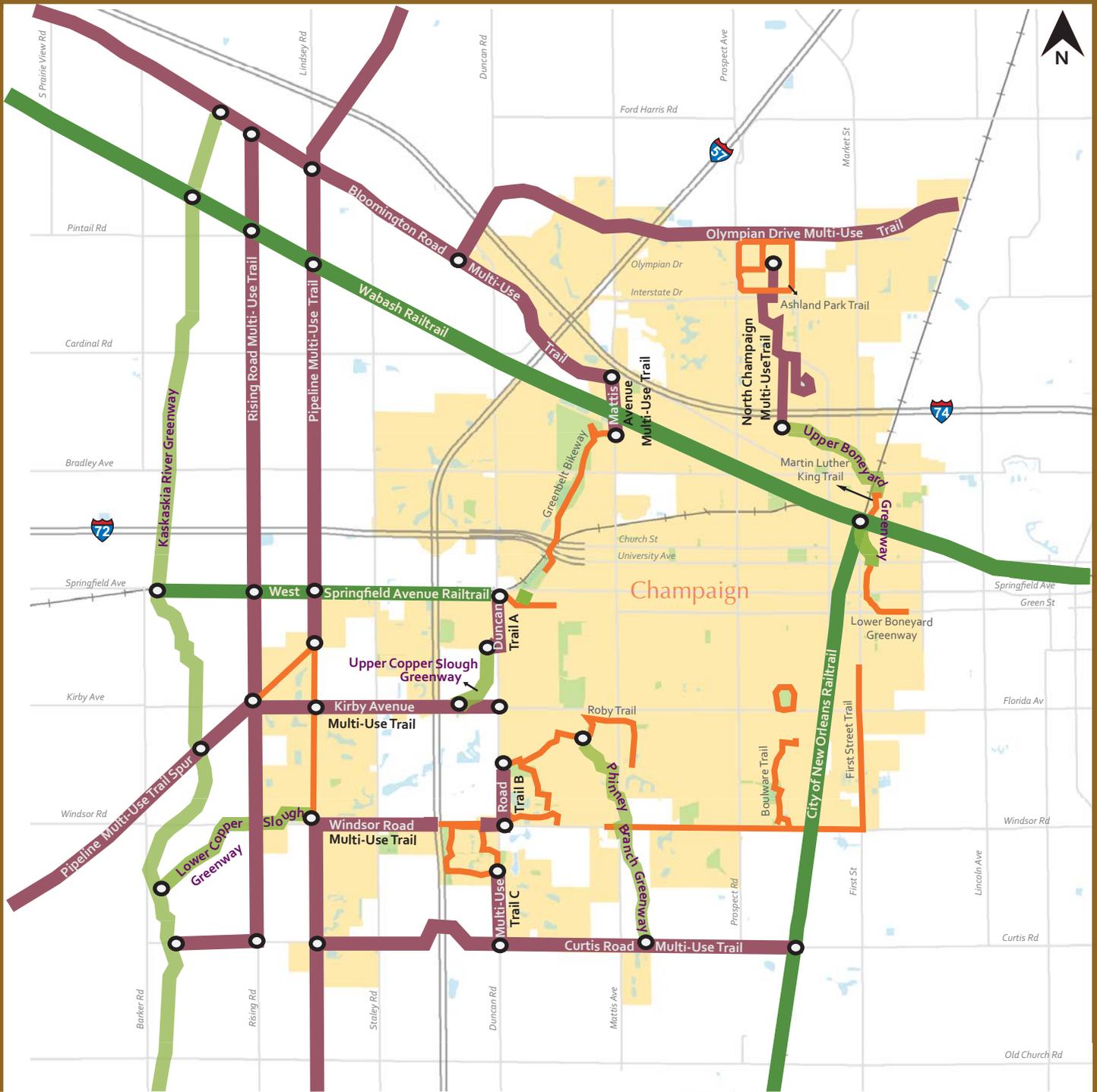


CHAMPAIGN TRAILS PLAN

FALL 2009 DRAFT



Greenways

- Boneyard
- Copper Slough
- Kaskaskia River
- Phinney Branch

Railtrails

- City of New Orleans
- Wabash
- West Springfield Avenue

Multi- Use Trails

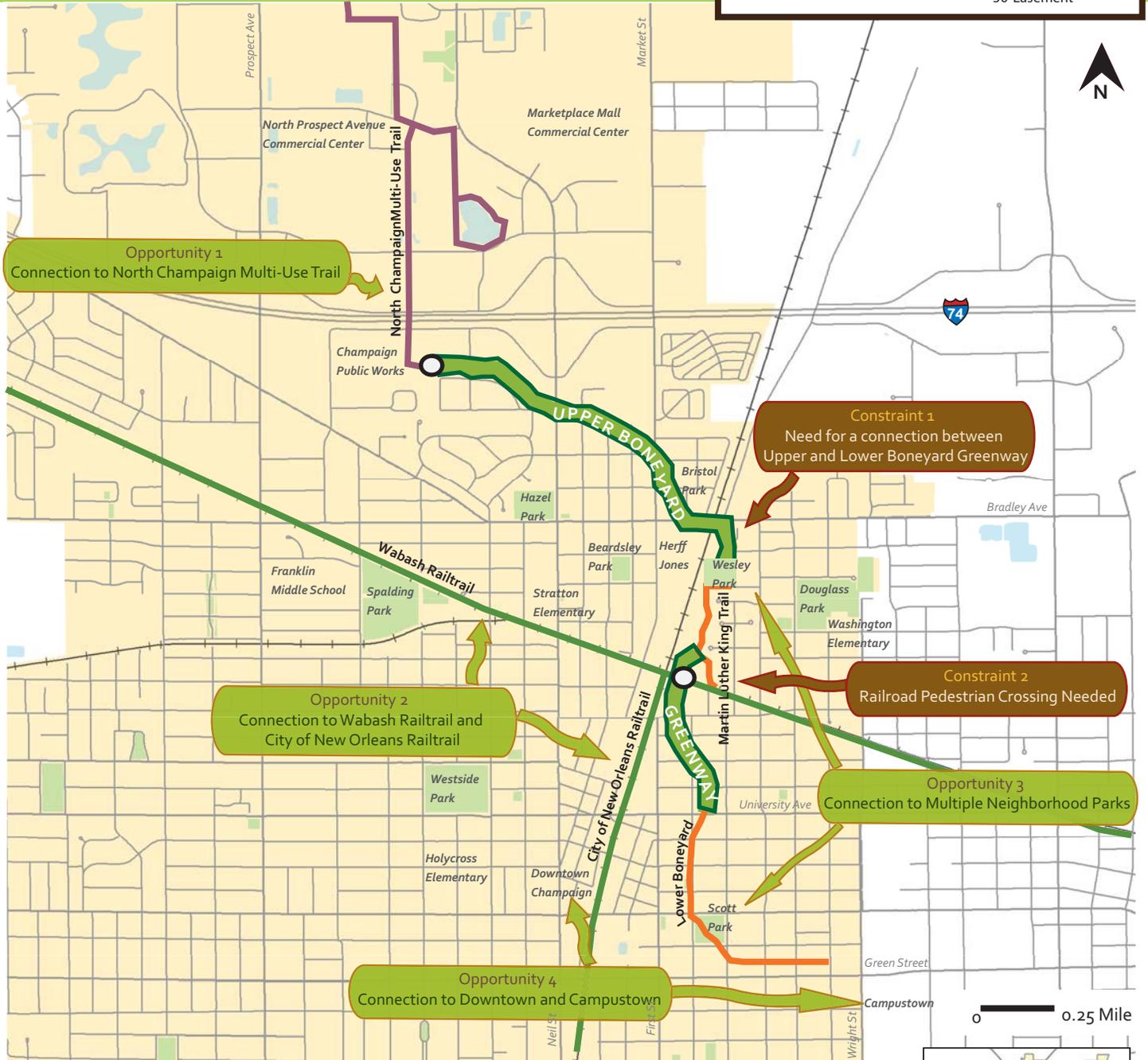
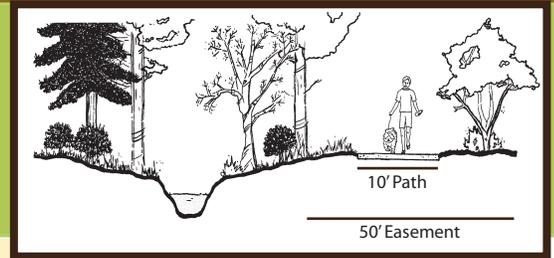
- Bloomington Road
- Curtis Road
- Duncan Road
- Kirby Avenue
- Mattis Avenue
- North Champaign
- Olympian Drive
- Pipeline
- Rising Road
- Windsor Road

	Multi-Use Trail, Planned		Connection
	Railtrail, Planned		Major Roads
	Greenway, Planned		Interstate
	Existing Trail Segments		Railroad Lines

0 1 Mile

Boneyard Greenway

The Boneyard Greenway has two distinct sections the northern section which connects to the North Champaign Multi-Use Trail and southern section which intersects with the planned City of New Orleans Railtrail and Wabash Railtrail. The Boneyard Greenway is 1.8 miles long. It links to the commercial areas at the northern end and leads to Downtown Champaign and Campustown at the southern end.



	Multi-Use Trail, Planned
	Railtrail, Planned
	Greenway, Planned
	Existing Trail Segments
	Connection

An inset map of Champaign, Illinois, showing the location of the Boneyard Greenway project area in relation to major highways (Interstates 72, 74, and 57).

Boneyard Greenway

Connecting Trails

Wabash Railtrail North Champaign Multi-Use Trail
 City of New Orleans Railtrail Martin Luther King Trail

Destination Options

Market Place Mall Wesley Park
 Prospect Avenue Commercial Center Scott Park
 Bristol Park Douglass Park

Opportunities

Connection to North Champaign Multi-Use Trail

1 A proposed connection between the North Champaign Multi-Use Trail and the Boneyard Greenway will link neighborhoods north of I-74, including major shopping centers and newly developing residential areas, with neighborhoods south of I-74, including the University of Illinois campus and downtown Champaign.



Marketplace Mall

Connection to Wabash Railtrail and City of New Orleans Railtrail

2 Boneyard Greenway connects to two greenways running along major railway lines through Champaign. These are the 9 mile Wabash Railtrail and the 4 mile City of New Orleans Railtrail. Through these trails, the Boneyard Greenway becomes integrated into the regional trails network.



City of New Orleans Railroad

Connection to Multiple Neighborhood Parks

3 The Boneyard Greenway forms an excellent link between several Community Parks through its course. The 1.5 acres Wesley Park, 2 acres Bristol Park and 3.5 acres Scott Park, all lie along the Boneyard Greenway. Douglass Park and Douglass Center, which are 12.5 acres of park area with facilities including playground, baseball diamond and soccer field, lighted basketball courts, is located just 0.2 miles east of the Boneyard Greenway.



Douglass Community Center

Connection to Downtown and Campustown

4 The Boneyard Greenway connects the neighborhoods located north of Champaign, including the Market Place Mall and the North Prospect commercial center, to downtown Champaign and Campustown located at the south end of the trail.



Downtown Champaign

Constraints



Existing Boneyard Greenway



Rails with Trails Crossing example

Need for a Connection between Upper and Lower Boneyard Greenway

The Upper and the Lower Boneyard Greenway Trails should be coordinated with the Martin Luther King Trail to form a continuous north-south local trail on the east side of the city.

1

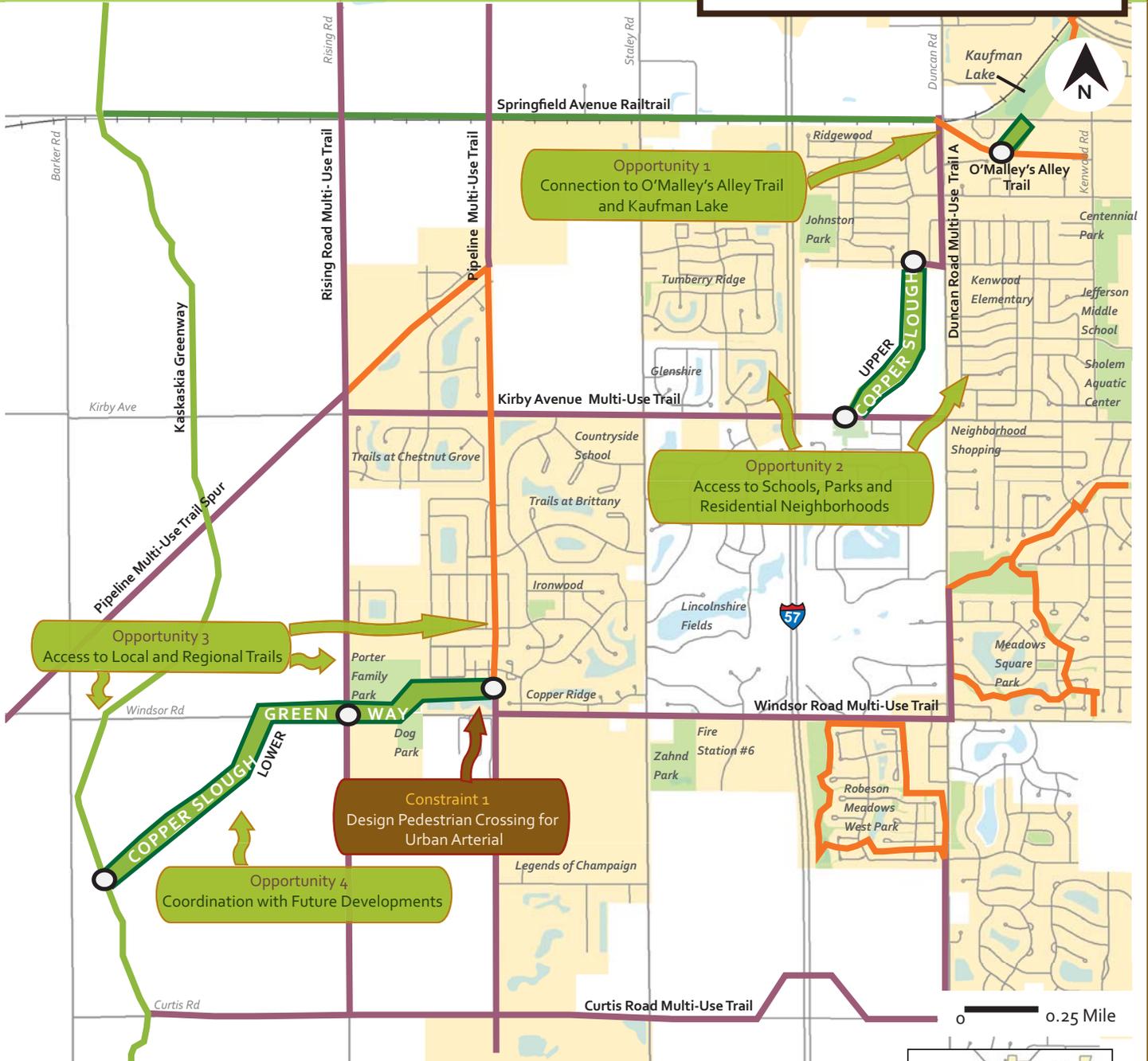
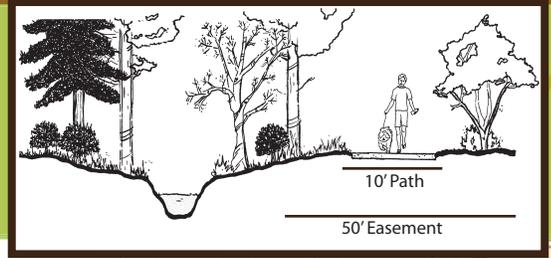
Railroad Pedestrian Crossing Needed

The development of an at-grade trail crossing will be necessary to allow the Boneyard Greenway to cross the Wabash Railroad. (See the County Greenways and Trails Design Guidelines for at-grade trail crossing designs.)

2

Copper Slough Greenway

A multi-use trail is planned to border the Copper Slough Creek between the Kaskaskia River and Kaufman Lake. The trail consists of two segments; the lower segment lies between Kaskaskia Greenway and Pipeline Multi-Use Trail, the upper segment is located between Kirby Avenue Multi-Use Trail and Duncan Road Multi-Use Trail. The trail will cover 2.1 miles in total, linking an existing trail and six planned trails within the network. The Copper Slough Greenway will provide residents with access to the citywide trail network.



- Multi-Use Trail, Planned
- Railtrail, Planned
- Greenway, Planned
- Existing Trail Segments
- Connection

An inset map of Champaign, Illinois, showing the project location in the western part of the city. Major highways 72, 57, and 74 are marked.

Copper Slough Greenway

Connecting Trails

Kaskaskia Greenway
 Kirby Avenue Multi-Use Trail
 Rising Road Multi-Use Trail
 Pipeline Multi-Use Trail
 Windsor Road Multi-Use Trail

Kirby Avenue Multi-Use Trail
 Duncan Road Multi-Use Trail
 O' Malley's Alley Trail

Destination Options

Porter Family Park
 Dog Park
 Neighborhood Shopping

Kenwood Elementary
 O'Malley's Alley Trail
 Kaufman Lake

Opportunities

Connection to O'Malley's Alley Trail and Kaufman Lake

1

Upper Copper Slough Greenway links to the existing 0.5 mile O'Malley's Alley Trail and its future extension along Kenwood Road. This will provide access to Jefferson Middle School and Shoalem Aquatic Center through the 74 acre Centennial Park. The Copper Slough Greenway also leads to Kaufman Park and Lake through the existing Greenbelt Bikeway trail. Kaufman Park is 8 acres and the Lake covers about 16 acres.



Kaufman Lake

Connection to Schools, Parks and Residential neighborhoods.

2

Upper Copper Slough connects to several residential neighborhoods: Tumberry Ridge, Kenwood, Ridgewood which leads to Kenwood elementary, Kaufman Lake and Kaufman Park. The Lower Copper Slough Greenway connects to Ironwood, Copper Ridge, Charter Oak and Lincolnshire Fields neighborhoods. Also, the greenway leads to the 38 acres Porter Family Park and the 7 acres Dog Park at the intersection of Rising Road and Windsor Road.



Porter Park

Access to Local and Regional Trails

3

Copper Slough Greenway connects to the larger regional network through two major north-south trails located on the west side of the city. These trails are the future 10 mile Kaskaskia Greenway and the 6.5 mile Pipeline Multi-Use Trail. Copper Slough also connects to the 7 mile Rising Road Multi-Use Trail which is the local north-south trail.



Kaskaskia River

Coordination with Future Developments

4

The planned Copper Slough Greenway requires coordination to incorporate this trail into future developments. To ensure connection between the lower Copper Slough Greenway and the planned Kaskaskia Greenway, coordination is needed in the areas south of Windsor and the west of Rising Road. For the Upper Copper Slough Greenway coordination is most needed between Duncan Road and I-57 when development is proposed.



Undeveloped Copper Slough

Constraints



Safe Pedestrian Crossing example



Intersection of Rising Road and Windsor Road

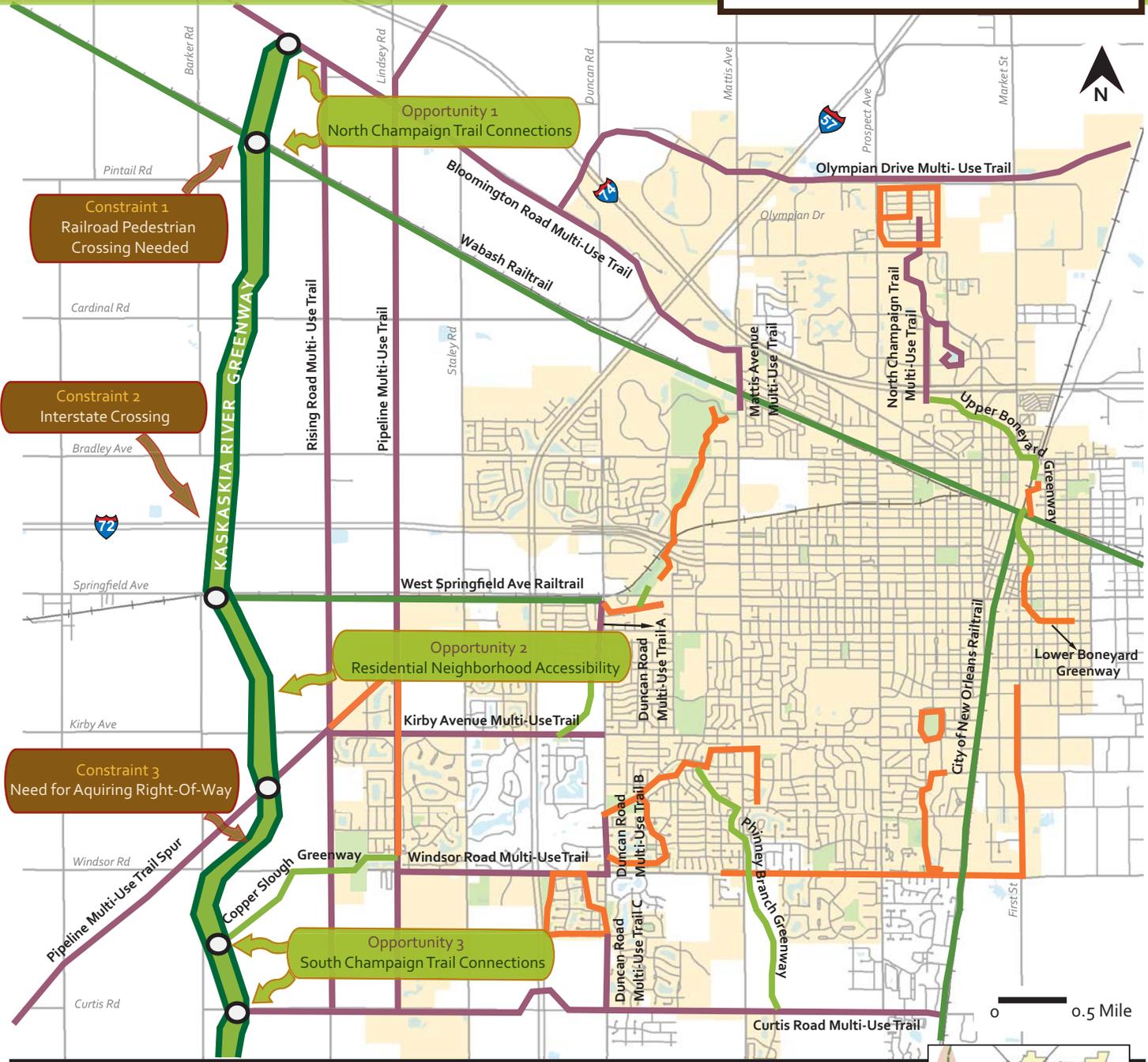
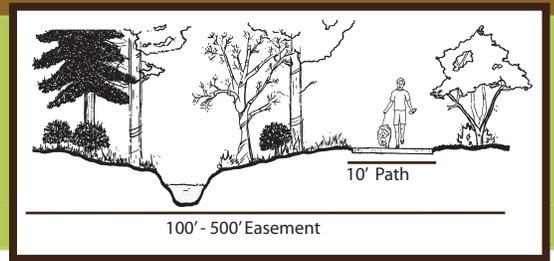
Design Pedestrian Crossing for Urban Arterials

Where trails cross urban arterial roadways specific design guidelines ensuring safe pedestrian crossing will be necessary. An example where this is needed is the intersection of the Upper Copper Slough Greenway at Kirby Avenue. In the County's Long Range Transportation Plan, Rising Road will become a high volume road, which makes it critical to have a safe pedestrian crossing at the intersection of Rising Road and Copper Slough Greenway. (See the Champaign County Greenway and Trails Design Guidelines for details)

1

Kaskaskia River Greenway

The Kaskaskia River Greenway will begin at Bloomington Road and continue south 9.9 miles along the west side of Champaign. The 100-500 foot width of the proposed greenway will include the Kaskaskia River, bordering land, and a 10-foot-wide multi-use trail. The Kaskaskia Greenway will provide recreation space along the banks of the Kaskaskia River and will link with six other trails and greenways, contributing to the connectivity of the regional trail network.



- Multi-Use Trail, Planned
- Railtrail, Planned
- Greenway, Planned
- Existing Trail Segments
- Connection



Kaskaskia River Greenway

Connecting Trails

Bloomington Road Multi-Use Trail	Pipeline Multi-Use Trail Spur
Wabash Railtrail	Copper Slough Greenway
Springfield Avenue Greenway	Curtis Road Multi-Use Trail

Destination Options

As a regional greenway and trail, the Kaskaskia Greenway will serve as a destination for recreation.

Opportunities

Northern Champaign Trail Connections

- 1 The Kaskaskia River Greenway and Multi-Use Trail will be easily accessible from communities on the north end of Champaign. The Greenway will connect with the Bloomington Road Multi-Use Trail, providing a paved, off-road path leading to Mattis Avenue. The Kaskaskia Greenway will also connect with the Wabash Railtrail, which is proposed to connect the cities of Decatur and Danville.



Example Multi-Use Trail Providing Access to Greenway

Residential Neighborhood Accessibility

- 2 The Kaskaskia River Greenway will be accessible from many newly developed residential neighborhoods in western Champaign. The Trail will benefit these neighborhoods, as well as future developments, by providing them with nearby recreational opportunities and linking them to a regional trail network.



Residential Neighborhood in Champaign

Southern Champaign Trail Connections

- 3 Connections to trails on the south end of Champaign will provide neighborhoods in the area with direct access to the Kaskaskia Greenway. The greenway will connect with the Curtis Road Multi-Use Trail, which is proposed to end at the City of New Orleans Railtrail. The Kaskaskia Greenway will also connect with the Copper Slough Greenway, which is proposed to link several existing and proposed trails throughout the center of the city, ending at the Bloomington Road Multi-Use Trail.



Example Connection Between Greenways

Constraints



At-grade rail crossing example

Railroad Pedestrian Crossing Needed

- 1 The development of an at-grade trail crossing will be necessary to allow the Kaskaskia River Greenway and Trail to cross the Wabash Railroad. (See the County Greenways and Trails Design Guidelines for at-grade trail crossing designs)



Kaskaskia River and I-72 Intersection

Interstate Crossing

- 2 A pedestrian and bicycle bridge will be necessary at the intersection of the Kaskaskia River and Interstate-72. The design could involve widening of the existing bridge to include pedestrian and bicycle facilities. Another option is to construct a separate pedestrian overpass bridge. Further analysis is required to identify a suitable design solution. (Refer to the Interstate Overpass Enhancements Plan for design guidelines)



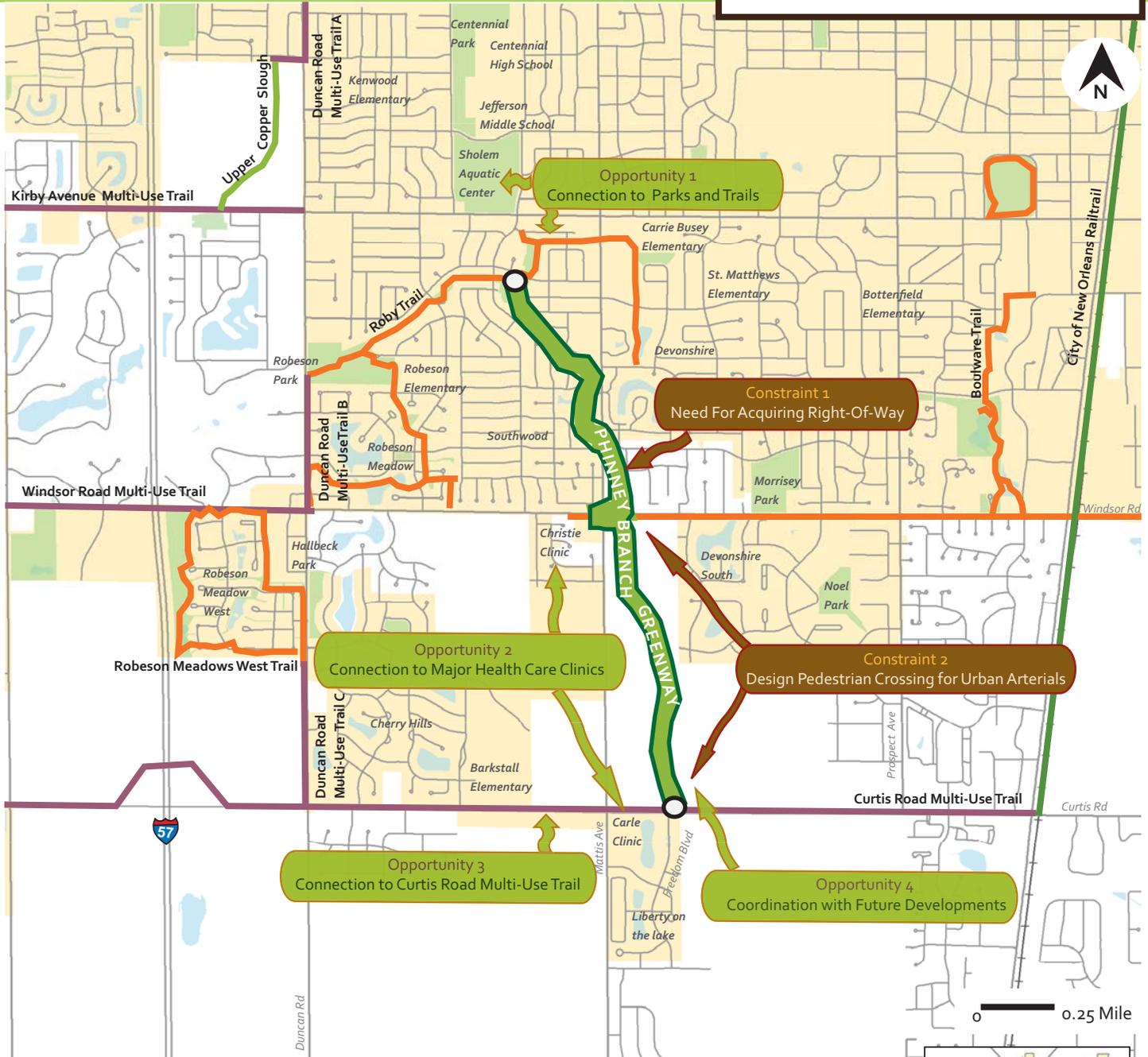
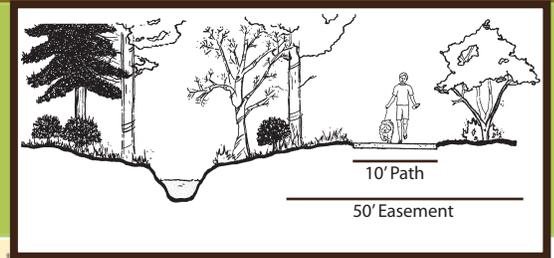
Kaskaskia River

Need for Acquiring Right-Of-Way

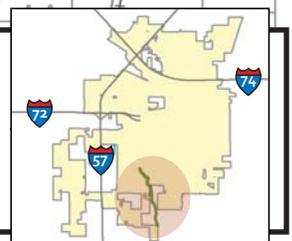
- 3 The Kaskaskia River is located within Champaign's Extra Territorial Jurisdiction and beyond the city limits. In order to establish the proposed greenway, it will be necessary to coordinate with property owners to acquire the 70-foot right-of-way including and surrounding the Kaskaskia River. The preservation of this land can be ensured through the establishment of a conservation easement before development pressure increases in the area.

Phinney Branch Greenway

The planned Phinney Branch Greenway will run 2.1 miles along the Phinney Branch Creek starting at the existing Robeson Meadow Trail and extending south towards the proposed Curtis Road Multi-Use Trail. The Phinney Branch Greenway connects several residential neighborhoods like Southwood and Devonshire with community parks and schools. Also the southern end of the Greenway connects to the Liberty on the Lake neighborhood and The Village of Savoy along the Curtis Road Multi-Use Trail.



0 0.25 Mile



Phinney Branch Greenway

Connecting Trails

Curtis Road Multi-Use Trail
Roby Trail
Duncan Road Multi-Use Trail

Destination Options

Curtis Road Development Area
Robeson Park
Christie Clinic
Carle Clinic

Sholem Aquatic Center
Carrie Busey Elementary
Robeson Elementary

Opportunities

Connection to Parks and Trails

1

Phinney Branch Greenway connects to the existing Roby Trail at the Robeson Meadow Park which further connects to the Robeson Elementary School, Carrie Busey Elementary School and the Sholem Aquatic Center. Centennial Park is located approximately a quarter mile north of the Phinney Branch Greenway.



The Existing Phinney Branch

Connection to Major Health Care Clinics

2

The Phinney Branch Greenway connects the surrounding residential neighborhoods, like Southwood, Robeson Park and Devonshire to major health care clinics. Christie Health Care Clinic is located at the intersection of Windsor Road and Mattis Avenue and Carle Clinic is at the intersection of Curtis Road and Mattis Avenue.



The Existing Pipeline Trail

Connection to Curtis Road Multi-Use Trail

3

The Phinney Branch Greenway allows easy access to the newer developments along the Curtis Road Multi-Use Trail, like the Liberty On The Lake neighborhood to the south and the Cherry Hills neighborhood to the north of Curtis Road.



I-57 and Curtis Road Interchange area

Coordination with Future Developments

4

The location of the planned Phinney Branch Greenway requires coordination with future developments before the trail can be implemented. This coordination will help connect the Phinney Greenway to the Village of Savoy through the Curtis Road Multi-Use Trail.



Curtis Road at I-57

Constraints



Phinney through Developed Area



Safe Pedestrian Crossing Example

Need For Acquiring Right-of-Way

This will require effort by Park District Staff to encourage land donations, easements, estate planning, etc, in order to acquire land to build the trail in an already built area.

1

Design Pedestrian Crossing for Urban Arterials

Where trails cross urban arterial roadways specific design guidelines ensuring safe pedestrian crossing will be necessary. The intersection of Phinney Branch Greenway at Windsor is an example where this will be needed.

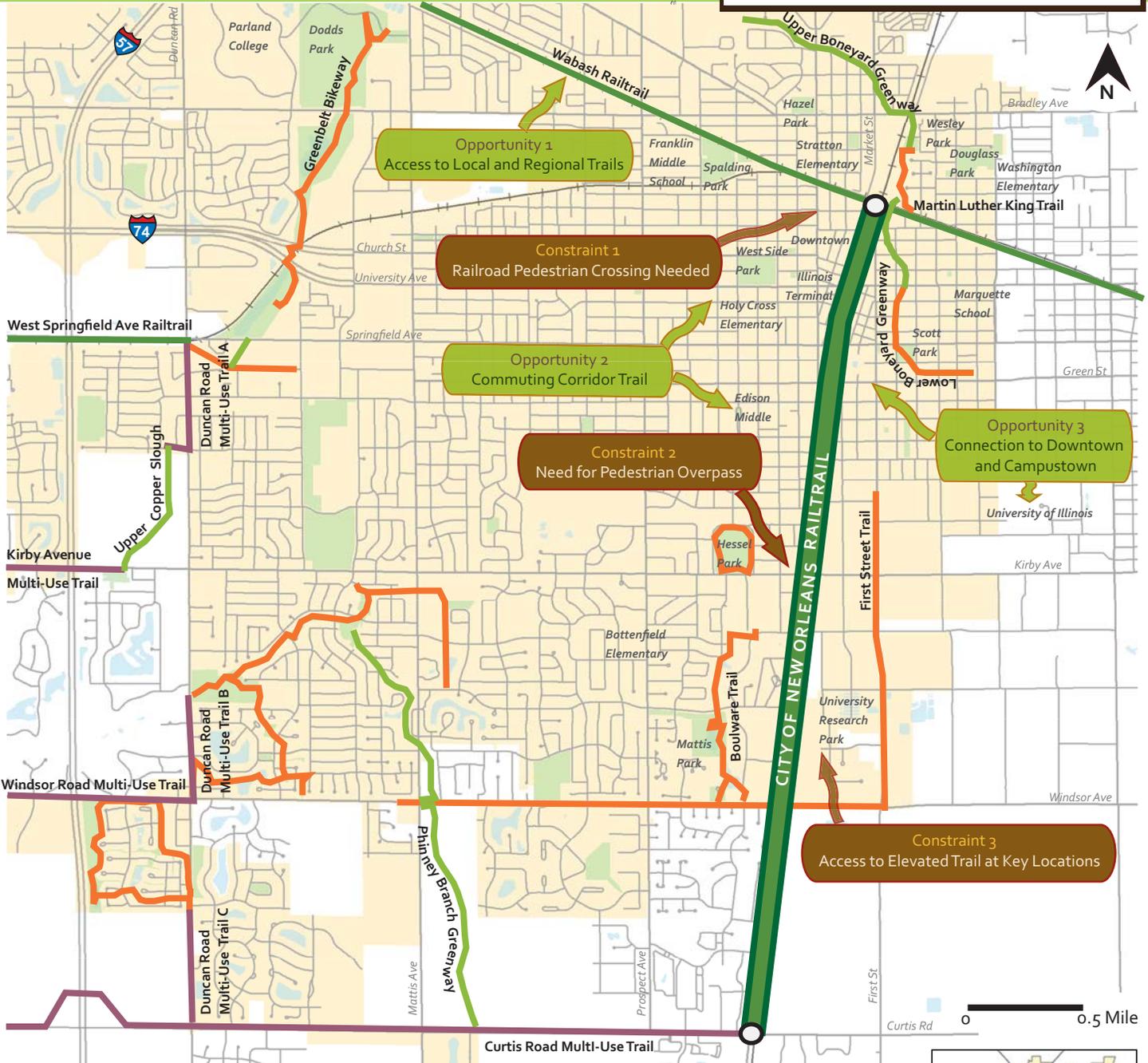
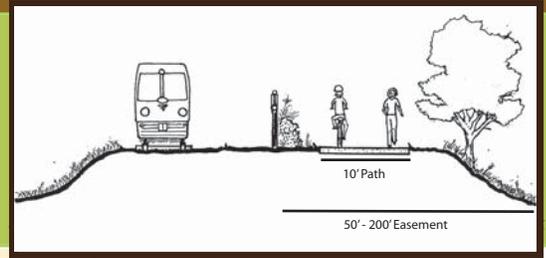
Also, the crossing from Phinney Branch Greenway to Freedom Boulevard in the Liberty on the Lake neighborhood will require special attention to ensure safe pedestrian movement across Curtis Road.

(See the Champaign County Greenway and Trails Design Guidelines for details)

2

City of New Orleans Railtrail

A 3.7 mile railtrail is planned along the Canadian National Railroad in east Champaign. This railtrail will link the Wabash Railtrail in northern Champaign, with Curtis Road in southern Champaign. There will be opportunities for future expansion in both directions. Due to its location between downtown Champaign and the University of Illinois campus, the City of New Orleans Greenway will serve as a good commuting trail.



City of New Orleans Railtrail

Connecting Trails

Wabash Railtrail
Boneyard Greenway

Curtis Road Multi-Use Trail
Martin Luther King Trail

Destination Options

Downtown Champaign
Campustown
Illinois Terminal
Douglass Park

Hessel Park
Westside Park
Village of Savoy

Opportunities

Access to Local and Regional Trails

- 1 City of New Orleans Railtrail connects to several local trails, making it part of a larger regional network. The railtrail intersects with the Boneyard Greenway, which leads it to major shopping centers to the north and the University of Illinois to the south. The City of New Orleans Railtrail also connects to two major east-west local trails, the 9 mile Wabash Railtrail and the 5 mile Curtis Road Multi-Use Trail.



Existing City of New Orleans Railway

Commuting Corridor Trail

- 2 City of New Orleans Railtrail acts as a good commuting corridor by providing a nonstop connection between downtown and University, the surrounding residential neighborhoods and parks. Hazel Park, Wesley Park, Douglass Park, Scott Park, West Side Park, Mattis Park and Hessel Park are within a half-mile from the City of New Orleans Greenway. Several schools, like Stratton Elementary, Edison Middle School, Marquette School are all located within a half mile area.



Hessel Park

Connection to Downtown and Campustown

- 3 Through the Boneyard Greenway, the City of New Orleans Railtrail leads to neighborhoods located north of Champaign, including the Market Place Mall and the North Prospect commercial center. The Greenway also connects to downtown Champaign and Campustown located at the south end. Illinois Terminal, the community's transit center, is adjacent to the City of New Orleans Greenway.



Illinois Terminal

Constraints



Rails with Trails example

Railroad Pedestrian Crossing Needed

The development of an at-grade trail crossing will be necessary to allow the City of New Orleans Railtrail to cross the Wabash Railroad. (See the County Greenways and Trails Design Guidelines for at-grade trail crossing designs)

1



Pedestrian Overpass example

Need for Pedestrian Overpass

A separate pedestrian and bicycle overpass will be necessary at certain intersections to allow the City of New Orleans Railtrail to continue along the course of the railway line. For example the pedestrian overpass should be considered at the intersection of: University Avenue, Springfield Avenue, Green Street, Kirby Avenue and Windsor Road. The proposed overpass will ensure safe pedestrian access over the busy arterials. (Refer to the Interstate Overpass Enhancements Plan for design guidelines)

2



Railway at Neil and Kirby

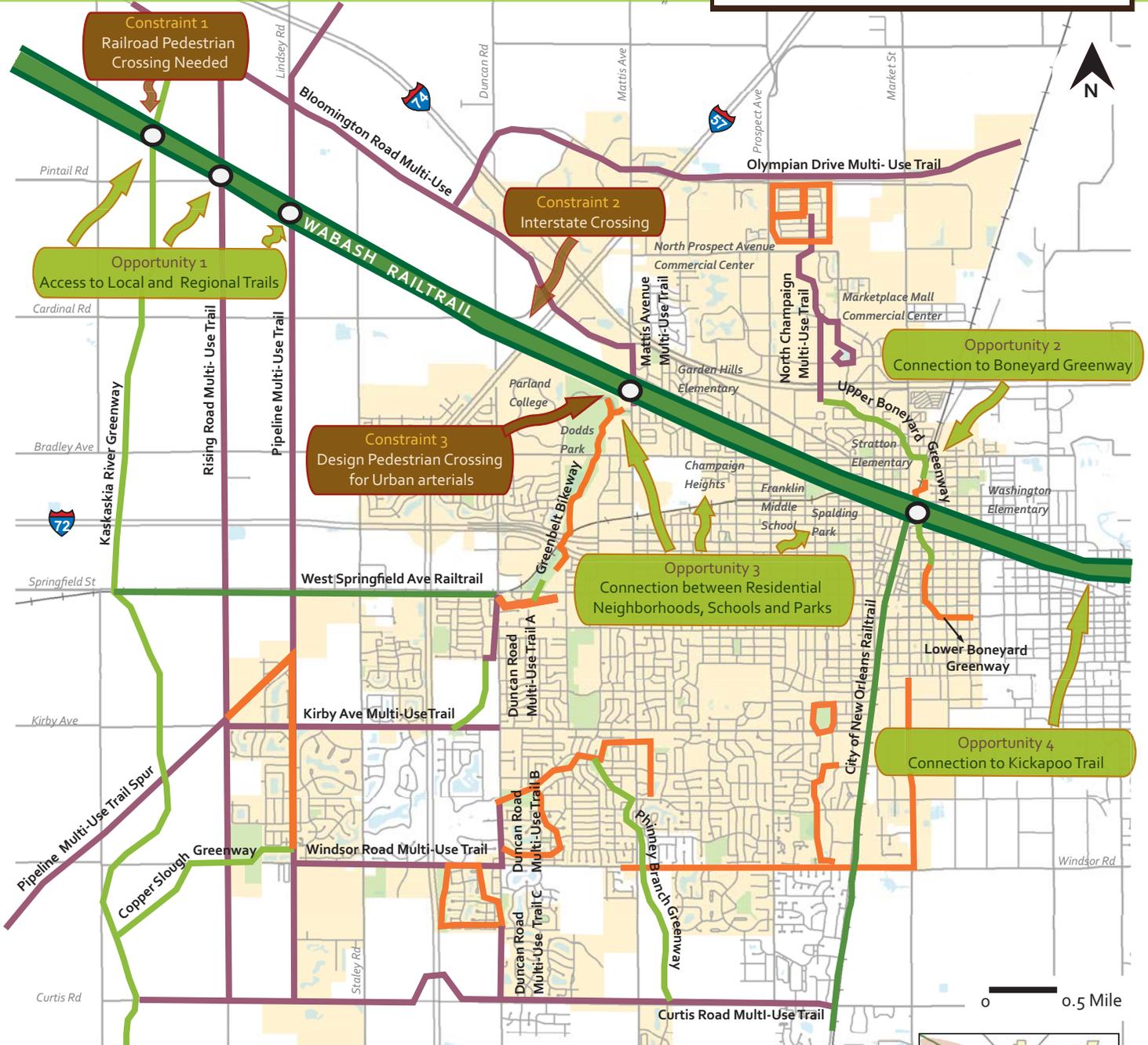
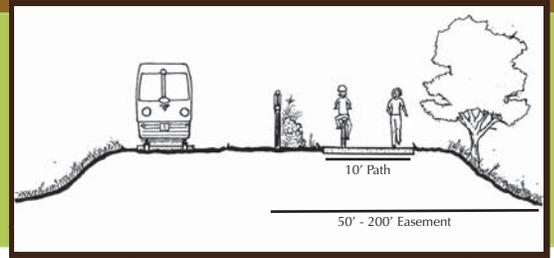
Access Points to Elevated Trail at Key Locations

The City of New Orleans Railtrail is elevated from the road level and it requires the construction of access points at key locations. These Key location include campustown near Green Street and at University Research Park.

3

Wabash Railtrail

The planned Wabash Railtrail will begin at the Kaskaskia River and continue southeast 9.1 miles adjacent to the railroad. This Greenway would run diagonally through the city. Connecting several residential areas, like Garden Hills, Spalding Park and Dodds Park Neighborhood. This trail also connects with three major north-south regional trails by integrating the Wabash Railtrail to a larger network.



	Multi-Use Trail, Planned
	Railtrail, Planned
	Greenway, Planned
	Existing Trail Segments
	Connection

Wabash Railtrail

Connecting Trails

Kaskaskia River Greenway
 Rising Road Multi-Use Trail
 Pipeline Multi-Use Trail
 Boneyard Greenway
 Mattis Avenue Multi-Use Trail
 Greenbelt Bikeway
 City of New Orleans Railtrail

Destination Options

Kickapoo State Park
 Decatur
 Danville

Opportunities

Access to Local and Regional Trails

1

Wabash Railtrail connects to the larger regional network through two major north-south trails located on the west side of the city. These trails are the 10 mile Kaskaskia Greenway and the 6.5 mile Pipeline Multi-Use Trail. Wabash Trail also connects to the 7 mile Rising Road, which is the local north-south trail.



Example of a Multi-Use Trail

Connection to Boneyard Greenway

2

The connection between the Wabash and Boneyard Greenways will link neighborhoods north of the Wabash Railtrail including major shopping centers and residential areas like Garden Hills; with neighborhoods to the south. These include the Spalding Park, Champaign Heights neighborhoods and the University of Illinois campus and downtown Champaign further south of the Boneyard Greenway.

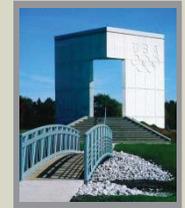


The Existing Boneyard Trail

Connection Between Residential Neighborhoods, Schools and parks

3

Wabash Railtrail connects residential neighborhoods and schools along the path to several parks, the largest one being Dodds Community Park. Dodds Park is 110 Acres public park and sports complex featuring 11 soccer fields, 7 lighted softball diamonds, concession stands, public restrooms, trails, and ample parking. Additionally, the Wabash Railtrail connects to the 1.6 mile trail, that begins in Dodds Park called the Greenbelt Bikeway.



Dodds Park

Connection to Kickapoo State Park, Danville

4

Wabash Railtrail will stretch beyond the limits of Champaign and forms an excellent link from Decatur, located southwest of Champaign to Danville on the east. This trail is proposed to connect to Kickapoo State Park in Danville, making it part of a larger network of trails.



Kickapoo Park

Constraints



Rails with Trails example



Intersection of the Kaskaskia River and I-72



Urban Arterial Crossing Example

Railroad Pedestrian Crossing Needed

The development of an at-grade trail crossing will be necessary to allow the Kaskaskia River Greenway and Trail to cross the Wabash Railroad. The intersection of the Wabash Railtrail and the City of New Orleans also requires a similar trail crossing. (See the County Greenways and Trails Design Guidelines for at-grade trail crossing designs)

1

Interstate Crossing

A pedestrian and bicycle bridge will be necessary at the intersection of the Wabash Railtrail and Interstate 57. The design could involve widening of the existing bridge to include pedestrian and bicycle facilities. Another option is to construct a separate pedestrian overpass bridge. Further analysis is required to identify a suitable design solution. (Refer to the Interstate Overpass Enhancements Plan for design guidelines)

2

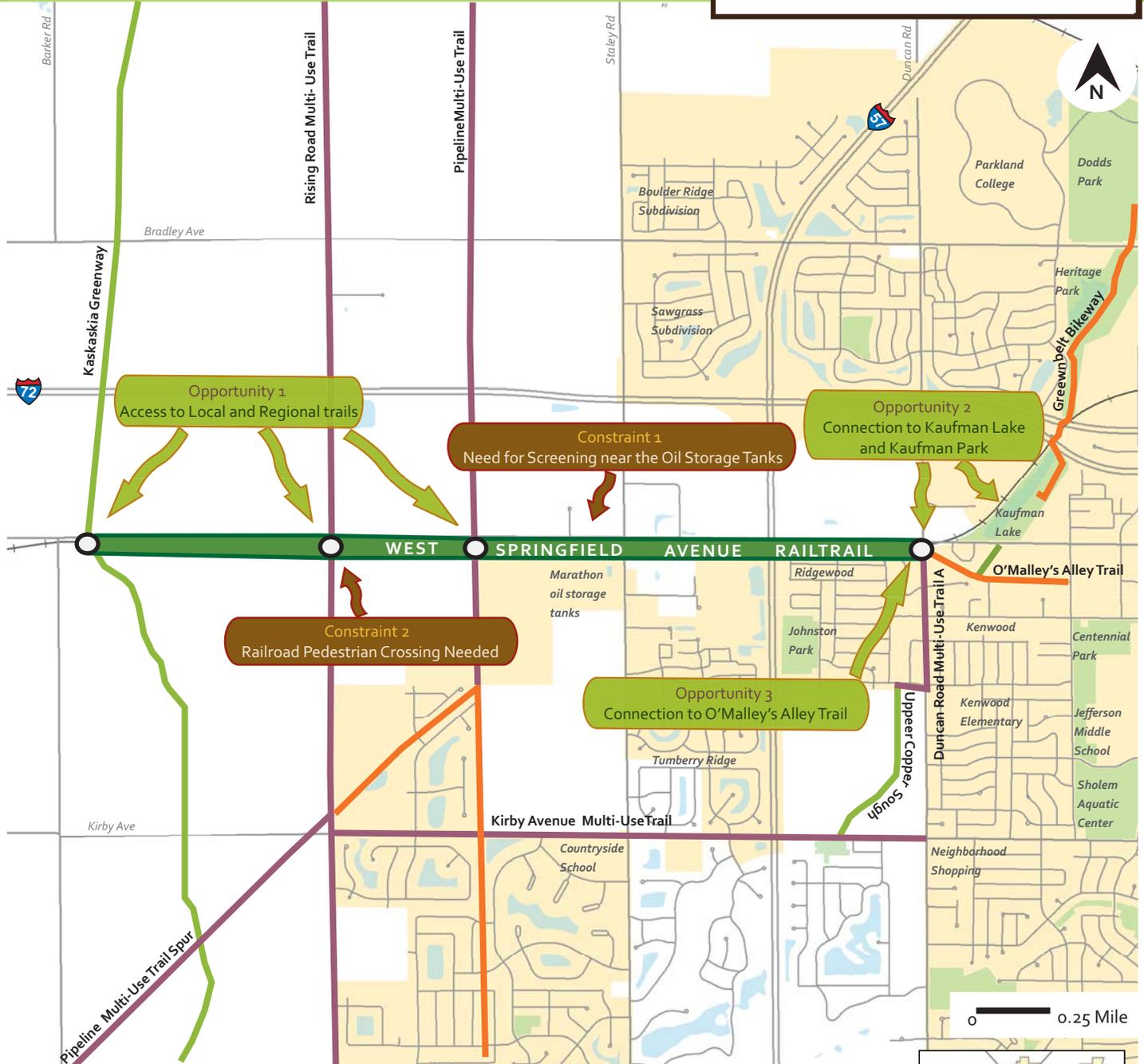
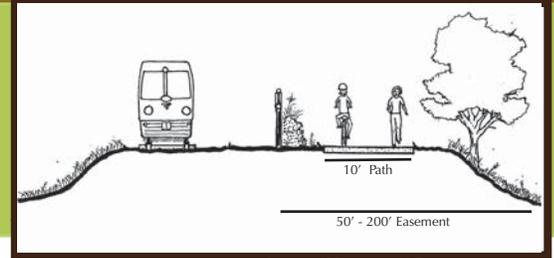
Design Pedestrian Crossing for Urban Arterials

Where trails cross urban arterial roadways specific design guidelines ensuring safe pedestrian crossing will be necessary. The intersection of Wabash Railtrail at Mattis Avenue and at Prospect Avenue are examples where this will be needed. (See the Champaign County Greenway and Trails Design Guidelines for details)

3

West Springfield Avenue Railtrail

The West Springfield Avenue Railtrail is planned to link the Kaskaskia River Greenway with the existing O'Malley's Alley Trail at Duncan Road. The railtrail, which will include a 10-foot-wide multi-use trail, will border West Springfield Avenue for 2.8 miles. It is proposed to coexist with the Canadian National Railroad south of Springfield Avenue. The railtrail will contribute to the regional network by providing an east and west connection between three major trails.



	Multi-Use Trail, Planned
	Railtrail, Planned
	Greenway, Planned
	Existing Trail Segments
	Connection

West Springfield Avenue Railtrail

Connecting Trails

Kaskaskia Greenway
Rising Road Multi-Use Trail
O' Malley's Alley Trail

Pipeline Multi-Use Trail
Duncan Road Multi-Use Trail

Destination Options

Kaufman Park
Kaskaskia Greenway
Sholem Aquatic Center

Centennial Park
Kenwood Elementary
Jefferson Middle School

Opportunities

Access to Local and Regional Trails

- 1 West Springfield Avenue Railtrail connects to the larger regional network through two major north-south trails located on the west side of the city. These trails are the 10 mile Kaskaskia Greenway and the 6.5 mile Pipeline multi-use Trail. West Springfield Avenue Railtrail also connects to the 7 mile long Rising Road multi-use trail, which is the local north-south trail.



Kaskaskia River

Connection to Kaufman Lake and Kaufman Park

- 2 The West Springfield Railtrail connects to Kaufman Park and Lake through the existing Greenbelt Bikeway trail. Kaufman Park is 8 acres and the Lake covers about 16 acres. The park provides the surrounding residential neighborhoods with outdoor recreational activities.



Fire Ring at Kaufman Lake

Connection to O'Malley's Alley Trail

- 3 The 3 mile West Springfield Avenue Railtrail connects to the existing O'Malley's Alley Trail extending the east - west trail network by half mile. O'Malley's Alley Trail provides access to Jefferson Middle School and Sholem Aquatic Center through the 74 acre Centennial Park. The existing trail also connects to Ridgewood and Kenwood residential neighborhoods.



Sholem Aquatic Center

Constraints



Area requiring screening

Need for Screening Near the Oil Storage Tanks

- 1 There is a need to screen the proposed West Springfield Avenue Railtrail from the area around oil storage tanks, in order to provide a better visual appeal for bikers and pedestrians. However this would require coordination with surrounding property owners.



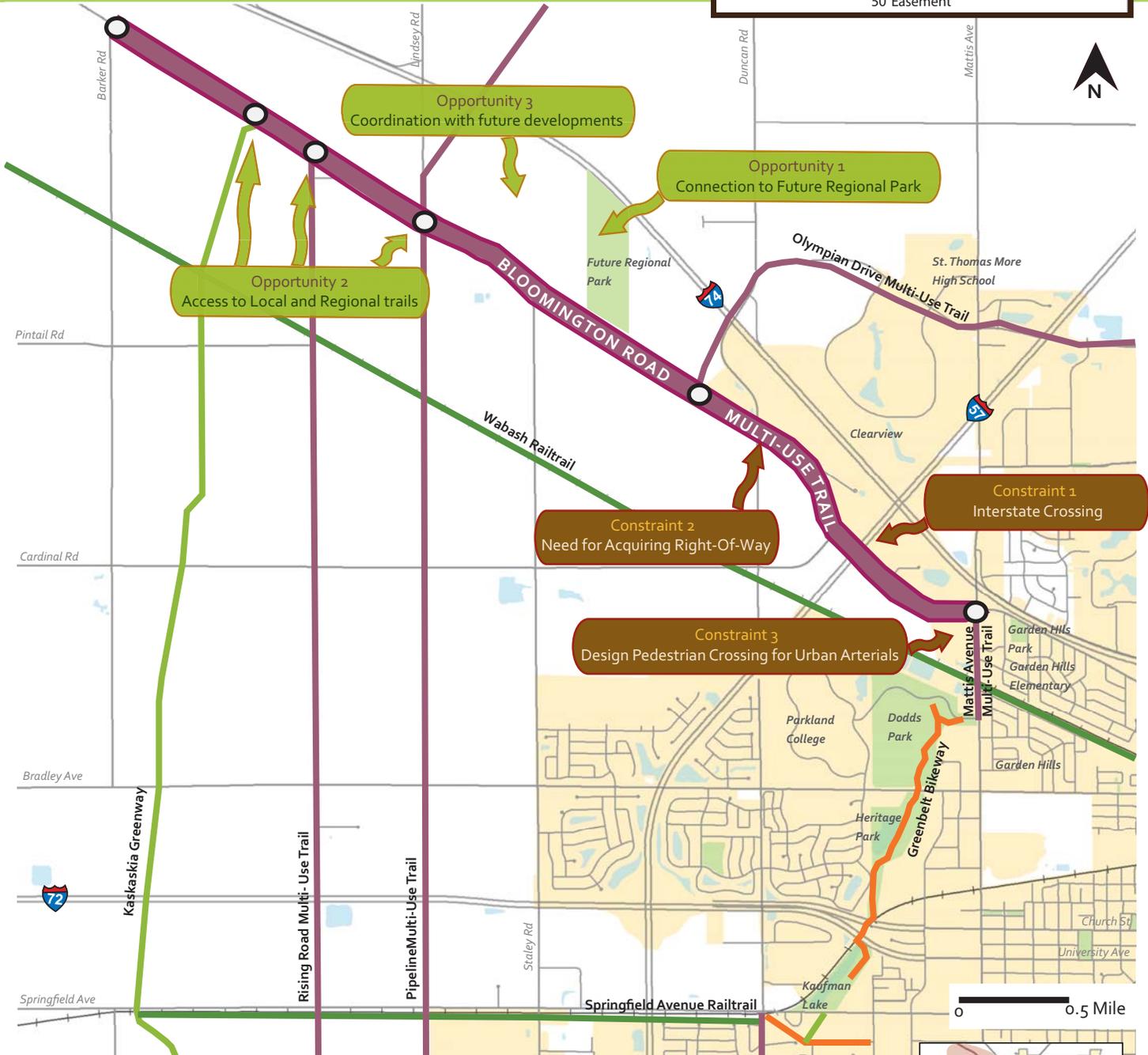
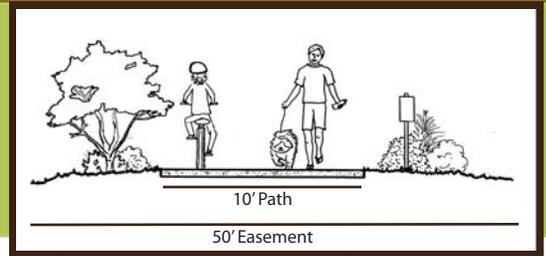
Rails with Trails example

Railroad Pedestrian Crossing Needed

- 2 The development of an at-grade trail crossing will be necessary to allow Rising Road and Duncan Road to cross the West Springfield Avenue Railtrail. (See the County Greenways and Trails Design Guidelines for at-grade trail crossing designs)

Bloomington Road Multi-Use Trail

The Bloomington Road Multi-Use Trail is 4.9 miles long and is adjacent to Bloomington Road in northwest Champaign. The 10-foot-wide trail on the north of Bloomington Road will connect the future Kaskaskia River Greenway with the existing Greenbelt Bikeway at Dodds Park. There is an opportunity for trail expansion northwest towards Mahomet. The south end of the trail connects to Mattis Avenue extending the Champaign-Mahomet Multi-Use Trail by half a mile south.



- Multi-Use Trail, Planned
- Railtrail, Planned
- Greenway, Planned
- Existing Trail Segments
- Connection

Bloomington Road Multi-Use Trail

Connecting Trails

Kaskaskia Greenway
Rising Road Multi-Use Trail
Mahomet Trail

Pipeline Multi-Use Trail
Olympian Drive Multi-Use Trail
Mattis Avenue Multi-Use Trail

Destination Options

Parkland College
Garden Hills Park
Future Regional Parks
Mahomet

Dodds Park
Heritage Park
Kaufman Lake
Lake of the Woods

Opportunities

Coordination with Future Developments

- 1 The Bloomington Road Multi-Use Trail is part of a long term plan and it will be implemented when development occurs along Bloomington Road. The trail is planned to be built on the north of the Bloomington.



Undeveloped land near Bloomington Road

Connection to Future Regional Park

- 2 The 2008 Landfill Reuse Park Plan detailed the design for the future 90 acre site public park. Proposed recreational uses for the site include model aviation field, non-motorized BMX bicycle track and mountain bike skills course, frisbee disc golf course, canine training/dog park. Other amenities in the design proposal include a multi-use trail, naturalized prairie and wildlife habitat, sled hill, observation hill, play area, picnic areas, large gathering and event space.



Future Regional Park

Access to Local and Regional Trails

- 3 Bloomington Road Multi-Use Trail is a link to the larger regional network through two major north-south trails located on the west side of the city. These trails are the 10 mile Kaskaskia Greenway and the 6.5 mile Pipeline Multi-Use Trail. The Multi-Use Trail also connects to the 7 mile Rising Road Multi-Use Trail, which is the local north-south trail.



Kaskaskia River

Constraints



Northwest corner of Mattis and Bloomington



Existing Bloomington Road



Safe Pedestrian Crossing example

Interstate Crossing

- 1 A separate pedestrian and bicycle overpass crossing I-57 will be necessary to allow the Bloomington Road Multi-Use Trail to continue to the Mattis Avenue Multi-Use Trail and the Greenbelt Bikeway. The design could involve widening of the existing bridge to include pedestrian and bicycle path, or the construction of an independent overpass. Further analysis is required to identify a suitable design solution. (Refer to the Interstate Overpass Enhancements Plan for design guidelines)

Need for Acquiring Right-Of-Way

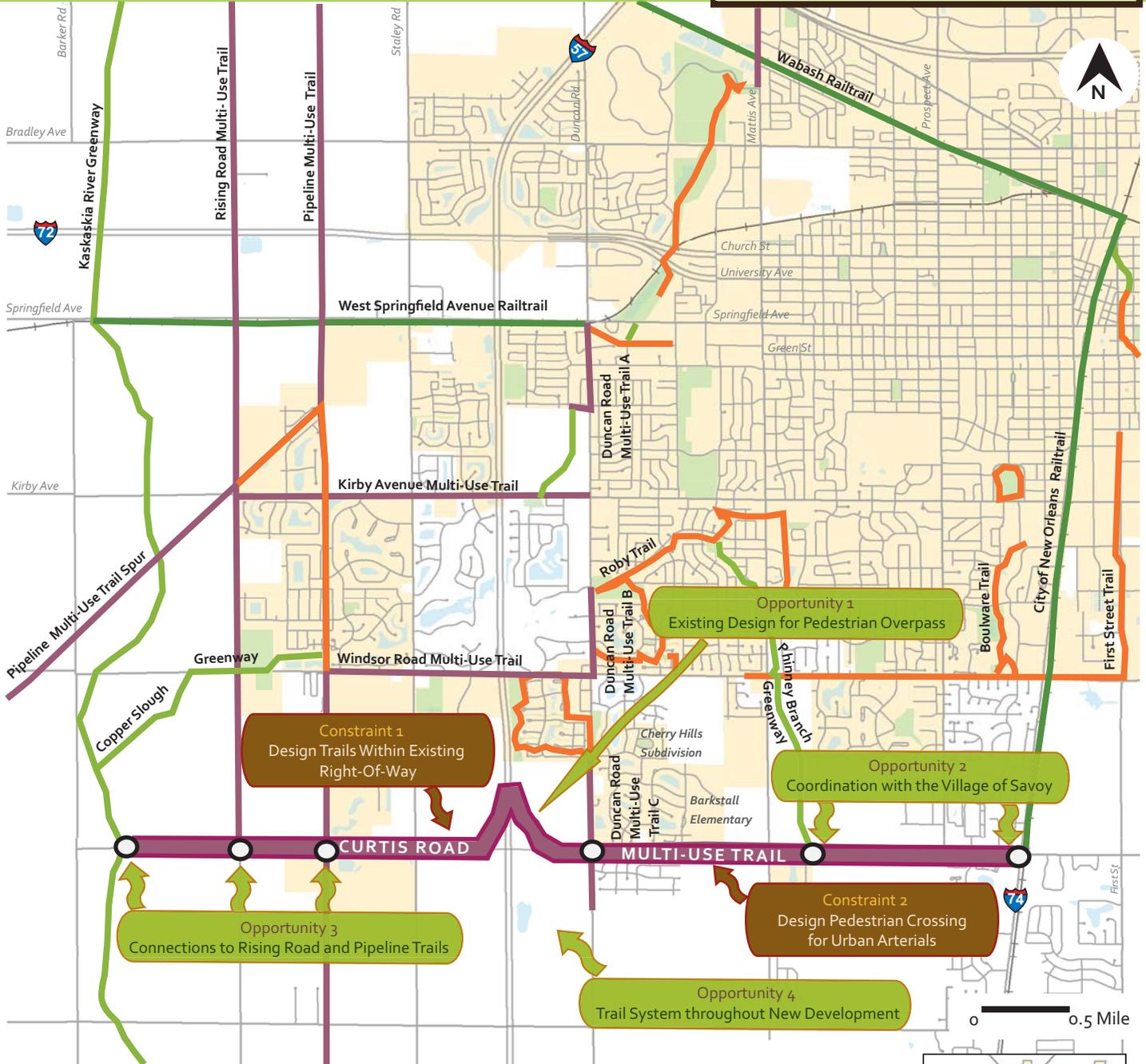
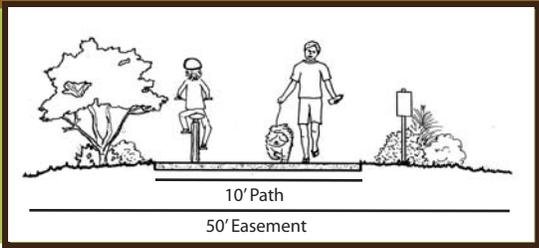
- 2 Bloomington Road Multi-Road Trail lies in developing areas, and there is a need to acquire the right-of-way to the north of Bloomington Road, where the future trail will be built.

Design Pedestrian Crossing for Urban Arterials

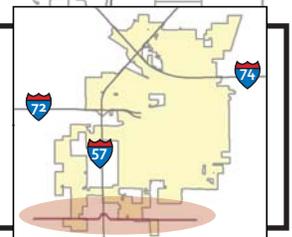
- 3 Where trails cross urban arterial roadways specific design guidelines ensuring safe pedestrian crossing will be necessary. The intersection of Bloomington Multi-Use Trail at Mattis Avenue is an example where this will be needed. (See the Champaign County Greenway and Trails Design Guidelines for details)

Curtis Road Multi-Use Trail

The planned Curtis Road Multi-Use Trail is 5.2 miles along the southern edge of Champaign. It will begin at the Kaskaskia River and will be on the north and south sides of Curtis Road, leading to the Village of Savoy. The Curtis Road Trail will provide a space for various types of recreational use. The trail will connect several residential communities with convenience centers throughout southern Champaign and will create links with six other trails within the regional network.



- Multi-Use Trail, Planned
- Railtrail, Planned
- Greenway, Planned
- Existing Trail Segments
- Connection



Curtis Road Multi-Use Trail

Connecting Trails

Kaskaskia River Greenway
Rising Road Multi-Use Trail
Pipeline Multi-Use Trail

Phinney Branch Greenway
City of New Orleans Railtrail

Destination Options

Curtis Road Interchange Development Area
Barkstall Elementary

Carle Clinic
Cherry Hills

Opportunities

Existing Design for Pedestrian Overpass

1

A separate bicycle and pedestrian bridge adjacent to the new interchange has been designed and will be built when connecting trails are provided to connect with surrounding development. By offering pedestrians safe access to development on both sides of the interchange, this overpass will benefit residents, as well as future businesses within the area. It will also allow the Curtis Road Multi-Use Trail to form a direct line across southern Champaign, linking the Kaskaskia River and the City of New Orleans Greenways.



I-57 and Curtis Road Interchange area

Coordination with the Village of Savoy

2

The location of the proposed Curtis Road Trail provides opportunities to coordinate with the Village of Savoy to create a more complete regional network of trails and greenways. Through coordination with Savoy, the Curtis Road Trail would provide links with both the proposed Phinney Branch Greenway and City of New Orleans Railtrail.



Savoy

Connection to the Local and Regional Trails

3

The Curtis Road Multi-Use Trail will connect with two major north-south regional trails located on the west side of the city, making it part of a larger trails network. These trails are the planned 10 mile Kaskaskia River Greenway and the 6.5 mile Pipeline Multi-Use Trail. The planned Curtis Road Multi-Use trail also connects to the 7 mile long Rising Road Multi-Use Trail, which is the local north-south trail.



Kaskaskia River

Trail System throughout New Development

4

Design standards for land around the Curtis Road interchange will require the construction of a connected system of trails throughout new development. The Curtis Road trail will link with the trail system, providing users with access to the civic spaces and mixed-use development surrounding the new interchange.



Proposed Trail at Curtis Road Interchange

Constraints



Existing Curtis Road



Pedestrian crossing example

Design Trails Within Existing Right-Of-Way

Trails need to be designed to fit within the existing right-of-way on Curtis Road.

1

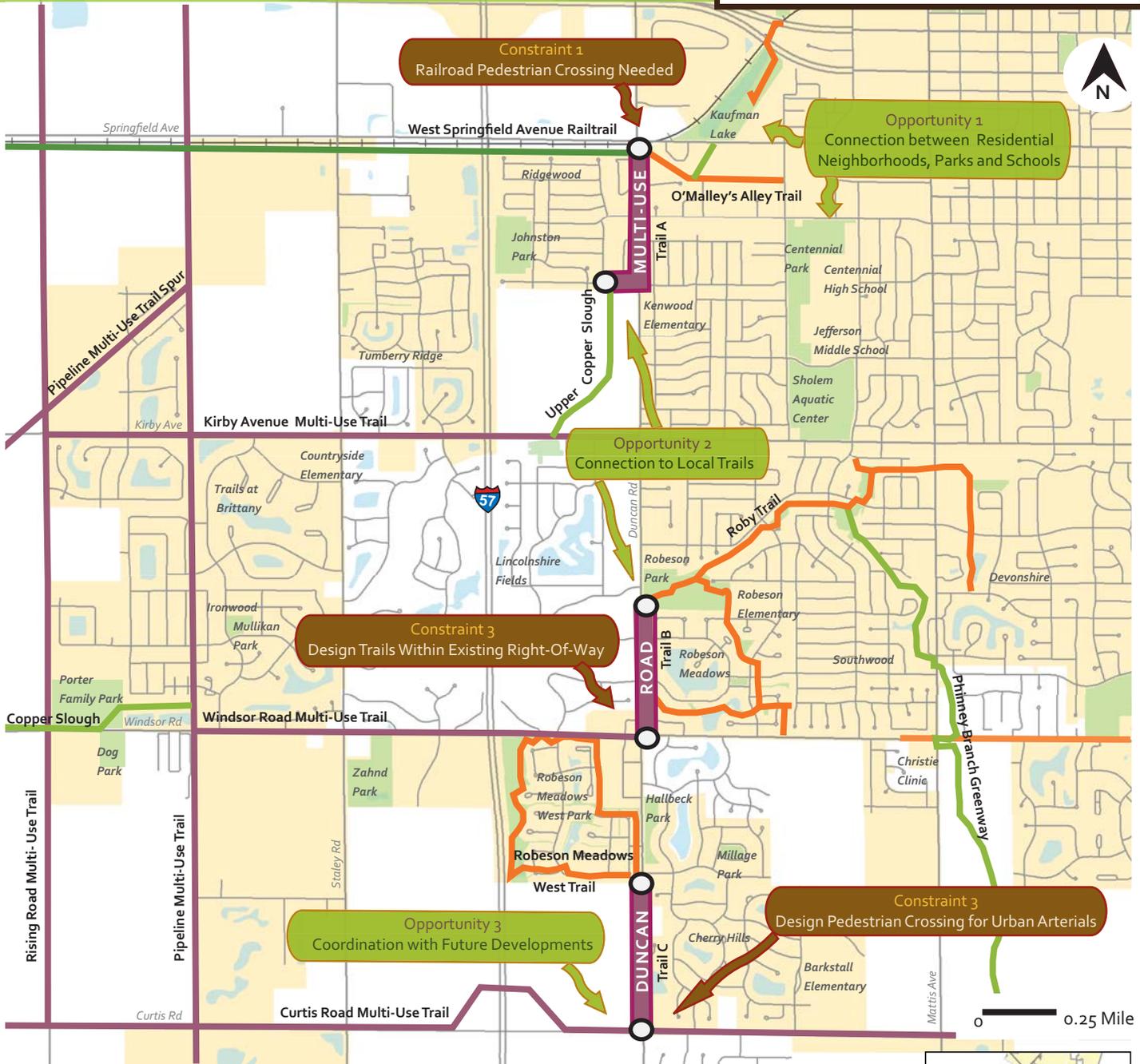
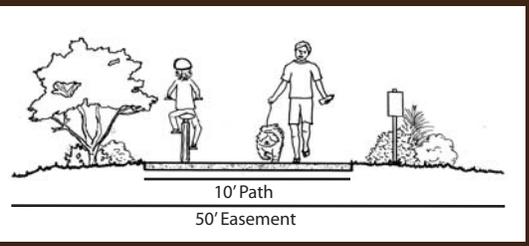
Design Pedestrian Crossing for Urban Arterials

Barkstall Elementary School is located on Hallbeck Drive, a quarter mile north of Curtis Road. A pedestrian crossing should be designed at the intersection of Hallbeck Drive and Curtis Road in order to provide students with safe access to the Curtis Road multi-use trail along the south side of Curtis Road.

2

Duncan Road Multi-Use Trail

The planned Duncan Road Multi-Use Trail is 1.6 miles and it starts at the O'Malley's Alley Trail at the north and extends south towards the proposed Curtis Road Multi-Use Trail. The Trail is divided into three connector segments A, B and C. These trail segments serve to form a connection between several local trails and links them to the larger regional network of trails. It also connects several residential neighborhoods with community parks and schools.



Duncan Road Multi-Use Trail

Connecting Trails

West Springfield Avenue Railtrail
O' Malley's Alley Trail
Copper Slough Greenway

Roby Trail
Robeson Meadows West Trail
Curtis Road Multi-Use Trail

Destination Options

Kaufman Lake
Centennial Park
Robeson Park

Robeson Meadows West Park
Hallbeck Park
Sholem Aquatic Center

Opportunities

Connection between Residential Neighborhoods, Schools and Parks

1

Duncan Road Multi-Use Trail, connects multiple residential neighborhoods like, Ridgewood, Kenwood, Lincolnshire Fields, Robeson Meadows and Cherry Hills to Kenwood Elementary, Robeson Elementary, Centennial High School and Jefferson Middle School. The Multi-Use Trail also leads to several parks, through the existing and proposed trails. Trail A is a quarter-mile from the Johnston Park and a half-mile from the Centennial Park. O'Malley's Alley Trail to the north of Duncan Road Multi-Use Trail A, leads to the Kaufman Lake and Park. Trail B intersects the Robeson Park and Trail C is a half-mile from the Robeson Meadows West Park.



Robeson Park

Connection to Local Trails

2

Duncan Road Multi-Use Trail forms crucial links between several local trails. Trail A connects the West Springfield Avenue Railtrail to the Upper Copper Slough Greenway. Trail B starts at the existing Roby Trail and connects to the Windsor Road Multi Use Trail to the south. Trail C begins at the existing 2 mile Robeson Meadows West Trail and ends at the proposed Curtis Road Multi-Use Trail.



Existing Duncan Road

Coordination with Future Developments

3

The planned Duncan Road Multi-Use Trail requires coordination to incorporate this trail into future developments. This coordination will help connect Duncan Road Multi-Use Trail to Curtis Road Multi-Use Trail and Copper slough Greenway.



Existing Copper Slough

Constraints



Duncan Rd and Springfield Ave Railroad

Railroad Pedestrian Crossing Needed

The development of an at-grade trail crossing will be necessary to allow the Duncan Road Multi-Use Trail to cross the West Springfield Avenue Railroad. (See the County Greenways and Trails Design Guidelines for at-grade trail crossing designs)

1



Developments around Duncan Rd

Design Trails Within Existing Right-Of Way

Trails need to be designed to fit within the existing right-of-way on Duncan Road. Analysis is required to determine if the trail is required on both sides or along one side of the road.

2



Example of Safe Pedestrian Crossing

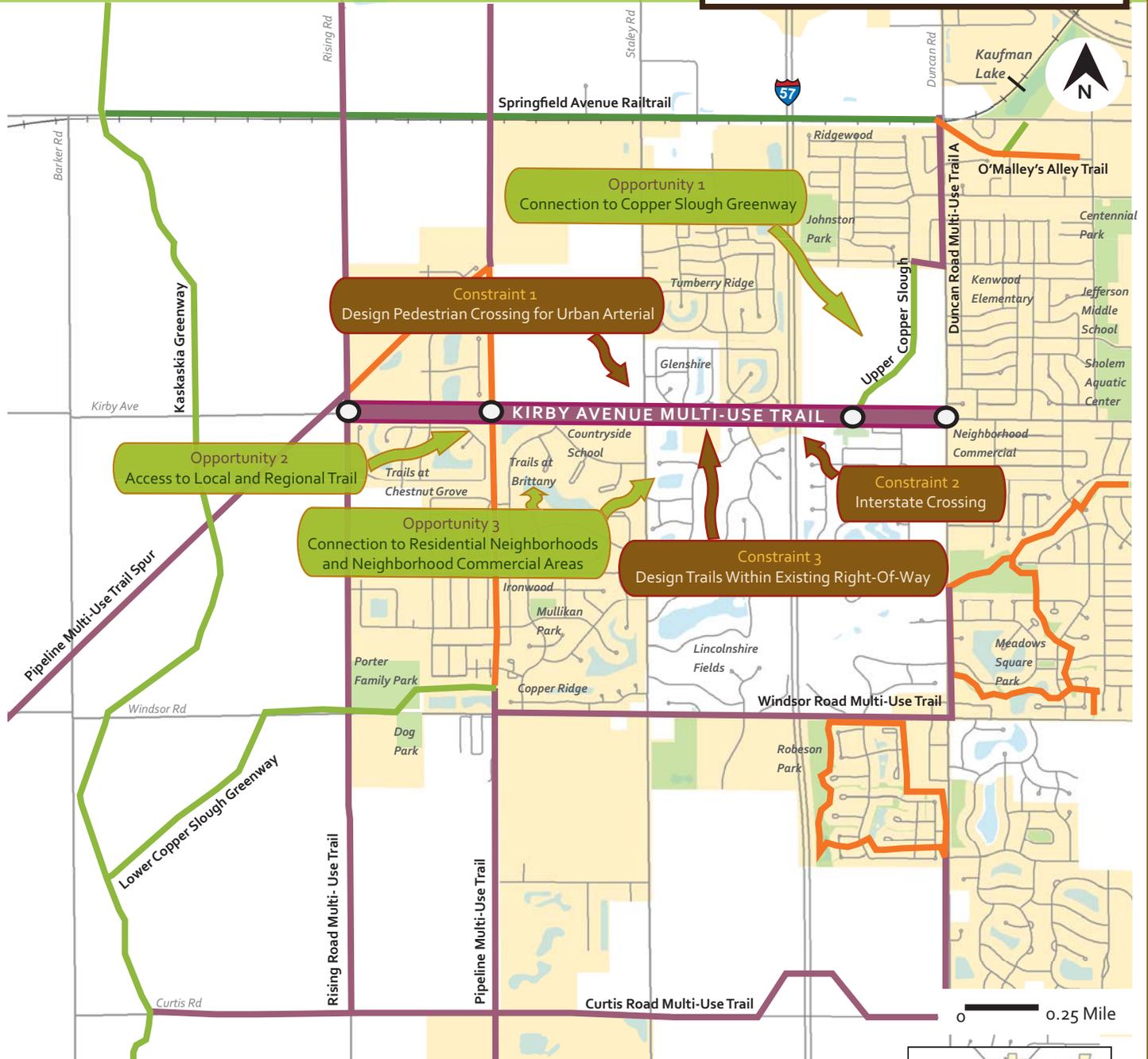
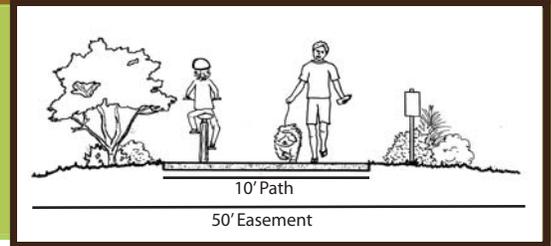
Design Pedestrian Crossing for Urban Arterials

Where trails cross urban arterial roadways specific design guidelines ensuring safe pedestrian crossing will be necessary. The intersection of Duncan Road Multi-Use Trail at Curtis road is an example where this will be needed. (See the Champaign County Greenway and Trails Design Guidelines for details)

3

Kirby Avenue Multi-Use Trail

A multi-use trail is planned along Kirby Avenue connecting the future Rising Road Multi-Use Trail and the Upper Copper Slough Greenway. The trail is designed to be built 10 feet wide with 5 foot wide clear zone on either sides, within the right-of way on Kirby Avenue. The trail will cover 2 miles linking to the north-south Pipeline Trail, making it part of a larger regional network.



- Multi-Use Trail, Planned
- Railtrail, Planned
- Greenway, Planned
- Existing Trail Segments
- Connection

Kirby Avenue Multi-Use Trail

Connecting Trails

Pipeline Multi-Use Trail
Copper Slough Greenway
Rising Road Multi-Use Trail

Destination Options

O'Malley's Alley Trail
Neighborhood Commercial
Countryside School

Opportunities

Connection to Upper Copper Slough Greenway

- 1 Kirby Avenue Multi-Use Trail is linked to the Upper Copper Slough Greenway, which further leads to Sholem Aquatic Center through the 74 acres Centennial Park located south of O'Malley's Alley Trail. The Upper Copper Slough Connector also leads to the Kaufman Park and Lake through the existing O'Malley's Alley Trail.



Kaufman Lake

Access to Local and Regional Trails

- 2 Kirby Avenue Multi-Use Trail connects to both regional and local network through two of the major north-south trails located on the west side of the city. These trails are the 6.5 mile Pipeline Multi-Use Trail and the 7 mile Rising Road Multi-Use Trail respectively. The Pipeline Trail further connects it to Kaskaskia Greenway.



Kaskaskia River

Connection to Residential Neighborhoods and Neighborhood Commercial Areas

- 3 Kirby Avenue Multi-Use Trail connects the residential neighborhoods of Trails at Brittany, Trails at Chestnut Grove, Lincolnshire Fields and Tumberry Ridge to Countryside School. It also provides access to Kenwood Elementary and Kaufman Lake through the Upper Copper Slough Greenway.



Copper Slough

Constraints



Safe Pedestrian Crossing example

Design Pedestrian Crossing for Urban Arterials

Where trails cross urban arterial roadways specific design guidelines ensuring safe pedestrian crossing will be necessary. The intersection of Kirby Avenue Multi-Use Trail at Staley Road and Rising Road are examples where this will be needed. (See the Champaign County Greenway and Trails Design Guidelines for details)

1



Pedestrian Overpass example

Interstate Crossing

A pedestrian and bicycle overpass crossing I-57 will be necessary to allow Kirby Avenue Multi-Use Trail to continue to the Upper Copper Slough Greenway. The design could involve widening of the existing bridge to include pedestrian and bicycle facilities. Another option is to construct a separate pedestrian overpass bridge. Further analysis is required to identify a suitable design solution. (Refer to the Interstate Overpass Enhancements Plan for design guidelines)

2



Existing developments around Kirby Avenue

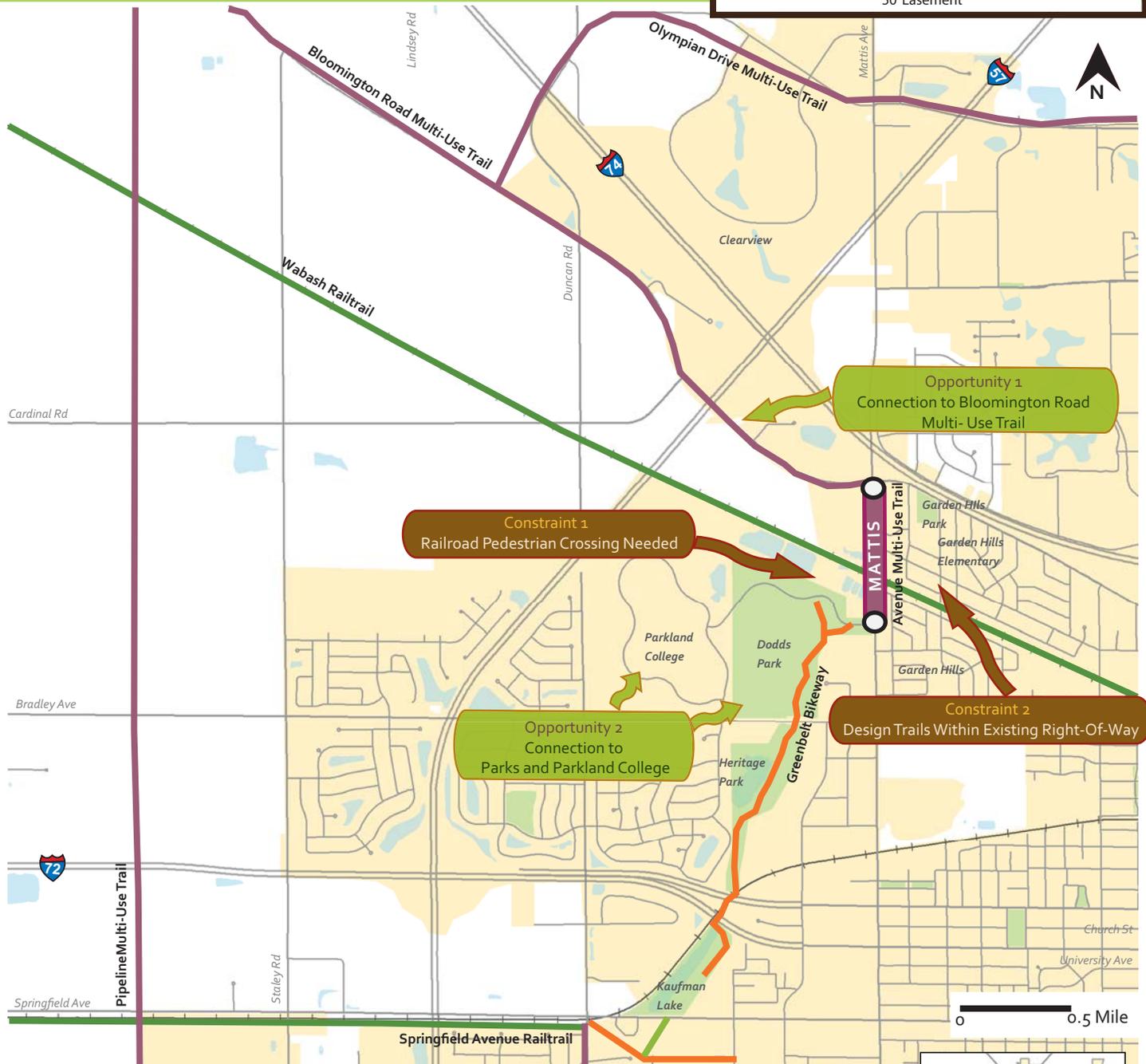
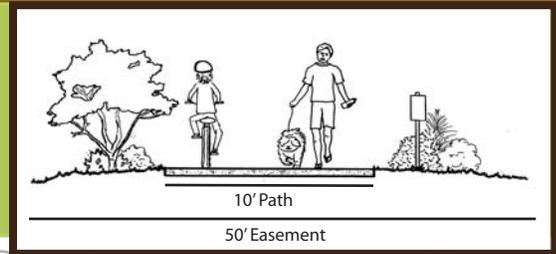
Design Trails Within Existing Right-Of-Way

Trails need to be designed to fit within the existing right-of-way on Kirby Avenue. Analysis is required to determine if the trail is required on both sides or along one side of the road.

3

Mattis Avenue Multi-Use Trail

The planned Mattis Avenue Multi-Use Trail is a half-mile connector located in northern Champaign. The multi-use trail will start at the Bloomington Road Multi-Use Trail and extends south to the existing Greenbelt Bikeway at Dodds Park west of Mattis Avenue. The Mattis Avenue Multi-Use Trail connects the Bloomington Road Multi-Use Trail to Garden Hills residential neighborhood and the park and elementary school located within the neighborhood.



- Multi-Use Trail, Planned
- Railtrail, Planned
- Greenway, Planned
- Existing Trail Segments
- Connection

0 0.5 Mile

Mattis Avenue Multi-Use Trail

Connecting Trails

Wabash Railtrail
Greenbelt Bikeway
Bloomington Road Multi-Use Trail

Destination Options

Dodds Park
Heritage Park
Kaufman Lake
Parkland College
Garden Hills Park
Garden Hills Elementary

Opportunities

1

Connection to Bloomington-Road Multi-Use Trail

North of Mattis Avenue Multi-Use Trail is connected to the 49 mile Bloomington Road Multi-Use Trail, which is a local trail. This trail further connects the Mattis Avenue Multi-Use Trail to the future regional park located northwest of the Bloomington Road Multi-Use Trail.

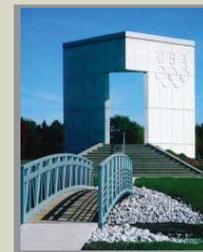


Intersection of Bloomington Rd and Mattis Ave

2

Connection to Parks and Parkland College

The Bloomington Road and Mattis Avenue Multi-Use Trail connect to the 2 mile existing Greenbelt Bikeway Trail in Dodds Park. This trail further leads to the 42 acre Heritage Park and Kaufman Lake and Park. Dodds Park is 110 Acre public park and sports complex featuring 11 soccer fields, 7 lighted softball diamonds, concession stands, public restrooms, trails, and ample parking. Kaufman Park is 8 acres and the Lake covers about 16 acres. The existing Greenbelt Bikeway also provides access to Parkland College, which is west of Dodds Park.



Dodds Park

Constraints



Rails with Trails example

Railroad Pedestrian Crossing Needed

The development of an at-grade trail crossing will be necessary to allow the Bloomington Road and Mattis Avenue Road Multi-Use Trail to cross the Wabash Railroad. (See the County Greenways and Trails Design Guidelines for at-grade trail crossing designs)

1



Developments Around Mattis Avenue

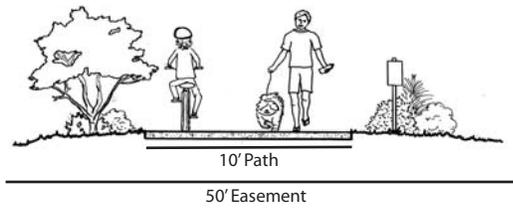
Design Trails Within Existing Right-Of Way

Trails need to be designed to fit within the confines of the existing right-of-way on Windsor Road. Analysis is required to determine if the trail is required on both sides or along one side of the road.

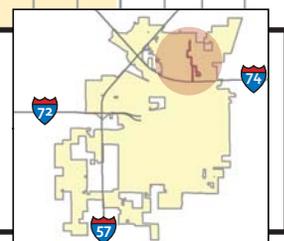
2

North Champaign Multi-Use Trail

The planned North Champaign Multi-Use Trail is 1.6 miles in northeast Champaign. It will be located between two major commercial centers and will be accessible to the residential communities of North Champaign. The trail will create a safe alternative to Prospect Avenue for pedestrian travel between Olympic Drive and I-74 and provide new recreational opportunities for residents.



0 0.25 Mile



- Multi-Use Trail, Planned
- Railtrail, Planned
- Greenway, Planned
- Existing Trail Segments
- Connection

North Champaign Multi-Use Trail

Connecting Trails

Ashland Park Trail
Boneyard Greenway

Destination Options

Marketplace Mall
Prospect Avenue Commercial Center

Opportunities

Ashland Park and Olympian Drive Trail Connections

- 1 The North Champaign Multi-Use Trail will provide direct trail access for the Ashland Park neighborhood. It will connect with the existing trail system throughout the subdivision and will allow for easy access to the future multi-use trail along Olympian Drive.



Example Connection between Trails

Location Between Major Commercial Centers

- 2 The location of the planned North Champaign Multi-Use Trail places it conveniently between two major commercial centers, Marketplace Mall and North Prospect Avenue. With connections to several surrounding apartment complexes and neighborhoods, North Champaign Multi-Use Trail will provide an effective link between the shopping centers and their neighboring residential areas.



Marketplace Mall

Access to Pond and Proposed Park

- 3 The North Champaign Multi-Use Trail will provide users with various recreational opportunities. Part of this trail will enter the proposed future park off of North Neil Street and border an existing pond in the area.



Proposed Park N Neil St.

Boneyard Greenway Connection

- 4 A proposed connection between the North Champaign Multi-Use Trail and the Boneyard Greenway will link neighborhoods north of I-74, including major shopping centers and newly developing residential areas, with neighborhoods south of I-74, including the University of Illinois campus and downtown Champaign.



The Existing Boneyard Trail

Constraints



Safe Pedestrian crossing example

Design Pedestrian Crossing for Urban Arterials

Where trails cross urban arterial roadways specific design guidelines ensuring safe pedestrian crossing will be necessary. The intersection of the North Champaign Multi-Use Trail and Interstate Drive is an example where this will be needed. (See the Champaign County Greenway and Trails Design Guidelines for details)

1



Proposed Pedestrian Overpass example

Interstate Crossing

A separate pedestrian and bicycle overpass crossing I-74 will be necessary to allow the North Champaign Multi-Use Trail to continue south and connect with the Boneyard Greenway. The design could involve widening of the existing bridge to include pedestrian and bicycle facilities. Another option is to construct a separate pedestrian overpass bridge. Further analysis is required to identify a suitable design solution. (Refer to the Interstate Overpass Enhancements Plan for design guidelines)

2



Aerial of I-74 and I-57 Intersection

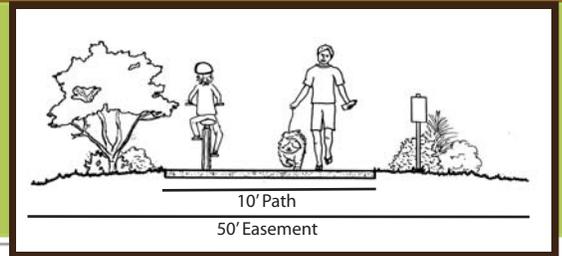
Need for Acquiring Right-Of-Way

Due to the possibility of land acquisition challenges south of I-74, alternative route through City of Champaign property located west of the proposed North Champaign Multi-Use Trail should be considered.

3

Olympian Drive Multi-Use Trail

The planned Olympian Drive Multi-Use Trail is a 4.6 mile trail located in northern Champaign. The Multi-Use Trail will start at Bloomington Road on the west and extend east to the railroad. The trail will be along both sides of Olympian Drive and will connect to the Apollo Industrial Park, Ashland Park, Toalson Park and Ashland Park Trail to the east. To the west the trail will also connect to the Interstate Research Park and future Clearview development.



	Multi-Use Trail, Planned
	Railtrail, Planned
	Greenway, Planned
	Existing Trail Segments
	Connection

Olympian Drive Multi-Use Trail

Connecting Trails

Bloomington Road Multi-Use Trail
 North Champaign Multi-Use Trail
 Ashland Park Trail

Destination Options

Dodds Park
 Heritage Park
 Kaufman Lake

Toalson Park
 Ashland Park
 Marketplace Mall

Opportunities

Access to Local Trails

1

Olympian Multi-Use Trail connects to a regional network trail, which is the 5 mile Bloomington Multi-Use Trail. The Olympian Multi-Use Trail also passes along the existing 2 mile Ashland Park Trail which leads to the North Champaign Multi-Use Trail. North Champaign Multi-Use Trail will link neighborhoods north of I-74, including major shopping centers and newly developing residential areas, with neighborhoods south of I-74, including the University of Illinois campus and downtown Champaign. The Olympian Drive Multi-Use Trail will also connect to future planned trail within the Clearview Development.



Existing Trail Segments

Connection to Residential, Park and Employment Centers

2

Olympian Drive Multi-Use Trail links to the residential neighborhoods of Laurel Heights and Ashland Park. The trail also links to the 2 mile Ashland Park Trail and the 7 acre Toalson Park, both located within the Ashland Park neighborhood. The Multi-Use Trail will connect to the Apollo Subdivision on the east and the Interstate Research Park and future Clearview development to the west.



Toalson Park

Constraints



Proposed Pedestrian Overpass Example

Need for Pedestrian Overpass

1

A separate pedestrian and bicycle overpass crossing I-74 and I-57 will be necessary to allow the Olympian Multi-Use Trail to continue east to the Wabash Railway. The design could involve widening of the existing bridge to include pedestrian and bicycle facilities. Another option is to construct a separate pedestrian overpass bridge. Further analysis is required to identify a suitable design solution. Also, when the East Olympian Drive extension is designed, the bridge over the railroad should be designed for safe pedestrian crossing. (Refer to the Interstate Overpass Enhancements Plan for design guidelines)



Olympian Drive at Ashland Park

Design Pedestrian Crossing over Ditches

2

Ditches run along the Olympian Drive to facilitate storm water management in this area. Culverts with at grade crossings must be constructed to all intersections to provide complete connectivity to trail users.



Existing ROW on Olympian Drive

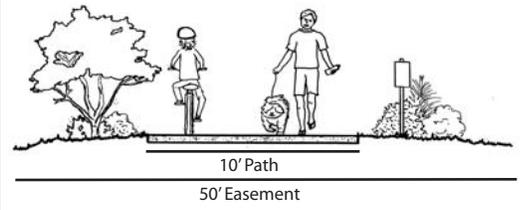
Design Trails Within Existing Right-Of-Way

3

Trails need to be designed to fit within the existing right-of-way on Olympian Drive.

Pipeline Multi-Use Trail

The Pipeline Multi-Use Trail is 6.5 miles within the city boundaries with opportunities to expand in both directions, north of Bloomington Road and south of Curtis Road. The Pipeline Spur will intersect with the existing Pipeline Trail and extend southwest past the city limits. The Marathon Oil Pipeline easement creates a strip of undevelopable land which can be utilized for the Pipeline Multi-Use Trail. Within this easement, developers are required to dedicate and build a 10 foot trail.



- Multi-Use Trail, Planned
- Railtrail, Planned
- Greenway, Planned
- Existing Trail Segments
- Connection



Pipeline Multi-Use Trail

Connecting Trails

Bloomington Multi-Use Trail
 Wabash Railtrail
 Curtis Road Multi-Use Trail
 West Springfield Ave Railtrail

Rising Road Multi-Use Trail Spur
 Kaskaskia Greenway
 Copper Slough Greenway

Destination Options

Porter Family Park
 Dog Park
 Zahnd Park

Opportunities

Access to Regional Trails

1

Pipeline Multi-Use Trail intersects with two major east-west trails, the 9 mile Wabash Railtrail and the 5 mile Bloomington Multi-Use Trail. It also connects to two major north-south trails located on the west side of the city making Pipeline Multi-Use Trail part of a larger regional network. The north-south trails are the 10 mile Kaskaskia Greenway and the 7 mile Rising Road Multi-Use Trail.



Connections with Regional Trails

Connection to Neighborhoods and Parks

2

The planned Pipeline Multi-Use Trail will lead through numerous residential neighborhoods, Trails at Abbey Fields, Trails at Chestnut Grove, Cobblefield, Crowwood, Ironwood, and some newer neighborhoods at the southern end like Legends of Champaign. The trail also leads to the Porter Family Park and the Dog Park to the west, through the lower Copper Slough Greenway and the Zahnd Park to the east, through the Windsor Road Multi-Use Trail.



Dog Park

South Champaign Trail Connections

3

The south end of the Pipeline Multi-Use Trail is intersected by the Lower Copper Slough Greenway, Windsor Road Multi-Use Trail and the Curtis Road Multi-Use Trail. Copper Slough forms an excellent connection between the three major north-south trails: Kaskaskia Greenway, Rising Road Multi-Use Trail and Pipeline Trail. The Windsor Road Multi-Use Trail, connects the Pipeline Multi-Use Trail to the local trails, like the Duncan Road Multi-Use Trail, Roby Trail and the Robeson Meadows West Trail.



South Champaign

Constraints

Interstate Crossing

1

A separate pedestrian and bicycle overpass crossing I-74 and I-72 will be necessary to allow the Pipeline Multi-Use trail to continue south and connect with the other local trails. The design could involve widening of the existing bridge to include pedestrian and bicycle path, or the construction of an independent overpass. Further analysis is required to identify a suitable design solution. (Refer to the Interstate Overpass Enhancements Plan for design guidelines)



Pedestrian Overpass Example

Railroad Pedestrian Crossing Needed

2

The development of an at-grade trail crossing will be necessary to allow Pipeline Multi-Use Trail to cross the future West Springfield Avenue Railtrail and the Wabash Railtrail. (See the County Greenways and Trails Design Guidelines for at-grade trail crossing designs)



Rails with Trails Example

Design Pedestrian Crossing for Urban Arterials

3

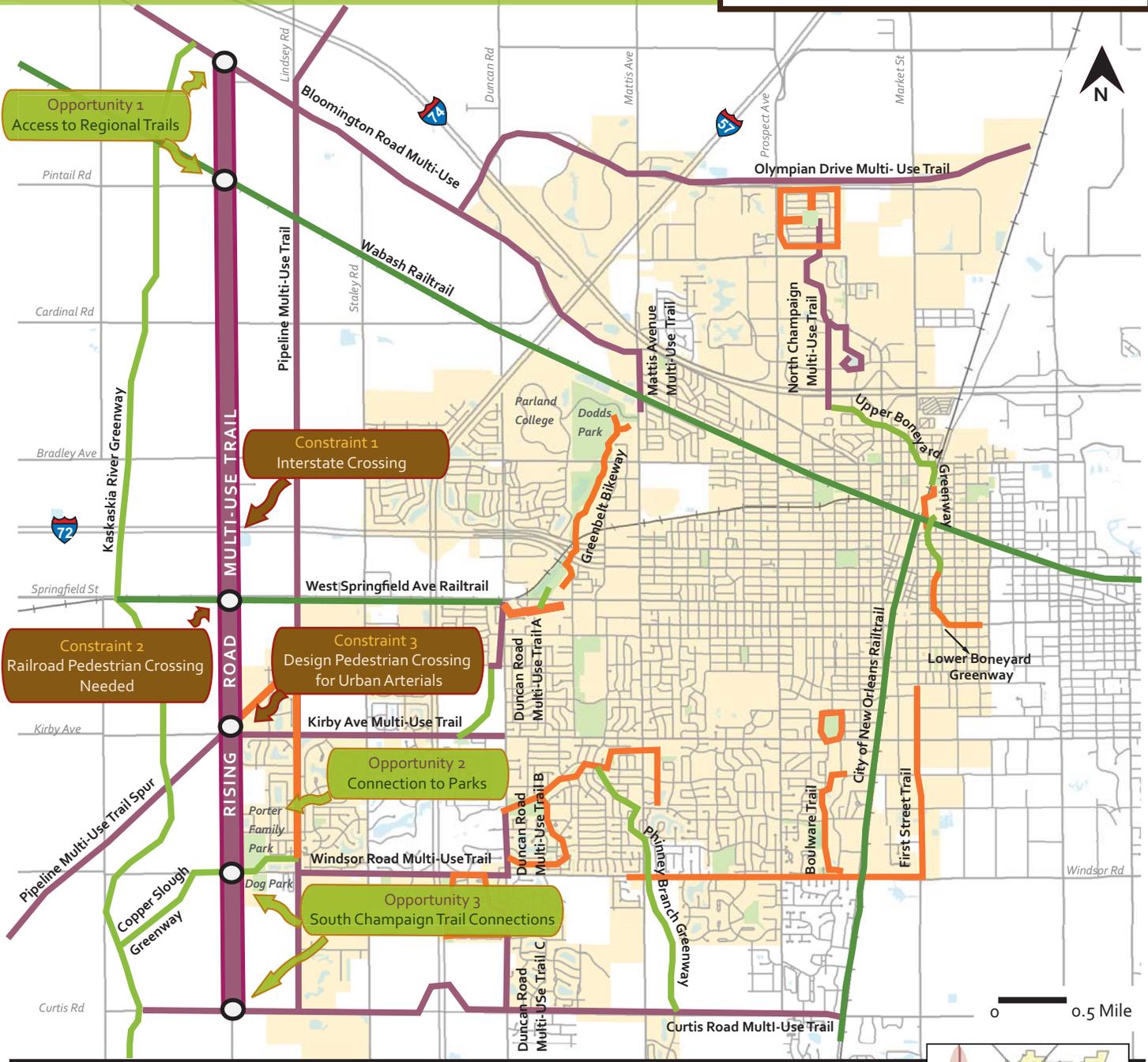
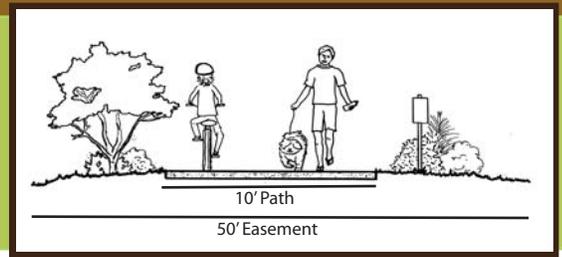
Where trails cross urban arterial roadways specific design guidelines ensuring safe pedestrian crossing will be necessary. The intersection of Pipeline Multi-Use Trail at Rising Road, at Kirby Avenue and at Windsor Road are examples where this will be needed. (See the Champaign County Greenway and Trails Design Guidelines for details)



Safe Pedestrian Crossing Example

Rising Road Multi Use Trail

The Rising Road Multi-Use Trail will begin at Bloomington Road and continue south 6.9 miles along Rising Road on the west side of Champaign. The trail is proposed to end at Curtis Road Trail. As per the Staley/ Rising Corridor Study, the multi-use trail will provide access to newly developing neighborhoods, parks, and commercial centers. Rising Road Multi-Use Trail will also serve as an important link in the regional network by connecting to three major multi-use trails, two major railtrails and a greenway..



- Multi-Use Trail, Planned
- Railtrail, Planned
- Greenway, Planned
- Existing Trail Segments
- Connection



Rising Road Multi-Use Trail

Connecting Trails

Bloomington Multi-Use Trail
Wabash Railtrail
Curtis Road Multi-Use Trail

West Springfield Ave Railtrail
Pipeline Multi-Use Trail Spur
Copper Slough Greenway

Destination Options

Porter Family Park
Dog Park

Opportunities

Access to Regional Trails

1

Rising Road Multi-Use Trail intersects with two major east-west trails, the 9 mile Wabash Railtrail and the 5 mile Bloomington Multi-Use Trail. This further connects to two major north-south trails located on the west side of the city making Rising Road Multi-Use Trail part of a larger regional network. The north-south trails are the 10 mile Kaskaskia Greenway and the 6.5 mile Pipeline Multi-Use Trail.



Kaskaskia River

Connection to Parks

2

Rising Road Multi-Use Trail leads to the Porter Family Park and the Dog Park at the intersection of Rising Road and Windsor Road near the southern end of the trail. Porter Family Park is 38 acres of park area and provides the surrounding neighborhoods with outdoor recreational space. The Dog Park is 7 acres of park area including, a four foot fence, double-gated entry area and separate areas for small and large dogs.



Dog Park

South Champaign Trail Connections

3

The south end of the Rising Road Multi-Use Trail is intersected by the Copper Slough Greenway and the Curtis Road Multi-Use Trail. Copper Slough acts as an excellent connector between the three major north-south trails; Kaskaskia Greenway, Rising Road Multi-Use Trail and Pipeline Trail.



South Champaign

Constraints



Proposed Pedestrian Overpass Example



Rails with Trails Example



Safe Pedestrian Crossing Example

Interstate Crossing

1

A separate pedestrian and bicycle overpass crossing I-72 will be necessary to allow the Rising Road Multi-Use Trail to continue south and connect with the other local trails. The design could involve widening of the existing bridge to include pedestrian and bicycle facilities. Another option is to construct a separate pedestrian overpass bridge. Further analysis is required to identify a suitable design solution. (Refer to the Interstate Overpass Enhancements Plan for design guidelines)

Railroad Pedestrian Crossing Needed

2

The development of an at-grade trail crossing will be necessary to allow Rising Road Multi-Use Trail to cross the West Springfield Avenue Railtrail. (See the County Greenways and Trails Design Guidelines for at-grade trail crossing designs)

Design Pedestrian Crossing for Urban Arterials

3

Where trails cross urban arterial roadways specific design guidelines ensuring safe pedestrian crossing will be necessary. The intersection of Rising Road Multi-Use Trail at Windsor Road and at Kirby Avenue are examples where this will be needed. (See the Champaign County Greenway and Trails Design Guidelines for details)

Windsor Road Multi-Use Trail

Connecting Trails

Pipeline Multi-Use Trail
Duncan Road Multi-Use Trail

Destination Options

Robeson Park
Village at the Crossing
Zahnd Park

Hallbeck Park
Millage Park
Porter Family Park
Dog Park

Opportunities

Connection to Local Trails

1

Windsor Road Multi-Use Trail is linked to the Duncan Road Multi-Use Trail B, which further leads to Roby Trail at Robeson Park. Roby Trail connects to the Robeson Elementary School, Carrie Busey Elementary School and the Sholem Aquatic Center. The south of the Windsor Road Trail connects to the 2 mile Robeson Meadows West Trail. This further leads to Cherry Hills neighborhood and the Duncan Road Multi-Use Trail A.



Sholem Aquatic Center

Access to Regional Trail

2

Windsor Road Multi-Use Trail connects to the larger regional network through one of the major north-south trails located on the west side of the city, which is the 6.5 mile Pipeline Multi-Use Trail. The Pipeline Trail further connects it to Kaskaskia Greenway and the Rising Road Multi-Use Trails, both of which are important regional and local trails.



Kaskaskia River

Connection to Park and Residential Neighborhoods

3

Windsor Road Multi-Use Trail connects the residential neighborhoods of Copper Ridge, Legends of Champaign, Robeson Meadows, Lincolnshire Fields to Zahnd Park, Hallbeck Park, Millage Park. Zahnd Park is 20 acres in area which includes lighted ball fields. Windsor Road Multi-Use Trail also connects to Porter Park and Dog Park through the Lower Copper Slough Greenway.



Zahnd Park

Connection to Neighborhood Shopping

4

The west end of the Windsor Road Multi-Use Trail is the Village at the Crossing. This is a mixed use neighborhood center containing restaurants, retail and office. Neighborhoods near the Windsor Road Multi-Use Trail can use this trail to access the Village at the Crossing. At the south-west corner of Windsor Road and Staley Road, zoning provides for additional neighborhood commercial spaces.



Village at the Crossing

Constraints

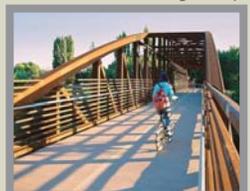


Safe Pedestrian Crossing Example

Design Pedestrian Crossing for Urban Arterials

Where trails cross urban arterial roadways specific design guidelines ensuring safe pedestrian crossing will be necessary. The intersection of Windsor Road Multi-Use Trail at Staley Road and at Duncan are examples where this will be needed. (See the Champaign County Greenway and Trails Design Guidelines for details)

1



Pedestrian Overpass Example

Interstate Crossing

A pedestrian and bicycle overpass crossing I-57 will be necessary to allow Windsor Road Multi-Use Trail to continue east towards Duncan Road Multi-Use Trail. The design could involve widening of the existing bridge to include pedestrian and bicycle facilities. Another option is to construct a separate pedestrian overpass bridge. Further analysis is required to identify a suitable design solution. (Refer to the Interstate Overpass Enhancements Plan for design guidelines)

2



Existing Developments at Windsor Road

Design Trails Within Existing Right-Of-Way

Trails need to be designed to fit within the existing right-of-way on Windsor Road. Analysis is required to determine if the trail is required on both sides or along one side of the road.

3