenue/Route 45 between University Avenue and Airport Road	Urbana	Low	0-5
Century Boulevard Path	0.70	On Century Boulevard between Keal Street and Chandler Road	Rantoul	Low	6-10
Copper Slough Greenway	1.32	Along Coppery Slough between Staley Road and Rising Road	CPD	Low	6-10
Frost/Doolittle Extension	1.00	On Keal Street south to Frost Avenue, then east to proposed Century Boulevard Extension	Rantoul	Low	6-10
Green Street Path	0.96	On Green Street between Goodwin Avenue and Race Street	Urbana	Low	6-10
Lohmann Park Path	0.44	Within Lohmann Park, extending to proposed Stone Creek Path and proposed Route 130 Path	UPD	Low	6-10
Main Street Path	0.62	On Main Street between proposed path on Lierman Avenue and proposed path at Weaver Park Site	Urbana	Low	6-10
Moreland Boulevard Trail	1.48	On Moreland Boulevard between Anthony Drive and Olympian Drive	CPD	Low	6-10
Myra Ridge Path	0.20	Connects South Ridge Park to Windsor Road on east side of Myra Ridge subdivision	Urbana	Low	6-10
Smith Road Path	0.05	On Smith Road between University Avenue and Main Street	Urbana	Low	6-10
Tennis Center Trail	0.50	By CPD Tennis Center between Farber Drive and Boardwalk Drive	CPD	Low	6-10
Airport Road Trail (Savoy)	1.29	On Airport Road between Hartwell Drive and First Street	Savoy	Low	11-20
First Street Trail Phase 2	1.02	On First Street between Church Street and Airport Road	Savoy	Low	11-20
Grove Avenue/Chanute Street Path	1.65	On Grove Street between East Avenue and Chanute Street	Rantoul	Low	11-20
High Cross/Rt 130 Path	5.04	On High Cross Rd/Route 130 between Windsor Road and Olympian Drive	Urbana	Low	11-20
North Mattis Path	1.76	On Mattis Avenue north of University Avenue	Champaign	Low	11-20
North Prospect Path	1.68	On Prospect Avenue north of University Avenue	Champaign	Low	11-20
O'Malley's Alley Extension	1.66	Connect existing O'Malley's Alley Trail to the Greenbelt Trail to the north and to Staley Road to the west	CPD	Low	11-20
Prospect Avenue Path Extension	1.24	Along east side of U of I Golf Course between Church Street and Airport Road	Savoy	Low	11-20
West Bradley Avenue Path	1.50	On Bradley Avenue between I-57 and Rising Road	Champaign	Low	11-20
Windsor Road Path	1.30	On Mattis Avenue west of I-57	Champaign	Low	11-20



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

Map 11: Champaign County Greenways and Trails Proposed System

Legend

- Places of Interest
- Town Parks
- Heartland Pathways
- Public Park
- Private Recreational
- Public Golf Course
- Public/Private Recreational
- Forest Preserves
- Low Priority Path
- Medium Priority Path
- High Priority Path
- Shared-Use Path
- Divided Shared-Use Path
- Bike Path
- On-Street Bike Lane
- Water
- Streams
- US Highway
- IL Highway
- County Highway
- Interstate
- Railroads
- Roads
- Cemetery
- Corporate Limits
- County

N

Miles
0 1 2 4 6 8

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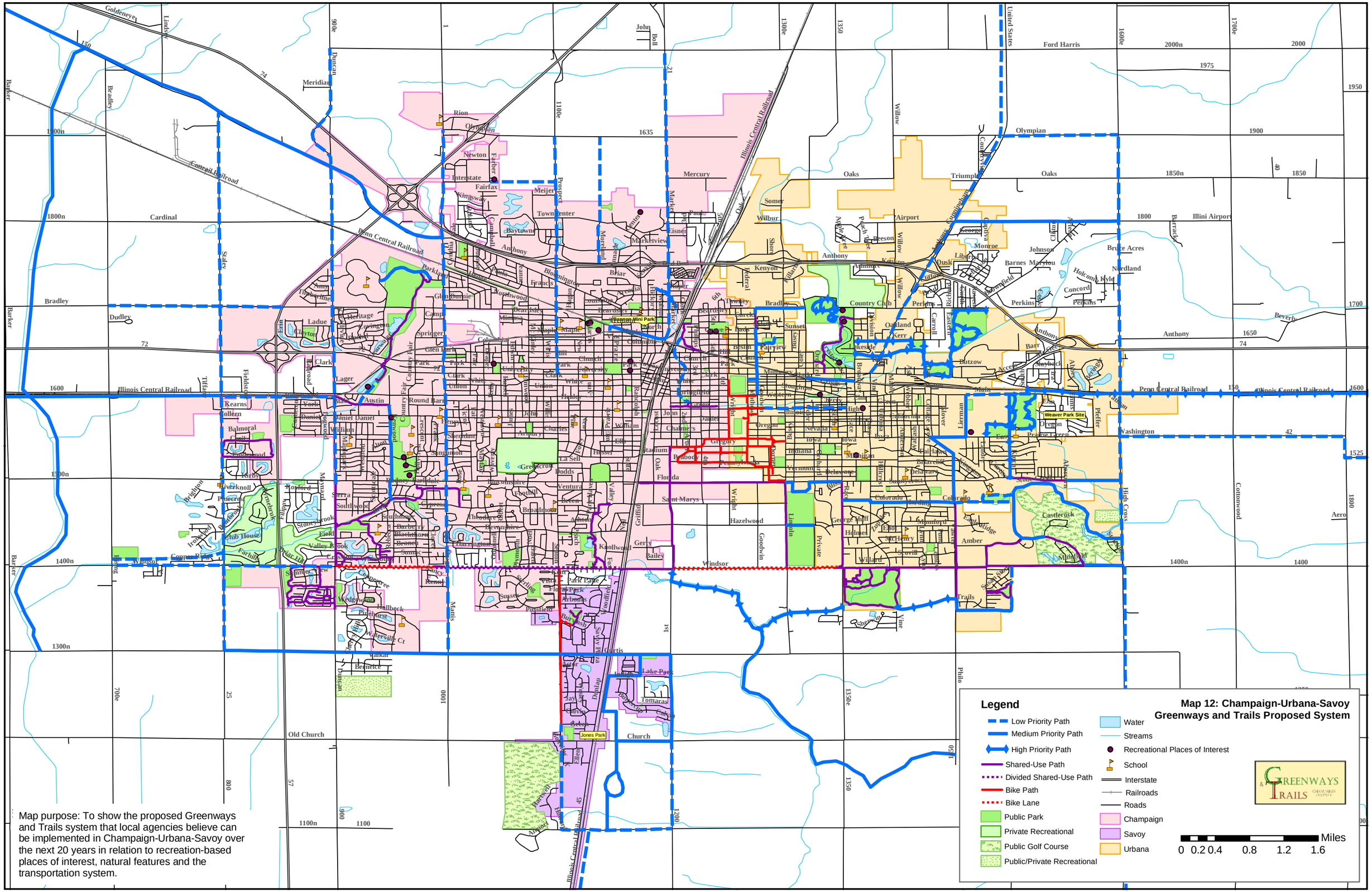
Legend
Low Priority Path
Medium Priority Path
High Priority Path
Shared-Use Path
Divided Shared-Use Path
Bike Path
Bike Lane
Public Park
Private Recreational
Public Golf Course
Public/Private Recreational
Water
Streams
Recreational Places of Interest
School
Interstate
Railroads
Roads
Champaign
Savoy
Urbana
Miles
0 0.2 0.4 0.8 1.2 1.6
Map 12: Champaign-Urbana-Savoy
Greenways and Trails Proposed System
Map purpose: To show the proposed Greenways and Trails system that local agencies believe can be implemented in Champaign-Urbana-Savoy over the next 20 years in relation to recreation-based places of interest, natural features and the transportation system.
Penn Central Railroad
Illinois Central Railroad
Conrail Railroad
Weaver Park Site
Bennett Mini Park
Jones Park
Lake Park
Tomaras
Meijer
Town Center
Country Club
Illini Airport
Ford Harris
Olympian
Oakland
Kerr
Carroll
Eastern
Dobbins
Downs
Kenyon
Federal
Bradley
Cardinal
Windsor
Church
Old Church
Bloomington
Springer
Glen Park
Columbia
Green
Hazelwood
Goodwin
Lincoln
Private
Florida
Saint Marys
Mercury
Oaks
Olympian
Willow
Prospect
Mattis
Lierman
Washington
Anthony
Barkley
Beverly
Concord
Nordland
Bruce Acres
Holcomb Rylo
Barnes
Marylou
Johnson
Monroe
Libbie
Dusk
Amber
Castlerock
Meadowlake
Trails
Sherwin
Yine
Philo
Cottonwood
High Cross
Aero
Goldeneye
Lindsay
Duncan
Meridian
Rion
Newton
Interstate
Fairfax
Kingsway
Richard
Campbell
Anthony
Baytowne
Marketview
Eisner
Somer
Wilbur
Airport
Triumph
Country Squire
Andrew
Peach
Beeson
Georgetown
Capitol
Sunnycrest
Sunnyside
Briarfield
Kilbourne
Sunnyside
Sunnycrest
Briar
Acadia
Northwood
Bloomington
Parkland
Glenn
Bonnie
Ladue
Heritage
Leyton
Kingston
Dudley
Bradley
Barker
Sidney
Penn Central Railroad
Illinois Central Railroad
Fieldstone
Tiffany
Kearns
Colleen
Balmoral
Austin
Lager
Clark
Daniel
William
Round Barn
Country Fair
Park
Church
University
Green
Union
White
Elm
Wright
John
Charles
Armory
Sherman
Stanton
Sangamon
Wesley
Westgate
Maynard
Foxford
Briarcliff
Brighton
Riverknoll
Irondale
Club House
Farhill
Briar Cliff
Stonebrook
Valley Brook
Copper Ridge
Windsor
Southwood
Sierra
Southampton
Barberry
Blackthorn
Bristol
Sunset
Cypress
Buckingham
Theodore
Devonshire
Bradmoor
Bradford
Ashton
Knollwood
Gerty
Bailey
Foley
Scott
Sunset
Parkview
Beard
Beardsley
Meadow
Maple
Columbia
Boston
Oregon
Nevada
Iowa
Indiana
Vermont
Delaware
Colorado
Michigan
Illinois
Ohio
Pennsylvania
Peabody
Ventura
Dodds
La Sell
Greenbrook
Buttonbush
Foothill
Bradmoor
Ashton
Oak
Florida
Saint Marys
Wright
Hazelwood
Goodwin
Lincoln
Private
Bliss
Race
Holmes
McHenry
Scovill
Willard
Elliott
Zuppke
Armory
Gregory
Daniel
Wright
John
Charles
Elm
Hessel
Mathews
Wright
Goodwin
Dunlap
Prospect
Mattis
Lierman
Washington
Anthony
Barkley
Beverly
Concord
Nordland
Bruce Acres
Holcomb Rylo
Barnes
Marylou
Johnson
Monroe
Libbie
Dusk
Amber
Castlerock
Meadowlake
Trails
Sherwin
Yine
Philo
Cottonwood
High Cross
Aero
Goldeneye
Lindsay
Duncan
Meridian
Rion
Newton
Interstate
Fairfax
Kingsway
Richard
Campbell
Anthony
Baytowne
Marketview
Eisner
Somer
Wilbur
Airport
Triumph
Country Squire
Andrew
Peach
Beeson
Georgetown
Capitol
Sunnycrest
Sunnyside
Briarfield
Kilbourne
Sunnyside
Sunnycrest
Briar
Acadia
Northwood
Bloomington
Parkland
Glenn
Bonnie
Ladue
Heritage
Leyton
Kingston
Dudley
Bradley
Barker
Sidney
Penn Central Railroad
Illinois Central Railroad
Fieldstone
Tiffany
Kearns
Colleen
Balmoral
Austin
Lager
Clark
Daniel
William
Round Barn
Country Fair
Park
Church
University
Green
Union
White
Elm
Wright
John
Charles
Armory
Sherman
Stanton
Sangamon
Wesley
Westgate
Maynard
Foxford
Briarcliff
Brighton
Riverknoll
Irondale
Club House
Farhill
Briar Cliff
Stonebrook
Valley Brook
Copper Ridge
Windsor
Southwood
Sierra
Southampton
Barberry
Blackthorn
Bristol
Sunset
Cypress
Buckingham
Theodore
Devonshire
Bradmoor
Bradford
Ashton
Knollwood
Gerty
Bailey
Foley
Scott
Sunset
Parkview
Beard
Beardsley
Meadow
Maple
Columbia
Boston
Oregon
Nevada
Iowa
Indiana
Vermont
Delaware
Colorado
Michigan
Illinois
Ohio
Pennsylvania
Peabody
Ventura
Dodds
La Sell
Greenbrook
Buttonbush
Foothill
Bradmoor
Ashton
Oak
Florida
Saint Marys
Wright
Hazelwood
Goodwin
Lincoln
Private
Bliss
Race
Holmes
McHenry
Scovill
Willard
Elliott
Zuppke
Armory
Gregory
Daniel
Wright
John
Charles
Elm
Hessel
Mathews
Wright
Goodwin
Dunlap
Prospect
Mattis
Lierman
Washington
Anthony
Barkley
Beverly
Concord
Nordland
Bruce Acres
Holcomb Rylo
Barnes
Marylou
Johnson
Monroe
Libbie
Dusk
Amber
Castlerock
Meadowlake
Trails
Sherwin
Yine
Philo
Cottonwood
High Cross
Aero
1900n
1800n
1700n
1600n
1500n
1400n
1300n
1100n
1635
1975
1850n
1650
1525
1400
1350e
1300e
1100e
900e
700e
1700e
1600e
2000n
2000
1950
1900
1850
1800
1700
1600
1400
1350
1200
1100
1000
900
800
700
150
74
72
42
40
25
21
57
45
1
Old Church
Church

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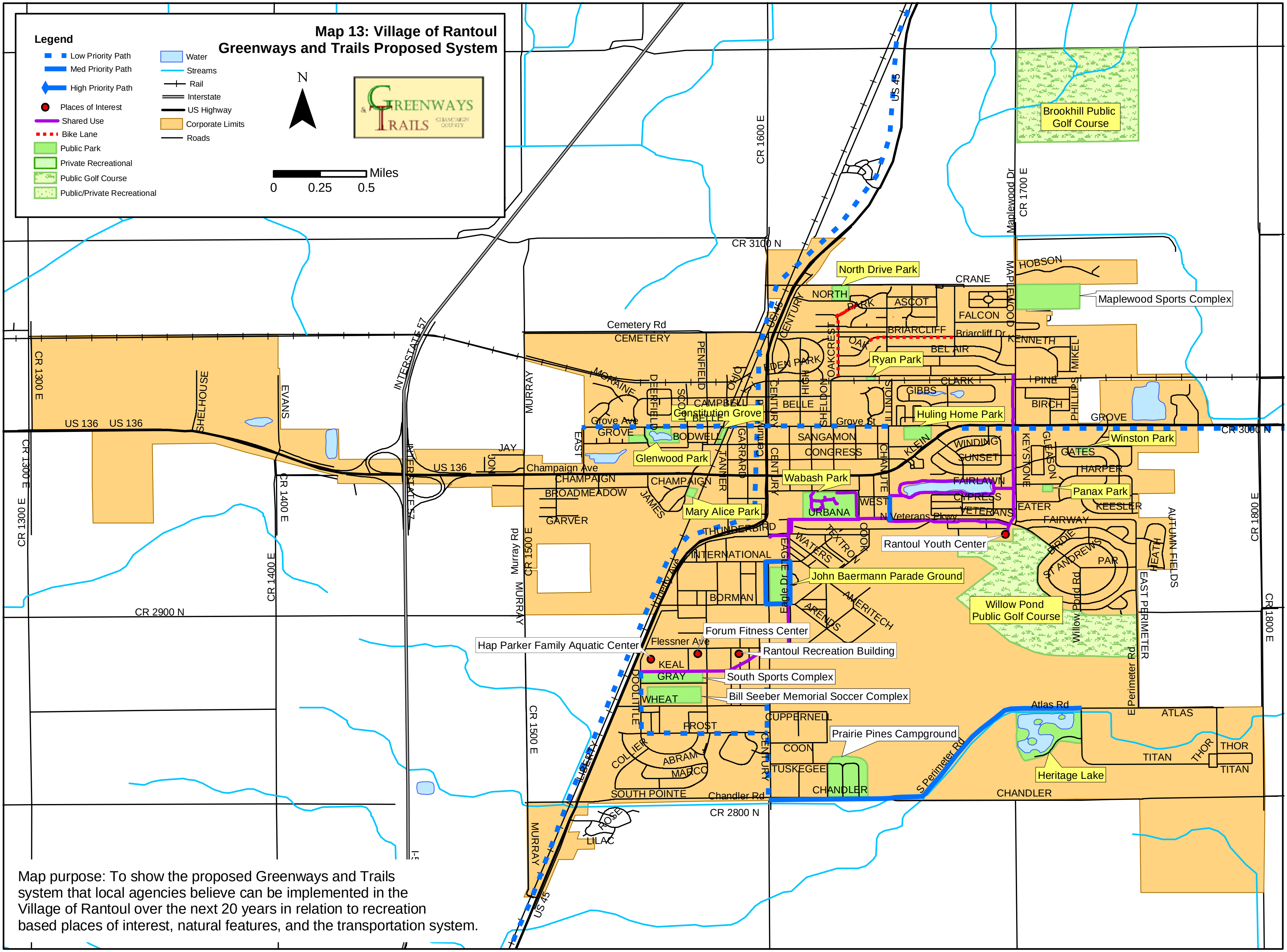
Map 13: Village of Rantoul
Greenways and Trails Proposed System
Legend
Low Priority Path
Med Priority Path
High Priority Path
Places of Interest
Shared Use
Bike Lane
Public Park
Private Recreational
Public Golf Course
Public/Private Recreational
Water
Streams
Rail
Interstate
US Highway
Corporate Limits
Roads
N
Greenways & Trails Champaign County
Miles
0
0.25
0.5
North Drive Park
Brookhill Public Golf Course
Maplewood Sports Complex
Ryan Park
Constitution Grove
Huling Home Park
Winston Park
Glenwood Park
Wabash Park
Panax Park
Mary Alice Park
Rantoul Youth Center
John Baermann Parade Ground
Willow Pond Public Golf Course
Forum Fitness Center
Hap Parker Family Aquatic Center
Rantoul Recreation Building
South Sports Complex
Bill Seeber Memorial Soccer Complex
Prairie Pines Campground
Heritage Lake
US 136
US 45
INTERSTATE 57
CR 3100 N
CR 3000 N
CR 2900 N
CR 2800 N
CR 1300 E
CR 1400 E
CR 1500 E
CR 1600 E
CR 1700 E
CR 1800 E
Cemetery Rd
Champaign Ave
Grove Ave
Grove St
Maplewood Dr
Murray Rd
Willow Pond Rd
E Perimeter Rd
S Perimeter Rd
Atlas Rd
Chandler Rd
Veterans Pkwy
Eagle Dr
Flessner Ave
Briarcliff Dr

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

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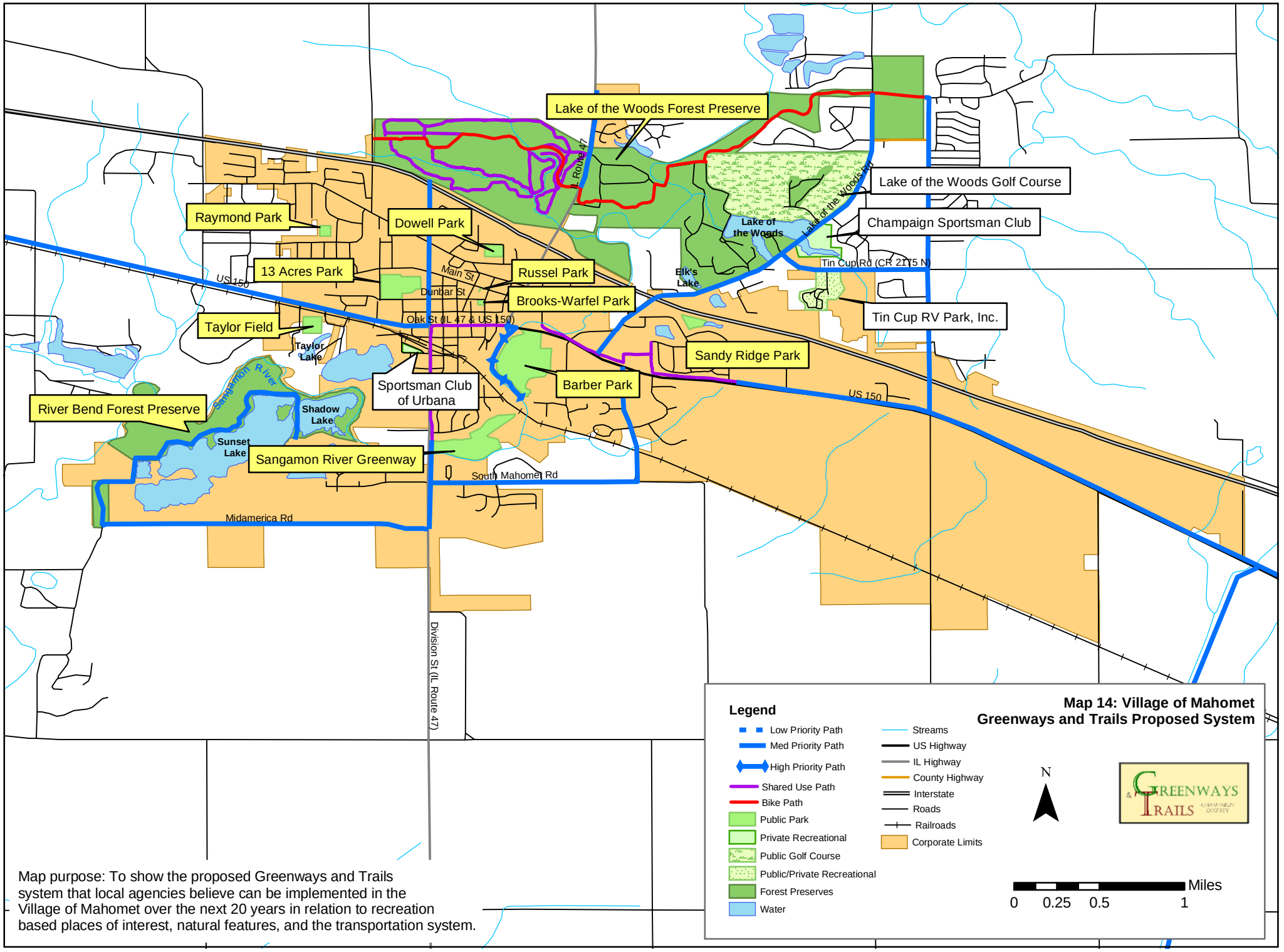
Lake of the Woods Forest Preserve
Lake of the Woods Golf Course
Champaign Sportsman Club
Raymond Park
Dowell Park
13 Acres Park
Russel Park
Brooks-Warfel Park
Tin Cup RV Park, Inc.
Taylor Field
Sandy Ridge Park
Barber Park
Sportsman Club of Urbana
River Bend Forest Preserve
Sangamon River Greenway
Lake of the Woods
Elk's Lake
Taylor Lake
Shadow Lake
Sunset Lake
Sangamon River
US 150
Main St
Dunbar St
Oak St (IL 47 & US 150)
Tin Cup Rd (CR 2175 N)
Lake of the Woods Rd
IL Route 47
South Mahomet Rd
Midamerica Rd
Division St (IL Route 47)
Legend
Low Priority Path
Med Priority Path
High Priority Path
Shared Use Path
Bike Path
Public Park
Private Recreational
Public Golf Course
Public/Private Recreational
Forest Preserves
Water
Streams
US Highway
IL Highway
County Highway
Interstate
Roads
Railroads
Corporate Limits
N
Miles
0
0.25
0.5
1
Map 14: Village of Mahomet
Greenways and Trails Proposed System
Map purpose: To show the proposed Greenways and Trails system that local agencies believe can be implemented in the Village of Mahomet over the next 20 years in relation to recreation based places of interest, natural features, and the transportation system.

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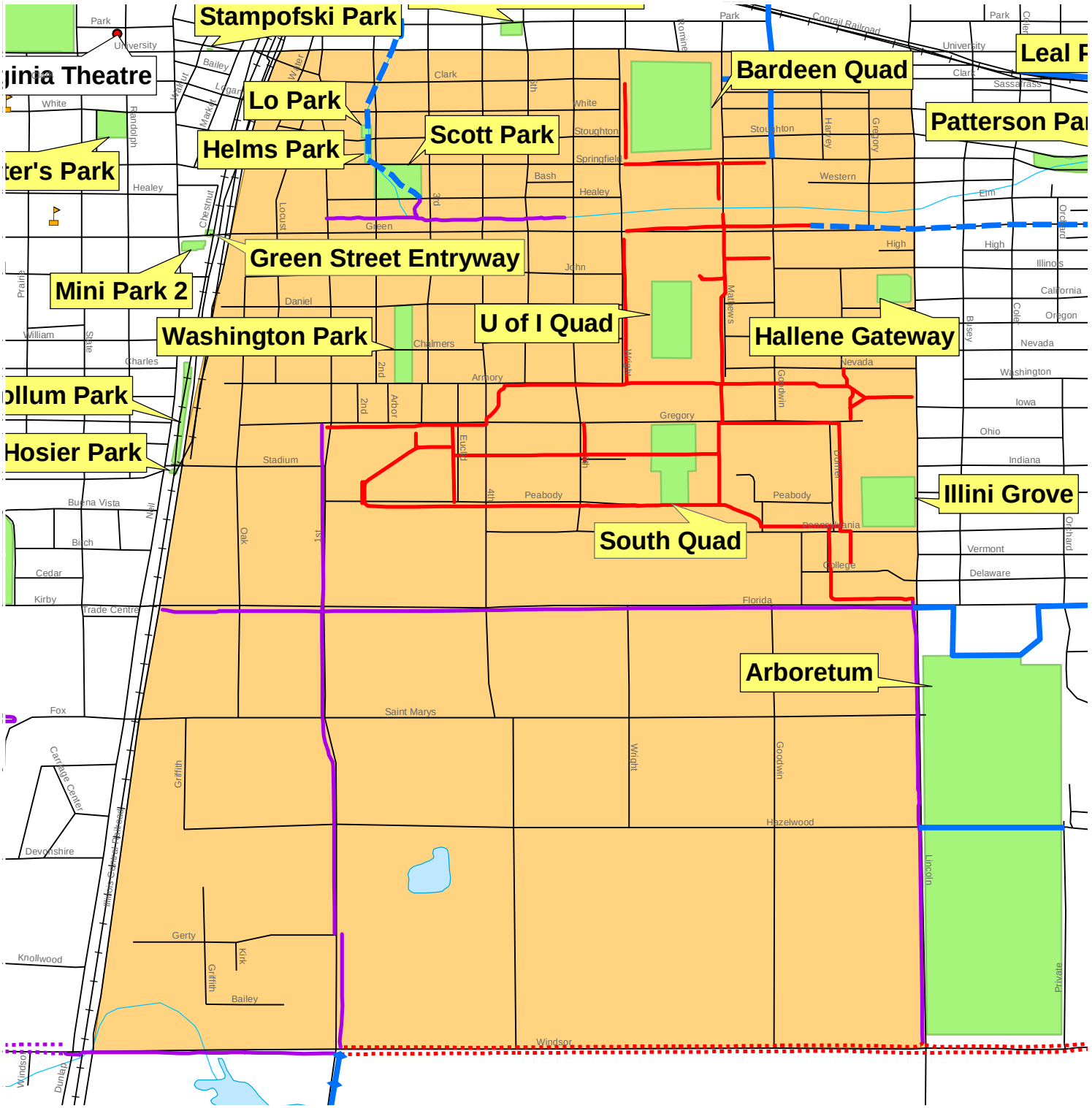

Legend

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

Map 15: University of Illinois Greenways and Trails Proposed System

N

Greenways & Trails Champaign County

0 0.125 0.25 0.5 Miles

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

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Funding Greenways and Trails

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

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

Federal Funding Sources

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

nities for neighborhood revitalization, economic development, and improvements to community facilities and services, which can include trails.
- The Land and Water Conservation Fund (LWCF) Grants are used by federal agencies to acquire additions to national parks, forests, and wildlife refuges. They are also available for communities to acquire and build a variety of park and recreation facilities.

State Funding Sources

The Illinois Department of Natural Resources (IDNR) administers two grant programs:
- The Bike Path Grant Program offers a 50% matching program for local governments.
- The Conservation 2000 Program is a program for Ecosystem Partnerships administered by IDNR; greenways conservation projects are eligible.

Local Funding Sources

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

Private Sector Funding Sources

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

- "Buy-a-Foot" programs raise funds and promote awareness of trail projects.

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

Land Acquisition Strategies for Greenways and Trails

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

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

Education and Awareness

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

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

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

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

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

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

Bicycle Routes

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

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

In lieu of providing a bicycle routes map, the steering committee has created a map (Map 16, in Appendix 6) that highlights those roadways “frequently used” by commuter bicyclists in the Champaign-Urbana-Savoy area. These roads were mapped based on responses from a Bicycle Route Survey that was available on the Champaign Urbana Urbanized Area Transportation Study (CUUATS) website between April and September 2003. The Greenways and

Trails member agencies are providing this map in a good faith effort to educate the public about travel options. They neither advocate nor oppose the use of these roadways for bicycle use and thus assume no liability for any bicycle related incidents that occur on these roads.

Implementation: Where do we go from here?

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

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

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

References

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Village of Rantoul. *Comprehensive Development Plan.* 1993.

Village of Tolono. *Official Plan and Maps.* 1997.

Appendix 1: Plan Schedule

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Greenways and Trails Project Calendar

List of Activities	4/02	5/02	6/02	7/02	8/02	9/02	10/02	11/02	12/02	1/03	2/03	3/03	4/03	5/03	6/03	7/03	8/03	9/03	10/03	11/03	12/03	1/04	2/04	3/04
Steering Committee Meetings	♦	♦	♦	♦	♦	♦	♦	♦	♦	♦	♦	♦	♦	♦	♦	♦	♦	♦	♦	♦				
Public Meetings and Prep					♦	♦			♦	♦														
Survey Creation						♦	♦	♦	♦	♦														
Mapping									♦	♦	♦	♦	♦	♦	♦	♦	♦	♦	♦	♦				
Goals and Objectives											♦	♦	♦	♦	♦									
Update GT Facilities Inventory											♦	♦				♦	♦	♦						
Survey Data Entry											♦	♦												
Survey Report												♦												
Project Prioritization												♦	♦	♦	♦	♦	♦							
Report Production												♦	♦		♦	♦	♦	♦	♦					
Report Finalization																			♦	♦	♦			
Map Finalization																			♦	♦	♦			
Present and approve draft document (GT Steering Committee)																			♦	♦				
Revise document based on comments																				♦	♦			
Seek final approval from GT Steering Committee for Plan																					♦			
Present approved draft document to RPC Technical for approval																						♦		
Present approved draft document to RPC Policy for approval																						♦		
Public comment period																						♦		
Revise document based on comments																						♦		
Present final document to RPC Technical for approval																							♦	
Present final document to RPC Policy for approval																							♦	
Map and Plan printing & distribution																							♦	
Member agencies seek endorsement and/or approval																							♦	♦
Seek County Board endorsement and/or approval																								♦

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Appendix 2: Taskforce Contact List

The Greenways and Trails Taskforce is comprised of all residents that participated in the completion of this plan., including local agency representatives and people who responded to resident surveys, attended public workshops, and/or sent in comments about the plan and its related projects.

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Greenways and Trails Taskforce

First Name	Last Name	Organization	Address	City	ST	Zip	Phone	Fax
Gary	Adams	Rantoul Municipal Building	333 S. Tanner	Rantoul	IL	61866-	(217) 893-1661	(217) 892-5501
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Tim	Bartlett	Urbana Park District	901 N. Broadway Ave.	Urbana	IL	61801-	(217) 344-9583	(217) 344-9585
Michaela	Bell	City of Urbana	400 S Vine	Urbana	IL	61801	(217) 384-2440	(217) 384-0200
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George R	Carlisle		406 E. Green - #102	Urbana	IL	61802	217-367-2506	
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Peter	Davis	Champaign Cycle	506 S Country Fair Dr	Champaign	IL	61821	217-352-7096	
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Taskforce members are people that provided any type of input into the Greenways and Trails planning process.

Greenways and Trails Taskforce

First Name	Last Name	Organization	Address	City	ST	Zip	Phone	Fax
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Mary	McLeod		609 E. Burkwood Dr.	Urbana	IL	61801	(217) 344-6080	
John	McMahon		705 W. Park	Champaign	IL	61820	(217) 352-7264	
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Josh	Mikeworth	Village of Savoy	114 W Church St	Savoy	IL	61874-	(217) 359-0655	(217) 359-0202
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Taskforce members are people that provided any type of input into the Greenways and Trails planning process.

Greenways and Trails Taskforce

First Name	Last Name	Organization	Address	City	ST	Zip	Phone	Fax
John	Potts	CC Forest Preserve Dist. (former)	PO Drawer 1040	Mahomet	IL	61853-	(217) 586-5531	(217) 586-5724
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Frank	Rentschler	Village of Savoy	114 W Church St	Savoy	IL	61874-	(217) 359-0655	(217) 359-0202
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Jodi	Rooney	IDOT District 5	PO Box 610/13473 IL Hwy 133	Paris	IL	61944	(217) 466-7303	(217) 465-3101
Tim	Ross	City of Urbana (FORMER)	400 S Vine St	Urbana	IL	61801-	(217) 384-2440	(217) 384-2637
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Chuck	Seal	Prairie Cycle Club	207 Raymond Dr.	Mahomet	IL	61853		
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Elizabeth	Tyler	City of Urbana	400 S Vine St	Urbana	IL	61801-	(217) 384-2439	(217) 384-0200
Dennis	Unzicker	County Highway Dept	1776 E. Washington	Urbana	IL	61802-	(217) 384-3800	(217) 328-5148
Hilary	Valentine		712 W. Washington St.	Champaign	IL	61820	(217) 359-4692	
Greg	Walburg		2012 Silver Court East	Urbana	IL	61801	(217) 344-9096	
Tom	Ward		508 Shurts Dr.	Urbana	IL	61801	(217) 344-1619	
Steve	Wegman	City of Champaign Public Works	702 Edgebrook Dr	Champaign	IL	61820	(217) 403-4710	(217) 403-4755
Bob	Wendt		1713 W Springfield	Champaign	IL	61821		
Carl & Zlanie	Wienke		3708 S. Staley Rd.	Champaign	IL	61822	(217) 359-1209	
Jane	Wiles		907 N Busey	Urbana	IL	61801		
Tiffany	Witte	Daily Illini - reporter						
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Taskforce members are people that provided any type of input into the Greenways and Trails planning process.

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Appendix 3: Resident Survey

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Greenways and Trails Resident Survey

The Greenways and Trails Resident Survey was created to help determine:

- How much local residents use the existing greenways and trails system
- Residents' perceptions of the existing greenways and trails system
- How transportation mode choice relates to local trail usage
- Frequency and reasons residents walk and bicycle
- If residents are willing to pay for greenways and trails system expansion
- Problems residents encounter while walking and bicycling
- Where residents would like to see new biking and walking trails
- What improvements residents would like to make to the trail system

CCRPC staff created the 29-question survey in the fall of 2002. It was distributed to 3000 Champaign County residents in January 2003. Before distribution, surveys were divided by address into three geographic areas: rural, urban, and unknown. Approximately 1800 (60%) of the surveys were distributed to Champaign-Urbana-Savoy residents (urban), 900 (30%) to rural residents, and the remaining to addresses that could not be categorized into urban or rural (i.e. post office boxes). This distribution is consistent with the urban-rural demographic split in Champaign County.

The overall rate of return for the survey was approximately 25%. After filtering out unusable surveys (i.e. incomplete, illegible, etc), a total of 639 (21.3%) surveys were used for report tabulation. This response rate provided staff with a 95% level of confidence with a $\pm$ 4 confidence interval. In other words, if 100% of the Champaign County population were surveyed, there would be a 95% probability that the distribution of the answers would fall within $\pm$ 4 percentage points of those reported in the sample survey.

Due to an error in the original address list compilation, University of Illinois students were significantly underrepresented in the survey. This will be rectified with a new round of surveys for the University area during the implementation phase of the plan.

Summary of Survey Results
The resident survey results provided input that in most cases supported the Steering Committee's theories about how residents perceive the local greenways and trails system. The following are some of the findings from the resident survey report.

- The majority of respondents (71.8%) agreed that greenways and trails connecting urban centers to rural communities and forest preserves enhance quality of life for Champaign County residents.
- The majority of respondents (60.1%) support using a combination of tax dollars and private funds to establish a countywide network of greenways and trails.
- In contrast, 56.4% of the respondents are against using only tax dollars to establish a countywide network of greenways and trails.
- The majority of respondents walk for exercise and/or recreation an average of one to five times per week.
- Common problems walkers encountered on their last walk include: having to cross a busy street; walking on broken or uneven pavement; having bicyclists on the same path; and encountering low branches or other obstructions.
- When asked about changes they would like to make to a path or trail, respondents mentioned wanting longer trails, wanting to connect to other trails, and improving lighting.
- For 41.6 % of respondents, the nearest trail or walking path other than a sidewalk is within one mile of their home. 53.9% of those that have a trail within one mile of their home actually use that trail between one and five times per week.
- 27% of respondents ride a bicycle for recreation and/or exercise one to five times in an average week.
- Common problems bicyclists had on their last bicycle trip include: having to share a busy street; having pedestrians on the same path; having cars/trucks turning in front of them; and riding on bad pavement.

Champaign County Greenways and Trails Survey

Greenways and Trails

1. Are you aware of the potential 24.5-mile greenway and trail between Urbana and Kickapoo State Park on the abandoned Conrail railroad line?

   - ☐ I know nothing about it
   - ☐ I have heard about it, but not in detail
   - ☐ I know some details about it
   - ☐ I know a lot about it

2. Do you agree that greenways and trails that connect urban centers to rural communities and forest preserves enhance the quality of life for Champaign County Residents?

   - ☐ I strongly disagree
   - ☐ I disagree
   - ☐ My opinion is neutral
   - ☐ I agree
   - ☐ I strongly agree
   - ☐ I have no opinion

3. Do you support using a combination of *tax dollars* and *private funds* to establish a countywide network of greenways and trails to connect with other county greenways and trails systems throughout central Illinois?

   - ☐ I am strongly against this idea
   - ☐ I am somewhat against this idea
   - ☐ My opinion is neutral
   - ☐ I support this idea
   - ☐ I strongly support this idea
   - ☐ I have no opinion

   Do you support using *tax dollars* alone to establish a countywide network of greenways and trails to connect with other county greenways and trails systems throughout central Illinois?

   - ☐ I am strongly against this idea
   - ☐ I am somewhat against this idea
   - ☐ My opinion is neutral
   - ☐ I support this idea
   - ☐ I strongly support this idea
   - ☐ I have no opinion

Walking

For questions 4-12, the term walking should not include short distances such as the walk from your car to your home or the walk from the bus stop in front of your work to your work.

4. In an average week, how many times do you walk for the purpose of:

   Going to work/school
   - ☐ 0 times
   - ☐ 1-5 times
   - ☐ 6-10 times
   - ☐ 11-15 times
   - ☐ >15 times

   Going shopping
   - ☐ 0 times
   - ☐ 1-5 times
   - ☐ 6-10 times
   - ☐ 11-15 times
   - ☐ >15 times

   Recreation/Exercise
   - ☐ 0 times
   - ☐ 1-5 times
   - ☐ 6-10 times
   - ☐ 11-15 times
   - ☐ >15 times

   Personal Business
   - ☐ 0 times
   - ☐ 1-5 times
   - ☐ 6-10 times
   - ☐ 11-15 times
   - ☐ >15 times

5. The last time you walked, where did you **start** your trip? *Please indicate the location by place name, by address, or by the nearest intersecting streets.*

   _____

6. The last time you walked, where did you **end** your trip? *If you ended your trip at the same place you started, please write "SAME".*

   _____

7. If the starting point of this walk was not your home, how did you get there?

   - ☐ I started my walk from home
   - ☐ I drove myself
   - ☐ I was given a ride
   - ☐ I took a bus
   - ☐ I rode a bicycle
   - ☐ Other

8. During this same walk, did you travel on (*mark all that apply):*

- ☐ A sidewalk along a street
- ☐ Along a road with no sidewalk
- ☐ An unpaved path or trail
- ☐ A paved path other than a sidewalk
- ☐ A wooded or other natural area without a path
- ☐ A lawn or grass area without a path
- ☐ Other, please specify_____
  _____

9. On this same walk, did you experience problems with any of the following (*mark all that apply*):

- ☐ Bicycle riders on the same path
- ☐ Skaters on the same path
- ☐ Muddy trail
- ☐ Need to cross a busy street
- ☐ Not having enough light to see well
- ☐ Having to climb/descend stairs or curbs
- ☐ Fear of possible crime
- ☐ Low branches or other obstructions
- ☐ Broken or uneven pavement
- ☐ Other, please specify: _____
  _____

10. How far from your home is the nearest trail or walking path (other than a sidewalk)?

- ☐ One block to ¼ mile
- ☐ ¼ mile to one mile
- ☐ Over one mile
- ☐ I'm not sure how far it is
- ☐ I don't know of any trails or paths nearby

11. On average, how many times per week do you use the trail or path from question 10? *If you do not use the trail, please mark 0 times and move on to question 12.*

- ☐ 0 times
- ☐ 1-5 times
- ☐ 6-10 times
- ☐ 11-15 times
- ☐ >15 times

How satisfied are you with this trail or path?

- ☐ Very Dissatisfied
- ☐ Dissatisfied
- ☐ I have no opinion
- ☐ Satisfied
- ☐ Very Satisfied

12. If you have a trail or path that you use on a regular basis (other than a sidewalk), please indicate where it is. (*If you do not regularly use a trail or path, skip to question 13*).

_____
_____
_____

What changes would improve this path or trail?

- ☐ Better pavement
- ☐ Better landscaping
- ☐ Connection to other paths to get to other places
- ☐ Make it longer
- ☐ Eliminate obstructions
- ☐ Better lighting
- ☐ Other; please specify: _____
  _____

Bicycling

If you do not ride a bicycle, please skip to question 22.

13. In an average week, how many times do you bicycle for the purpose of:

Going to work/school

- ☐ 0 times
- ☐ 1-5 times
- ☐ 6-10 times
- ☐ 11-15 times
- ☐ >15 times

Going shopping

- ☐ 0 times
- ☐ 1-5 times
- ☐ 6-10 times
- ☐ 11-15 times
- ☐ >15 times

Recreation/Exercise
- ☐ 0 times
- ☐ 1-5 times
- ☐ 6-10 times
- ☐ 11-15 times
- ☐ >15 times

Personal Business
- ☐ 0 times
- ☐ 1-5 times
- ☐ 6-10 times
- ☐ 11-15 times
- ☐ >15 times

14. The last time you bicycled, where did you **start** your trip? *Please indicate the location by place name, by address, or by the nearest intersecting streets.*

_____
_____

15. The last time you bicycled, where did you **end** your trip? *If you ended your trip at the same place you started, please write "SAME".*

_____
_____

16. If the starting point of this bicycle trip was not your home, how did you get there?

- ☐ I started my trip from home
- ☐ I rode a bicycle
- ☐ I drove myself
- ☐ I was given a ride
- ☐ I took a bus
- ☐ Other

17. During this same bicycle trip, did you travel on (*mark all that apply):*

- ☐ A sidewalk along a street
- ☐ On a marked bike route along a street
- ☐ On a street with no marked bike route
- ☐ An unpaved path or trail
- ☐ A paved bike path
- ☐ A paved path for both bikes and pedestrians (other than a sidewalk)
- ☐ Other, please specify: _____

_____
_____

18. On this same bicycle trip, did you experience problems with any of the following (*mark all that apply*):

- ☐ Pedestrians on the same path
- ☐ Skaters on the same path
- ☐ Cars/trucks turning in front of you
- ☐ Cars/truck doors opening in front of you
- ☐ Other hazardous actions by drivers
- ☐ Need to share a busy street
- ☐ Bad pavement
- ☐ Hazardous railroad crossing
- ☐ Hazardous storm drain grate
- ☐ Fear of possible crime
- ☐ Low branches or other obstructions
- ☐ Other, please specify: _____

_____

19. How far from your home is the nearest bike path?

- ☐ Less than one block
- ☐ One block to ¼ mile
- ☐ ¼ mile to one mile
- ☐ Over one mile
- ☐ I'm not sure how far it is
- ☐ I don't know of any bike trails nearby

20. In an average week, how often do you use the bike path from question 19? *If you do not use the bike path, please mark "0 times" and skip to question 21.*

- ☐ 0 times
- ☐ 1-5 times
- ☐ 6-10 times
- ☐ 11-15 times
- ☐ >15 times

How satisfied are you with this bike trail?

- ☐ Very Dissatisfied
- ☐ Dissatisfied
- ☐ I have no opinion
- ☐ Satisfied
- ☐ Very Satisfied

21. If you use a particular bike path on a regular basis, please describe where it is. *If you do not regularly use a specific bike trail, please skip to question 22.*

_____
_____
_____

What changes would improve this path or trail?

- ☐ Better pavement
- ☐ Better landscaping
- ☐ Connection to other paths to get to other places
- ☐ Make it longer
- ☐ Eliminate obstructions
- ☐ Better lighting
- ☐ Other; please specify: _____

_____

General

22. How far is the nearest bus stop from your residence?

- ☐ Less than one block
- ☐ One block to ¼ mile
- ☐ ¼ mile to one mile
- ☐ Over one mile
- ☐ I'm not sure how far it is
- ☐ I don't know of any bus stop nearby
- ☐ This question does not apply to me

23. Is there a paved walking path (other than the street) between your home and the nearest bus stop?

- ☐ Yes
- ☐ No
- ☐ I'm not sure

24. If local bus stops had shelters where you could lock and leave your bicycle, would you be more likely to ride the bus?

- ☐ Not likely at all
- ☐ Likely
- ☐ I have no opinion
- ☐ Unlikely
- ☐ Highly Likely
- ☐ This question does not apply to me

25. If you could name one location that needs a walking trail in Champaign County, where would it be?

_____
_____
_____

26. If you could name one location that needs a bicycle path in Champaign County, where would it be?_____

_____
_____

27. Do physical disabilities or limitations prevent you from using pedestrian trails and/or bicycle paths in Champaign County? If you care to, please explain.

_____
_____
_____

28. What kind of transportation improvements would you like to see within the cities of Champaign, Urbana, and Savoy over the next 20 years?

_____
_____
_____
_____
_____

29. How many people live in your household? _____

To what gender and age group does each household member belong?

Yourself: Age: _____ Gender: _____
Person 1: Age: _____ Gender: _____
Person 2: Age: _____ Gender: _____
Person 3: Age: _____ Gender: _____
Person 4: Age: _____ Gender: _____
Person 5: Age: _____ Gender: _____
Person 6: Age: _____ Gender: _____

Thank you very much for taking the time to complete our survey!

Please write down any comments you have below.

_____
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Part A. General Information

Question 1: Are you aware of the potential 24.5-mile greenway and trail between Urbana and Kickapoo State Park on the abandoned Conrail railroad line?

Of the 639 persons that responded to this question, 53.4% do not know about the trail between Urbana and Kickapoo State Park, while 37.1% indicated that they have read or heard about it. About 8.3% know some details about the trail and only 1.3% indicated that they know a lot about the trail. The frequency and percentages of the responses are presented in Table 1 and Figure 1.

Table 1: Knowledge of the trail between Urbana and Kickapoo State Park				
Responses	Frequency	Percent	Cumulative Frequency	Cumulative Percent
I know nothing about it	341	53.4	341	53.4
I have heard about it, but not in detail	237	37.1	578	90.5
I know some details about it	53	8.3	631	98.8
I know a lot about it	8	1.2	639	100.0

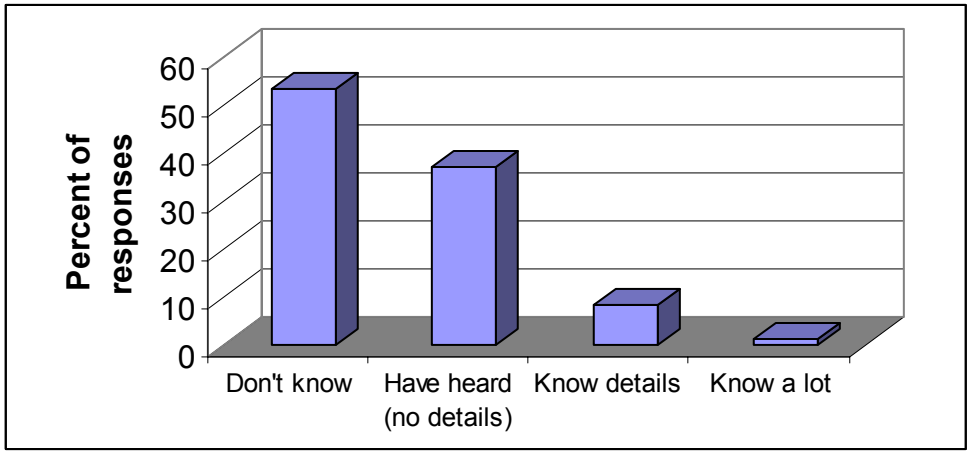

Figure 1. Percentage of respondents and how much they know about the Urbana-Kickapoo State Park trail.

Question 2: Do you agree that greenways and trails that connect urban centers to rural communities and forest preserves enhance the quality of life for Champaign County residents?

A total of 637 persons responded to this question. Over seventy percent (71.8%) of the respondents agree that greenways and trails that connect urban centers to rural communities and forest preserves enhance the quality of life for Champaign County residents. Over twelve percent (12.4%) of the respondents disagree. The remaining 15.8% either did not respond or their opinion was neutral. The frequency and percentages distribution is presented in Table 2. The distribution of the responses is presented and Figure 2.

Table 2: Respondents agree that greenways and trails enhance quality of life				
Responses	Frequency	Percent	Cumulative Frequency	Cumulative Percent
I strongly disagree	41	6.4	41	6.4
I disagree	38	6.0	79	12.4
My opinion is neutral	73	11.5	152	23.9
I agree	254	39.9	406	63.7
I strongly agree	203	31.9	609	95.7
I have no opinion	28	4.3	637	100.0

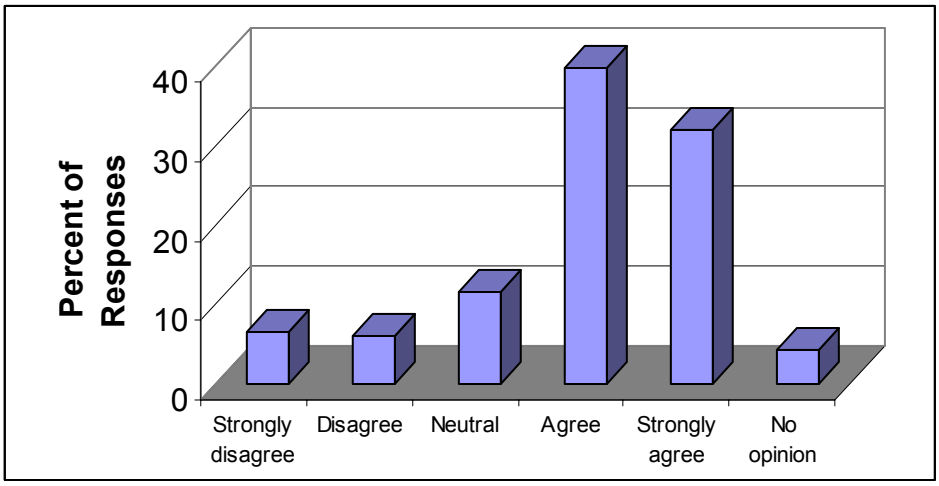

Figure 2. Distribution of responses on how much the respondents agree with the statement that greenways and trails improve the quality of life of the community.

Question 2 cross tabulation: Comparisons between the responses of urban and rural residents.

A total of 442 persons living in urban areas responded this question. Of these, 76.5% agree that greenways and trails connecting urban and rural areas would enhance the quality of life for Champaign County residents, while 9.5% disagree. A total of 194 persons residing in rural areas responded this question. Of these, 61.3% agree that the connecting trails enhance the quality of life in Champaign County, while 19.1% disagree. The distribution of the responses is presented in Table 3 and Figure 3.

Table 3: How respondents agree that greenways and trails connecting rural and urban areas enhances the quality of life for Champaign County residents

Responses	Urban		Rural	
	Frequency	Percent	Frequency	Percent
Strongly disagree	22	5.0	19	9.8
Disagree	20	4.5	18	9.3
Neutral	45	10.2	28	14.4
Agree	182	41.2	72	37.1
Strongly agree	156	35.3	47	24.2
No opinion	17	3.8	10	5.2
Total	442	100.0	194	100.0

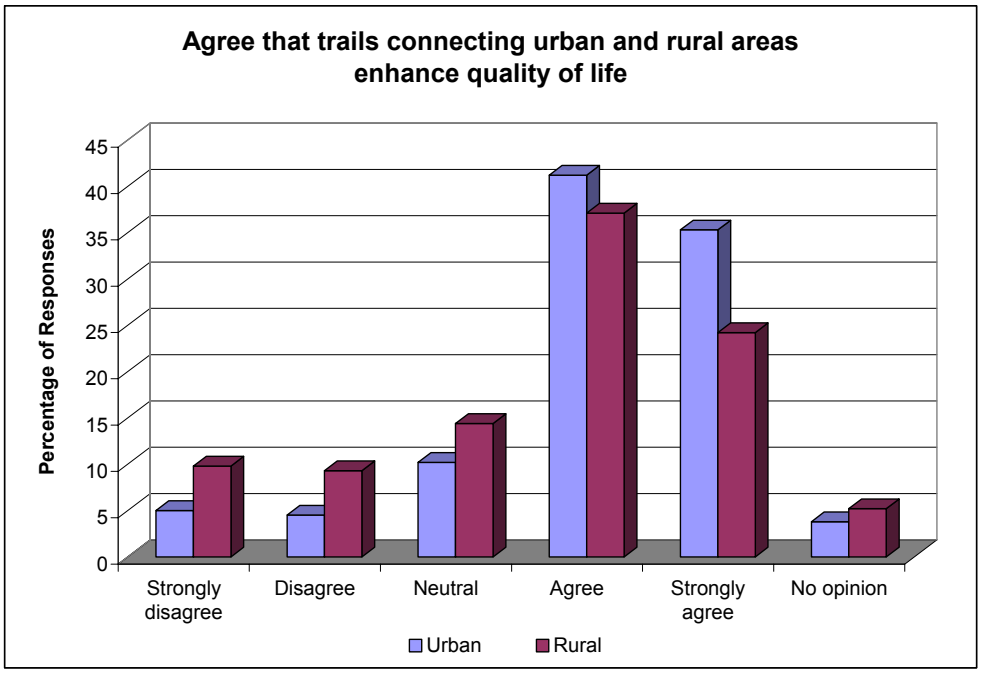

Figure 3. Comparison of the responses between people who live in urban and rural areas.

Question 3:

a) Do you support using a combination of tax dollars and private funds to establish a countywide network of greenways and trails to connect with other county greenways and trails systems throughout central Illinois?

A total of 635 persons responded to this question. The majority of the respondents (60.1%) support the idea of using tax dollars and private funds to create a countywide network of greenways and trails throughout central Illinois. Of these, 20.7% strongly support the idea. About 21.8% of the respondents are against this idea. Seventeen percent of the respondents assumed a neutral position and 3.1% did not have an opinion. The frequencies and distribution of the responses are presented in Table 4 and Figure 4, respectively.

Table 4: Respondents agree for use of tax dollars and private funds for countywide network

Responses	Frequency	Percent	Cumulative Frequency	Cumulative Percent
I am strongly against	77	12.1	77	12.1
I am somewhat against	55	9.7	132	20.8
My opinion is neutral	108	17.0	240	37.8
I support this idea	250	39.4	490	77.2
I strongly support this idea	125	20.7	615	96.9
I have no opinion	20	3.1	635	100.0

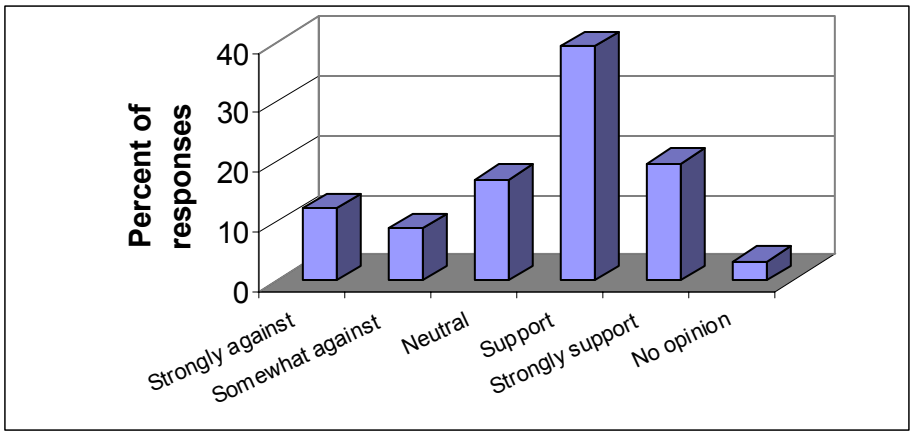

Figure 4. Distribution of responses on approval of using tax dollars and private funds to create a greenways and trails network throughout central Illinois.

Question 3a cross tabulation: Comparison of the responses given by the residents of the rural and urban regions

A total of 441 respondents live in the urban and 194 respondents live in the rural areas of the Champaign County. Approximately 64.6% of the respondents living in the urban areas approve of the use of tax dollars and private funds to create a countywide network of greenways and trails while another fifteen percent of the respondents are against. About 46.4% of the respondents living in rural areas are in favor and 34.1% are against the proposed greenways and trails network. The distribution of responses is presented in Table 5.

Table 5: How respondents approve the use of tax dollars and private funds to establish a countywide network of greenways and trails

Responses	Urban		Rural	
	Frequency	Percent	Frequency	Percent
Strongly against	34	7.7	43	22.2
Somewhat against	32	7.3	23	11.9
Neutral	77	17.5	31	16.0
Support	186	42.2	64	33.0
Strongly support	99	22.4	26	13.4
No opinion	13	2.9	7	3.6
Total	441	100.0	194	100.0

b) Do you support using tax dollars alone to establish a countywide network of greenways and trails to connect with other county greenways and trails systems throughout central Illinois?

A total of 636 persons responded this question. Of these, 25.3% support the idea of using tax dollars alone to create the greenways and trails network throughout central Illinois while 56.4% are against this idea. Sixteen percent of the respondents had a neutral opinion. Only 2.2% did not express an opinion. The frequencies and distribution of the responses are presented in Table 6 and Figure 5.

Table 6: Respondents agree for use of tax dollars only for countryside network

Responses	Frequency	Percent	Cumulative Frequency	Cumulative Percent
I am strongly against	173	27.2	173	27.2
I am somewhat against	186	29.2	359	56.4
My opinion is neutral	102	16.0	461	72.5
I support this idea	119	18.7	580	91.2
I strongly support this idea	42	6.6	622	97.8
I have no opinion	14	2.2	636	100.0

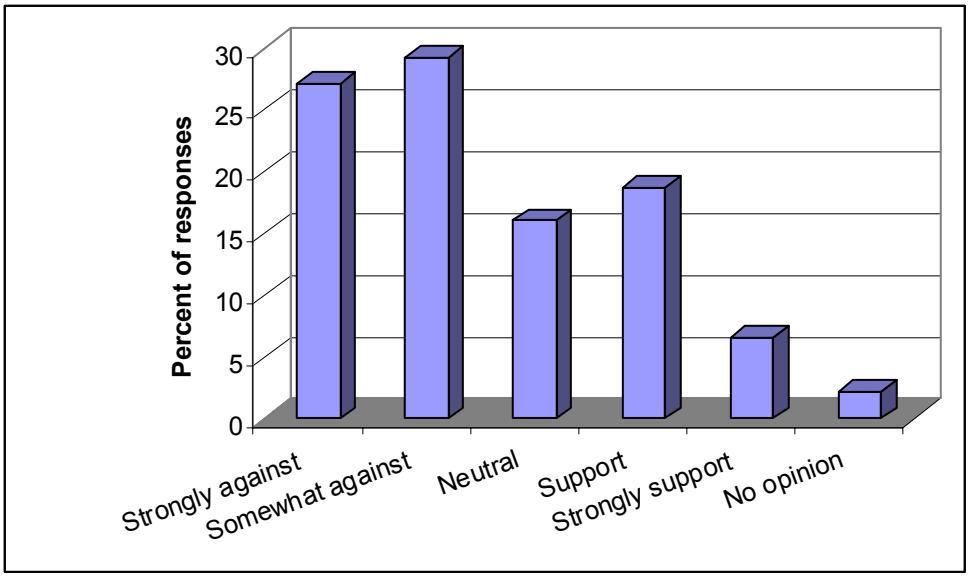

Figure 5. Distribution of responses on approval of using tax dollars only to create a greenways and trails network throughout central Illinois.

Question 3b cross tabulation: Comparison of the responses of rural and urban residents

Of a total of 441 respondents who live in the urban area, 29.2% are in favor and 52.0% are against the use of tax dollars alone to establish a network of greenways and trails connecting with other trail systems in central Illinois. Of the 195 respondents residing in the rural areas, 16.4% approve and 66.7% disapprove of the use of tax dollars alone to establish the greenways network. The distribution of the responses is presented in Table 7.

Table 7: How respondents approve the use of tax dollars alone to establish a countywide network of greenways and trails

Responses	Urban		Rural	
	Frequency	Percent	Frequency	Percent
Strongly against	96	21.8	77	39.5
Somewhat against	133	30.2	53	27.2
Neutral	74	16.8	28	14.4
Support	95	21.5	24	12.3
Strongly support	34	7.7	8	4.1
No opinion	9	2.0	5	2.5
Total	441	100.0	195	100.0

Part B. Walking

Question 4: In an average week, how many times do you walk for the purpose of:

a) Going to work/school

A total of 615 persons responded to this question. The majority of the sample (80.7%) said that their frequency of walking to school or work in a regular week was 0 times. About 13.2% said that they walked between 1 and 5 times per week. Approximately 3.6% walk an average of 6 to 10 times per week, while 1.1 % said they walked an average of 11 to 15 times per week and 1.5% said they walked over 15 times per week. The distribution of the responses is presented on Table 8 and Figure 6.

Table 8: How many times per week the respondents walk to work or school during a regular week

Responses	Frequency	Percent	Cumulative Frequency	Cumulative Percent
0 times	496	80.7	496	80.7
1-5 times	81	13.2	577	93.8
6-10 times	22	3.6	599	97.4
11-15 times	7	1.1	606	98.5
> 15 times	9	1.4	615	100.0

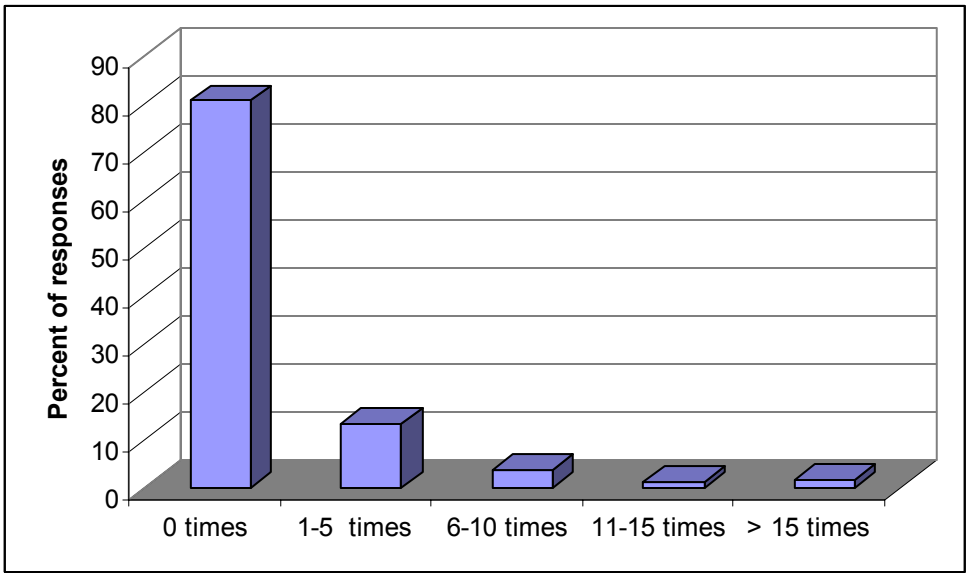

Figure 6. Distribution of the average number of times the respondents walk to work or school in a regular week.

b) Going shopping

A total of 629 persons responded to this question. The majority of the sample (63.9%) walk 0 times per week to go shopping. Approximately 31.2% of the respondents walk an average of 1 to 5 times per week. About 4.3% walk 6 to 10 times per week and 0.5% walk 11 to 15 times per week, and the remaining 0.1% walk more than 15 times per week. The frequencies and distribution of the responses are presented in Table 9 and Figure 7.

Table 9: How many times per week the respondents walk to go shopping during a regular week

Responses	Frequency	Percent	Cumulative Frequency	Cumulative Percent
0 times	402	63.9	402	63.9
1-5 times	196	31.2	598	95.1
6-10 times	27	4.3	625	99.4
11-15 times	3	0.5	628	99.9
> 15 times	1	0.1	629	100.0

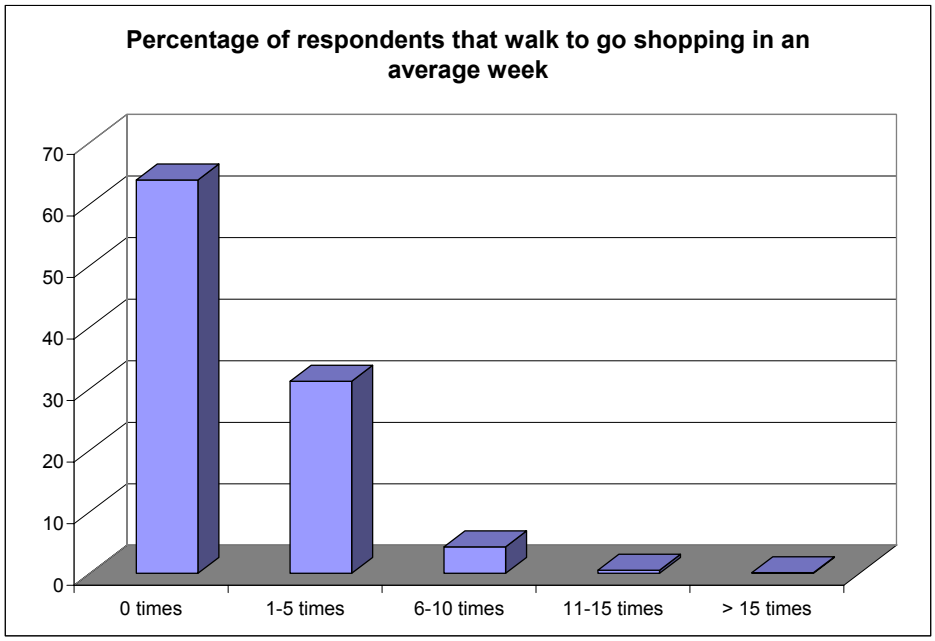

Figure 7. Distribution of the average number of times the respondents walk to go shopping in a regular week.

c) Recreation/exercise

A total of 630 persons responded to this question. Approximately 20.0% of the respondents walk 0 times per week for recreation or exercise purposes. The majority of the sample (63.2%) walks an average of 1 to 5 times per week. About 12.4% walk 6 to 10 times per week and 2.1% walk 11 to 15 times per week, and the remaining 2.3% walk more than 15 times per week. The frequencies and distribution of the responses are presented in Table 10 and Figure 8.

Table 10: How many times per week the respondents walk for recreation or exercise in a regular week

Responses	Frequency	Percent	Cumulative Frequency	Cumulative Percent
0 times	126	20.0	126	20.0
1-5 times	398	63.2	524	83.2
6-10 times	78	12.4	602	95.6
11-15 times	13	2.1	615	97.7
> 15 times	15	2.3	630	100.0

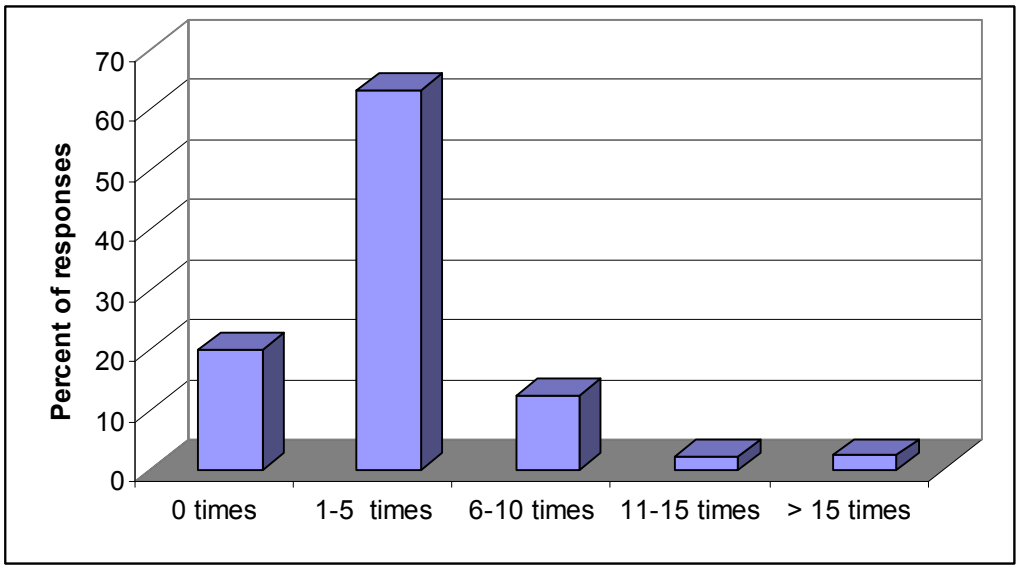

Figure 8. Distribution of the average number of times the respondents walk for recreation or exercise in a regular week.

d) Personal business

A total of 611 persons responded to this question. Approximately 55.3% of the respondents, walk 0 times per week for personal business. About 37.3% of the respondents walk an average of 1 to 5 times per week. About 5.1% walk 6 to 10 times per week and 0.3% walk 11 to 15 times per week, and the remaining 2.0% walk more than 15 times per week. The frequencies and distribution of the responses are presented in Table 11 and Figure 9.

Table 11: How many times per week the respondents walk for personal business in a regular week

Responses	Frequency	Percent	Cumulative Frequency	Cumulative Percent
0 times	338	55.3	338	55.3
1-5 times	228	37.3	566	92.6
6-10 times	31	5.1	597	97.7
11-15 times	2	0.3	599	97.7
> 15 times	12	2.0	611	100.0

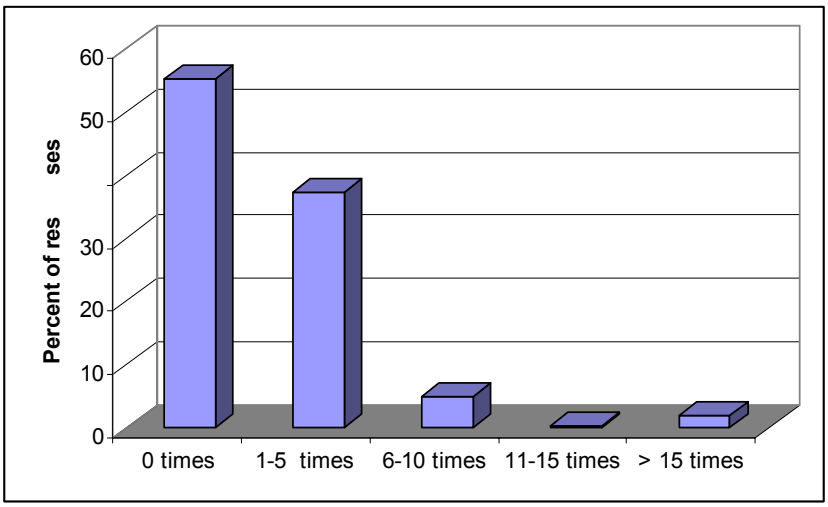

Figure 9. Distribution of the average number of times the respondents, walk for personal business in a regular week.

Question 4 cross tabulation: Comparison of the responses given by families with children and families without children

a) Going to work or school

Of the 462 respondents with children under 18 years of age, 79.9% do not walk to school or work, while 13.2% walk from 1 to 5 times per week, 4.3% walk from 6 to 10 times per week, 0.9% walk from 11 to 15 times per week and 1.7% walk more than 15 times per week. Of the 447 respondents without children, 81.2% do not walk to school or work, while 13.4% walk from 1 to 5 times per week, 2.7% walk from 6 to 10 times per week, 1.6% walk from 11 to 15 times per week and 1.1% walk more than 15 times per week. The distribution of the responses is provided in Table 12.

Table 12: How many times per week the respondents walk to work or school in a regular week

Responses	With Children		No Children	
	Frequency	Percent	Frequency	Percent
0 times	369	79.9	363	81.2
1-5 times	61	13.2	60	13.4
6-10 times	20	4.3	12	2.7
11-15 times	4	0.9	7	1.6
> 15 times	8	1.7	5	1.1
Total	462	100.0	447	100.0

b) Going shopping

Of the 471 respondents with children under 18 years of age, 65.6% do not walk to go shopping, while 29.3% walk from 1 to 5 times per week, 4.5% walk from 6 to 10 times per week, 0.4% walk from 11 to 15 times per week and 0.2% walk more than 15 times per week. Of the 460 respondents without children, 62.2% do not walk to go shopping, while 33.5% walk from 1 to 5 times per week, 3.9% walk from 6 to 10 times per week, and 0.4% walk from 11 to 15 times per week. The distribution of the responses is provided in Table 13.

Table 13: How many times per week the respondents walk to go shopping in a regular week

Responses	With Children		No Children	
	Frequency	Percent	Frequency	Percent
0 times	309	65.6	286	62.2
1-5 times	138	29.3	154	33.5
6-10 times	21	4.5	18	3.9
11-15 times	2	0.4	2	0.4
> 15 times	1	0.2	0	0.0
Total	471	100.0	460	100.0

c) Recreation or exercise

Of the 473 respondents with children under 18 years of age 18.6% do not walk for recreation or exercise, while 66.2% walk from 1 to 5 times per week, 11.6% walk from 6 to 10 times per week, 1.3% walk from 11 to 15 times per week and 2.3% walk more than 15 times per week. Of the 459 respondents without children 21.6% do not walk for recreation or exercise, while 59.5% walk from 1 to 5 times per week, 14.2% walk from 6 to 10 times per week, 2.8% walk from 11 to 15 times per week, and 1.9% walk over 15 times per week. The distribution of the responses is provided in Table 14.

Table 14: How many times per week the respondents walk for recreation or exercise in a regular week				
Responses	With Children		No Children	
	Frequency	Percent	Frequency	Percent
0 times	88	18.6	99	21.6
1-5 times	313	66.2	273	59.5
6-10 times	55	11.6	65	14.2
11-15 times	6	1.3	13	2.8
> 15 times	11	2.3	9	1.9
Total	473	100.0	459	100.0

d) Personal business

Of the 460 respondents with children under 18 years of age, 54.6% do not walk for personal business, while 38.7% walk from 1 to 5 times per week, 4.1% walk from 6 to 10 times per week, 0.4% walk from 11 to 15 times per week and 2.2% walk more than 15 times per week. Of the 442 respondents without children, 57.7% do not walk for personal business, while 34.8% walk from 1 to 5 times per week, 5.2% walk from 6 to 10 times per week, 0.3% walk from 11 to 15 times per week, and 2.0% walk over 15 times per week. The distribution of the responses is provided in Table 15.

Table 15: How many times per week the respondents walk for personal business in a regular week				
Responses	With Children		No Children	
	Frequency	Percent	Frequency	Percent
0 times	251	54.6	255	57.7
1-5 times	178	38.7	154	34.8
6-10 times	19	4.1	23	5.2
11-15 times	2	0.4	1	0.3
> 15 times	10	2.2	9	2.0
Total	460	100.0	442	100.0

Question 5: The last time you walked, where did you start your trip?

A total of 568 persons responded this question. Of these, approximately 15.7% started their trip from home while the remaining 84.3% started their trip from another location. The distribution of the responses is given in Table 16.

Table 16: Distribution of responses for origin of trip made by walking				
Responses	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Home	89	15.7	89	15.7
Not Home	479	84.3	568	100.0

Question 6: The last time you walked, where did you end your trip?

A total of 558 persons responded this question. Of these, approximately 15.6% ended their trip at home while the remaining 84.4% ended their trip at another location. The distribution of the responses is given in Table 17.

Table 17: Distribution of responses for origin of trip made by walking				
Responses	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Home	87	15.6	87	15.6
Not Home	471	84.4	558	100.0

Question 7: If the starting point of this walk was not your home, how did you get there?

A total of 438 persons responded this question. Of these, 56.8% of the respondents started their walk from home. Approximately 36.1% drove to an alternate location to start their walk. About 2.1% were given a ride, 1.1% took a bus and 0.9% rode a bicycle. The remaining 3.0% used another method of travel. A summery of the responses is presented in Table 18.

Table 18: Alternate locations for the origin of the walk				
Responses	Frequency	Percent	Cumulative Frequency	Cumulative Percent
I started my walk from home	249	56.8	249	56.8
I drove myself	158	36.1	407	92.9
I was given a ride	9	2.1	416	95.0
I took a bus	5	1.1	421	96.1
I rode a bicycle	4	0.9	425	97.0
Other	13	3.0	438	100.0

Comparisons between the responses obtained for questions 4 and 7 were made in order to know of the persons who walked more than 0 times per week to go either to work, shopping, for recreation or for personal business, how many rode a bicycle or took a bus to get to their trip origin. These responses are presented in Table 19.

As can be seen from Table 19, 4 persons ride a bus to go to work or school, 1 person to go shopping, 5 for recreation or exercise and 4 for personal reasons. No one rides a bicycle to go to work or school, 4 persons ride a bicycle to go shopping, 4 for recreation or exercise and 4 for personal business. The percentages shown were calculated with respect to the number of respondents of each question. The total number of respondents ranged from 88 to 362.

Table 19: What percentage of respondents rode a bicycle or bus to reach their trip origin			
BUS			
Responses	Frequency	Percent	Number of responses
Work/School	4	4.5	88
Shopping	1	0.6	170
Recreation/Exercise	5	1.4	362
Personal Business	4	2.0	205
Bicycle			
Responses	Frequency	Percent	Number of responses
Work/School	0	0.0	88
Shopping	4	2.4	170
Recreation/Exercise	4	1.1	362
Personal Business	4	2.0	205

Question 8: During this same walk, did you travel on…?

A total of 557 persons responded this question. Of these, 65.9% walk on a sidewalk along a street while 36.2% walk along a road with no sidewalk. About 10.1% walked over an unpaved path or trail. Approximately 22.4% walked on a paved path other than a sidewalk, 6.9% walked on a natural area without a path, and 7.8% walked on a lawn or grass area without a path. About 9.2% of the respondents walked on another type of surface. Note that the question was “mark-all-that-apply” therefore, the percentages listed do not add to 100%. The frequencies and distribution of responses are presented in Table 20 and Figure 10.

Table 20: Surfaces used for walk trip		
Responses	Frequency	Percent
A sidewalk along a street	380	65.9
Along a road with no sidewalk	209	36.2
An unpaved path or trail	58	10.1
A paved path other than a sidewalk	129	22.4
A wooded or other natural area without a path	40	6.9
A lawn or grass area without a path	45	7.8
Other	53	9.2

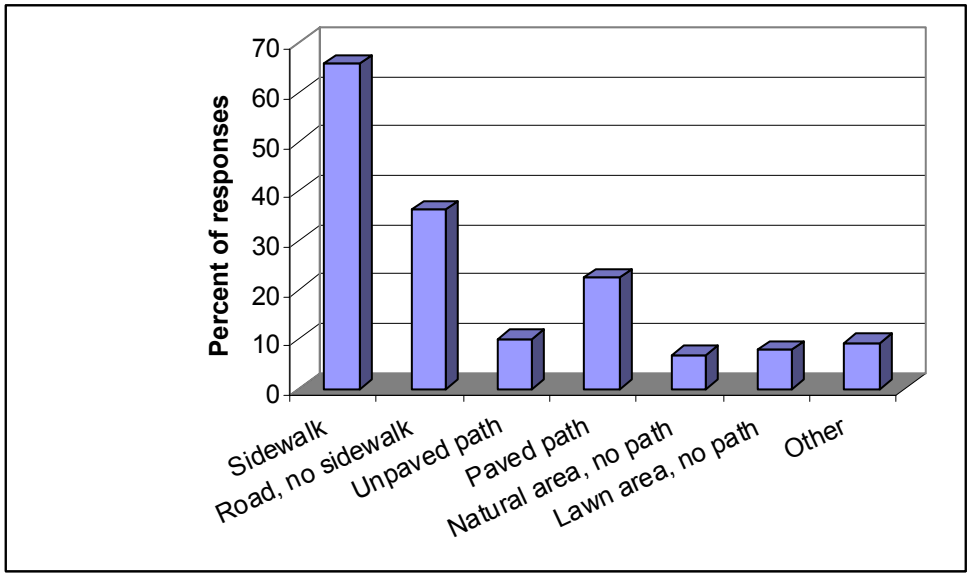

Figure 10. Distribution of responses provided for surfaces used for walking trips.

Question 9: On this same walk, did you experience problems with…?

A total of 382 persons responded to this question, of these 31 reported that they did not experience any problems while walking so they were not considered when calculating the percentages listed below. Most of the 351 respondents (51.3%) are troubled by crossing busy streets. The second highest answer pertains to problems with broken or uneven pavement, followed by 26.2% who were encumbered by bicycle riders. About the same number of people complained of poor lighting (17.4%) and low branches or obstructions (17.9%). The distribution of the responses is presented in Table 21 and Figure 11. Note that this question was a “mark-all-that-apply”, so the percentages do not add up to 100%.

Table 21: Problems encountered while walking		
Responses	Frequency	Percent
Bicycle riders on the same path	92	26.2
Skaters on the same path	38	10.8
Muddy trail	54	15.4
Need to cross a busy street	180	51.3
Not having enough light to see well	61	17.4
Having to climb/descend stairs	22	6.3
Fear of possible crime	59	16.8
Low branches or other obstructions	63	17.9
Broken or uneven pavement	118	33.6
Other	40	11.4

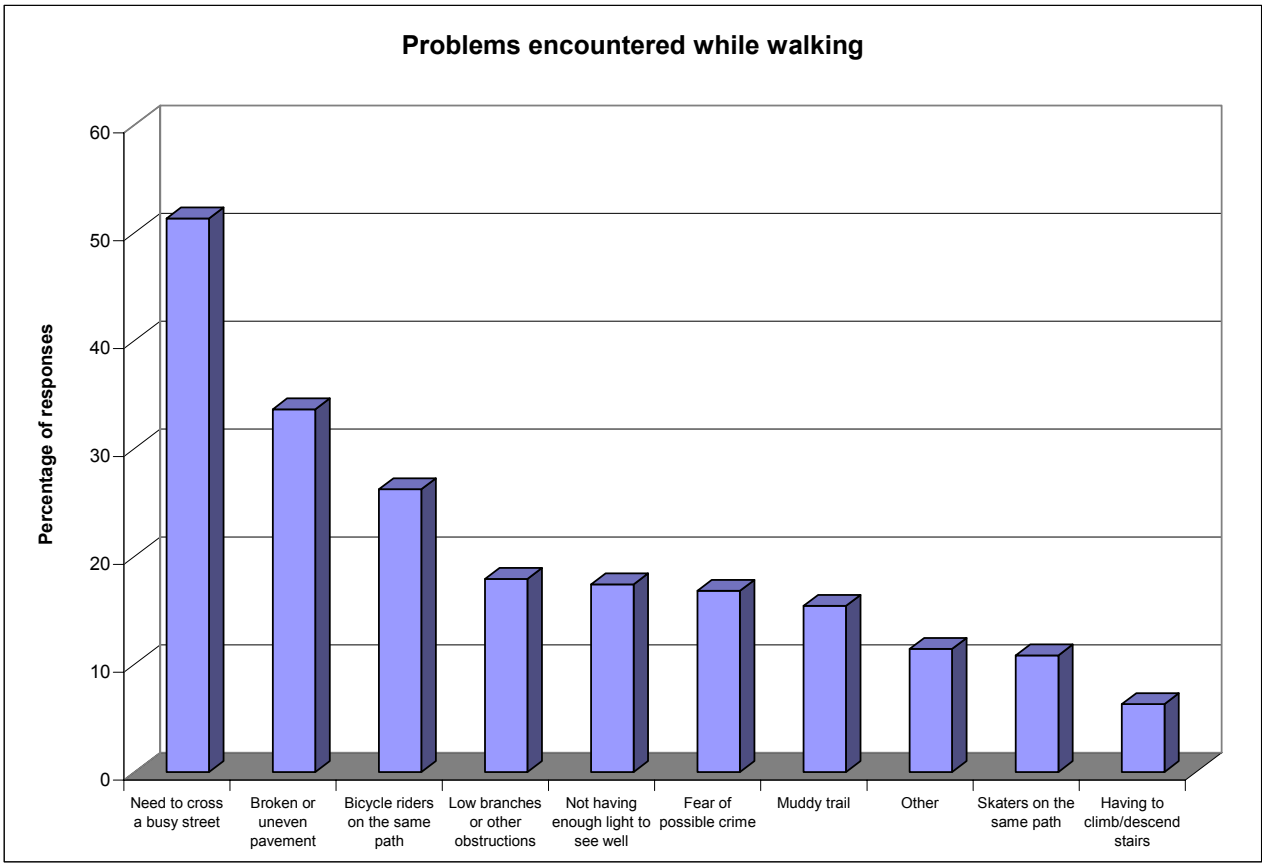

Figure 11. Distribution and percentages of problems encountered while walking.

A comparison of the problems the respondents encountered while walking was done, this is presented in Table 22. A total of 159 women and 180 men responded this question. As can be seen the most encountered problem for both males and females was crossing a busy street. Most of the responses were similar between the two groups except that more men were troubled with broken and uneven pavement. There was a difference in the responses of 28.2%.

Table 22: Comparison of problems encountered while walking by gender				
Responses	Females		Males	
	Frequency	Percent	Frequency	Percent
Bicycle riders	34	21.4	29	16.1
Skaters	16	10.1	20	11.1
Muddy trail	21	13.2	28	15.6
Cross a busy street	77	48.4	103	57.2
Not enough lighting	33	20.8	28	15.6
Climb/descend stairs	15	9.4	6	3.3
Fear of crime	31	19.5	34	18.9
Low branches/obstructions	20	12.6	33	18.3
Broken/uneven pavement	17	10.7	70	38.9
Other	20	12.6	16	8.9

Question 10: How far from your home is the nearest trail or walking path (other than a sidewalk)?

A total of 619 persons responded to this question. The distribution of the responses is presented in Table 23 and Figure 12. Approximately 28.3% of the participants live over one mile away from the nearest trail or

walking path. Almost the same number of persons lives less than a quarter mile (21.6%) or between a quarter mile and a mile (20.0%) away from the nearest trail. About 12.4% are not sure how far the nearest trail is from their home and 17.7% do not know of the existence of a trail near their homes.

Table 23: Distances to the nearest trails or paths				
Responses	Frequency	Percent	Cumulative Frequency	Cumulative Percent
One block to 1/4 mile	134	21.6	134	21.6
1/4 mile to 1 mile	124	20.0	258	41.7
Over one mile	175	28.3	433	70.0
I'm not sure how far it is	77	12.4	510	82.3
I don't know of any trails or paths nearby	109	17.7	619	100.0

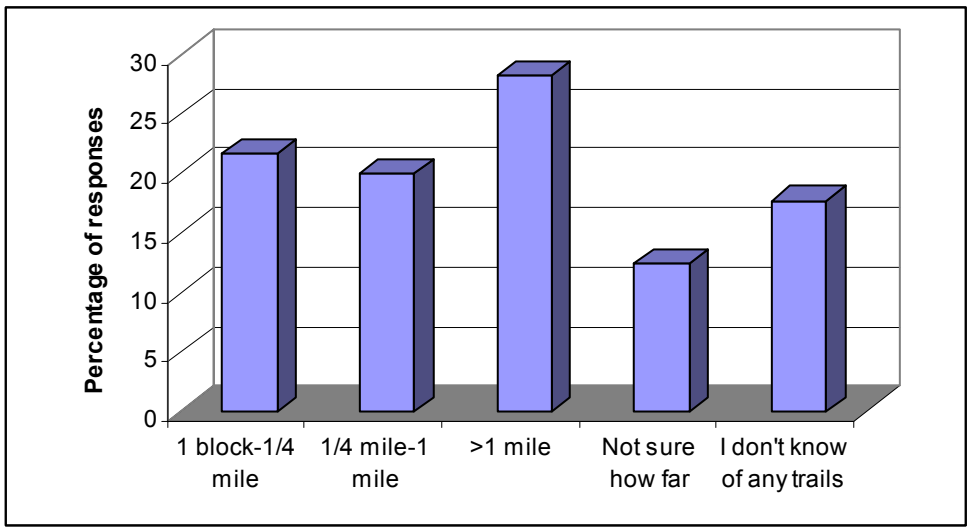

Figure 12. Distribution of responses on how far are the nearest trails located.

A comparison between the number of times people use the walking paths and how far are these paths from the respondents homes was performed. The results are shown in Table 24. Approximately 31.0% of the respondents use a walk path that is less than a quarter mile from their homes, while 28.6% use a path that is between a quarter mile and one mile from their homes. The remaining 40.4% use a path that is over one mile away from their homes.

As can be observed from Table 24, most of the persons (65.2%) with a path that is less than a quarter mile from their home used this path from 1 to 5 times per week. About 41.8% of the persons with a path between one-quarter mile and one mile used this path from 1 to 5 times per week and 29.1% of the persons with a path over a mile away used this path from 1 to 5 times per week.

Table 24: How many times people use walking paths depending on how far is the path located						
Responses	Less than a ¼ mile		From ¼ mile to 1 mile		Over 1 mile	
	Frequency	Percent	Frequency	Percent	Frequency	Percent
0 times	39	29.5	64	52.5	118	68.6
1-5 times	86	65.2	51	41.8	50	29.1
6-10 times	6	4.5	4	3.3	4	2.3
11-15 times	0	0.0	2	1.6	0	0.0
> 15 times	1	0.8	1	0.8	0	0.0
Totals	132 (31.0%)		122 (28.6%)		172 (40.4%)	

Question 11a: On average, how many times per week do you use the trail or path from question 10?

A total of 602 persons answered this question. Of these, 64.1% do not use the trail of question 10. Approximately 32.9% use the trail 1 to 5 times per week and 2.2% use the trail 6 to 10 times per week. About 0.8% use the trail at least 11 times per week. The distribution of the responses is shown on Table 25 and Figure 13.

Table 25: Number of times respondents use the trail mentioned on question 10				
Responses	Frequency	Percent	Cumulative Frequency	Cumulative Percent
0 times	386	64.1	386	64.1
1-5 times	198	32.9	584	97.0
6-10 times	14	2.2	598	99.3
11-15 times	2	0.4	600	99.6
> 15 times	2	0.4	602	100.0

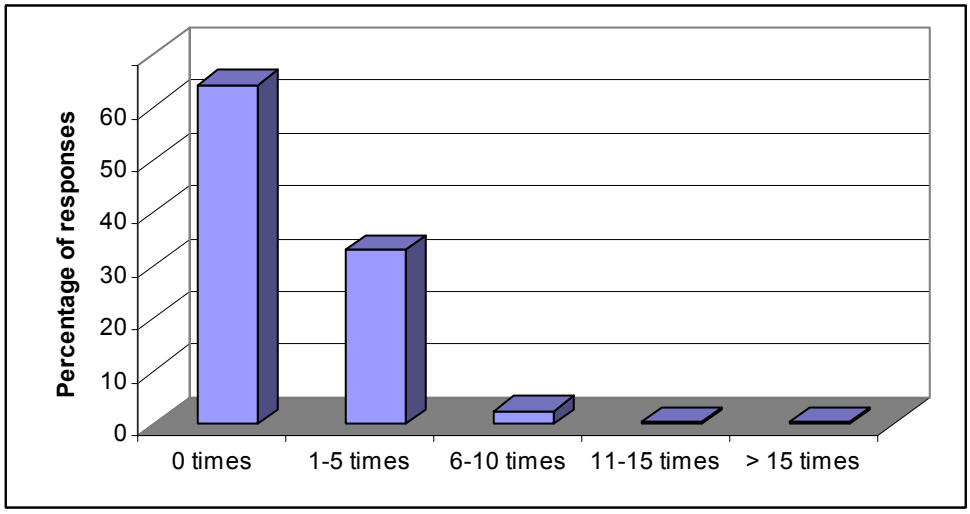

Figure 13. Number of times respondents used trail or walking path.

Question 11b: How satisfied are you with this trail or path?

A total of 395 persons answered this question. Most of the sample (59.3%) is satisfied with the trail or path they use when walking. Only 11.1% are dissatisfied with their trails and a group of 29.6% did not have an opinion. The distribution of the responses is presented in Table 26 and Figure 14.

Table 26: How satisfied are the respondents with the trail or path they use				
Responses	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Very Dissatisfied	25	6.3	25	6.3
Dissatisfied	19	4.8	44	11.1
I have no opinion	117	29.6	161	40.8
Satisfied	161	40.8	322	81.5
Very Satisfied	73	18.5	395	100.0

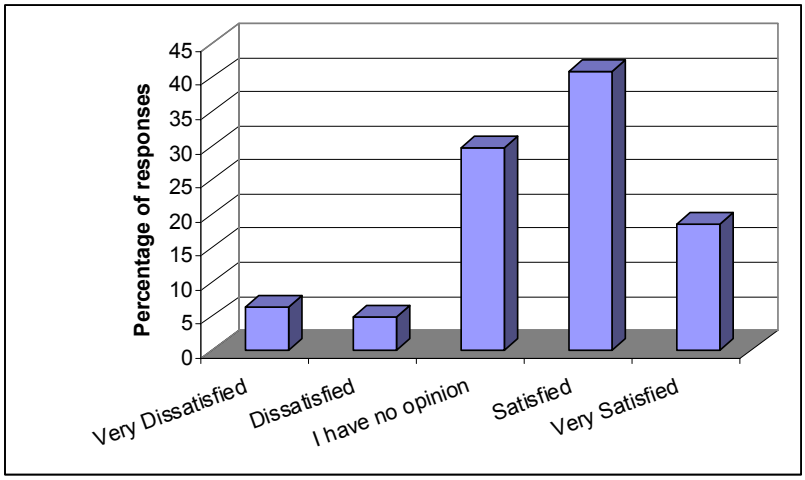

Figure 14. How satisfied are the respondents with the trails they use for walking.

Question 12b: What changes would improve this path or trail?

A total of 169 persons answered this question. Most of the respondents (73.4%) would prefer their trails longer. Fifty-five percent would prefer their trails to connect to other parts. About 21.3% asked for better lighting of their trails. The distribution of the responses is shown on Figure 15.

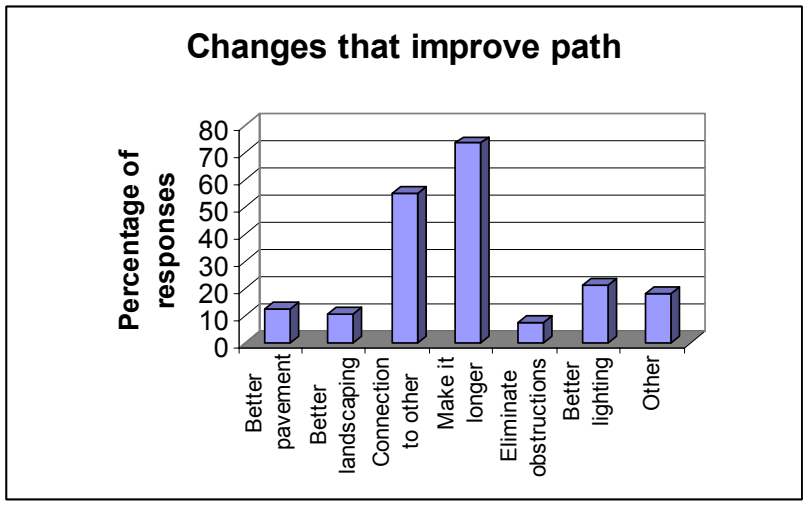

Figure 15. Proposed changes that would improve paths.

<u>Part C: Bicycling</u>

Question 13a: In an average week, how many times do you bicycle for the purpose of:

a) Going to work/school

A total of 290 persons responded this question. Of these, 75.9% do not bicycle to work or school. Approximately 19.7% ride a bicycle to work or school 1 to 5 times per week, 3.4% use the bicycle 6 to 10 times per week, 0.3% bicycle 11 to 15 times per week and the remaining 0.7% bicycle more than 15 times per week. The distribution of the responses is presented in Table 27 and Figure 16.

Table 27: How many times the respondents bicycle to go to school or work in an average week				
Responses	Frequency	Percent	Cumulative Frequency	Cumulative Percent
0 times	220	75.9	220	75.9
1 – 5 times	57	19.7	277	95.5
6 – 10 times	10	3.4	287	99.0
11 – 15 times	1	0.3	288	99.3
> 15 times	2	0.7	290	100.0

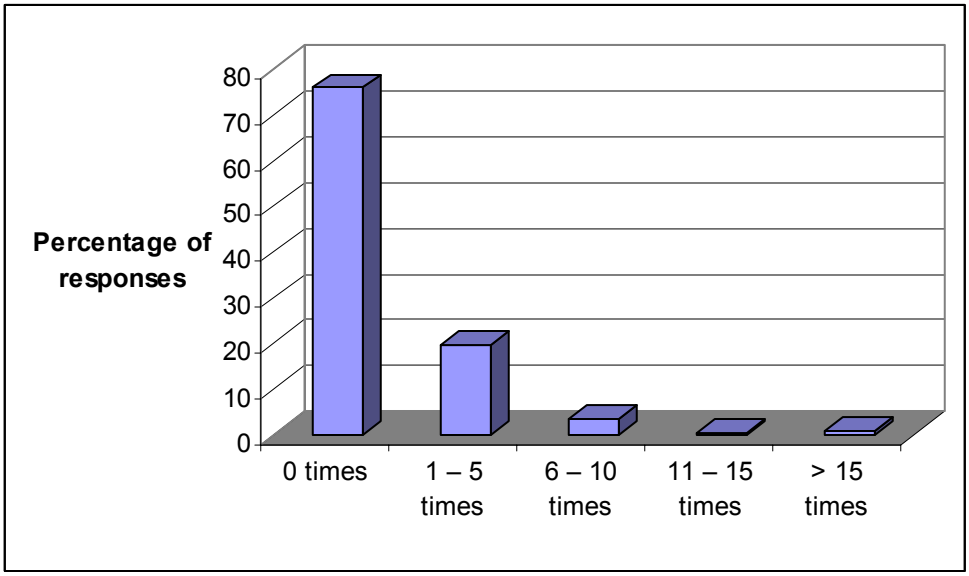

Figure 16. Distribution of number of times people bicycle to go to work or school in an average week.

b) Going shopping

A total of 289 persons answered this question. Of these, 80.6% do not use a bicycle to go shopping, while 18.3% ride a bicycle 1 to 5 times per week. The remaining one percent rides a bicycle to go shopping 6 to 10 times a week, which is the maximum recorded number of times per week. The distribution of the responses is shown in Table 28 and Figure 17.

Table 28: How many times the respondents bicycle to go to shopping in an average week				
Responses	Frequency	Percent	Cumulative Frequency	Cumulative Percent
0 times	233	80.6	233	80.6
1 – 5 times	53	18.3	286	99.0
6 – 10 times	3	1.0	289	100.0
11 – 15 times	0	0	289	100.0
> 15 times	0	0	289	100.0

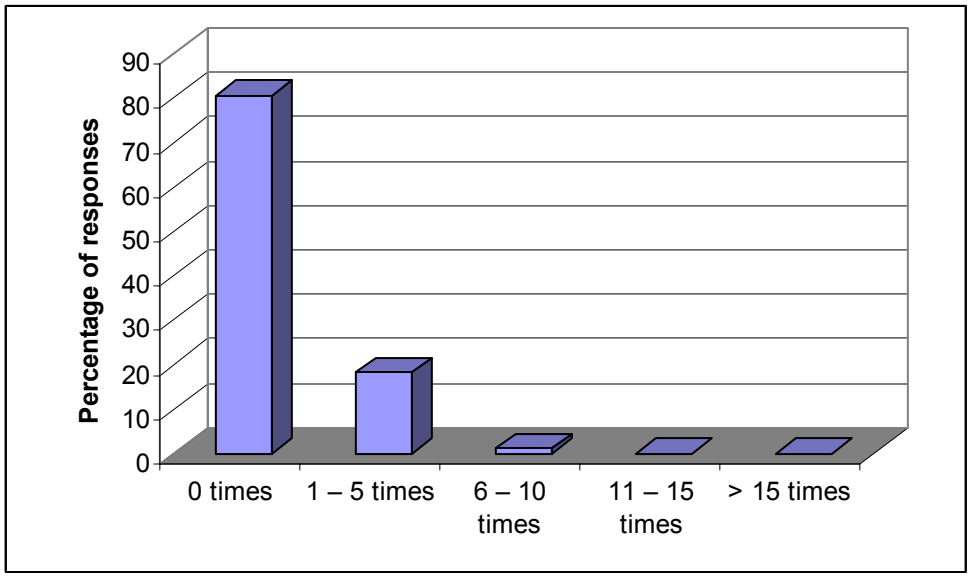

Figure 17. Distribution of number of times people bicycle to go shopping in an average week.

c) Recreation/exercise

A total of 287 persons answered this question. Of these, 32.1% do not bicycle for recreation of exercise. However, the majority of the respondents (60.3%) bicycle for recreation purposes 1 to 5 times per week. About 6.6% bicycle 6 to 10 times per week; none of the respondents bicycle 11 to 15 times per week, while the remaining percent bicycles over 15 times per week. The distribution of the responses is presented in Table 29 and Figure 18.

Table 29: How many times the respondents bicycle for recreation or exercise in an average week

Responses	Frequency	Percent	Cumulative Frequency	Cumulative Percent
0 times	92	32.1	92	32.1
1 – 5 times	173	60.3	265	92.3
6 – 10 times	19	6.6	284	99.0
11 – 15 times	0	0	284	99.0
> 15 times	3	1.0	287	100.0

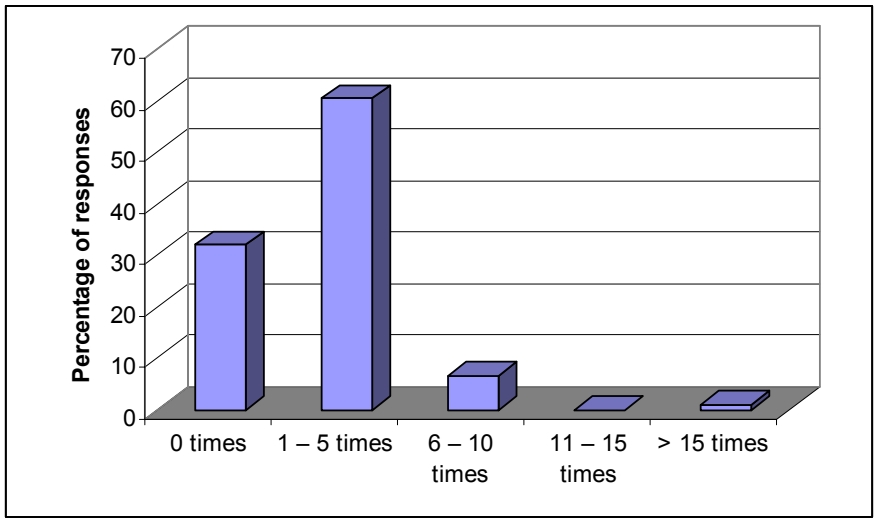

Figure 18. Distribution of number of times people bicycle to exercise or recreation in an average week.

d) Personal business

A total of 725 persons responded to this question. Of these, 75.4% do not ride a bicycle to go on personal business. However, 23.1% use the bicycle 1 to 5 times per week. The remaining 1.5% of the respondents uses the bicycle for personal business at least 11 times per week. The distribution of the responses is presented in Table 30 and Figure 19.

Table 30: How many times the respondents bicycle for personal business in an average week

Responses	Frequency	Percent	Cumulative Frequency	Cumulative Percent
0 times	205	75.4	205	75.4
1 – 5 times	63	23.1	268	98.5
6 – 10 times	2	0.7	270	99.3
11 – 15 times	1	0.4	271	99.6
> 15 times	1	0.4	272	100.0

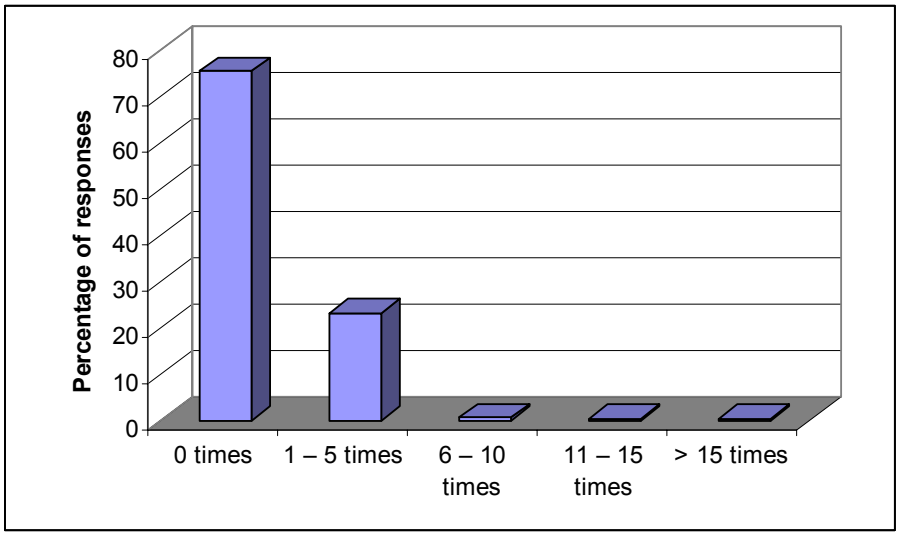

Figure 19. Distribution of number of times people bicycle for personal business in an average week.

Question 13 cross tabulation: Comparison of the responses given by families with children and families without children

a) Going to work or school

Of the 221 respondents with children under 18 years of age, 76.0% do not bicycle for the purpose of going to work or school; while 19.0% bicycle from 1 to 5 times per week, 4.0% bicycle from 6 to 10 times per week, 0.5% bicycle from 11 to 15 times per week and 0.5% bicycle over 15 times per week. Of the 194 respondents without children under 18 years of age, 75.3% do not bicycle for the purpose of going to work or school; while 20.1% bicycle from 1 to 5 times per week, 3.6% bicycle from 6 to 10 times per week, and 1.0% bicycle over 15 times per week. The distribution of the responses is presented in Table 31.

Table 31: How many time the respondents bicycle for the purpose of going to school or work				
Responses	With Children		No Children	
	Frequency	Percent	Frequency	Percent
0 times	168	76.0	146	75.3
1 – 5 times	42	19.0	39	20.1
6 – 10 times	9	4.0	7	3.6
11 – 15 times	1	0.5	0	0.0
> 15 times	1	0.5	2	1.0
Total	221	100.0	194	100.0

b) Going shopping

Of the 220 respondents with children under 18 years of age, 80.9% do not bicycle for the purpose of going shopping; while 18.2% bicycle from 1 to 5 times per week, and 0.9% bicycle from 6 to 10 times per week. Of the 193 respondents without children under 18 years of age, 78.8% do not bicycle for the purpose of going shopping; while 20.2% bicycle from 1 to 5 times per week, and 1.0% bicycle from 6 to 10 times per week. The distribution of the responses is presented in Table 32.

Table 32: How many time the respondents bicycle for the purpose of going shopping				
Responses	With Children		No Children	
	Frequency	Percent	Frequency	Percent
0 times	178	80.9	152	78.8
1 – 5 times	40	18.2	39	20.2
6 – 10 times	2	0.9	2	1.0
11 – 15 times	0	0.0	0	0.0
> 15 times	0	0.0	0	0.0
Total	220	100.0	152	78.8

c) Recreation or exercise

Of the 218 respondents with children under 18 years of age, 28.0% do not bicycle for the purpose of recreation or exercise; while 64.2% bicycle from 1 to 5 times per week, 6.4% bicycle from 6 to 10 times per week, and 1.4% bicycle over 15 times per week. Of the 194 respondents without children under 18 years of age, 37.6% do not bicycle for the purpose of recreation or exercise; while 54.1% bicycle from 1 to 5 times per week, 7.2% bicycle from 6 to 10 times per week, and 1.0% bicycle over 15 times per week. The distribution of the responses is presented in Table 33.

Table 33: How many times the respondents bicycle for the purpose of going to school or work				
Responses	With Children		No Children	
	Frequency	Percent	Frequency	Percent
0 times	61	28.0	73	37.6
1 – 5 times	140	64.2	105	54.1
6 – 10 times	14	6.4	14	7.2
11 – 15 times	0	0.0	0	0.0
> 15 times	3	1.4	2	1.0
Total	218	100.0	194	100.0

d) Personal business

Of the 207 respondents with children under 18 years of age, 76.8% do not bicycle for personal business; while 22.2% bicycle from 1 to 5 times per week, 0.5% bicycle from 6 to 10 times per week, and 0.5% bicycle from 11 to 15 times per week. Of the 183 respondents without children under 18 years of age, 73.8% do not bicycle for personal business; while 25.7% bicycle from 1 to 5 times per week, and 0.5% bicycle from 6 to 10 times per week. The distribution of the responses is presented in Table 34.

Table 34: How many times the respondents bicycle for the purpose of going to school or work				
Responses	With Children		No Children	
	Frequency	Percent	Frequency	Percent
0 times	159	76.8	135	73.8
1 – 5 times	46	22.2	47	25.7
6 – 10 times	1	0.5	1	0.5
11 – 15 times	1	0.5	0	0.0
> 15 times	0	0.0	0	0.0
Total	207	100.0	183	100.0

Question 16: If the starting point of this bicycle trip was not your home, how did you get there?

A total of 124 persons responded this question. Of these, 79.3% started their trip from their home while 12.1% drove themselves to the alternate origin of their trip. About 5.6% rode a bicycle and the remaining three percent were given a ride or used an alternate mode of transport. The distribution of the responses is provided in Table 35 and Figure 20.

Table 35: If the point of origin of the trip was not home, what mode of transport was used?				
Responses	Frequency	Percent	Cumulative Frequency	Cumulative Percent
I started my trip from home	98	79.3	98	79.0
I rode a bicycle	7	5.6	105	84.9
I drove myself	15	12.1	120	97.0
I was given a ride	1	0.8	121	97.8
I took a bus	0	0.0	121	97.8
Other	3	2.2	124	100.0

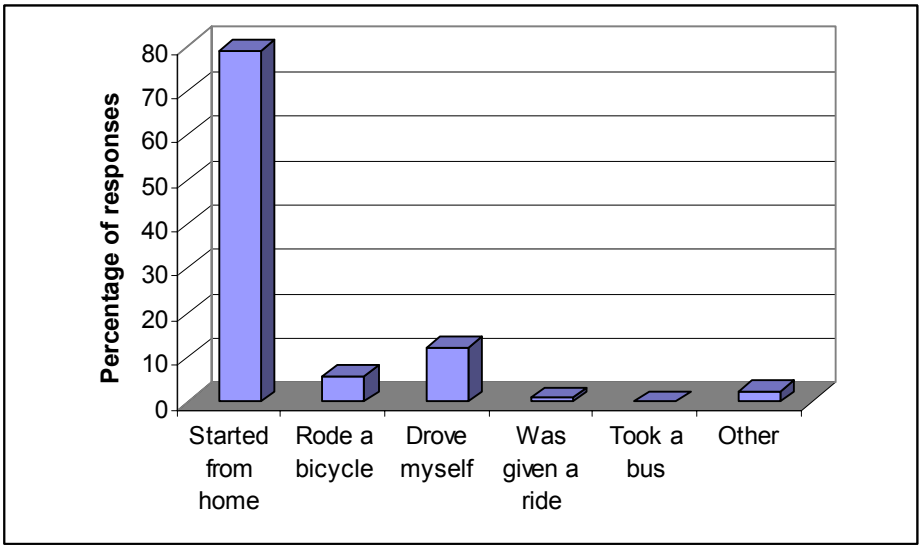

Figure 20. Distribution of how the respondents reached an alternate origin of their trip.

A comparison of the responses of the persons that rode a bicycle at least once a week with how may times they used their bicycle to start their trip is shown in Table 39. These results show that 10.8% of the sample rode a bicycle to start their trip to work, 9.1% to go shopping, 6.0% for exercise and 11.1% for personal business. Note that these percentages are based on different total number of responses presented in parenthesis in Table 36.

Table 36: How the respondents reached their trip origin when riding a bicycle every week								
Responses	Work		Shopping		Recreation/ Exercise		Personal business	
	Freq	Percent	Freq	Percent	Freq	Percent	Freq	Percent
Started from home	32	86.5	28	84.8	85	85.0	27	75.0
Rode a bicycle	4	10.8	3	9.1	6	6.0	4	11.1
Drove myself	1	2.7	2	6.1	7	7.0	4	11.1
Was given a ride	0	0.0	0	0.0	0	0.0	0	0.0
Took a bus	0	0.0	0	0.0	0	0.0	0	0.0
Other	0	0.0	0	0.0	2	2.0	1	2.8
Totals	37 (18.0%)		33 (16.0%)		100 (48.5%)		36 (17.5%)	

Question 17: During this same bicycle trip, did you travel on…

A total of 233 persons responded to this question. Most of the respondents (79.8%) traveled on a street with no marked bike route. About 38.6% traveled on a sidewalk along a street, while 31.8% travel on a paved bike path. Approximately 27.5 traveled on a paved path for both bicycles and pedestrians, and 21.9% on marked bike route along a street. The remaining percentages are presented in Table 37. The distribution of the responses is shown in Figure 21. Note that since this question is a "marked-all-that-apply", the percentages do not add up to 100%.

Table 37: Type of paths or surfaces used for the bicycle trip		
Responses	Frequency	Percent
A sidewalk along a street	90	38.6
On a marked bike route along a street	51	21.9
On a street with no marked bike route	186	79.8
An unpaved path or trail	22	9.4
A paved bike path	74	31.8
A paved path for both bikes and pedestrians	64	27.5
Other	15	6.4

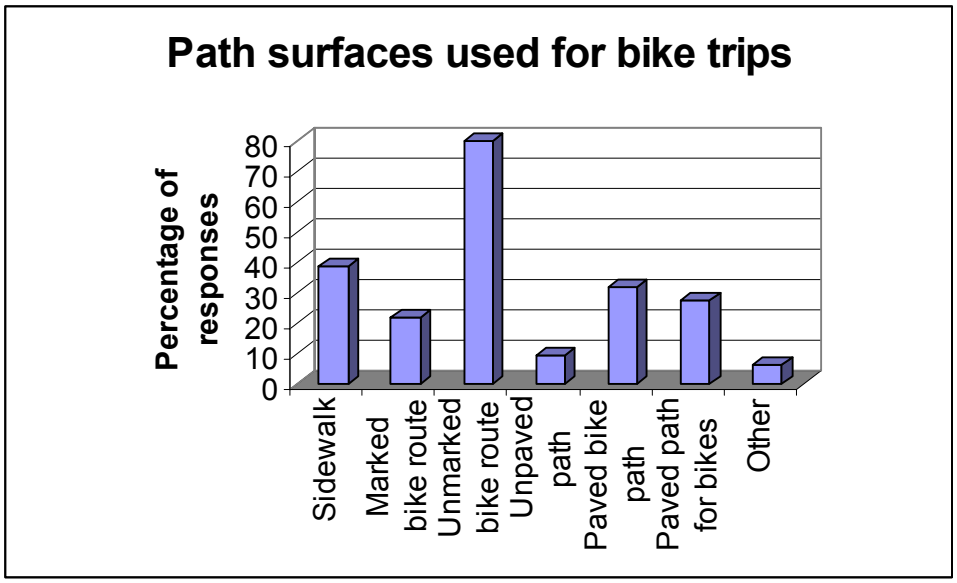

Figure 21. Distribution the path surfaces used for bicycle trips.

Question 18: On this same bicycle trip, did you experience problems with…?

A total of 175 persons responded this question. Of these, the majority of the respondents (60.6%) were encumbered by the need to share a busy street. About 47.4% encountered problems with pedestrians traveling on the same path, while 45.7% had trouble with cars/trucks turning in front of them. About 42.9% complained about bad pavement conditions. For a list of other problems encountered while on the bicycle trip, refer to Table 38. The distribution of the responses is presented in Figure 22. Note that this question was a "mark-all-that-apply", thus the percentages will not add up to 100%.

Table 38: Problems encountered while on the bicycle trip		
Responses	Frequency	Percent
Pedestrians on the same path	83	47.4
Skaters on the same path	24	13.7
Cars/trucks turning in front of you	80	45.7
Cars/truck doors opening in front of you	33	18.9
Other hazardous actions by drivers	61	34.9
Need to share a busy street	106	60.6
Bad pavement	75	42.9
Hazardous railroad crossing	13	7.4
Hazardous storm drain grate	22	12.6
Fear of possible crime	15	8.6
Low branches or other obstructions	34	19.4
Other	17	9.7

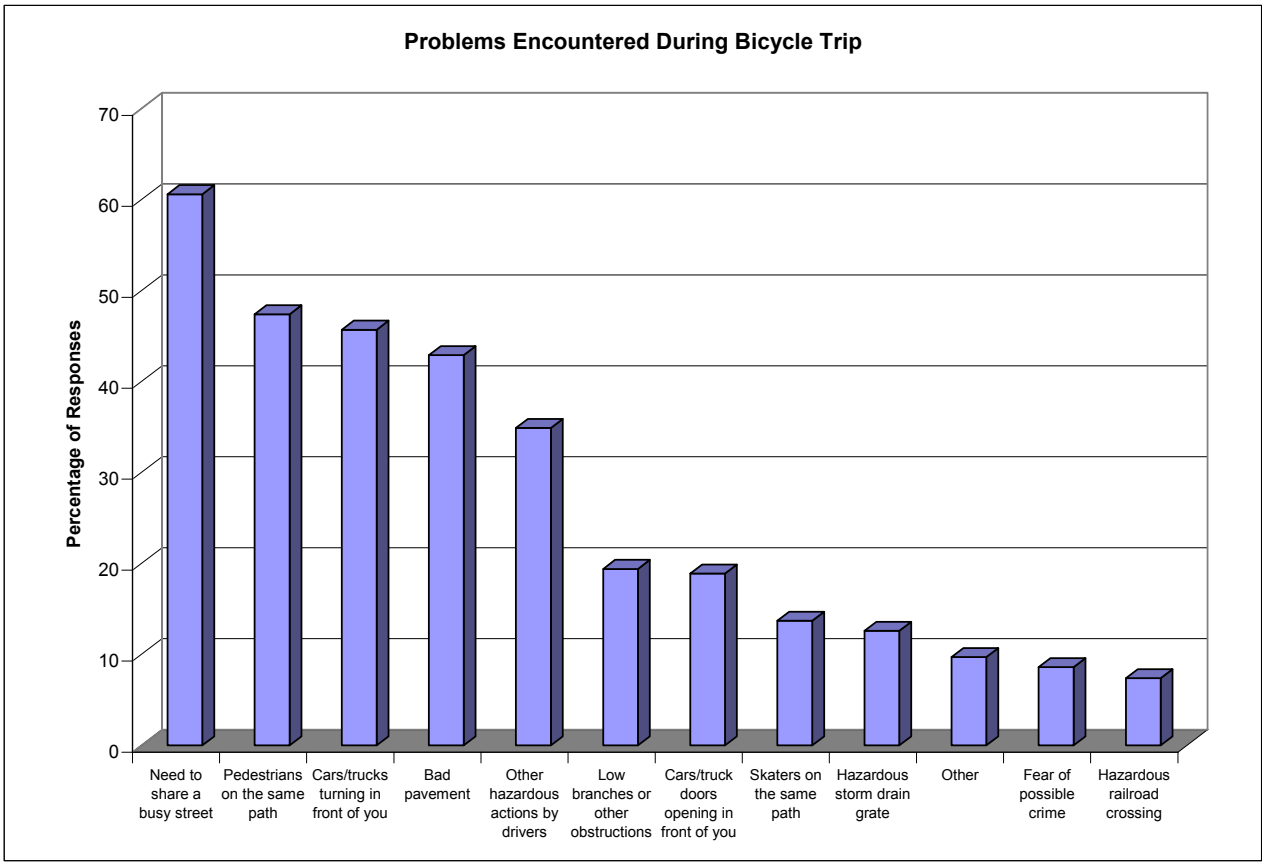

Figure 22. Problems encountered while on the bicycle path.

Question 19: How far from your home is the nearest bike path?

A total of 280 persons responded this question. Of these, 23.2% said that the nearest bike trail was over a mile away. About 19.3% have a bicycle trail in a distance ranging from ¼ mile to one mile away from their home, 15.7% have a bicycle trail between one block and a ¼ mile. Approximately 8.6% of the respondents said that the nearest bike trail is less than one block away. The remaining 33.2% either do not know how far the nearest trail is or do not know of any bike trails near. The distribution of the responses is available in Table 39 and Figure 23.

Table 39: Distances to the nearest bicycle paths from the respondents homes				
Responses	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Less than one block	24	8.6	24	8.6
One block to ¼ mile	44	15.7	68	24.3
¼ mile to one mile	54	19.3	122	43.6
Over one mile	65	23.2	187	66.8
I'm not sure how far it is	42	15.0	229	81.8
I don't know of any bike trails nearby	51	18.2	280	100.0

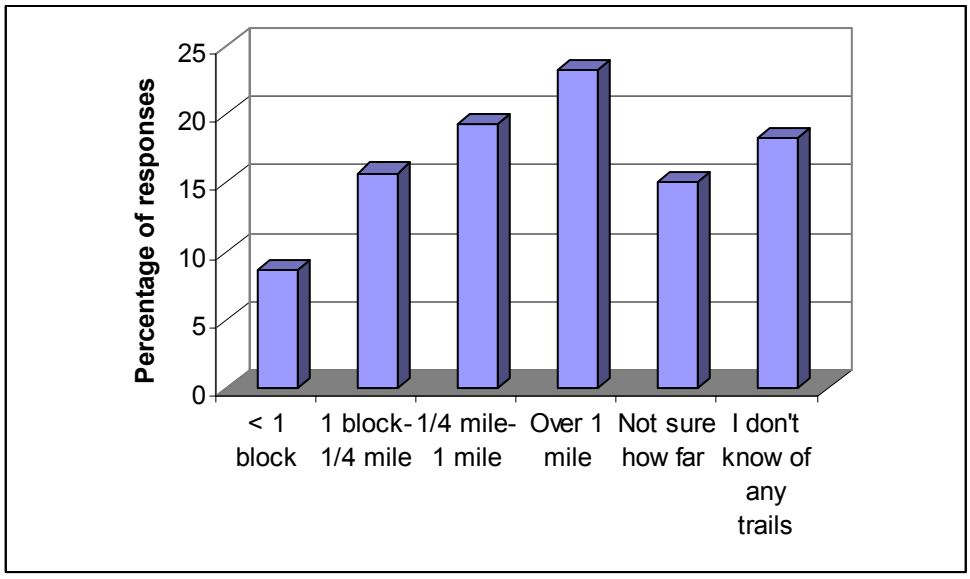

Figure 23. Distribution of the distances of the nearest bike trails.

Question 20:

a) In an average week, how often do you use the bike path from question 19?

A total of 256 persons responded this question. Of these, 60.9% do not use bicycle trails, 34.4% use bike trails from 1 to 5 times per week, 3.5% use bike trails from 6 to 10 times per week. The remaining 1.2% use the bicycle trails at least 11 times per week. The distribution of the responses is presented in Table 40 and Figure 24.

Table 40: Frequency of usage of bicycle path in an average week				
Responses	Frequency	Percent	Cumulative Frequency	Cumulative Percent
0 times	156	60.9	156	60.9
1-5 times	88	34.4	244	95.3
6-10 times	9	3.5	253	98.8
11-15 times	2	0.8	255	99.6
> 15 times	1	0.4	256	100

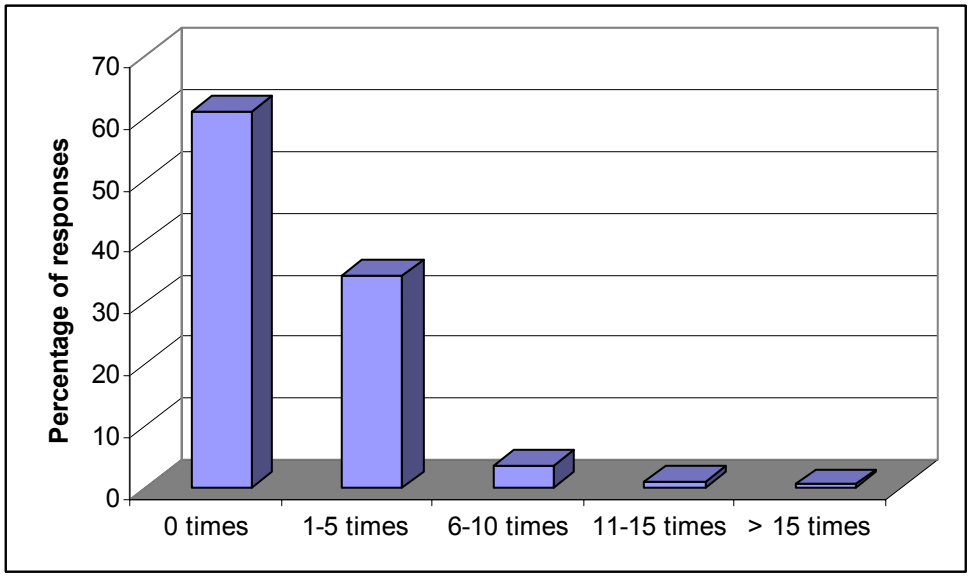

Figure 24. Distribution of how many times the respondents use bicycle trails per week.

A comparison between the number of times people use the bicycle paths and how far these bicycle paths are from their homes was performed and presented in Table 41. Of the 62 persons that live within a quarter mile from the bicycle path, 72.6% of the respondents use it at least once a week. Of the 54 persons that have a bicycle path between a quarter mile and one mile from their home, 63.0% use the bicycle trail at least once a week. Of the 62 persons that live over one mile away from the nearest bicycle trail 25.8% of the respondents use the latter every week.

Table 41: Number of persons that use a bicycle trail more than one time per week			
Distance	Frequency	Percent	Total
Less than a 1/4 mile	45	72.6	62
Between a 1/4 mile and 1 mile	34	63.0	54
Over 1 mile	16	25.8	62

On average, people that live within a quarter mile from the trail will visit the trail approximately 2.7 times per week. People who live between a quarter mile and a mile from the trail will ride through it approximately 2.4 times a week, and people who live over one mile away from the trail will use the trail approximately 0.9 times per week.

b) How satisfied are you with this bike trail?

A total of 169 persons responded this question. Most of the respondents (57.4%) are satisfied with the bicycle trails used. Of these, thirteen percent are very satisfied. On the other hand, 13.6% are not satisfied with the bicycle trails. Of these, 4.7% are very dissatisfied. The distribution of the responses is presented in Table 42 and Figure 25.

Table 42: Level of satisfaction of the respondents for the bicycle trails				
Responses	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Very Dissatisfied	8	4.7	8	4.7
Dissatisfied	15	8.9	23	13.6
I have no opinion	49	29.0	72	42.6
Satisfied	75	44.4	147	87.0
Very Satisfied	22	13.0	169	100.0

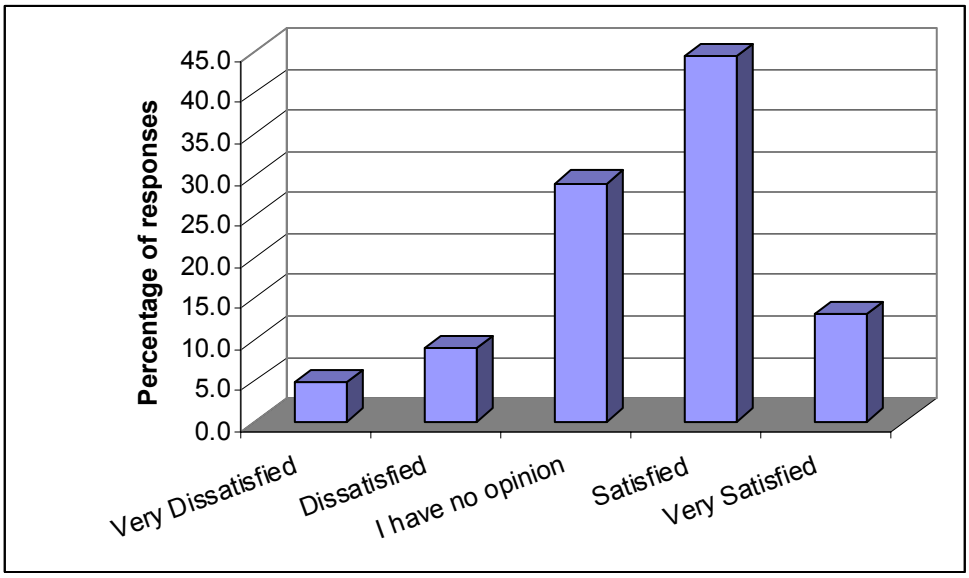

Figure 25. Level of satisfaction of the respondents for the bicycle paths.

Question 21: If you use a particular bike path on a regular basis, please describe where it is.
(Responses to this question were open-ended; they were taken into consideration for the plan as public comment).

Question 21b: What changes would improve this path or trail?

A total of 122 persons responded this question. The proposed change that received the highest approval was to connect the bicycle trails to other paths to reach other destinations. The second highest improvement was the make the bicycle trails longer. This was followed by improve the pavement quality of the trails. The distribution of the responses is provided in Table 43 and Figure 26. The question was a "mark-all-that-apply", thus the percentages do not add up to 100%.

Table 43: Proposed changes to improve bicycle trails		
Responses	Frequency	Percent
Better pavement	25	20.5
Better landscaping	11	9.0
Connection to other paths	70	57.4
Make it longer	41	33.6
Eliminate obstructions	21	17.2
Better lighting	18	14.8
Other	15	12.3

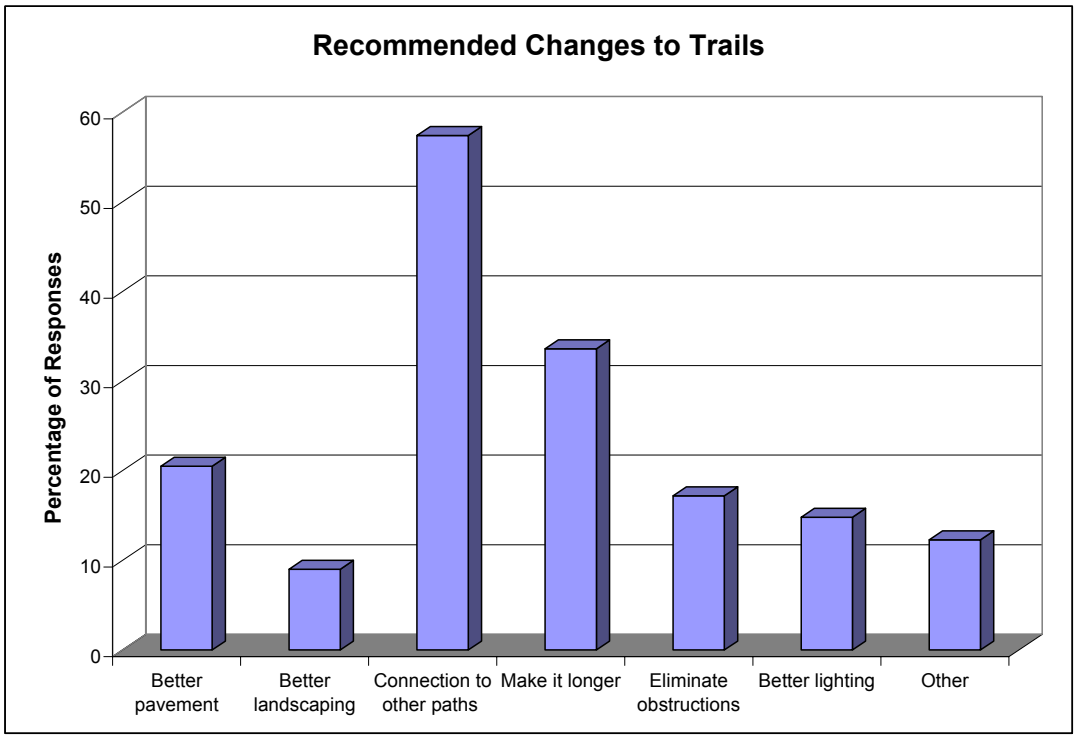

Figure 26. Distribution of proposed improvements for the bicycle trails.

Part D. General

Question 22: How far is the nearest bus stop from your residence?

A total of 625 persons responded this question. Of these, 30.1% have a bus stop located less than one block away from their homes. About 27.8% know of a bus stop located between a distance of one block and ¼ mile and 7.2% have a bus stop located between ¼ mile and 1 mile. Approximately 18.1% of the respondents said that this question does not apply to them. The remaining 9.3% either do not know how far the nearest bus stop is or do not know of any bus stops nearby. The distribution of the responses is provided in Table 44 and Figure 27.

Table 44: How far are the nearest bus stops with respect to the respondents homes

Responses	Frequency	Percent	Cum Freq	Cum Percent
Less than one block	188	30.1	188	30.1
One block - ¼ mile	174	27.8	362	57.9
¼ mile - 1 mile	45	7.2	407	65.1
Over 1 mile	31	5.0	438	70.1
I don't know how far	27	4.3	465	74.4
I don’t know of any stops	47	7.5	512	81.9
N/A	113	18.1	625	100.0

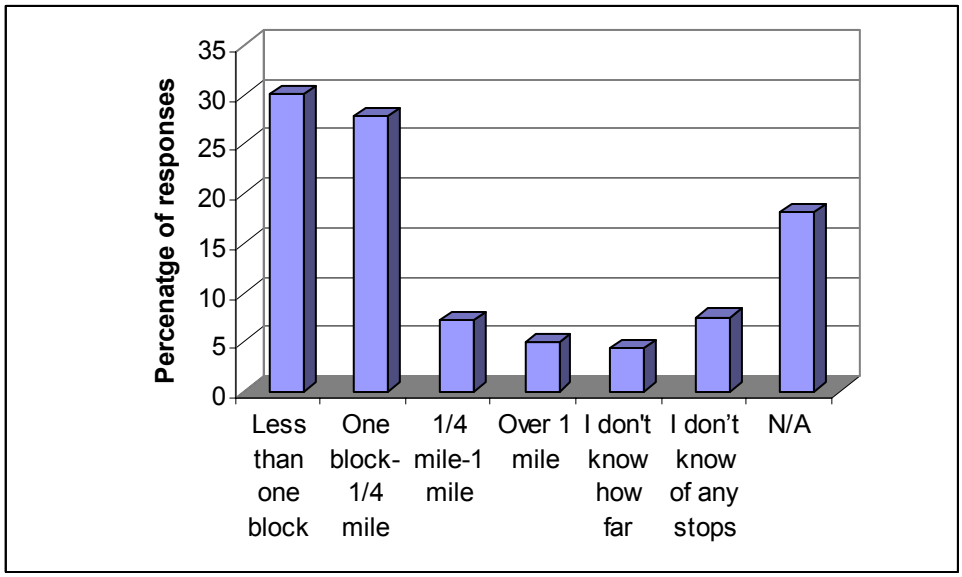

Figure 27. How far is the nearest bus stop?

Urban Area Residents Information

The average age of urbanized area residents is 52; this average is the result of 428 respondents whose ages are in the range of 19 and 91.

Approximately 41.6% of the 426 respondents that live in the urbanized area have a bus stop located less than one block away from their homes. Another 37.4% live between one block and one quarter mile away from the nearest bus stop, 9.8% live within one mile and 1.8% live over one mile away of the bus stop. The distribution of the responses is presented in Table 45.

Table 45: How far is the nearest bus stops for the urban area residents				
Responses	Frequency	Percent	Cum Freq	Cum Percent
Less than one block	182	41.6	182	41.6
One block-1/4 mile	164	37.4	346	79.0
1/4 mile-1 mile	43	9.8	389	88.8
Over 1 mile	8	1.8	397	90.6
I don't know how far	20	4.6	417	95.2
I don’t know of any stops	9	2.1	426	97.3
Question does not apply	12	2.7	438	100.0

Question 23: Is there a paved walking path (other than the street) between your home and the nearest bus stop?

A total of 559 persons responded this question. Of these, 47.4% said that there is a paved walking path connecting their home to the nearest bus stop, while 45.1% claimed otherwise. The remaining 7.5% were not sure. The distribution of the responses is available in Table 46.

Table 46: Available paved walking between home and bus stops				
Responses	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Yes	265	47.4	265	47.4
No	252	45.1	517	92.5
Not sure	42	7.5	559	100.0

Question 24: If local bus stops had shelters where you could lock and leave your bicycle, would you be more likely to ride the bus?

A total of 580 persons responded this question. Of these, 44.5% responded that it would be unlikely for them to increase their bus ridership by adding bicycle shelters to the bus stops. On the other hand, 8.8% said that they would likely use the bus if there were bicycle shelters. About 12.4% of the respondents did not have an opinion and 34.3% said that the question does not apply to them. The distribution of the responses is provided in Table 47.

Table 47: If the bus stops had bike shelters, would it be more likely for the respondents to ride the bus?

Responses	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Not likely at all	213	36.7	213	36.7
Likely	33	5.7	246	42.4
I have no opinion	72	12.4	318	54.8
Unlikely	45	7.8	363	62.6
Highly likely	18	3.1	381	65.7
N/A	199	34.3	580	100.0

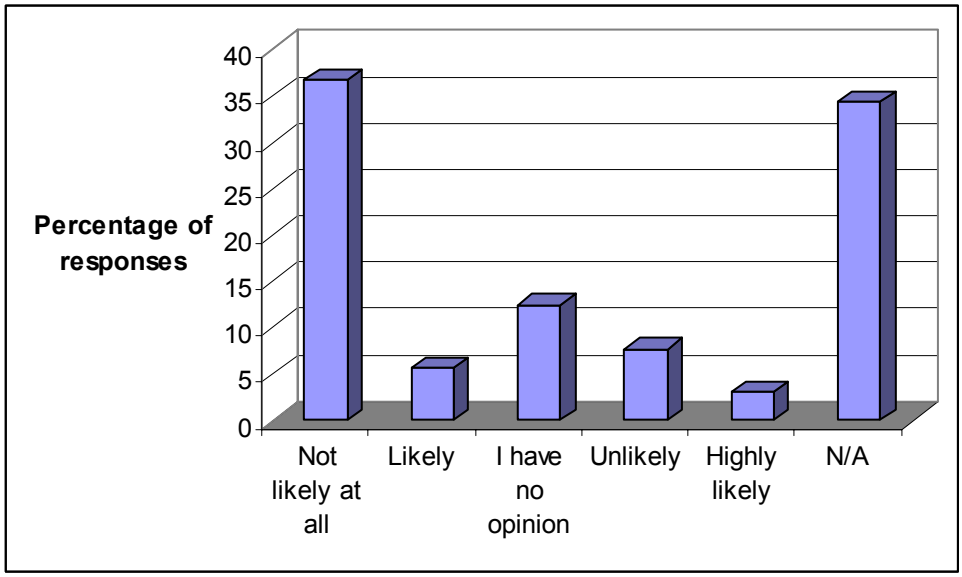

Figure 28. If there were bicycle shelters at the bus stops, would the respondents use the bus?

The responses for question 24 of the persons that indicated that they bicycled for the purpose of going to work or school, to go shopping, for recreation or exercise, or for personal business are presented in Tables 48 through 51.

From Table 48 it can be seen that for 50.8% of the 65 persons who ride a bicycle to school or work it is unlikely that they would ride a bus if provided with a bicycle shelter, while 18.4% are likely to ride the bus.

Table 48: Would a person that rides a bicycle to work or school be inclined to ride a bus if provided by bicycle shelters at the station?				
Responses	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Not likely at all	25	38.5	25	38.5
Likely	6	9.2	31	47.7
I have no opinion	9	13.8	40	61.5
Unlikely	8	12.3	48	73.8
Highly likely	6	9.2	54	83.1
N/A	11	17.0	65	100.0

From Table 49 can be seen that for 51.0% of the 51 persons who ride a bicycle to go shopping it is unlikely that they would ride a bus if provided with a bicycle shelter, while 23.5% are likely to ride the bus.

Table 49: Would a person that rides a bicycle to go shopping be inclined to ride a bus if provided by bicycle shelters at the station?				
Responses	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Not likely at all	19	37.3	19	37.3
Likely	8	15.7	27	52.9
I have no opinion	6	11.8	33	64.7
Unlikely	7	13.7	40	78.4
Highly likely	4	7.8	44	86.3
N/A	7	13.7	51	100.0

From Table 50 can be seen that for 49.7% of the 181 persons who ride a bicycle for recreation or exercise it is unlikely that they would ride a bus if provided with a bicycle shelter, while 17.1% are likely to ride the bus.

Table 50: Would a person that rides a bicycle for recreation or exercise be inclined to ride a bus if provided by bicycle shelters at the station?				
Responses	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Not likely at all	73	40.3	73	40.3
Likely	19	10.5	92	50.8
I have no opinion	19	10.5	111	61.3
Unlikely	17	9.4	128	70.7
Highly likely	12	6.6	140	77.3
N/A	41	22.7	181	100.0

From Table 51 can be seen that for 48.5% of the 64 persons who ride a bicycle for personal business it is unlikely that they would ride a bus if provided with a bicycle shelter, while 23.4% are likely to ride the bus.

Table 51: Would a person that rides a bicycle for personal business be inclined to ride a bus if provided by bicycle shelters at the station?				
Responses	Frequency	Percent	Cumulative Frequency	Cumulative Percent
Not likely at all	25	39.1	25	39.1
Likely	8	12.5	33	51.6
I have no opinion	11	17.2	44	68.8
Unlikely	6	9.4	50	78.1
Highly likely	7	10.9	57	89.1
N/A	7	10.9	64	100.0

Question 25: If you could name one location that needs a walking trail in Champaign County, where would it be? *(Responses to this question were open-ended; they were taken into consideration for the plan as public comment).*

Question 26: If you could name one location that needs a bicycle path in Champaign County, where would it be? *(Responses to this question were open-ended; they were taken into consideration for the plan as public comment).*

Question 27: Do physical disabilities or limitations prevent you from using pedestrian trails and/or bicycle paths in Champaign County? If you care to, please explain. *(Responses to this question were open-ended; they were taken into consideration for the plan as public comment).*

Question 28: What kind of transportation improvements would you like to see within the cities of Champaign, Urbana, and Savoy over the next 20 years? *(Responses to this question were open-ended; they were taken into consideration for the plan as public comment).*

Question 29: How many people live in your household? To what gender and age group does each household member belong?

A total of 612 respondents indicated their gender; of these, 273 were female and 339 were male. Of the 616 persons that indicated their household size, the average household size is of 2.4, where the minimum was 1 and the maximum 8. From the 614 persons who answered the survey, the average age was of 52, where the range of ages was between 18 and 91.

Appendix 4: Public Comment

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Open-ended responses from Resident Survey		
Question 12: If you have a trail or path that you use on a regular basis (other than a sidewalk), please indicate where it is.		No. of Responses
1	Meadowbrook Park in Urbana	58
2	Roby Trail in Champaign	22
3	Lake of the Woods in Mahomet	19
4	Harold Ruppel Memorial Bike Path in Champaign and Savoy	10
5	Boulware Trail in Champaign	9
6	Homer Lake	9
7	Crystal Lake Park in Urbana	7
8	Greenbelt Bikeway, Champaign	7
9	Busey Woods in Urbana	5
10	Robeson Meadows West Trail in Champaign	5
11	Lake Devonshire in Champaign	4
12	Bike paths on Campus	3
13	On land that I own	3
14	Race Street	3
15	Savoy	3
16	Windsor Road shared-use path	3
17	Allerton Park (Piatt Co)	2
18	Along Rt. 150 in Mahomet	2
19	Between Green and Healey	2
20	Burwash Park Trail	2
21	Kickapoo Park	2
22	Mahomet Bike Path	2
23	Path on Philo Road in Urbana	2
24	Southwood Subdivision	2
25	Urbana	2
26	Windsor and Fox Dr.	2
27	All purpose track in Monticello	1
28	Around my farm	1
29	Around Philo	1
30	Baytown Apt Complex 1 mile around lake	1
31	Behind my home near Boneyard Creek	1
32	Between Prospect and Neil	1
33	Bike trail in Sandy Ridge (Mahomet) to Sangamon River	1
34	Cherry Hills Subdivision in Champaign	1
35	Clinton Lake	1
36	From Lincoln Square to MTD offices at 801 E. University	1
37	High School Track	1
38	Illinois Prairie on Windsor	1
39	In the summer- our Country road	1
40	In Urbana: Kirby/Florida, Philo, etc.	1
41	In woods by home	1
42	Inside mall	1
43	It is a country waterway between fields, private property	1
44	I've walked on all trails in C-U, including Campus	1
45	Kaufman Lake	1
46	Lanesboro w Trail (MN)	1
47	Middle Fork Forest Preserve	1
48	N of Windsor, W of Duncan	1
49	Noel Park	1
50	North of Mahomet High School to Lake of the Woods Park.	1
51	O Malley's Alley Trail	1
52	On Windsor Rd in Urbana	1
53	Parking lots	1
54	Path by Race and Windsor is nice but too short	1
55	Prairie Park	1
56	Quad on Campus	1

Open-ended responses from Resident Survey		
57	River Bend Forest Preserve	1
58	Salt Fork River Preserve CCFPD	1
59	Sangamon Park (Piatt Co)	1
60	Short distance from sidewalk to Mearey Lake	1
61	Simon Trail	1
62	South Mattis	1
63	Southridge Park	1
64	Sparta Trail (WI)	1
65	Staley Road and Windsor Road Staley Road and Kirby Avenue	1
66	Stidham Woods	1
67	Street	1
68	Subdivision commons	1
69	Sumac/Windsor area	1
70	The path next to our house on Tincup Rd or bike trail	1
71	The pond south of Homer Lake and near the Salt Fork	1
72	The wooden park	1
73	Track at St. Joseph High School	1
74	Trail from Kirby to Windsor (too short)	1
75	Trail in woods edge	1
76	UI Forestry Plantation	1
77	Willow Springs	1
78	Yankee Ridge subdivision	1

Question 21a: If you use a particular bike path on a regular basis, please describe where it is.		No. of Responses
1	Windsor Road	14
2	Campus bike paths	13
3	Meadowbrook Park	11
4	Lake of the Woods	9
5	Roby Trail	9
6	Boulware Trail	7
7	Harold Ruppel Memorial Bike Path	7
8	Greenbelt Bikeway in Champaign	6
9	Kickapoo State Park	3
10	Mahomet bike path	3
11	Race Street Path	3
12	Savoy	2
13	Simon Trail	2
14	Between Green and Healey	1
15	East of Mahomet	1
16	Forest Preserve - Start at High School	1
17	Green Street	1
18	I do not use a trail--but if I did I would have to go to Kickapoo to use my mountain bike. Instead my bike route to school goes S. on McKinley to Armory, Armory E. and jogs over to Hessel Blvd. I take that across Neil, under the viaduct onto campus.	1
19	I just use roads but would love nature trails	1
20	I start at Parkland and go to Lincolnshire Drive on the east side of Mattis	1
21	Lincoln Avenue	1
22	Philo Road Path	1
23	Prospect Avenue	1
24	Robeson Meadows West Trail	1
25	Urbana	1
26	West side of Maplewood Drive in Rantoul	1

Open-ended responses from Resident Survey			
Question 25: If you could name one location that needs a walking trail in Champaign County, where would it be?		No. of Responses	Project in Plan?
1	Between Urbana and Champaign	7	
2	St. Joseph	7	◆
3	Southwest Champaign	6	◆
4	Conrail Trail	5	◆
5	North Prospect	4	◆
6	Duncan Road	3	◆
7	Fisher	3	
8	Northwest Champaign Area	3	◆
9	Rantoul	3	
10	Windsor Road past Duncan	3	◆
11	Between Champaign and Mahomet	2	◆
12	Champaign needs a Meadowbrook-like Park	2	
13	Curtis Road	2	◆
14	Downtown Champaign	2	
15	Homer Lake	2	◆
16	Lake of the Woods	2	◆
17	Middle Fork River Forest Preserve	2	◆
18	North Champaign	2	◆
19	Northeast Urbana	2	◆
20	Savoy area	2	◆
21	South Champaign	2	◆
22	Staley Road	2	◆
23	Tolono, IL	2	
24	West Champaign	2	◆
25	A way to go from Lincolnshire Fields east over I-57 safely	1	◆
26	All busy streets. Its so dangerous having people walking on the busy streets.	1	
27	Along Neil Street in Champaign	1	
28	Along Route 150 east of town	1	
29	Around Hospitals such as Provena Covenant Medical Center	1	
30	Around Mattis Lake in Champaign	1	
31	Around Meijer	1	◆
32	Around perimeter of old Chanute Air Force Base	1	◆
33	Around River Bend Forest Preserve	1	◆
34	At Windsor and Kirby along I-57	1	
35	Between campus and downtowns	1	
36	Between Phib Rd and Route 130	1	◆
37	Boneyard Creek	1	◆
38	Bradley Ave from Staley Rd through Champaign to Busey Woods	1	
39	Brownfield Woods	1	
40	Campus	1	◆
41	Campus to Urbana through campus	1	◆
42	Central Champaign	1	
43	Champaign has so many nice parks - there should be pathways connecting the various parks around town	1	◆
44	City of Champaign needs sidewalks in many locations.	1	
45	Connect current trail at Lake of Woods to other Mahomet locations.	1	◆
46	Connect Meadowbrook Park in a meaningful way to University along Lincoln Avenue	1	
47	Connect various parks together so a larger system of paths could be used	1	◆
48	Connecting U of I to Community	1	

Open-ended responses from Resident Survey			
Question 25: If you could name one location that needs a walking trail in Champaign County, where would it be?		No. of Responses	Project in Plan?
49	Country Fair between Springfield and Bradley	1	
50	Downtown Urbana	1	
51	East University Avenue	1	
52	East Urbana	1	◆
53	East Urbana near TK Wendlls	1	◆
54	East Urbana to St. Joe	1	◆
55	Embarrass Basin Area/Windsor Road/1st St	1	◆
56	Everywhere they are needed	1	
57	From North Prospect to the Mall	1	
58	From south Champaign to Savoy near Prospect and Mattis Area would be excellent with a park and restrooms	1	
59	From SW Champaign to Lake of the Woods Park near Mahomet	1	
60	Generally, Urbana needs to make sidewalks on the right side of Phib and Windsor	1	
61	Graham Street in Savoy	1	
62	Hard to specify – need something scenic like Busey Woods, but already have many trails.	1	
63	Hessel Park area	1	
64	Honey Suckle Lane, Paula, Joe Lane	1	
65	I would suggest one running parallel to north Prospect in Champaign; that is where the majority of citizens congregate	1	◆
66	In the King School area or near the hospital	1	◆
67	Kirby and Mattis to Clark Park	1	
68	Kirby and Mattis to Kaufman Lake	1	
69	Kirby Avenue	1	
70	Kirby Avenue between Duncan and First	1	
71	Kirby Avenue past Duncan	1	
72	Lake of the Woods is the safest place for me and my kids; I don't stay in town because of lack of shade and safety	1	
73	Lincolnshire Fields	1	
74	Morrissey Park	1	
75	N. Duncan Rd. over Interstate 57	1	◆
76	Near all senior citizens complexes, for exercise and going to the store	1	
77	Near the mall	1	◆
78	North Champaign near Garden Hills School	1	
79	North Champaign where African-Americans and Latino/as live	1	
80	North end of Champaign by Douglass Park	1	
81	North to Crystal Lake Park	1	
82	On Goodwin Avenue between campus and student housing on Bradley Ave	1	
83	Parkland College	1	
84	Phib	1	
85	Phib/Sidney	1	
86	Prefer walking on my own street	1	
87	Rural Champaign County	1	◆
88	Salt Fork River	1	
89	Sherwood Terrace in Champaign	1	
90	Sidewalks along Perkins and Brownfield Rd from Cunningham Ave to Airport Rd	1	
91	Sidewalks are adequate	1	

Open-ended responses from Resident Survey			
Question 25: If you could name one location that needs a walking trail in Champaign County, where would it be?		No. of Responses	Project in Plan?
92	South Mahomet	1	◆
93	South Urbana	1	◆
94	Southeast of Savoy	1	◆
95	St. Mary's Road from Race to 1st Street	1	
96	That it be safe to walk west and southwest Champaign	1	
97	The Conrail bed lies at the back of my property. I would welcome a conversion to a bike/walking path.	1	◆
98	The more the better. I guess I travel to where the trails are.	1	
99	To, through, and around downtown Champaign	1	
100	Tolono &/or Tolono to Savoy	1	
101	Tolono to Pesotum or Tolono to Philo	1	
102	Tracks not being used by Station Theatre, through campus following Boneyard	1	
103	Trail along the Sangamon River	1	
104	Trails leading to the U of I and Parkland	1	
105	Turkey Farm Rd. – connect to existing path	1	
106	U of I South Farms development	1	◆
107	Urbana to Homer Lake	1	◆
108	Use of abandoned RR	1	◆
109	We could use one between Homer and Homer Lake	1	
110	West Champaign near Parkland to Lake of the Woods	1	◆
111	West Kirby Avenue	1	
112	West Side Park	1	
113	West Springfield to North Mattis	1	
114	West-central Champaign	1	

Question 26: If you could name one location that needs a bicycle path in Champaign County, where would it be?		No. of Responses	Project in Plan?
1	St. Joseph	7	◆
2	Between Champaign and Lake of the Woods	6	◆
3	Between Champaign and Mahomet	6	◆
4	Between Champaign and Urbana	5	
5	Between Champaign-Urbana and Campus	5	
6	Kirby Avenue	5	
7	Lake of the Woods	4	◆
8	Rantoul	4	◆
9	Between Urbana and St. Joseph	3	◆
10	Champaign	3	◆
11	Conrail Trail	3	◆
12	Fisher	3	
13	Green Street	3	◆
14	North Prospect Avenue	3	◆
15	Savoy area	3	◆
16	Southwest Champaign	3	◆
17	Windsor Road	3	◆
18	Between C-U and Kickapoo State Park	2	◆
19	Curtis Road	2	◆
20	Downtown Champaign	2	
21	Duncan Road	2	◆
22	Homer Lake	2	◆
23	Kirby Avenue, between Duncan and First	2	

Open-ended responses from Resident Survey			
Question 26: If you could name one location that needs a bicycle path in Champaign County, where would it be?		No. of Responses	Project in Plan?
24	Surrounding the University	2	
25	University Avenue in Champaign	2	
26	Vine Street/Cunningham Avenue	2	◆
27	Windsor Road west of Duncan	2	◆
28	Between Champaign and Tolono	1	
29	A major bike trail to the University from North-South and East-West.	1	
30	A nearby recreational trail in the country side such as the Conrail Trail would be a real asset to the area	1	◆
31	A way to go from Lincolnshire Fields east over I-57 safely	1	◆
32	Along rivers	1	◆
33	Along roads entering and exiting towns	1	◆
34	Anywhere	1	
35	Anywhere going east from town	1	
36	Anywhere going west to Monticello	1	
37	Anywhere outside town	1	
38	Apartments on Lincoln	1	
39	Around perimeter of old Chanute Air Force Base	1	◆
40	Around River Bend Forest Preserve	1	◆
41	Bement, IL	1	
42	Between Barkstall School and Curtis Road	1	
43	Between Downtowns and the University	1	
44	Between East Urbana and the new post office	1	◆
45	Between Homer and Homer Lake	1	
46	Between Mahomet and Rantoul	1	
47	Between Market Place Mall and Meijer	1	
48	Between Meadowbrook Park and Crystal Lake Park	1	
49	Between North Lincoln and Mattis	1	
50	Between Phifo Road and Route 130	1	◆
51	Between Rantoul and Champaign	1	
52	Between Savoy and Tolono	1	
53	Between University and apartments on Bradley and Lincoln	1	
54	Between University past the I-74 overpass on Cunningham Avenue	1	◆
55	Between Urbana and Homer Lake	1	◆
56	Between Windsor and campus	1	
57	Bloomington Road	1	◆
58	Bloomington Road from Mattis to the Factories out there and along to Cardinal Drive to Parkland	1	
59	Bradley Avenue from Staley Road into Champaign	1	◆
60	Bradley Avenue to Busey Woods	1	
61	Campus area	1	◆
62	Champaign County needs a long bike path nearby	1	
63	Champaign has so many nice parks - there should be pathways connecting the various parks around town	1	◆
64	Church Street in Champaign	1	
65	Close off an entire east-west stretch (existing street) in C-U for only biking and walking	1	
66	Connect County Parks	1	
67	Connect County Parks to the cities	1	◆
68	Connect the present paths and have good ones in the Downtown area	1	
69	Connect the Savoy trail to Meadowbrook and to the West toward trails in Cherry Hills area	1	

Open-ended responses from Resident Survey			
Question 26: If you could name one location that needs a bicycle path in Champaign County, where would it be?		No. of Responses	Project in Plan?
70	Curtis Road between Duncan and First St.	1	◆
71	Curtis Road between Wesley Avenue and First Street in Savoy	1	◆
72	Downtown Urbana	1	
73	East University Avenue	1	
74	East Urbana	1	◆
75	Every major street!	1	
76	Everywhere	1	
77	First Street between Kirby and Curtis	1	
78	Florida Avenue from Philo to Lincoln	1	
79	Florida or Pennsylvania Avenue	1	
80	Fox Drive/St Marys between State Street and Lincoln Avenue	1	
81	From south Champaign to Savoy near Prospect and Mattis area would be excellent with a park and restrooms	1	
82	Goodwin Avenue between the University and student housing on Bradley	1	
83	Green Street between Campus and Urbana	1	◆
84	Green Street between First and Neil	1	
85	Green Street between Neil and Campus	1	
86	Green Street through Campus	1	◆
87	Hessel Park area	1	
88	Homer Lake and a connection from U-C to it	1	◆
89	Honey Suckle and all other streets around this neighborhood	1	
90	I am more interested in seeing improvements for bikers in <u>town</u>, rather than recreational trails connecting rural areas.	1	
91	I would rather see marked roadways for bikes	1	
92	In Douglas Park	1	
93	Intersection of Spring Lake Road and Rt. 150 east into Mahomet	1	◆
94	It would be neat if bike trails could be constructed with new roads any longer continuous paths would be wonderful	1	
95	Kirby and Mattis to downtown Champaign	1	
96	Lincolnshire Fields	1	
97	Mattis Avenue	1	◆
98	Near all senior citizens apartments and condos for bikes, manual 3 wheelers, and wheelchairs	1	
99	Need more designated bike lanes/routes	1	
100	Neil Street in Champaign	1	
101	North Champaign	1	◆
102	North Champaign near Garden Hills School	1	
103	North Duncan Rd. over Interstate 57	1	◆
104	North end of Champaign near Douglass Park	1	
105	North end of Urbana	1	◆
106	North Prospect: getting there across the interstate is unpleasant, and it is bicycle no-man's land	1	◆
107	North to Crystal Lake Park	1	
108	Northeast Urbana - High Cross/Airport Rd	1	◆
109	Northern rural Champaign Co	1	
110	Northwest Champaign	1	◆
111	On main streets – Neil and Prospect – anywhere a biker is in <u>BIG</u> danger	1	
112	One that passes through Champaign (west) to Urbana (east) that allows bikes, walkers, and rollerbladers, and is wide and well lit.	1	
113	Out to Parkland	1	
114	Path between central Champaign and N. Neil/N. Prospect (over I-74)	1	
115	Perkins and Brownfield Road from Cunningham Avenue to Airport Road	1	

Open-ended responses from Resident Survey			
Question 26: If you could name one location that needs a bicycle path in Champaign County, where would it be?		No. of Responses	Project in Plan?
116	Prospect Avenue	1	◆
117	Prospect Avenue (neighborhood areas)	1	
118	Prospect Avenue all the way to north of I-74	1	◆
119	Rails-to-Trails, outside of city-type trails	1	◆
120	Rural areas	1	◆
121	Sangamon River	1	
122	Segments of Windsor Rd that lack them currently	1	◆
123	Sidney	1	
124	South Mahomet	1	◆
125	Southwest Champaign, particularly west of I-57	1	◆
126	Springfield Avenue	1	
127	Springfield Avenue through Campus	1	
128	St. Marys Road from Race to 1st Street	1	
129	St. Marys road, especially connecting the Boulware Trail to the campus trails	1	
130	Staley Road between Bradley Avenue and Curtis Road	1	◆
131	To Champaign Public Library	1	
132	To Lake of Woods from East side of Rt. 150	1	
133	Turkey Farm Rd. – connect to existing path	1	
134	U of I South Farms development	1	◆
135	West Champaign	1	◆
136	West Urbana near U of I	1	
137	Where traffic is prohibited or limited	1	
138	Windsor – the path is too close to the road.	1	
139	Wooded Areas	1	◆

Public Workshop Responses and Comments		
	Resident Requests	No. of Responses
1	All-directional access (N-S, E-W) promotes wind-controlled recreation	3
2	Need designated bike routes	3
3	Rails to Trails used when possible	3
4	Acquire ROW: develop guidelines for acquiring ROW for paths/trails, have requirements for developers, plan for areas where setting aside a ROW is still feasible	2
5	Bicycle racks near facilities, buildings, and trails	2
6	Bicycle/Pedestrian paths should be as wide as possible	2
7	Connect regional park systems with bicycle/pedestrian paths	2
8	Consider all modes of transportation to access new development	2
9	Educate about transportation	2
10	Evaluate new construction for bicycles/recreation	2
11	Extend roadway life cycles and reduce long-term maintenance costs	2
12	Funding	2
13	Provide one entity to coordinate trail construction/control, or each government entity work toward the same vision for a unified trails system for all.	2
14	Adjust comprehensive plans ot allow for uniform design, control, regulations	1
15	Adopt-a-Trail programs	1
16	Advertising/marketing paths: give local bike/rec network a name, make paths more aesthetically pleasing	1
17	as road improvements are planned and constructed, include a % of funding for recreational paths "off the top"	1
18	Bicycle Trail Improvement request site (online)	1
19	Bikeways (unmarked, marked) maintained, conform to regulations	1
20	Capital campaign to find/create/develop a trail system (Ie. State Farm in Bloomington or a large group of agencies, businesses, doners to make the current trail plan to be developed	1
21	Co-locate recreational facilities with schools	1
22	Combine utility ROW with trails when possible	1
23	Commit to finding alternative transportation modes "off the top"	1
24	Commit to GT plan	1
25	Commit to integrating trails into all new arterial roads	1
26	Connect countywide attractions (ie. Allerton, Curtis Orchard, etc.)	1
27	Consider alternative bicycles in planning for bikeways and paths (ie. Tandem bicycles, bicycles with trailers)	1
28	Countywide greenbelts for shade and wind protection	1
29	Create paths through drainageways, collector streets (not arterials)	1
30	Create wider ROWs for bicycle use	1
31	Design new areas to caln traffic and ease traffic flow	1
32	Develop trail system first, then let private sector develop camping or other facilities	1
33	Each type of path would be constructed and restricted to use by a specific user in terms of widths and pavements (ex: bikeways would be of a width for bicycles, paved)	1
34	Encourage existing county parks to extend their trail system	1
35	Enhance access to schools (bus, car, pedestrian)	1
36	Every county park should have a "suggested" bike connection	1
37	Foundation to seek funds/donors/corporate donors (Kraft?)	1
38	Fully evaluate specific projects at the regional level	1
39	Funding to support designated bike routes (urban and rural)	1
40	Have all participating agencies on a list	1
41	Have an organized effort	1
42	Have IDNR or IDOT help standardize regional and county trail system development so that local areas can develop their systems based on these guidelines.	1
43	Have intergovernmental cooperation for linkages that cross boundaries	1
44	Have uniform standards for local/urban and rural agencies	1
45	Higher design standards for new road construction	1

Public Workshop Responses and Comments		
Resident Requests		No. of Responses
46	ID "roads to avoid" rather than "road to use" for bicycles	1
47	ID funding sources other than local governments	1
48	Impact fees for motorists	1
49	Increase sidewalk widths to recreational path width in new developments	1
50	Install Manual traffic controls for pedestrians	1
51	Integrate recreational component to transportation system	1
52	Integrate/designate rural road systems as part of trail system	1
53	Integrated site furniture, water, interpretive info, restrooms, etc	1
54	Involve service providers in planning	1
55	Keep paths leveled, smooth	1
56	Landowners can designate land for pedestrian paths (both rural and urban)	1
57	Link trails to/along water features	1
58	Look for and obtain green corridors and filter strips throughout the county as potential trail development sites and possibly destinations	1
59	Maximum accessibility to trails at the neighborhood level	1
60	Monetary incentives to not drive (i.e. passes)	1
61	More bikeways	1
62	More lighting	1
63	More rational planning for roads, development requirements	1
64	Native/blended landscaping	1
65	On-street light control/push button pedestrian control	1
66	Partnerships	1
67	Paths should be located to encourage maximum use	1
68	Preserve ROW with options/easements	1
69	Promote bicycle riding to have a bigger group lobbying for bicycle projects	1
70	Provide service access	1
71	Public-private partnerships	1
72	Required, uniform bike registration to control, inform, and fund bike issues	1
73	Separate bike lanes	1
74	Should have combined use/planning of taxing agents under an umbrella organization that would lead the way/provide service	1
75	Should have different characteristics/criteria for urban vs. rural areas	1
76	Standardize wider sidewalks so they can be used as multi-use paths	1
77	Use filter strips in rural areas to build paths	1
78	Uses different surfaces depending on kind of path (i.e. paved for bicycles, mulch for natural paths)	1
79	Variety of trail lengths/widths for children/families/disabled...	1
80	Well-marked as a designated trail/path	1
81	Work on barriers to development of ped/bike paths such as I-74, I-57	1
82	Would have 15-minute frequency bus service instead of 30-minutes	1
83	Would not cut off downtown Urbana through changes in Campustown	1

Public Workshop Responses and Comments		
Regarding ideal Greenways and Trails system		No. of Responses
1	Green transportation: need to be sensitive to environment	5
2	Accessibility/ADA	4
3	Connectivity between modes	4
4	Connects destinations for work, school, activities, etc.	4
5	Pedestrian safety	3
6	Regular maintenance	3
7	All weather use/accessibility	2
8	Attractive alternative modes of transportation	2
9	Attractive streetscape, landscape	2
10	Avoid user/auto conflicts	2
11	Continue and expand transit to increase mobility	2
12	Designated bike routes need to be implemented	2
13	Multimodalism (less focus on auto)	2
14	Safe intersections	2
15	All designed items need to work together	1
16	Better connections between non-vehicular paths	1
17	Better pedestrian/bicycle system	1
18	Considers all types of bicycle traffic (people learning to ride bicycles, recreational travelers, and commuters)	1
19	Coordinate transportation with land uses	1
20	Create paths through drainageways, collector streets (not arterials)	1
21	Create wider ROWs for bicycle use	1
22	Easy to get around	1
23	Easy to understand	1
24	Efficient roadways	1
25	Equivalent choices (facilities, services, routes)	1
26	Greenbelts/floodplains/other natural features used as green spaces	1
27	High-capacity transit to support density	1
28	Improve access between communities	1
29	Improve aesthetics (landscaping, appearance, maintenance)	1
30	Improve signage visibility	1
31	Increases economic benefit and property values	1
32	Lower oil dependence	1
33	Maintain quality of life in the center of the community	1
34	Make use of topography, landscapes	1
35	Programming of routes that make sense and are continuous (bikes/peds)	1
36	Quiet	1
37	Reasonable costs	1
38	Reduce traffic in neighborhoods	1
39	Regional efforts on issues and land uses	1
40	Safe and available multiuse trail systems	1
41	Safe parking	1
42	Safe roadways	1
43	Safer for children	1
44	Safer RR crossings	1
45	Safety-waiting for and during (transit)	1
46	Socially interactive by design (sense of community)	1
47	State-of-the-art	1
48	Trails should have a significant and desirable destination to be reached	1

Public Workshop Responses and Comments			
Project Requests by Workshop Attendees		No. of Responses	Project in Plan?
1	Tram system that connects to other transportation modes	7	
2	Paths, sidewalks installed on N. Prospect, Marketplace mall	3	
3	Connection to Kickapoo on foot or bike	2	
4	CUS bike path	2	
5	Safe/accessible viaduct to cross RR lines in town/on campus on bicycle	2	
6	Be able to ride, camp, hike for 3 days without using cars	1	
7	Beltway of trail systems that would access regional trail systems	1	
8	Better/safer access on Windsor Road between 1st St and Neil St (bicycles)	1	
9	Bicycle path on Race Street between Windsor to at least Old Church	1	
10	Bike paths on Florida Avenue east of Lincoln	1	◆
11	Bike route/path connection to east Urbana (Washington Street)	1	◆
12	Bradley Avenue corridor as E-W linkage	1	
13	Connections to Savoy, Airport, Curtis Orchard (bicycle/pedestrian)	1	
14	Curtis Road access/interstate	1	
15	Discourage vehicular traffic in Campustown	1	
16	Easier crossing on Lincoln Avenue (near campus) for bikes and pedestrians	1	
17	Edge of town Springfield, Kirby, Duncan, Mattis... still heavy bike traffic	1	
18	Encourage development of Sunnycrest and Country Fair areas	1	
19	Extend Florida Avenue bike path eastward	1	
20	First Street link to Savoy, Tolono (bicycle/ped)	1	
21	Improve University Avenue pedestrian crossings in Urbana	1	
22	Improved bikeway designation on Windsor Road through Campus; current bikeway has appearance of a typical roadway shoulder	1	
23	Improved walkways north of downtown Urbana	1	
24	Improves pedestrian access to buses at busy places and roadways; example: residents of Clark-Lindsay on Windsor have difficulty crossing Windsor to board buses.	1	
25	Interurban tram system that allows a bike car or other racks to hold many bikes	1	
26	Link downtowns with Campus (bicycle)	1	
27	Link North Prospect with Campus and downtowns (bicycle and pedestrians)	1	
28	More user-friendly traffic patterns on campus	1	
29	Need a bikeway from Beringer Commons in Urbana into town; there is no safe way to ride recreationally between the two	1	
30	Need a bridge for pedestrians/bicycles over Saline Branch between AMBUCS park and Judge Weber park	1	◆
31	Need an easement across cemetary to Crystal Lake Park for trail	1	
32	N-S linkages: Rantoul to C-U-S, Tolono to C-U-S	1	
33	Olympian Drive bikeway/recreational path	1	
34	Plowed sidewalks	1	
35	Promenade	1	
36	Provide commuter bicycle path from Mahomet to Champaign	1	◆
37	Provide more/better/safer access for residents that live in northwest Champaign and northeast Urbana	1	
38	Provide pedestrian path from Tolono to Savoy	1	
39	Roundabouts on bicycle paths should be removed; they are difficult for tandem bicycles, bicycles with trailers, and bicycles with baby seats	1	
40	Rt 150 to Lake of the Woods (bicycle, pedestrian)	1	◆
41	Separate buses and bicycles (Wright Street)	1	
42	Trail system that extends full length of Champaign Urbana	1	
43	Utilize stream corridor to link south campus/Meadowbrook/First Street park site	1	◆
44	Windsor Road path connecting to Homer Lake (bicycle, pedestrian)	1	

SUMMARY OF COMMENTS FROM SEPTEMBER 26, 2002 WORKSHOP

General Policy

- Higher priority for greenways and trails; actively pursue opportunities in public and private projects
- Incorporate greenways and trails in municipal comprehensive plans
- Higher level of cooperation between general governments, park districts, and others
- Community involvement to build support for greenways and trails
- Involve communities outside the County to build support for regional system
- Use condemnation only for critical facilities
- Promote economic benefits of greenways and trails
- Coordinate effort of developers and governments
- Public education for drivers, pedestrians and bicyclists
- Liability issues for designated on-street bike routes; County policy on rural roads
- Consider access and needs of all populations

Land Use Policy

- Difficulty incorporating greenways and trails into built-up areas; cost, legal issues
- Use greenways and trails to enhance livability of higher density development
- Promote adaptive reuse, infill, density, mixed use to foster pedestrian/ bicycle travel
- Difficult for transit to serve to low density areas

Trail Planning

- Connect residential areas to natural areas
- Connect residential areas to high-use destinations (schools, shopping, parks, etc.)
- Integrate trail planning with stormwater management
- Links to cultural and community activity sites
- Historic road and trail locations; links to historic, archeological, cultural sites, etc.
- Connect urban areas to rural destinations, Forest Preserves and rural area trails
- Links to different types of parks; diversity of active and passive uses
- Maintenance is a key factor; potential for vandalism

Bike Planning

- Bicycle equivalent of nature trails?
- Identify missing linkages in existing system
- Identify popular destinations
- Evaluate "bike-friendliness" of streets
- Promote MTD bike access policies; link bike-friendly destinations with MTD routes

Transportation Planning

- Incorporate bike/pedestrian facilities inroad projects, especially interstate crossings
- Separate bike and vehicular traffic; link existing bike paths to keep bicyclists off streets
- Improve pavement markings for bike and pedestrian crossings
- Facilitate safe movement through intersections (traffic control, red/yellow device, etc)
- Enhance visibility of bicyclists particularly at commercial driveways

Environment

- Impact of trails on sensitive natural areas
- Preserve river corridors
- Protect and restore natural areas

Uniform Standards

- Path width (multi-use paths $\geq$ 8 feet wide)
- Prevent pedestrian and bicycle conflicts
- Supporting facilities: lighting, seating, water, landscaping, bike parking
- Standardized signage and pavement marking for clarity and to promote continuity
- Pavement materials

Regulations

- Require multi-purpose paths in new residential and commercial developments that connect with existing and planned facilities
- Require bike parking in commercial projects
- Require sidewalk access in new development

Financing

- Federal and State grants
- Mandatory dedication of paths and trails
- Tax incentives
- Leverage with road projects
- User and other fees

COMMENT CARD

NATUREWAYS, BIKEWAYS, AND TRAILS COMPREHENSIVE PLAN

Please write down your comments, questions, and/or suggestions about Natureways, Bikeways, and Trails (NBTs) in Champaign County below. Your input will be considered in the creation of the NBT Comprehensive Plan.

I'm a new resident of Urbana as of August 2002, and I participated in the workshop on September 26, specifically brainstorming with the Parks and Recreation group. As an inline speedskater and "rollerblader" for 12 years and a cyclist, I've skated and ridden on many diverse, multi-use trails in Minnesota, Washington State, Idaho, Texas, Florida and Illinois with different surfaces, maintenance and multi-use capabilities. None of these trails was fee-paid for each use, but supported through local taxes, federal matched funding, or by private donations.

Local trails: Meadowbrook Park trails and Mahomet's Lake of the Woods are all examples of excellent trails, well maintained, with restroom facilities, parking areas and wonderful surfaces where the length and width comfortably accommodates cyclists, inline skaters, runners and walkers, etc. I would recommend designing new trails or linking existing trails by studying what Mahomet has done with it's 3.3 mile trail through the park and out into the prairie – the only things missing are water fountains and an occasional bench or natural rock or boulder to sit on.

Funding and financing: "Friends of the Katy Trail" in Dallas is a rails-to-trails urban city project funded by private donations and matching federal funds. Every year, they have a 5k run/walk/skate to benefit the maintenance and lengthening of the trail. Why not have such an event in Champaign-Urbana to support the trails in this area?

Linking of trails: I absolutely support the "linking" of trails to accommodate all levels of people who use the trails for commuting, recreation and fitness. This is currently the focus of Dallas and its surrounding cities. Each suburb has it's own trails, but they don't go anywhere. The future plan is to link these trails together into a large trail system giving people more choices in their healthy lifestyles.

[redacted]

If you would like to be on the NBT mailing list, please provide the following information:

Name _____
Address _____
City, State Zip _____
Phone _____
Fax _____
Email _____

Thank you for your time and interest in Natureways, Bikeways, and Trails!

[redacted] **(Urbana resident) comments from NBT workshop, 9-26-02**

1. Cars sweep glass into on-street bike paths. Need to keep trails clean.
2. Split sidewalk (1/2 for bikes, ½ for pedestrians) is "useless"
3. Visibility at business access points: cars pull over sidewalks and make travel dangerous for bicyclists, especially when access points are near intersections (such as gas stations)
4. If bike trail is made out of crushed limestone or other dusty material, bicycle kicks up the dust and affects occupants of bicycle trailers (children being hauled by bicycling parent)
5. Crossing Windsor Road by Myra Ridge is dangerous for children bicycling to Thomas Paine School. Flashing red/yellow light?
6. Access to Parkland from Town is dangerous and not easy
7. If street is designated as a bike path, it needs to be protected from high traffic flow, and have fewer stop signs.
8. There needs to be a connection from Lincoln to First north of Windsor Road. There is an unofficial dirt/mud/grass path that goes through broken fences south of VetMed; maybe this could be made into an official bike path
9. Need to link paths to edge of cities; South Prospect is a good linkage
10. There is no way to cross I-74 safely on a bicycle
11. It is becoming more difficult to cross I-57 to the west of Champaign
12. The proposed Curtis Road trail is on proposed 57-74 loop
13. Look into Madison, Wisconsin examples of bicycle linkages and paths
14. Raised rumble strip dividers could be used to divide traffic from on-street bicycle paths to make cars aware if they are crossing the line
15. Actuated traffic signals need to have a bypass for bike actuation; these actuators should be reachable from road edge, not just on the sidewalk
16. Bicycle parking at commercial locations—promote some service at commercial establishments to encourage bike riding to location
17. Surface of country roads not bike friendly (too much vibration). Curtis Road specifically mentioned.

GREENWAYS & TRAILS CHAMPAIGN COUNTY

COMMENT CARD

GREENWAYS AND TRAILS PLAN

Please write down your comments, questions, and/or suggestions about what you believe to be issues and/or important projects related to bicycle paths, recreational paths, and other greenways below. Your input will be considered in the creation of the Champaign County Greenways and Trails Comprehensive Plan.

We need a viaduct under CN/ Illinois Central Railway at John Street for pedestrians and cyclists - need perhaps another South just north of Abbott power plant.

Greenway needed - bridge over Saline between Ambucs and Judge Webber Parks - easement across cemetery to Crystal Lake Park.

If you would like to be on the Greenways and Trails mailing list, please provide the following information:

Name
Address
City, State Zip
Phone
Fax
Email

[redacted]

Thank you for your time and interest!

WebMail - RE: While we're announcing meetings...

Delete | File | Create | Reply | Reply All | Forward | Previous | Next | Options | Index | Help

Date Sent: Monday, January 27, 2003 12:42 PM

From: [redacted] Add to Address Book

To: sebert

Subject: RE: While we're announcing meetings...

[redacted] ■ Urgent ■ New

Susan,
The Tuesday meeting time coincides with my class, but I have two comments that I would like recorded.

First, it is time to correct the so-called bike route along Windsor through the campus. This is a key east-west link in C-U, and it is unsafe as it is. I do not let my children use it, and I am reluctant to use it. The two shoulders appear to be precisely the same size as the shoulders along South Neil. The only thing that makes this a "bike route," rather than a shoulder, is the stripe down the middle. This should either be corrected, or it should be removed from the maps as a designated bike route.

The other comment is more general: we need safe designated bike routes to connect people to destinations. Two obvious such connections are campus to downtown Champaign, and campus to North Prospect. Another would be from campus, or downtown Urbana, to your offices on East Washington. The two cities are, I think, making excellent progress in developing a recreational bike path network. The next step is to start to design it to be a transportation network.

[redacted]

At 01:53 PM 1/26/2003 -0600, you wrote:
>A Greenways and Trails Public Workshop will be held this Tuesday (Jan 28th)
>from 6:30 to 9 p.m. at the Illinois Terminal (4th floor). This workshop will
>give participants an opportunity to express their ideas about bicycle paths,
>recreational paths, and other greenways in Champaign County.
>
>A Long Range Transportation Plan workshop will be held this Thursday (Jan
>30th) from 6:30 to 9 p.m. at the Illinois Terminal (4th floor). This
>workshop
>will give participants an opportunity to express their ideas about all facets
>of transportation (including that new fixed guideway proposal) in
>Champaign-Urbana-Savoy.
>
>Hope to see you there!
>
>Susan Chavarria

MAP CHANGES NEEDED:

GT Public Comment 1-28-03

Existing Transportation Map - needs update:

Needs at Lincoln and Illinois Streets - (by Hallene Gateway)

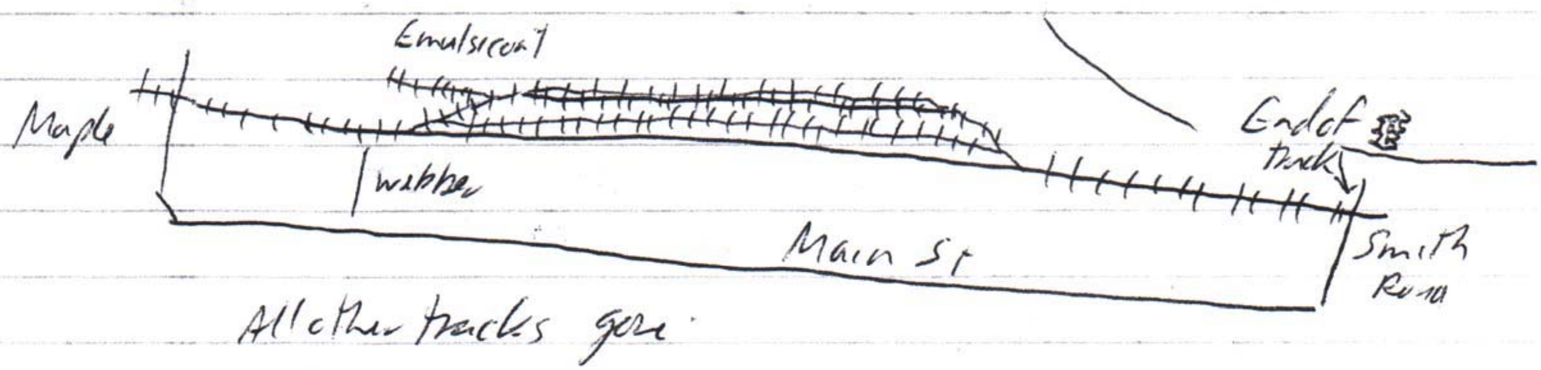
Planned signals at Lincoln + Pennsylvania, Lincoln + Nevada, Urbana.

Fourth and Pennsylvania, Champaign.

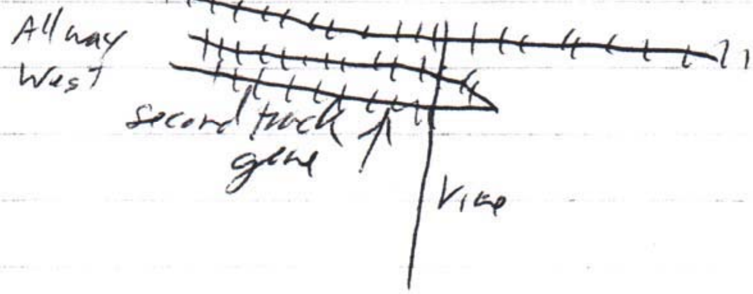
Railroads need update: Remove former Conrail east of University at Smith Road

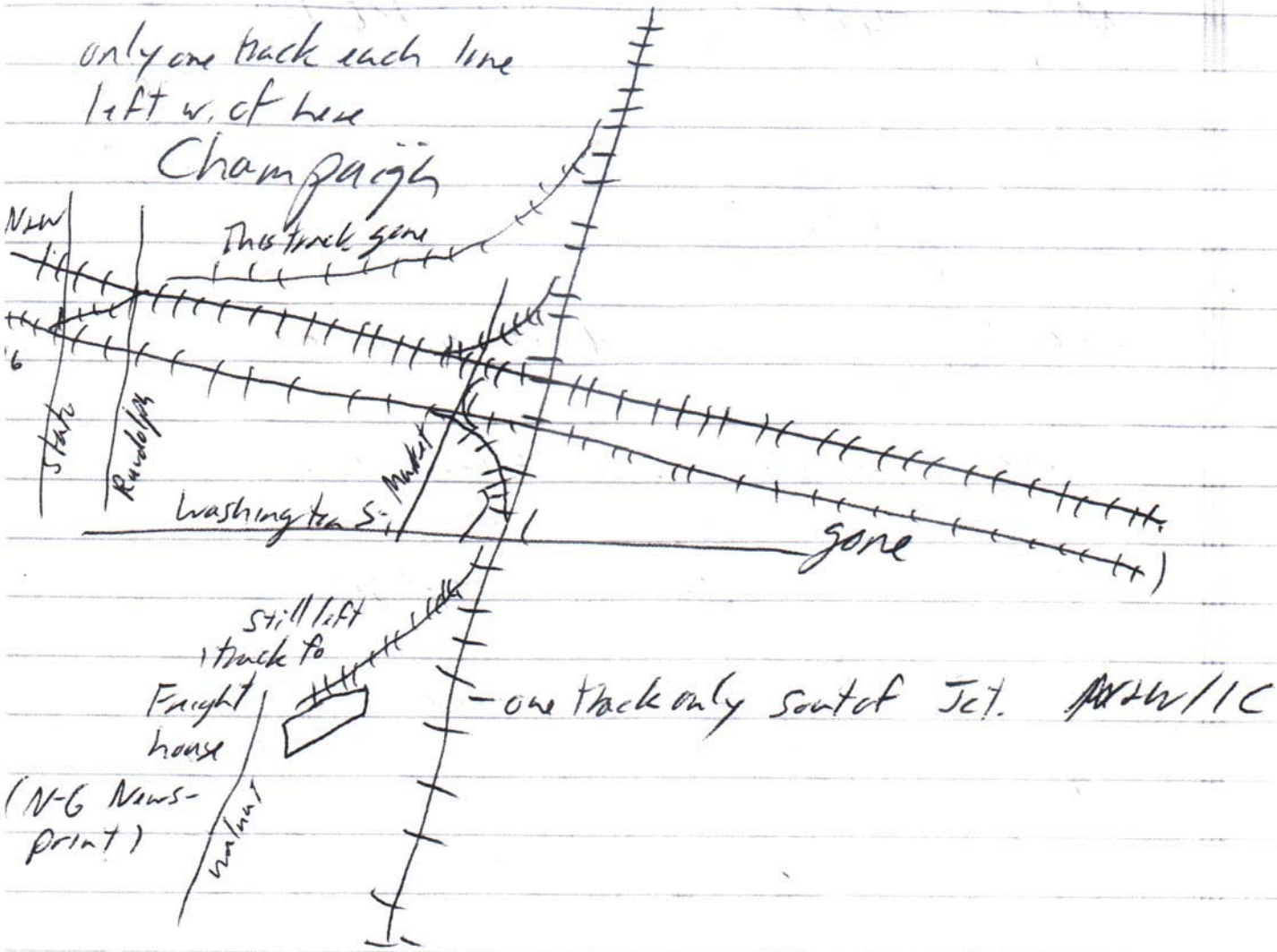
Former N&W track south of Washington St (Spur to Solo Cup)

Remove all yard tracks N. of Main East of Maple except:



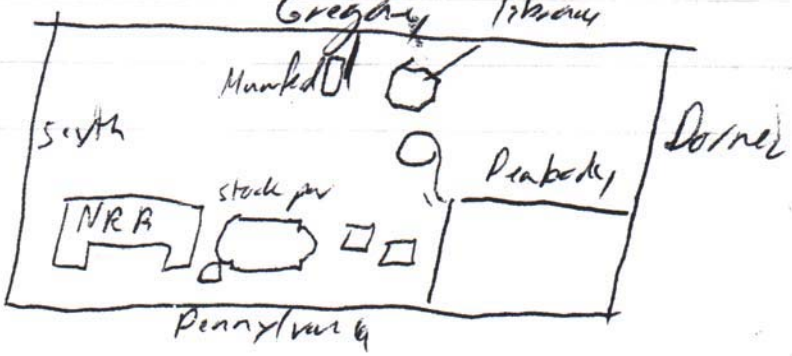
All other tracks gone





N+W - siding north of track w. of State
(near detention basin park to east of Harris)

Jct I - Goodwin - grey - between
Taft - Gregory - closed (new
Ag Library)



Date: 1/28/03 12:31 PM
From: [redacted]
To: susanc@ccrpc.org
Copy:
Subject: Sidewalk extension on Main Street

Susan,

I sincerely appreciate the work that is being put into evaluating the greenways and trailways in our community. I won't be able to attend the meeting this evening but I wanted to pass along a request.

My family recently moved to Beringer Commons in Urbana. We have always loved to bike around town with our three children but in our new location there isn't a safe way to get into town. There is a section of Main street, from Smith road to the west, that does not have a sidewalk. If the sidewalk on the south side of Main could be extended to Smith or to the end of Main we would have a path from our neighborhood into downtown that would be fairly safe.

If there is someone else I should communicate this request to please let me know. Thank you so much for your attention.

Sincerely,

[redacted]

Comments taken by phone - GT - 1-31-03

1. Circles - roundabouts are not good idea
   - especially for tandems, bikes w/ trailers, bikes w/ child seats

2. wider bicycle - bikeways
   ~~connected~~ it's enough for 2 single-file paths
   - paths are more for recreation than trans.

3 if trying to get from point A - B, rec paths are not ideal - need to have on street bike routes marked

[redacted]

2-6-03

Dear Rita and Susan

Although I was unable to attend the workshop on Trails I do have a suggestion.

Race St from Windsor to at least Old Church (2 miles) needs a bike path because it is a very popular route for cyclists. This would give them four choices of county roads.

Unfortunately Race St. is governed by the City of Urbana, Urbana Township, and I believe, the County as the road nears Old Church.

With best regards,

[redacted]

Appendix 5: 1999 NBT Projects Status

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1999 NBT Plan Prioritized Projects and Current Status

Project	Location	Agency	Status
Bike Path	Wright Street and Springfield Avenue	University of Illinois	Complete
Bike Trails	South of Windsor to tie in with Robeson Meadows	Champaign Park District	Complete
Duncan Road Trail	From Windsor Road to Kirby Avenue	Champaign Park District	Complete
Lincoln Avenue Bikepath	South Lincoln Avenue from Windsor Road to Hazelwood Drive	University of Illinois	Complete
Windsor Road Trail	Westward extension from Prospect Avenue to Duncan Road.	City of Champaign	Complete
Stone Creek Trail	Windsor Road	City of Urbana	Partially constructed; more scheduled in 2006
Goodwin Avenue Bicycle Path	Springfield Ave. to Bradley Ave.	City of Urbana	Construction scheduled for 2004
Inter-county Trail Network	Abandoned Conrail RR to Daville in Vermilion County	Heartland Pathways, CCDC	Land acquisition phase
Ped Path System	Busey Woods @ Crystal Lake Park	Urbana Park District	Grant approved
Bicycle/Ped Path	Woodland Park, Chief Shemauger Park, Judge Webber Park	Urbana Park District	High Priority in current plan
Bicycle/Ped Path	Crystal Lake Park	Urbana Park District	High Priority in current plan
Centennial Park Trail	Proposed Trail along west and south sides of Centennial Park	Champaign Park District	Medium priority in current plan
Lierman Ave Path	Washington St. to Main St.	City of Urbana	Medium priority in current plan
Recreation Trail for Bicycle/Ped use	Curtis Road corridor from Duncan to U.S. Route 45	Village of Savoy	Medium priority in current plan
Recreation Trail for Bicycle/Ped use	First Street from Windsor Road to Old Church Road	Village of Savoy	Medium priority in current plan
Boneyard Creek Trail	Extension of Martin Luther King Trail utilizing abandoned Norfolk and Western RR ROW	City of Champaign/ Champaign Park District	Low priority in current plan
Copper Slough Greenway	Williams Drive south to Kirby Avenue	Champaign Park District	Low priority in current plan
O Malley's Alley Trail extension	Trail easement from O=Malleys Alley to Staley Road	Champaign Park District	Low priority in current plan
Bicycle/Ped Trail	Crestview Park (bop path)	Urbana Park District	Not in current plan
Bicycle/Ped Trail	Wheatfield Park (bop Path)	Urbana Park District	Not in current plan
Recreation Trail for bicycle/ped use	Church Road through Village of Savoy and traverses southward to Monticello Road	Village of Savoy	Not in current plan
Trail	Trailhead Park/Conrail Line	Urbana Park District	Not in current plan

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Appendix 6: Other Useful Information

Table 1: Common Trail Distances for Champaign-Urbana-Savoy
Map 16: Roads Frequently Used by Commuter Bicyclists
Map 17: Traffic Generators and Connectivity to Greenways and Trails System

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Table 1: Commonly Used Trails
Distance Guide

Geographic Description	Location	Mileage
Boneyard Creek Path	Champaign	0.42
Boulware Trail between Fox Drive (north end) and Devonshire Drive	Champaign	0.50
Boulware Trail between Devonshire and Windsor	Champaign	0.48
Burwash Park Path	Savoy	0.30
Crystal Lake Park Path	Urbana	2.00
Duncan Road Path from south of Kirby to Windsor	Champaign	0.95
First Street Trail between Windsor and Florida	Champaign	1.00
First Street Trail between Florida and Gregory	Champaign	0.40
Florida Avenue Path from Kinch to eastern terminus	Urbana	0.69
Florida Avenue Path from Neil Street to 1st Street	Champaign	0.28
Florida Avenue Path from 1st Street to 4th Street	Champaign	0.29
Florida Avenue Path from 4th Street to Lincoln Avenue	Champaign-Urbana	0.74
Greenbelt Bikeway from Olympic Tribute south to Bradley Avenue	Champaign	0.44
Greenbelt Bikeway from Bradley Avenue to south end of Heritage Park	Champaign	0.65
Greenbelt Bikeway from south end of Heritage Park to terminus at Kaufman Park	Champaign	0.36
Harold E. Ruppel Memorial Bike Path: extends between Windsor Road in Champaign and Graham Street in Savoy along Prospect Avenue	Champaign-Savoy	1.80
Lake of the Woods Bike Trail	CCFPD-Mahomet	3.3
Lincoln Avenue Path from Florida to Windsor	Urbana	1.00
Martin Luther King Path between Wesley Park and 4th Street	Champaign	0.50
Meadowbrook Park (large loop)	Urbana	1.89
Meadowbrook Park (small loop)	Urbana	0.66
O'Malley's Alley Path from Duncan to Kenwood Drive	Champaign	0.52
Philo Road Path between Windsor and Colorado Avenue	Urbana	0.75
Philo Road Path from Windsor Road south to Trails Drive	Urbana	0.38
Race Street Path from Florida to Windsor Road	Urbana	1.00
Robert Simon Trail between Mattis Avenue turning south through Wisegarver Park to Devonshire Drive	Champaign	0.32
Robeson Meadows Trail	Champaign	1.10
Robeson Meadows West Trail (total of all segments)	Champaign	2.00
Roby Trail between Duncan Road and Mattis Avenue	Champaign	1.23
South Ridge Park Path	Urbana	0.78
Stone Creek Blvd Path from Windsor to Castle Rock Drive	Urbana	0.52
Turnberry Ridge Path	Champaign	1.50
Windsor Road between Duncan and Mattis	Champaign	1.00
Windsor Road between Mattis and Prospect	Champaign	1.00
Windsor Road between Prospect and Neil	Champaign	0.70
Windsor Road between Neil and 1st	Champaign	0.46
Windsor Road between 1st and Lincoln	Champaign-Urbana	1.00
Windsor Road between Lincoln and Race	Urbana	0.50
Windsor Road between Race and Meadowbrook Park parking entrance	Urbana	0.42
Windsor Road between Meadowbrook Park entrance and Philo Road	Urbana	0.59
Windsor Road between Philo Road and Stone Creek Boulevard	Urbana	1.16

**Mileages are within .25 mile accuracy*

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

The information provided in this map was taken from responses to an Online Bicycle Route Survey conducted in the spring and summer of 2003.

Legend

- Point Obstacles
- Linear Obstacles

Each color is a route taken by a different bicycle commuter. Point and linear obstacles were identified by survey respondants.

Map 16: Roads Frequented by Bicycle Commuters Greenways and Trails Existing System

N

0 0.150.3 0.6 0.9 1.2 Miles

Point Obstacles Key

ID	Notes
1	No good east-west crossing over Lincoln
2	dangerous surface at street crossing for bike path
4	difficult to turn from Windsor onto Neil
5	unsafe crossing bridge to Interstate Park
7	unsafe for bicycles--narrow/turn lane

Linear Obstacles Key

ID	Notes
1	street is rough to ride on
3	needs widening
4	no paths between Bloomington Rd and Interstate Dr
5	street is in terrible condition
6	big street with narrow sidewalks
7	Shared path not safe for commuter bicyclists
8	Shared path not safe for commuter bicyclists
9	Unsafe due to ped use despite being bike path
10	not bicycle friendly
11	not bicycle friendly
12	afraid of crash with peds on sidewalks
13	too dangerous
14	Interstates and interstate bridges are dangerous
15	Interstates and interstate bridges are dangerous
16	RR tracks prohibit bicycle movement in many places
21	No safe link to downtown from Beringer Commons
22	Traffic volumes and speeds make riding unsafe

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Frequent Traffic Generators Key

ID	Name	ID	Name
1	Willard Airport	30	Interstate Research Park
2	Walmart Supercenter	31	CAT/HUTTIG
3	Savoy Village Hall	32	Neighborhood Shopping Center
4	Illinois Terminal	33	Mattis Commercial Park
5	Lincoln Square Mall	34	Old Farm Shopping Center
7	Urbana City Hall	35	Apollo Commercial Park
8	Champaign County Courthouse	36	U of I Parking Lot
9	Carle Hospital	37	U of I Assembly Hall
10	Covenant Hospital	38	U of I Parking Lot
11	North Prospect Commercial Corridor	39	U of I Memorial Stadium
12	Brookens Administration Center	40	U of I Parking Lot
13	Market Place Mall	41	U of I Parking Lot
14	U of I South Research Park	42	U of I Parking Lot
15	City of Champaign Police Department	43	U of I Graduate Library
16	Champaign City Hall	44	U of I Parking Garage
17	Christie Clinic	45	U of I McKinley Health Center
18	Parkland College	46	U of I Parking Garage
19	Country Fair/Round Barn Shopping Centers	47	U of I Parking Garage
20	Philo Road Commercial Corridor	48	Krannert Center
21	Kraft Food Distribution	49	U of I Parking Lot
22	Plastipak	50	U of I Parking Lot
23	Solo Cup Factory	51	U of I Veterinary Medicine
24	North Lincoln Industrial Corridor	52	University Avenue Commercial Corridor
25	Urbana Free Library	53	Farm & Fleet
26	Champaign Public Library	54	Frasca Airport
27	Carle Satellite Clinic	55	Flex N Gate Corporation
28	Christie Clinic on Windsor	56	Champaign Post Office
29	Fox Drive Office Park/Commercial Corridor	57	Urbana Post Office

Map purpose: To show frequenty used traffic generators and their relation to the Greenways and Trails system in Champaign-Urbana-Savoy.

Legend

- Traffic Generators
- Shared-Use Path
- Divided Shared-Use Path
- Bike Path
- On-Street Bike Lane
- Public Park
- Private Recreational
- Public Golf Course
- Public/Private Recreational
- Water
- Streams
- School
- Railroads
- Interstate
- Roads

Map 17: Frequent Traffic Generators Greenways and Trails Existing System

N

Miles 0 0.2 0.4 0.8 1.2 1.6

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Appendix 7: Glossary & Acronyms

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Glossary

Accessibility — The extent to which facilities are barrier- free and usable by people with disabilities, including those using wheelchairs

Amenity — a useful or attractive feature or service, for example, leisure facilities *(encarta.msn.com)*

Bikeway — a general term for any on- or off-street corridor that is intended for bicyclists

Bike lane — The portion of a roadway surface that is designated by pavement markings and signing for the exclusive use of bicyclists

Bike route — on-street path, often marked by signage, intended to be a safer route than unmarked streets for advanced bicyclists

Greenway — a corridor of open land that is 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. Greenways differ in their location and function, but overall, a greenway will provide recreational benefits, protect natural areas, enhance natural beauty and quality of life in neighborhoods and communities, or stimulate economic development opportunities.

Hiking/Walking Trail — facilities used exclusively by pedestrians, and are typically found in natural areas

Interpretive facilities — Parts of a trail or recreational facility that offer the opportunity to educate the user on various aspects of the landscape, including native plants and animals, geologic history, local history, and local economy

Intersection — An area where two or more pathways or roadways join together

New construction — A project in which an entirely new facility is built from the ground up or where a new facility is added to an existing facility

Obstacle — An object that limits the vertical passage space, protrudes into the circulation route, or reduces the clearance width of a sidewalk or trail

Pedestrian — A person who travels on foot or who uses assistive devices, such as wheelchairs, for mobility

Rails-to-Trails — An initiative to convert abandoned rail beds into trails

Rest area — A level portion of a trail that is wide enough to provide wheelchair users and others a place to rest and gain relief from the prevailing grade and cross slope demands of the path

Shared use path — A trail that permits more than one type of user and that has a transportation and recreation function.

Sidewalk — The portion of a highway, road, or street intended for pedestrians

Trail — A path of travel for recreation and/or transportation within a park, natural environment, or designated corridor that is not classified as a highway, road, or street

Trailhead — a parcel of land specifically designed as primary means of accessing a trail

Acronyms

CCDC — Champaign County Design and Conservation Foundation

CCFPD — Champaign County Forest Preserve District

CCHD — Champaign County Highway Department

CCRPC — (*also* RPC*)* Champaign County Regional Planning Commission

CDBG — Community Development Block Grant

CMAQ — Congestion Mitigation and Air Quality Improvement Program

CR — County Road

CUMTD — Champaign Urbana Mass Transit District

CUS — Champaign-Urbana-Savoy

CUUATS — Champaign Urbana Urbanized Area Transportation Study

GT — Greenways and Trails

IDNR — Illinois Department of Natural Resources

IL — Illinois

ISTEA — Intermodal Surface Transportation Efficiency Act of 1991

LRTP — Long Range Transportation Plan

LWCF — Land and Water Conservation Fund

NBT — Natureways, Bikeways, and Trails (*now* Greenways and Trails)

PLH — Public Lands Highways Discretionary Program

RTP — Recreational Trails Program

SAFETEA — Safe, Accountable, Flexible and Efficient Transportation Equity Act of 2003

STP — Surface Transportation Program

TEA-21 — Transportation Equity Act for the 21st Century

TIP — Transportation Improvement Program

UIUC — University of Illinois at Urbana-Champaign

US — United States