

CHARLESTON

HOME OF EASTERN ILLINOIS UNIVERSITY



Comprehensive Plan Update 2020



Approved by City Council, July 2020

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Preface



Tour de Charleston (2018)

City of Charleston Comprehensive Plan Update 2020

Preface

This **COMPREHENSIVE PLAN UPDATE 2020** extends from and expands on the successes of the 1996 Charleston Tomorrow Strategic Plan, the 1999 Comprehensive Plan and the 2009 Comprehensive Plan Update. By charting new pathways for growth, the document embraces the aspirations of key stakeholder groups and establishes a collaborative framework that will enable the City of Charleston to leverage emerging opportunities, enhance local markets, and creatively respond to known and unknown challenges in the future.

Like the previous plans, the document is organized around familiar themes that resonate with our diverse community and articulates a shared vision for the city that continues to evolve. The **COMPREHENSIVE PLAN UPDATE 2020** recognizes the importance of infrastructure, the natural environment, economic competitiveness, and cultivating an inclusive culture to enhance the overall sustainability of the community. Further, the plan intentionally forwards the concept of "New Ruralism" to create an attractive and thriving city that celebrates our history, the arts, culture, education, and the region's natural amenities to advance economic growth and improve the overall livability of the city.

In 2020, the City of Charleston was ranked 9th in the United States, of the "10 Best "Hidden Gem" College Towns in the United States" by the College Gazette¹. According to the report, the evaluation considers "size, academic programs, reputation and rankings, cost, campus life, culture, and, of course, location". The ranking is based on college towns "with the best student life, culture, and activity in combination with reputable local colleges and universities". "These hidden gems represent some of the finest cities one could study in at the undergraduate or, in some case, the graduate level". According to the report, Eastern Illinois University ranks 8th on the U.S. News and World Report's list of top public schools in the Midwest. The goal of this list "is to highlight cities that, although beloved by their residents and students, are rising in reputation throughout the country for their excellence as quality college towns". The **COMPREHENSIVE PLAN UPDATE 2020** captures the essence of the City of Charleston and its plans to continue rising into the future.

¹ February 5, 2020; 10 Best "Hidden Gem" College Towns in the U.S., by College Gazette.

Introduction

The *Comprehensive Plan* of the City of Charleston serves as a general framework for the future development and planning of the City of Charleston. This document establishes the existing conditions while outlining the goals and objectives to provide recommendations for future planning and development. The *2020 Comprehensive Plan Update* is the combined efforts of the City to reexamine issues related to changes in the community that have occurred since the *1996 Charleston Tomorrow*, the *1999 Comprehensive Plan* and *2009 Comprehensive Plan Update*.

The Comprehensive Plan is intended to stand on its own while complementing the existing planning materials, which include:

- *Charleston Gruen Plan 1968*²
- *Charleston Tomorrow 1996*³
- *Comprehensive Plan 1999*⁴
- *Comprehensive Plan Update 2009*⁵

This document serves as a decision-making tool for long-range planning, setting recommended guidelines, and improving communications.

The *Comprehensive Plan* is a collaborative process whereby the Community of Charleston can establish a unified vision for community future growth development. This document is divided into distinct, yet interrelated sections. This plan includes background information on the essential cultural, demographic, economic, environmental, historic, physical, and social elements of the community, the vision of the community, and the collection of goals, policies and strategies that will be used to realize that vision.

Whereas this document incorporates the components of a traditional comprehensive plan, it also recommends a strategy for implementation.

The implementation strategy contains:

- Identification of the steps necessary for implementation of the recommendations: these will include both short and long term action steps and obstacles that may hinder implementation.
- An action plan will be developed as an outline for implementation.
- Benchmarks / Status Updates to staff and City Council that will measure the outcomes and the progress toward executing the implementation strategy.

The Comprehensive Plan identifies a clear and compelling vision for the future of the City, through specific policies, strategies and recommendations for implementing those strategies. Furthermore, it is hoped these improvements and changes can provide an effective guide and vision to ensure the future character and image while and protecting the health, safety and welfare of the community.

² February, 1968; Charleston General Plan, Prepared by Victor Gruen Associates

³ November, 1996: Charleston Tomorrow, Prepared by The Charleston Tomorrow Steering Committee


⁴ December 1999: Comprehensive Plan, Prepared by Pflum, Klausmeier & Gehrum, Consultants, Inc.

⁵ December 2009: Comprehensive Plan Update, Prepared by City of Charleston

Preface

Vision Statement

The development of the Comprehensive Plan embodies the foundation of the Vision Statement of *Charleston Tomorrow* which was updated for this document as follows:



***“A CULTURALLY RICH COMMUNITY,
CHARACTERIZED BY A SAFE
ENVIRONMENT, WITH ACTIVE CITIZENS,
COMMITTED TO EXCELLENT EDUCATIONAL
INSTITUTIONS, A GROWING AND DIVERSE
TAX BASE, AND A COLLABORATIVE LOCAL
ECONOMY THAT PROVIDES
OPPORTUNITIES FOR ALL CITIZENS,
RESIDENTS AND VISITORS.”***

This plan enables the city to fulfill this vision by exploring and providing guidance for issues currently facing Charleston such as economic development, planning / land use issues, housing, historical preservation, transportation (circulation and access), infrastructure and facilities, parks and recreation, aesthetics and beautification.

More specifically, this plan explores each of these issues as they pertain to precise geographic segments of the city such as: neighborhoods (established and new), commercial and industrial corridors and public spaces.

Planning Efforts

The *Comprehensive Plan Update* concerns the changes and refinements from previous plans that are necessary to guide the future development of the City. The City's original plan was prepared in 1968, which is often referred to as the Victor Gruen Plan.

In 1996, a report called "Charleston Tomorrow: Building a Bright Future for the City of Charleston Community" was adopted by the Charleston City Council. This initiative was organized as part of a state program called the "Competitive Community Initiative." People representing a variety of organizations in Charleston were brought together by the Charleston Tomorrow Steering Committee to identify and rank in order of importance Charleston's strengths, weaknesses, opportunities, and threats as part of self-examination. From this, a vision of desired future of the community identified and an action plan was formed to guide various planning committees towards this vision. Among the initiatives identified was the need for a new "Comprehensive Plan".

In 1999, a Comprehensive Plan was prepared to represent the overall development of the City of Charleston, drawing on and updating existing plans and policies, as well as creating new ones. In 1998 the planning firm, Pflum, Klaumeier, and Gehrum Consultants, Inc, was selected to help prepare the strategic comprehensive plans for Coles County, the City of Mattoon, and the City of Charleston. With their help, the City of Mattoon adopted *Mattoon, All Aboard!* as their strategic plan in 2000. As noted in their vision statement Mattoon is dedicated to "Encourage cooperation among governments, industries, institutions, and citizens to achieve excellence in all civic endeavors."⁶

In March of 2000, Coles County adopted their strategic plan: *Coles County Strategic Plan*. Coles County is committed to "cooperate with its cities and town to become a stronger regional hub for education, health, commerce, industry, agriculture, and tourism while maintaining and enhancing the cultural and aesthetic qualities of our communities and rural area."⁷ In addition, Eastern Illinois University, a large part of Charleston's community, prepared an update in 1998 of its *Campus Master Plan*⁸.

In 2009, the City adopted a complete update of both its 1999 Comprehensive Plan along with the City's Official Zoning Map. Since 2009, the City has amended the 2009 Comprehensive Plan Update from time to time as needed. This includes an amendment in 2018 to incorporate the City's Bicycle and Pedestrian plan into the 2009 Comprehensive Plan Update.

This 2020 Comprehensive Plan Update process sought to actively engage the community throughout the entire plan process. This included meetings and presentations with numerous committees, stakeholders, agencies, and other organizations and individuals in order to engage in a transparent and public process. Since the adoption of Charleston Tomorrow and its Comprehensive Plans, City staff have been actively implementing, tracking and reporting on the status of the goals and objectives from all its plan documents to the City Council. Status reports and achievements from past planning documents are included in this update. Benchmarking and implementation will continue to be a major component of this plan update.

⁶ February 2000: *Mattoon, All Aboard!*. Prepared by Pflum, Klausmeier, and Gehrum Consultants, Inc.

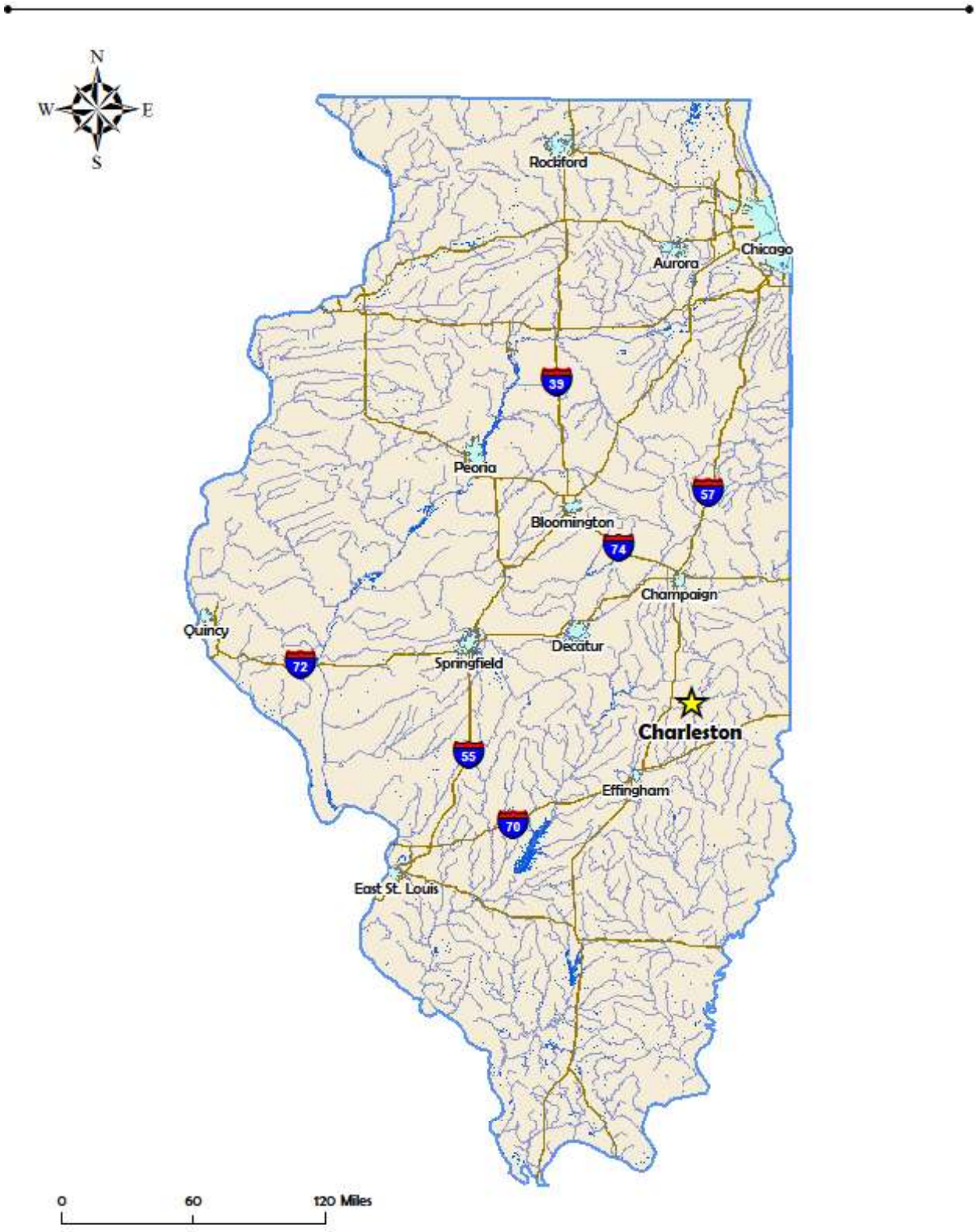
⁷ March 2000: *Coles County Strategic Plan*. Prepared by Pflum, Klausmeier, and Gehrum Consultants

⁸ November 1998: Eastern Illinois University Master Plan, Prepared by Sizemore Floyd Conroy Architects

Preface

In accordance with general planning guidelines (as detailed by Martin Landers, AICP; Plan Tools LLC), this 2020 Comprehensive Plan Update incorporates these “Top Ten” Planning Principles as follows:





Preface

Community Profile



Charleston City Hall

Community Profile



Historical Perspective

The following describes the history, demographics, and physical characteristics of the City of Charleston. This information provides the background, which is essential toward understanding the goals and objectives, policies, and recommendations for future use presented in the following sections. Tables and charts present information on population, housing, employment and existing land use, which provide supporting documentation for the conclusions reached in the assessment of the community.

A number of significant events in the history of Charleston and Coles County have contributed to the deeply rooted characteristics of the community. These characteristics and the historic contexts in which they evolved contribute to the opportunities and constraints that must be examined in the preparation of Charleston's new Comprehensive Plan.

From the time of its designation as county seat of the newly organized Coles County in 1831, Charleston has acted as a natural center of government and commerce for the predominantly rural and agricultural region that extends beyond Coles County. Charleston is rich in Abraham Lincoln history and the City actively embraces this part of its history. The City of Charleston is a Looking for Lincoln "Gateway Community" and is part of the US National Park Service's "Abraham Lincoln National Heritage Area".

Bolstered by its agricultural traditions and the acquisition of rail service in the nineteenth century, Charleston weathered the economic depressions of the 1870s and 1930s. In between these events, Charleston was selected as the site for the Eastern Illinois Normal School (1895), which is now known as Eastern Illinois University.

Despite its status as a City, Charleston has seen limited absolute growth since the late 1940s. Post-World War II urbanization in the Midwest, and the United States as a whole, left Charleston at a relative commercial and industrial disadvantage. Culturally and economically, Charleston remains closely aligned with the presence and vitality of the Eastern Illinois University campus. At the time of the preparation of the Charleston General Plan in the late 1960s, regional population and economic growth were optimistic.

The City has a designated local historic district encompassing much of 6th Street and 7th Street; along with four local historic landmarks. In addition, there are currently nine Charleston sites listed on the National Register of Historic Places. As the updated Comprehensive Plan is articulated from the shared vision and goals of the citizens of Charleston, an honest and uncompromising examination of the past contributes to a realistic assessment of its future.

*Lincoln Douglas
Debate Museum*



*Charleston
Courthouse, 1864*



*Eastern Illinois
University's
Old Main Under
Construction, 1897*



*Eastern Illinois University's
Old Main, 1989*



Community Profile

General Population



Coles County
Courthouse in
Charleston



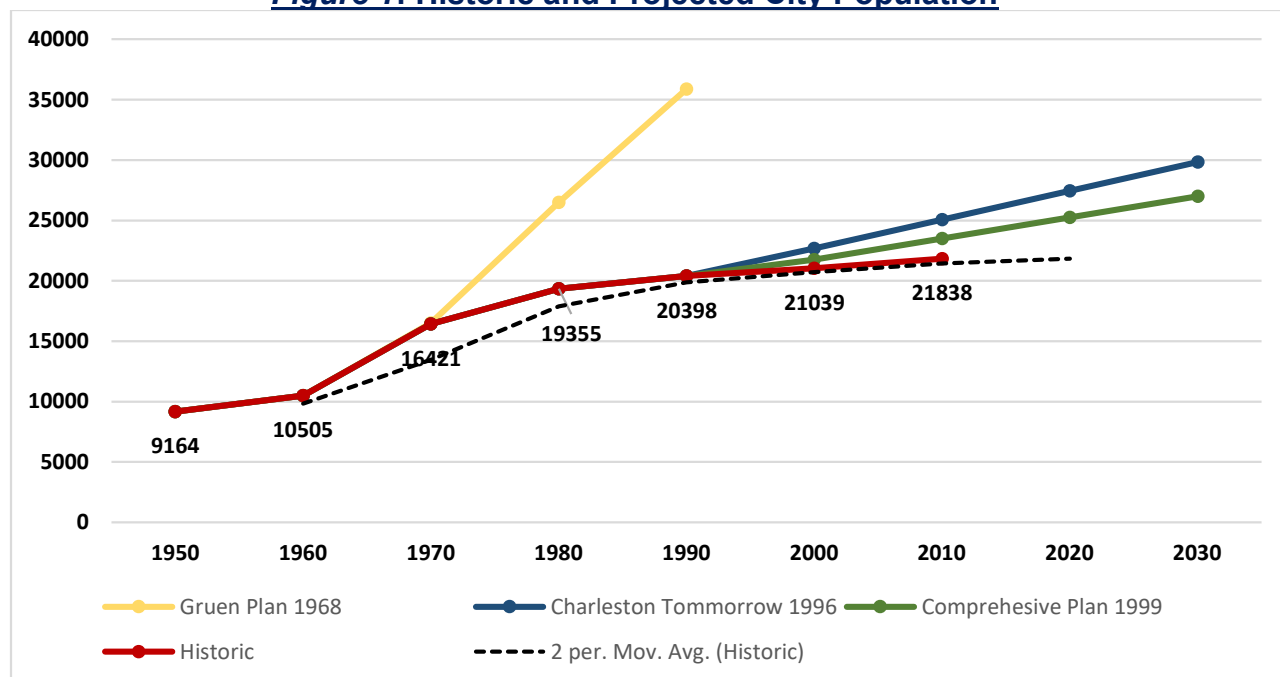
Eastern Illinois
University's Old Main

As was noted in the 1968 Charleston General Plan, in the U.S. Census of Population and Housing before 1950, resident students at Eastern Illinois University were not included in the population of Charleston unless otherwise members of households in the City. For this reason the examination of historic population and housing in Charleston will begin with figures available from the US Census of 1950.

As shown by *Figure 1*, Charleston experienced very little growth from 1950 to 1960. A primary factor for the absence of growth during this decade was the accelerated industrialization throughout the Midwest, which drew population from rural areas to those urban areas offering concentrations of potential employment. In sharp contrast, the following decade from 1960 to 1970 shows significant growth for Charleston as a whole. A significant portion of this growth must be attributed to increased enrollment at EIU; since, this decade experienced the first wave of the "baby-boomer" generation graduating from high school and enrolling in college.

The tendency of the recent past to affect estimates and projections of future growth is also clearly shown in *Figure 1*. When population projections were prepared for Charleston's General Plan in the late 1960s, the impacts of accelerated growth in Charleston and at EIU were immediate and quantifiable. The projections were also based on the expectations – never realized – that a large reservoir would be constructed which would stimulate tourism and economic development.

Figure 1: Historic and Projected City Population



Community Profile

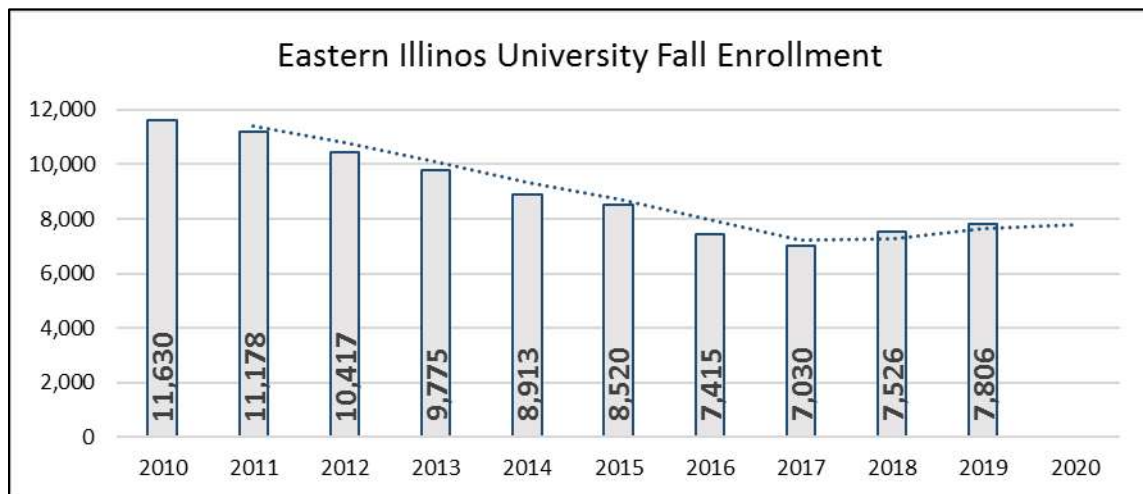
This growth trend, which continued into the 1970s, affected the Victor Gruen Plan projection for population in Charleston to the degree that nearly 40,000 persons were expected by 1990 (published as 35,880 in 1987). This projection proved inaccurate.

Projections showed a much different future for Charleston within the Comprehensive Plan period (2000 to 2030). *Charleston Tomorrow* in *Figure 1* is the population projection made in 1996 by the Coles County Regional Planning Commission on behalf of the Charleston Tomorrow community initiative. By this projection Charleston would increase to approximately 30,000 persons by the year 2030, including EIU student residents.

The absence of growth in the component of Charleston's population, without other significant external development, will further suppress expectations for future growth. *The Comprehensive Plan 1999* in *Figure 1* was based upon 1980 and 1990 Census population and on 1980-98 building permit data for the City of Charleston. By this projection Charleston would increase to approximately 27,000 persons by the year 2030, including EIU student residents.⁹

From *The Comprehensive Plan 1999* to the 2009 plan update, the enrollment of EIU increased by almost over 2,000 students. The 2007 fall enrollment for Eastern Illinois University was approximately 12,500 students. However, looking more recently, from 2010, the fall enrollment numbers at Eastern Illinois University declined until the fall of 2018 as shown in *Figure 2*.

Figure 2: Historic EIU Fall Enrollment



⁹ December 1999: Comprehensive Plan, Prepared by Pflum, Klausmeier & Gehrum, Consultants, Inc.

Community Profile



Kiwanis Amphitheater

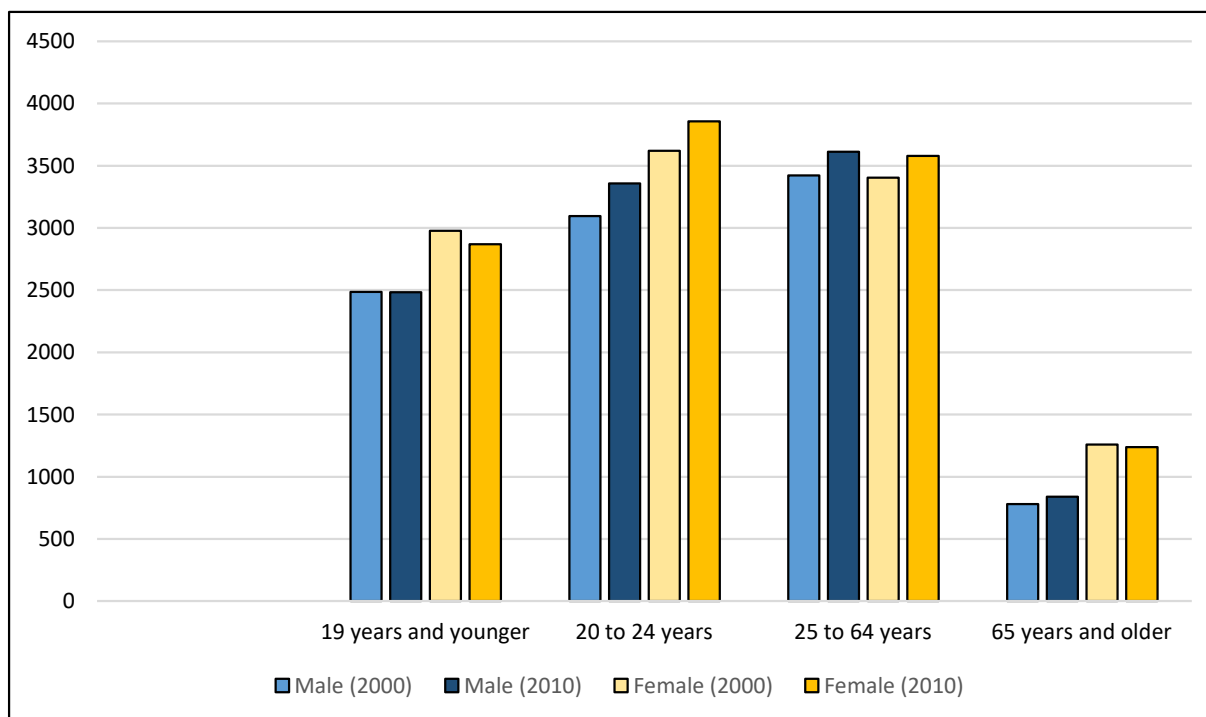


This decline can be attributed to many factors, including conditions in the State of Illinois. However, in 2019, EIU fall enrollment increased over 3.7% from the previous year. Because the EIU population is included in the City's overall population figures, enrollment must be considered in this analysis. In order to increase population figures, it will be critical for the City to be a partner in the student and faculty recruitment and retention efforts of EIU.

As seen in *Figure 3*, the highest concentration of residents in a particular age range is by far the twenty to twenty-four year olds, thus highlighting the college age population. This five year age range made up about 33% (7,214 people) of the City's overall population (2010). It is important to take the 20-24 age group into special consideration when planning for the future of the City of Charleston.

In addition, in 2010, the City's 65 years and older age group represented about 9.5% of the City's population, which is a slight increase from year 2000. As the nation's average age continues to increase, development and amenities in the City need to be aware of this increase in order to help guide decisions and policies.

Figure 3: 2010 US Census - Age Groups and Sex



Community Profile

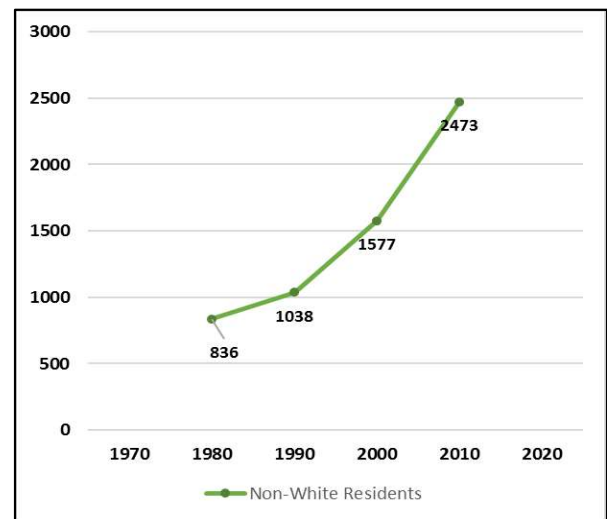
An Inclusive & Diverse Community

As the data demonstrate, Charleston is the most diverse community in Coles County and the City seeks to foster and create an inclusive and welcoming community for all residents and visitors. Home to Eastern Illinois University, the City actively cultivates a sense of community that values different points of views and collaboratively constructs a New Ruralism that embraces and reflects the city's, region's and state's growing economic growth, innovation, and overall quality of life are inherently linked to ensuring every member of the community thrives.

Since 2000, diversity in Charleston's population has rapidly increased. *Figure 4* reflects the U.S. Census underrepresented groups in the City of Charleston since 1980. The figure shows a 195% increase of this population from 1980 to 2010 in the City.

Specifically, overall diversity across all under-represented populations has increased 82%. Similarly, EIU has experienced more diverse enrollments. In Fall 2018, 36.8% of EIU's student population were from non-majority communities and that figure is a 194% increase over 2000. In addition to domestic diversity, the campus has seen a 158% increase in international students between 2000 and 2018 with enrollments over 400 degree seeking students in recent years. In tandem, the data illustrate that the City's demography is dynamic and increasing diversity will position Charleston to meet the labor force needs and reflect values of 21st Century businesses.¹⁰

**Figure 4: US Census
Population of Underrepresented Groups**



Year	Under-Represented Groups in the City
2017	13.70%
2010	11.30%
2000	7.50%

U.S. Census (2000, 2010), American Community Survey (2017)



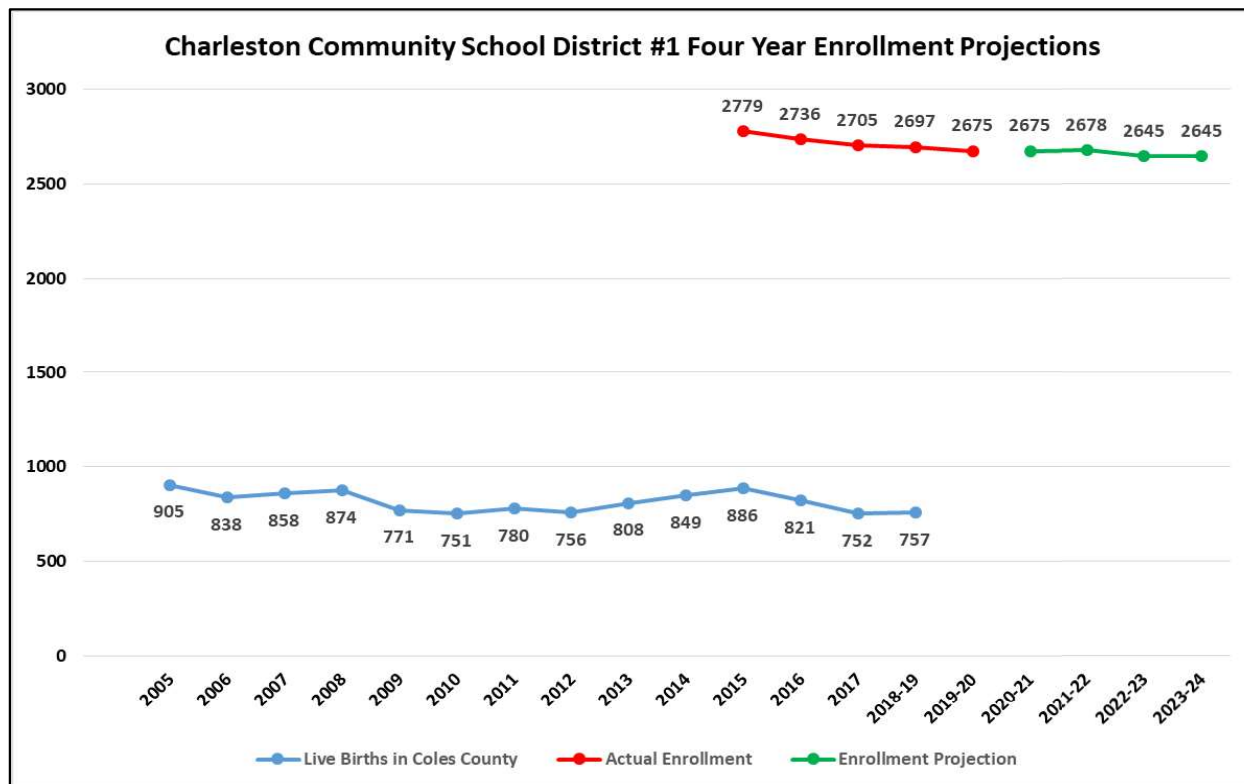
¹⁰ March 2019 EIU Data Sources: Office of International Student & Scholars, Admissions & Division of Enrollment Management, Office of Institutional Research & Budget.

Community Profile

Charleston Community Unit School District #1

The Charleston Community Unit School District #1 provides four-year enrollment projections to the school board and administrative teams in order to develop policy initiatives throughout the District. *Figure 5* shows the actual school enrollment from school year 2014-2020. In addition, enrollment projections for 2021-2024 are shown below.¹¹

**Figure 5: Charleston Community Unit School District #1
Four-Year Enrollment Projections**



Charleston Community Unit School District #1 data from 2019¹²:

- Since 2015, the percentage of underrepresented students in the school district has increased about 6% (16% non-white students).
- The number of students who were eligible to receive free and reduced-price lunches, live in substitute care, or whose families received public aid in 2018 was about 45% (State's average was 50% in 2019).
- About 1.8% of the District's students do not have permanent or adequate homes.
- The "dropout rate" in 2019 for District students was about 7%.
- Student mobility rates for the District was about 12% while the State's average was about 7%. The mobility rate reflects students who transfer in or out of school during the school year.
- The 4 year "graduation rate" was 84% (State's average was 86%).

¹¹ Charleston Community Unit School District #1 Enrollment Projections (2021-2024)

¹² Charleston Community Unit School District #1 Report Card (2015-2019)

Housing

As with population, any examination of housing in Charleston must consider the relationship of the EIU campus to the City as a whole. Since 1970, student enrollment at EIU has represented at least 40% of the total population of Charleston. In 1990 before EIU's decision to curb the growth of the campus population, student enrollment represented approximately 45% of Charleston's population.



7th Street House

In addition to the projected 10,259 student population, EIU's *1999 Master Plan* specified a static estimate of 1,839 combined faculty and staff throughout a planning period that extended to the year 2014.

In 2018, as stated earlier, the EIU student enrollment was 7,526. It is still EIU's short term goal to enroll 9,000 students to the university. In 2018, there were 1,250 employees at EIU which is about 600 positions less than projected in 1999.



It must be observed that EIU faculty, staff, and student equivalent to at least 18 years old are potential participants in Charleston's housing market.

The presence of the University population makes Charleston's housing profile much different from a typical semi-rural mid-western community of 20,000 people. There are high percentages of nontraditional households, great demand for rental housing units, and growing occupancy in-group quarters.



*In-Fill development on
N 4th Street
Habitat for Humanity*

This has exerted pressure on the housing market in Charleston to provide or maintain a supply of housing units only part of which consists of single family detached homes. Much of the EIU oriented housing demand is for relatively short-term occupancy. The demand for rental housing and nonstandard tenure would logically be greatest in proximity to the campus.

Infill development is a key strategy for residential revitalization programs in the City. According to a recent City survey, there are approximately 259 vacant one and two family residential zoned lots that could be available for infill development. These lots have City utilities available and are ready for new construction projects. In 2016, the City began a trial program to incentivize new home building in the City by waiving building permit fees on new single-family residential developments.

Table 1 displays annual summaries of total permits issued in Charleston for years 1980 through 2018. *Table 2* displays the annual new housing units since 1990 through 2018. This data is also displayed graphically in *Figure 4*.



*Brooklyn Heights
Apartments*

Community Profile

Table 1: Type & Number of Total Permits Issued – City of Charleston

YEAR	SINGLE FAMILY	DUPLEX	APARTMENTS		ACCESS BLDGS	COMM New and Remodel	INDUST.	RES ADDITION REMODEL	OTHER	TOTAL PROJECTS	TOTAL PERMITS
			BLDGS	UNITS							
1980	34	4	5	20	21	20	0	26	77	187	
1981	29	2	1	6	18	10	0	30	68	158	
1982	47	3	5	26	17	9	0	27	55	163	
1983	38	1	4	22	27	10	0	51	58	190	
1984	31	3	1	40	26	25	0	45	72	203	
1985	18	0	4	50	20	17	0	81	77	217	
1986	28	2	3	51	20	8	0	81	81	223	
1987	35	4	2	28	20	8	1	64	83	217	
1988	35	2	3	16	26	9	1	48	96	220	
1989	31	6	0	0	24	6	2	52	87	208	
1990	37	8	2	16	38	9	1	33	77	205	
1991	40	5	1	6	24	10	2	22	81	185	
1992	34	13	1	6	27	9	2	34	90	210	
1993	57	6	2	8	26	11	1	34	77	214	
1994	61	9	3	49	26	11	3	24	80	217	
1995	39	8	2	19	25	15	3	30	103	225	
1996	36	9	6	47	18	13	3	36	121	242	
1997	22	13	3	89	27	14	3	30	130	242	
1998	38	3	5	84	21	9	3	27	114	220	
1999	18	4	4	60	22	7	1	25	152	233	
2000	20	6	4	56	17	10	0	25	133	215	
2001	13	3	2	58	7	16	3	15	103	220	
2002	12	0	1	8	9	16	1	27	106	192	
2003	16	2	2	39	18	6	1	21	88	164	
2004	13	2	8	128	10	7	1	17	63	121	
2005	24	0	7	99	6	10	1	18	117	185	
2006	28	5	5	56	14	4	1	32	69	155	
2007	21	7	5	36	27	9	2	28	30	129	
2008	17	5	9	48	8	9	0	30	119	197	
2009	9	3	4	21	7	12	0	15	105	176	
2010	7	0	3	110	5	9	0	16	132	172	
2011	3	0	1	8	6	11	0	15	127	171	
2012	6	1	2	13	10	17	1	39	79	168	
2013	10	0	2	13	16	19	0	29	167	256	421
2014	9	0	0	0	11	22	1	23	183	249	358
2015	4	0	2	77	6	15	2	26	185	238	328
2016	3	0	0	0	15	21	0	27	179	245	349
2017	4	0	0	0	9	16	0	28	157	214	288
2018	3	0	0	0	7	21	0	17	231	279	345
2019	1	0	0	0	15	24	0	22	195	257	326
TOTAL	931	139	114	1413	696	504	40	1270	4347	8182	
AVG	23	3	3	35	17	13	1	32	109	210	298

** Beginning in 2013, the City modified its permit tracking processes, as reflected in the shaded area, where the total projects are tracked independently from the number of permits issued.*

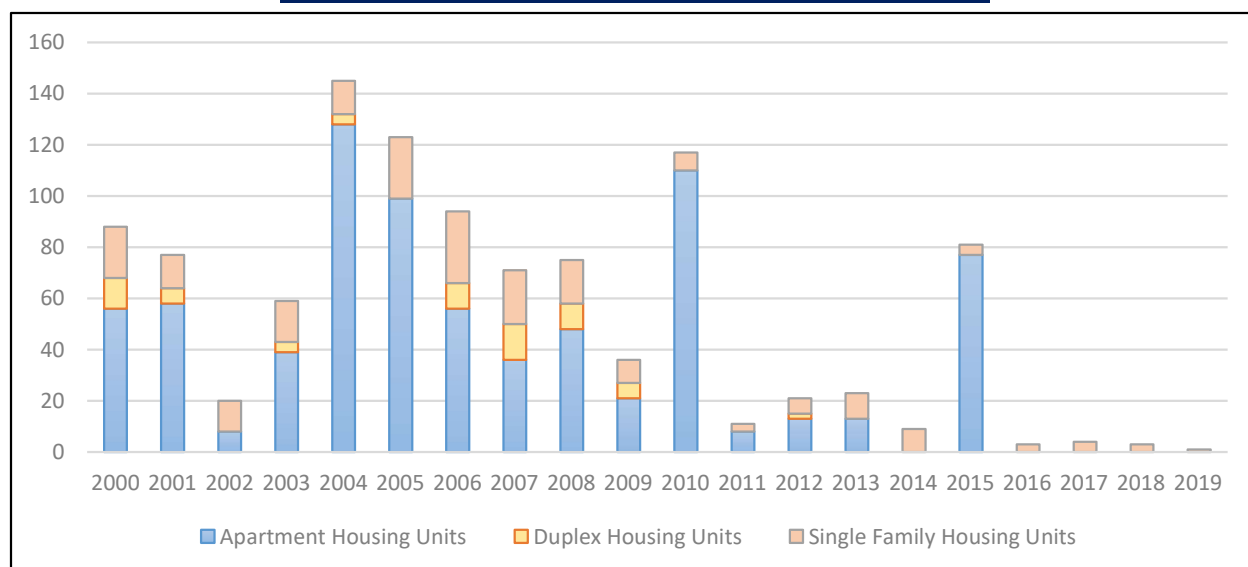
Community Profile

As shown by *Table 2* and *Figure 6*, an average of 53 housing units were permitted annually in Charleston in the 20 years from 2000-2019. The current ten-year average from 2010-2019 is 27 housing units built per year.

Table 2: Annual Permitted New Housing Units

	SINGLE FAMILY UNITS	DUPLEX UNITS	APARTMENT UNITS	TOTAL UNITS
2000	20	12	56	88
2001	13	6	58	77
2002	12	0	8	20
2003	16	4	39	59
2004	13	4	128	145
2005	24	0	99	123
2006	28	10	56	94
2007	21	14	36	71
2008	17	10	48	75
2009	9	6	21	36
2010	7	0	110	117
2011	3	0	8	11
2012	6	2	13	21
2013	10	0	13	23
2014	9	0	0	9
2015	4	0	77	81
2016	3	0	0	3
2017	4	0	0	4
2018	3	0	0	3
2019	1	0	0	1
Average	11	4	40	53 units avg

Figure 6: Annual Permitted New Housing Units



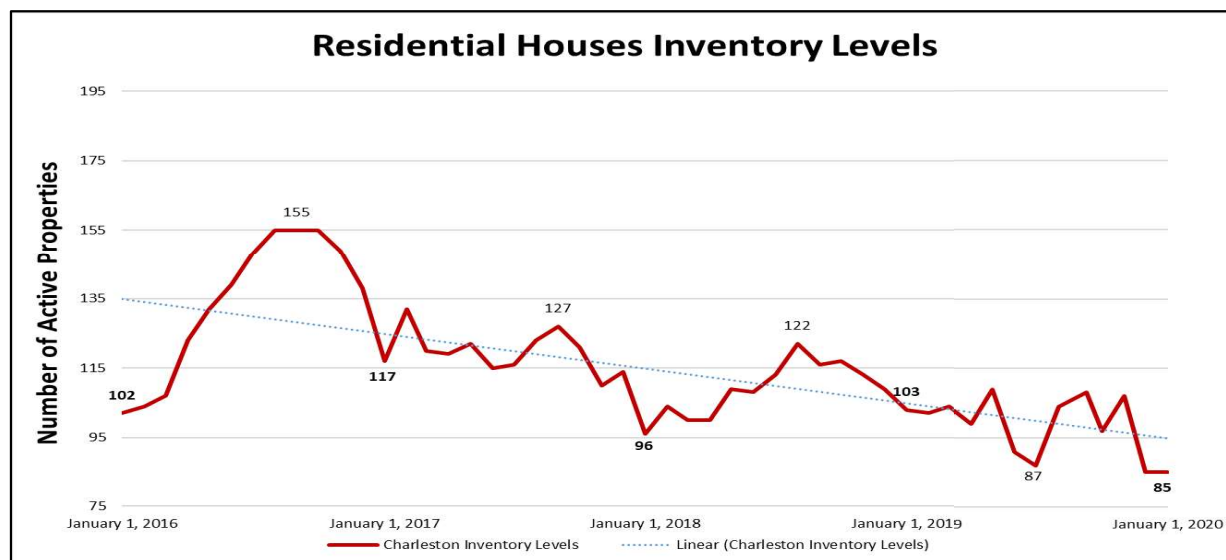
Community Profile

The City's **Community and Residential Revitalization Plan** (including for one- and two-family residences) is included in the Housing Section in this 2020 Comprehensive Plan update and provides additional statistics and summaries regarding the City's housing profile.

The following is excerpted from Michael Staton (Managing Broker Coldwell Banker Classic Real Estate (2/6/2020))¹³:

- **Closed Units-** Following 2018's sub-par performance, Charleston rebounded closing 231 units in 2019, a 20.3% increase YOY. This placed 2019 well above the 20-year average (212), and median (213) for closed units.
- **Avg/Med Sale Price-** Up by nearly \$1000 YOY to \$118,444, 2019 ranks as having the 3rd highest average sale price in the last 20 years. Conversely, the median sale price fell 2.4% from 2018. Settling at \$101,000, 2019 had the lowest median sale price since 2015 at \$100,000.
- **\$ per sq. ft.-** After two years in a row of declines, Charleston's average price per sq. ft. rebounded to \$62.30, a gain of 5.5% YOY. While the overall median sale price fell, the median price per sq. ft. increased drastically (9.3%), finishing the year at \$64.74.
- **Inventory-** With only 85 active units on the market on January 1st, Charleston is well below normal to start the year. Since 2016, Charleston has averaged 97.6 homes on the market with a median of 102 for January. In the last 85 months, there have only been two other times inventory has been this low, December 2019 and February of 2014 at 85 units each.
- **Pending Units-** Breaking a 10-month stretch of having more than 20 units under contract, Charleston's 16 pending units on January 1st represents a MOM decline of 5 units from December.
- **Foreclosures-** Accounting for only 5.2% of all sales in 2019, the 11 units were not only the fewest sold but also constituted the smallest percentage of overall sales, in the past five years
- **Absorption Rates-** With inventory at record lows combined with an above-average number of sales over the last 12 months, the absorption rates for the overall market are under the industry standard of a 6-month supply for a balanced market. Not only are the overall market rates indicating a seller's market in all four time periods, but so are the rates for 6 of the 13 price ranges. Additionally, two other price ranges had 3 of 4 time periods with less than a six-month supply, both only narrowly missing the mark in the projections.

Figure 7: Residential Houses Inventory Levels



¹³ Coldwell Banker Classic Real Estate 2019 Year End Housing Market Report for Charleston and Mattoon (attached as Exhibit)

Community Profile

Additional information from the annual Coldwell Banker provided Housing Report¹⁴ shows the sales history for the City since 2010: is:

- 2010: 160 Sales (\$114,910 Average Sales Price)
- 2011: 169 Sales (\$115,089 Average Sales Price)
- 2012: 213 Sales (\$115,537 Average Sales Price)
- 2013: 211 Sales (\$118,943 Average Sales Price)
- 2014: 199 Sales (\$114,126 Average Sales Price)
- 2015: 212 Sales (\$115,347 Average Sales Price)
- 2016: 211 Sales (\$124,724 Average Sales Price)
- 2017: 233 Sales (\$116,868 Average Sales Price)
- 2018: 192 Sales (\$117,483 Average Sales Price)
- 2019: 231 Sales (\$118,444 Average Sales Price)

Of the 231 closed units in 2019, a breakdown of the average price range is as follows:

Table 3: Average Home Sales Price Range

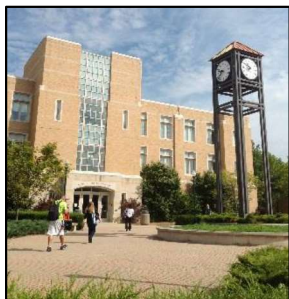
Price Range	2019 Total	20 - Year Average
Under \$40,000	26	23
\$40,000 - \$59,999	21	24
\$60,000 - \$79,999	34	35
\$80,000 - \$99,999	32	29
\$100,000 - \$124,999	29	30
\$125,000 - \$149,999	29	23
\$150,000 - \$174,999	16	14
\$175,000 - \$199,999	14	10
\$200,000 - \$224,999	7	7
\$225,000 - \$249,999	9	5
\$250,000 - \$274,999	2	3
\$275,000 - \$299,999	6	2
\$300,000+	6	4

The last 6 months of pending sales in 2019 was 147 units. With 85 active property listings (January 1, 2020), the City's housing market is general considered a seller's market.

¹⁴ Coldwell Banker Classic Real Estate 2019 Year End Housing Market Report for Charleston and Mattoon (attached as Exhibit)

Community Profile

Economic Base



EIU Clock Tower

The Cities of Charleston and Mattoon together comprise the urbanized portion of Coles County in which the majority of concentrated employment is situated. Since the locations of the two cities are in proximity, employers can easily draw from the labor force in either city and/or the surrounding County.

Employer location and employment type are, however, economically important to a community as well as to individual employers and employees. In this respect, Charleston competes with Mattoon as well as with other communities in the region for the employers offering the most desirable job opportunities.

As the Charleston Comprehensive Plan is developed, economic issues for employer, employee, and community perspectives will have important influence on numerous other topics. A stable housing stock and neighborhoods, quality education, excellent infrastructure, regional employers and cultural amenities are foundations to Charleston's economic base.



*Business at University
Avenue and Lincoln
Avenue*

In 2017, the Eastern Illinois University Impact Study was created and is attached to this document. According to the study, EIU adds \$461.8 million in economic output to the region annually. Every 1,000 students who attend EIU add \$8.6 million to the Coles County economy and EIU support more than 10% of the jobs in Coles County¹⁵.

As stated earlier, EIU's faculty and staff are the equivalent of 1,250 employees. Sarah Bush Lincoln's employment of 2,447 which represents that largest employment base. These 2 employers are the largest two employers in the Charleston area.

Table 4 list the major employers in the Charleston area and are listed by number of employees. *Figure 8* displays the disposition of Coles County's workforce by employment category. *Figure 9 and Figure 10* detail the historic and current unemployment rates for Coles County as shown on the following pages.

*Jimmy John's Gourmet
Sandwiches founded in
Charleston in 1983
Store #001*



¹⁵ Eastern Illinois University Impact Study 2017 (attached as Exhibit)

Community Profile

Table 4: Top Employers in the Charleston Area, 2019¹⁶

Employer	Employees
Sarah Bush Lincoln Health Center	2,447
Eastern Illinois University	1,250
Consolidated Communications	358
Charleston Community Unit School #1	300
Wal-Mart	250
Spherion Call Center	221
Coles County	180
City of Charleston	143
Vesuvius U.S.A	121
J.J. Collins Sons, Inc.	105
Charleston Transitional Facility	100
Safety Storage	75
Hi-Cone Division	63
Lester Building Systems, LLC	60
Adams Memorials	40
Gavina Graphics	36

Figure 8: Charleston Area Top Employers by Occupation

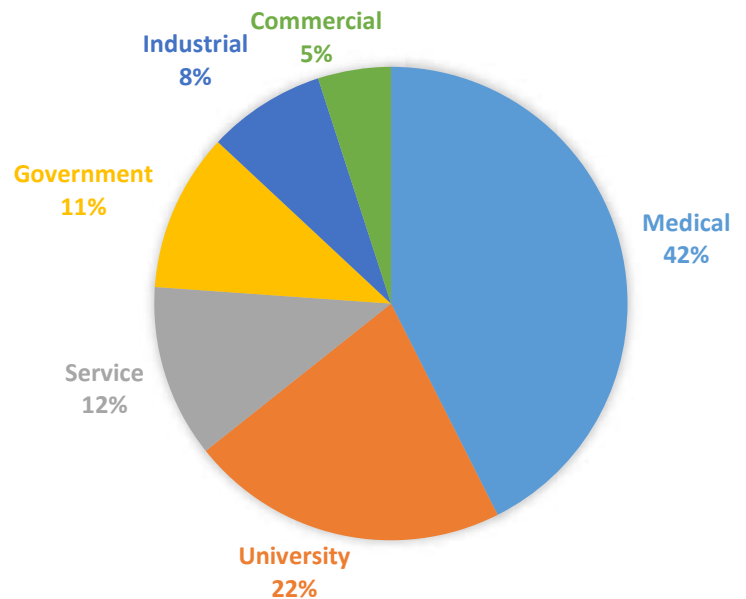
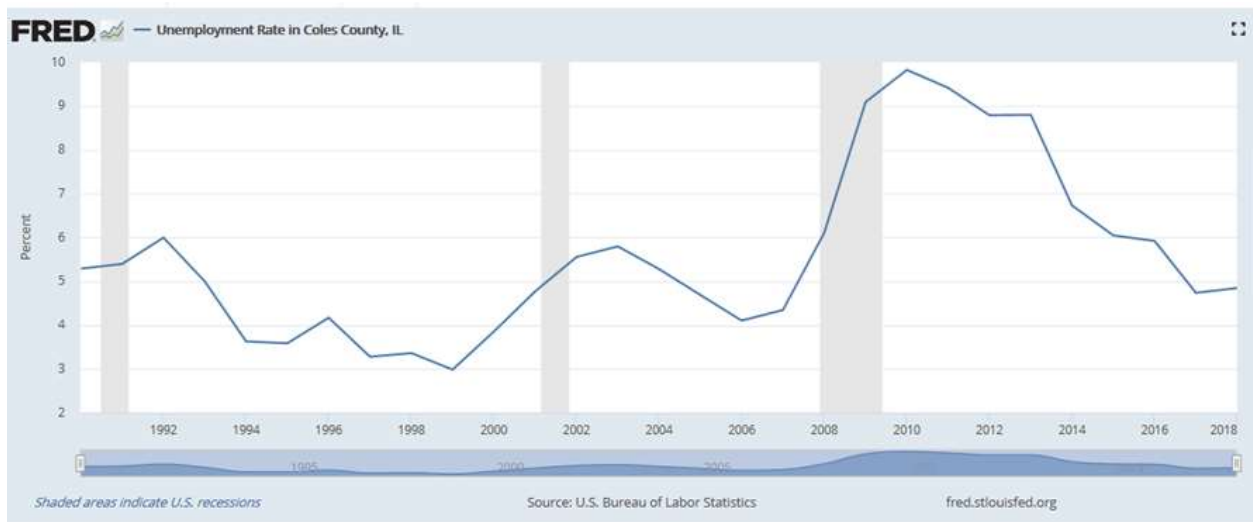


Figure 9: Coles County Historical Unemployment Rates¹⁷

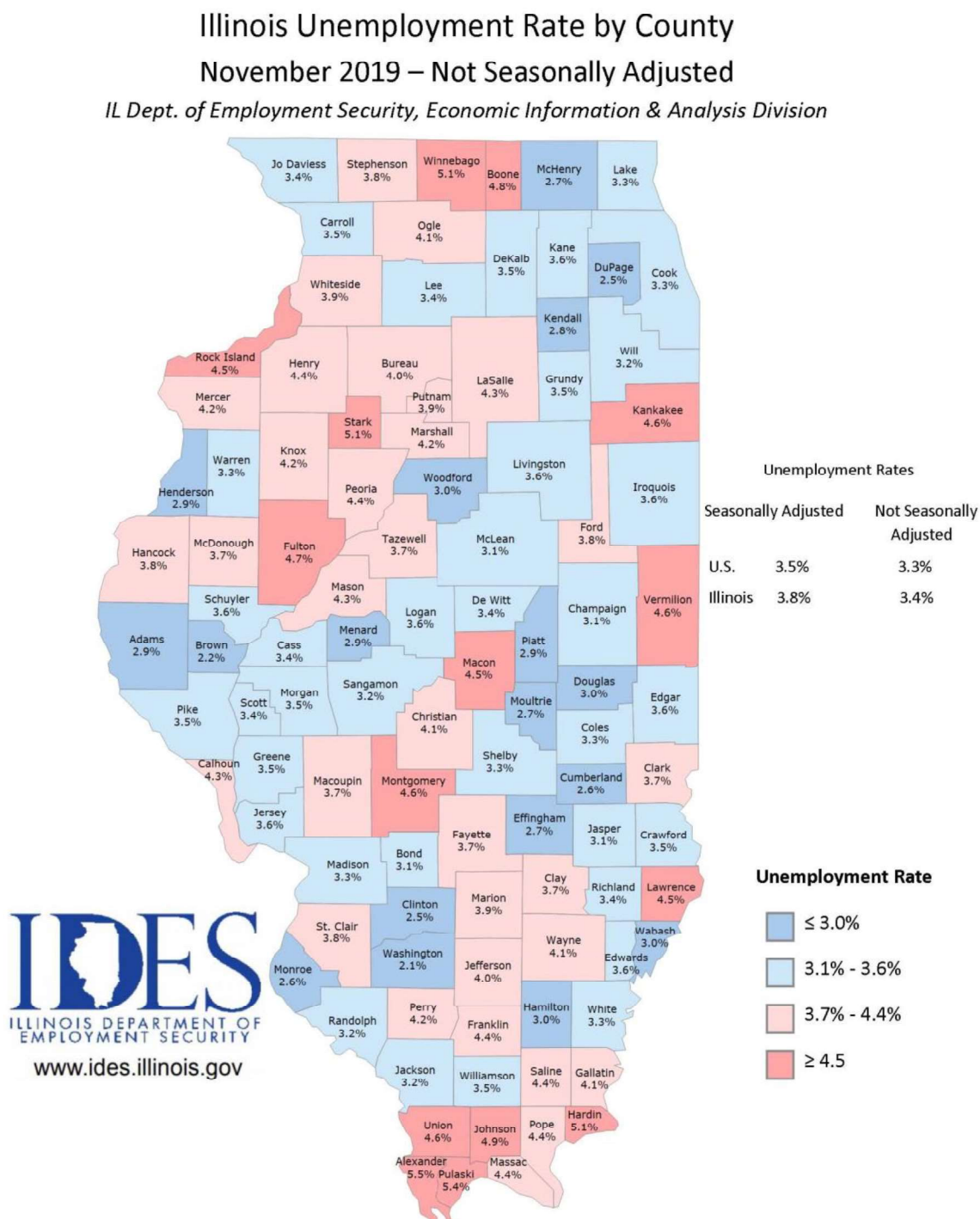


¹⁶ Coles Together Employment Data (updated 01/23/2019)

¹⁷ Federal Reserve Bank of St. Louis Economic Data (updated 01/03/2020)

Community Profile

Figure 10: Illinois Counties Unemployment Rate¹⁸



¹⁸ Illinois Department of Employment Security (November 2019)

Community Profile

According to the US Census Bureau American Community Survey 5 Year Estimates (2013-2017), the median household income of the City of Charleston is \$29,968. It is important to remember that the students of Eastern Illinois University are counted in the City's overall population along with their overall demographic characteristics including household income. As a comparison, the City of Mattoon's median household income was reported as \$38,373 and the State of Illinois' median household income was \$61,229. Understanding the inclusion of EIU student income data with the City's median household income is important when recruiting new retail, service and industrial development projects.

The City's trade area (10-minute drive) is also important to understand when considering recruitment efforts. Trade area economic and demographic data of the City's trade area¹⁹ includes:

- Daytime population: 37,536
- Average Age 33.7
- Median Household Income: \$32,934
- Number of Households: 9,464

From a survey done in early 2019, the City has approximately 45 commercial and light industrial spaces (approximately 37 properties) that are partially or completely vacant. This equals about 230,000 square feet of commercial and light industrial space available; or about 5,000 square feet per space. It is important to note that a few of these spaces may be beyond repair and not able to be redeveloped. There are also six sites in the City that are currently listed by the Illinois Environmental Protection Agency as "Brownfield Sites".

In addition, the heavy industrial building formerly known as the "Trailmobile" building is also vacant and represents about 400,000 square feet of heavy industrial space. This is the only major heavy industrial building space available in the City.

The City understands the need to be proactive to encourage economic development projects. As such, the City of Charleston has three local commercial / industrial economic development incentive programs including:

1. The Downtown Tax Increment Financing (TIF) District;
2. The Business and Industrial Development Incentive Program;
3. The Coles County Enterprise Zone.

The City also qualifies for at least two Federal economic development programs including the New Market Tax Credit Program and the Opportunity Zone Program. All of these programs can be key tools for the City to actively recruit development and redevelopment projects in the City.

In addition, creating a robust tourism related economy is critical to a destination city like Charleston. According to the Illinois Office of Tourism, in 2018 Coles County generated \$55.6 million in travel expenditures (up 2.3% from 2017 (*2017: \$54.37 million, up 4.4% from 2016*)); and Coles County brought in \$1.25 million in local tax revenue in 2018 (increase of .8% from 2017 (*2017: \$1.24 million, up 4.6% from 2016*))²⁰. The increase over the past two years are significant. Expanding the City's industrial, commercial, and agricultural and tourism bases to compliment the expanding service sector will be the key to the City's economic development expansion in the future.

¹⁹ Retail Strategies Market Guide for City of Charleston (2016)

²⁰ Journal Gazette / Times Courier Newspaper (July 19, 2018; and August 8, 2019)

Community Profile

The City of Charleston's Equalized Assessed Valuation (EAV) determines the overall value of the property in the City. The assessed valuation is an important factor in determining property taxes and municipal bonding. *Figure 11* shows the City EAV showed a 4.76% increase (\$8.65 million EAV) over the 10 year from 2009-2018 (about .53% annual increase / \$961,447 a year).

Figure 11: City of Charleston Total EAV

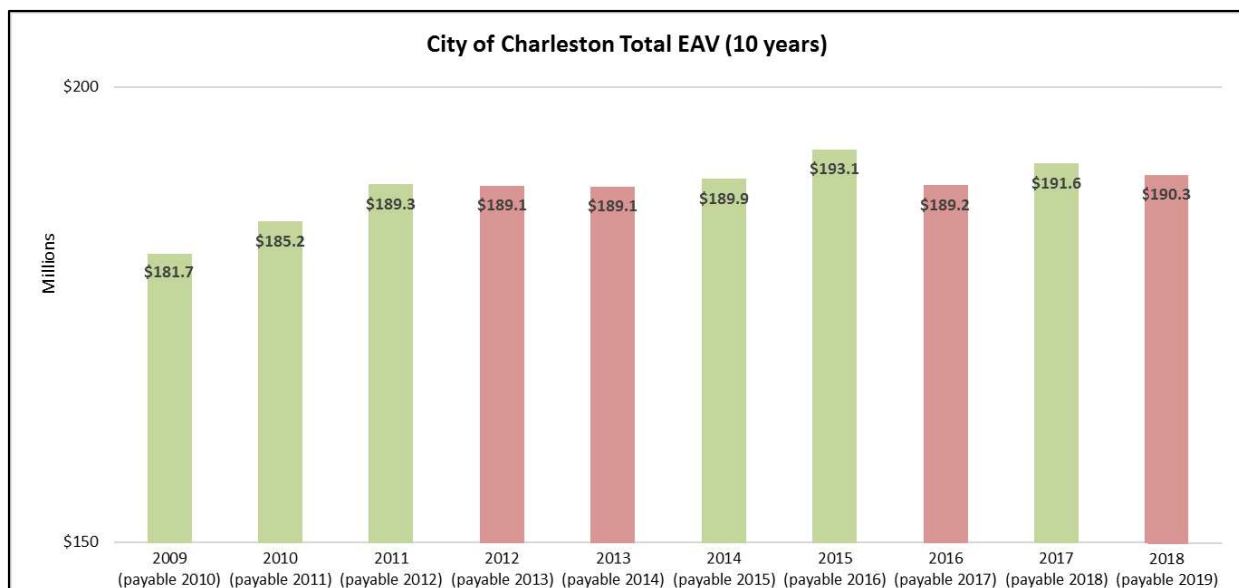
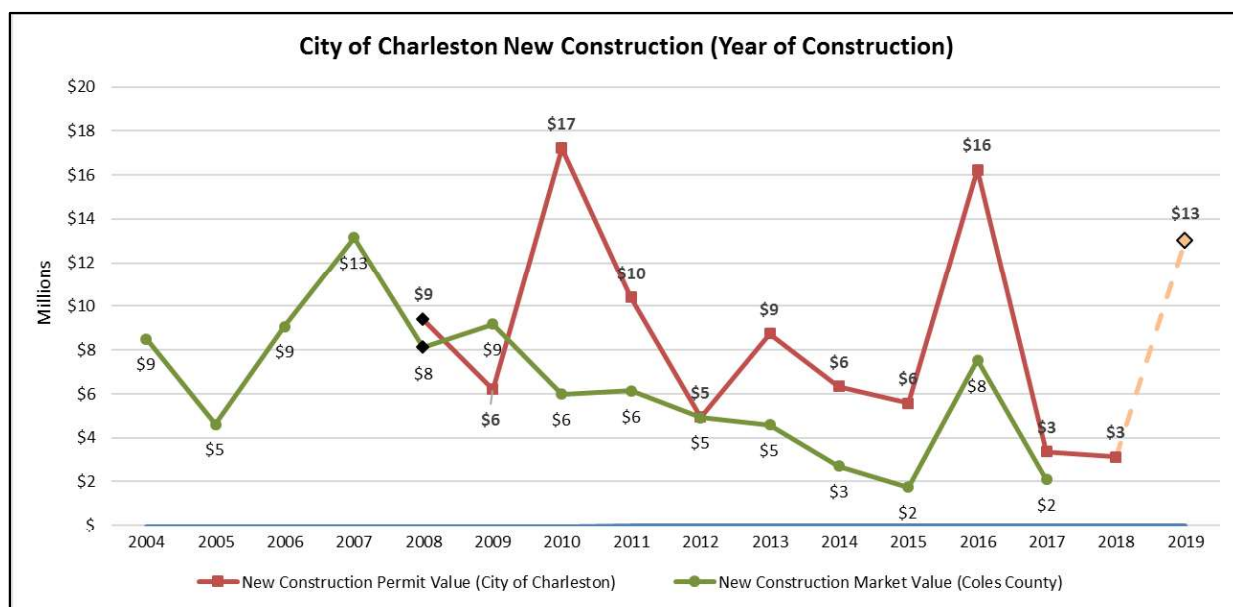


Figure 12 shows the value of new construction in the City since 2004. The City's average construction permit value is about \$6.9 million annually (investment in the City) over the past 5 years (2014-2018). From 2013-2017, (5 years) approximately \$3.7 million of fair market value was added to the City's tax rolls each year.

Figure 12: New Construction Value



Current Land Use

The variety and spatial organization of existing land uses in Charleston and the surrounding rural area are categorically generalized to provide a reasonable compromise between clarity and level of detail. Land use categories have been adapted from inventories conducted by the City of Charleston in 2019. *Table 5* displays the acreage of each land use category in the corporate limits.

Table 5: 2019 Current Land Use – Corporate Limits

Description	Acres	% of Total
Vacant Land	219	3.6%
One Unit / Single Family Residential	1,504	24.4%
Two Units / Two Family-Duplex Residential	116	1.9%
3-8 Unit Residential Apartments	79	1.3%
9+ Unit Residential Apartments	92	1.5%
Mobile Home Residential	59	1.0%
Commercial	327	5.3%
Industry (e.g. Manufacturing & Distribution)	327	5.3%
Open Space / Recreation / Green Space	954	15.5%
Side Channel Reservoir (Lake Charleston)	328	5.3%
Institutional (e.g. Government, Non-Profit)	399	6.5%
Transportation (RR), Utilities, City Parking	46	0.7%
University (Eastern Illinois University)	323	5.3%
Agricultural	583	9.5%
Right of Way (roads, alleys, right of way)	792	12.9%
Total Acres	6,148	100%
Corporate Limits Square Miles	9.6	

Annexations continue to be a critical element and a priority to the development of the City. Annexing property allows the City to grow and provides areas for future development. In addition, through annexations, the City can provide municipal services to nearby properties in order to protect the health, safety and welfare of the environment and community. Since 2007, the corporate limits of Charleston increased from approximately 5952 acres to approximately 6148 acres in 2019. This equates to approximately 196 acres of land added to the City over the past 12 years.

Land use categories have been updated from inventories conducted by the City of Charleston in 2019. The following maps are illustrated on the pages 33, 35 and 37:

- City of Charleston Current Land Use Map (2019)
- Extraterritorial Jurisdiction Land Use Map (2019) detailing:
 - The Current Corporate Limits*
 - Current IEPA Facilities Planning Area Boundary*
 - The Extraterritorial Zoning / Subdivision Jurisdiction*
- City of Charleston Influence Areas within City Limits

Community Profile

City of Charleston
Current Land Use Map (2019)

Legend

- City Boundary
- West Virginia State Boundary
- County Boundary
- County Influence Area
- Charleston Run Green Waterway
- Charleston River
- Charleston Lake
- Charleston Lake Treatment Plant
- Charleston Middle School
- Charleston Waste Water Treatment Plant
- Charleston-Globe Channel Subdivison
- Eastern Illinois University
- Charleston Lake Treatment Plant
- Charleston-Globe Channel Subdivison

Current Land Use

- Residential
- One Unit / Single Family Residential
- Two Unit / Duplex Residential
- Three Unit Residential
- Four Unit Residential
- Five Unit Residential
- Six Unit Residential
- Seven Unit Residential
- Eight Unit Residential
- Nine Unit Residential
- Ten Unit Residential
- Industrial
- Manufacturing / Distribution
- Commercial
- Office / Professional
- Government / Institutional
- University
- Public Use / Open Space

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Community Profile

Charleston Extraterritorial Jurisdiction Land Use Map (2019) 2007 Rural Land Use Base Map

Charleston / Mattoon
Existing Corporate Limit Line

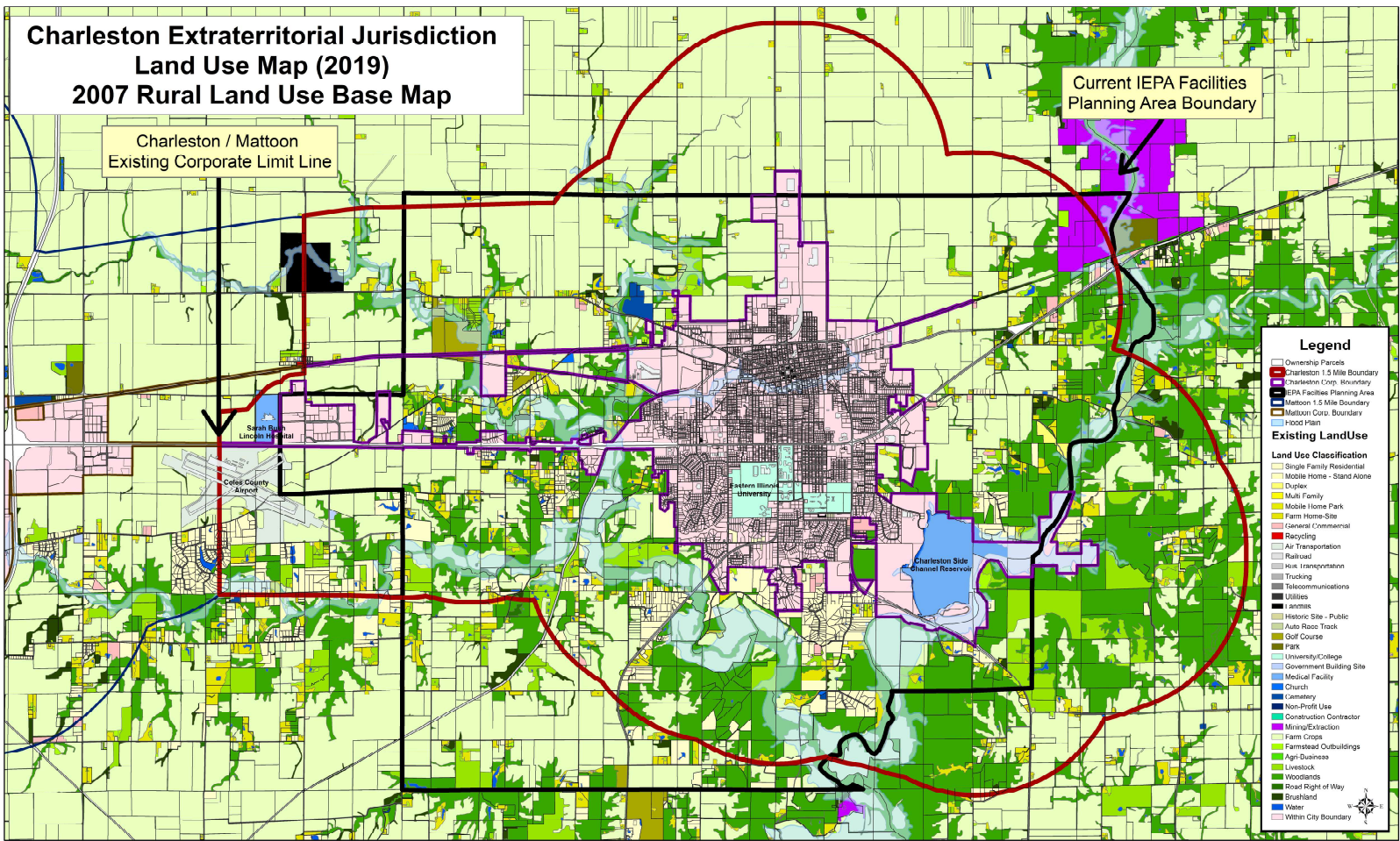
Current IEPA Facilities
Planning Area Boundary

Legend

- Ownership Parcels
- Charleston 1.5 Mile Boundary
- Charleston Corp. Boundary
- IEPA Facilities Planning Area
- Mattoon 1.5 Mile Boundary
- Mattoon Corp. Boundary
- Hood Plan

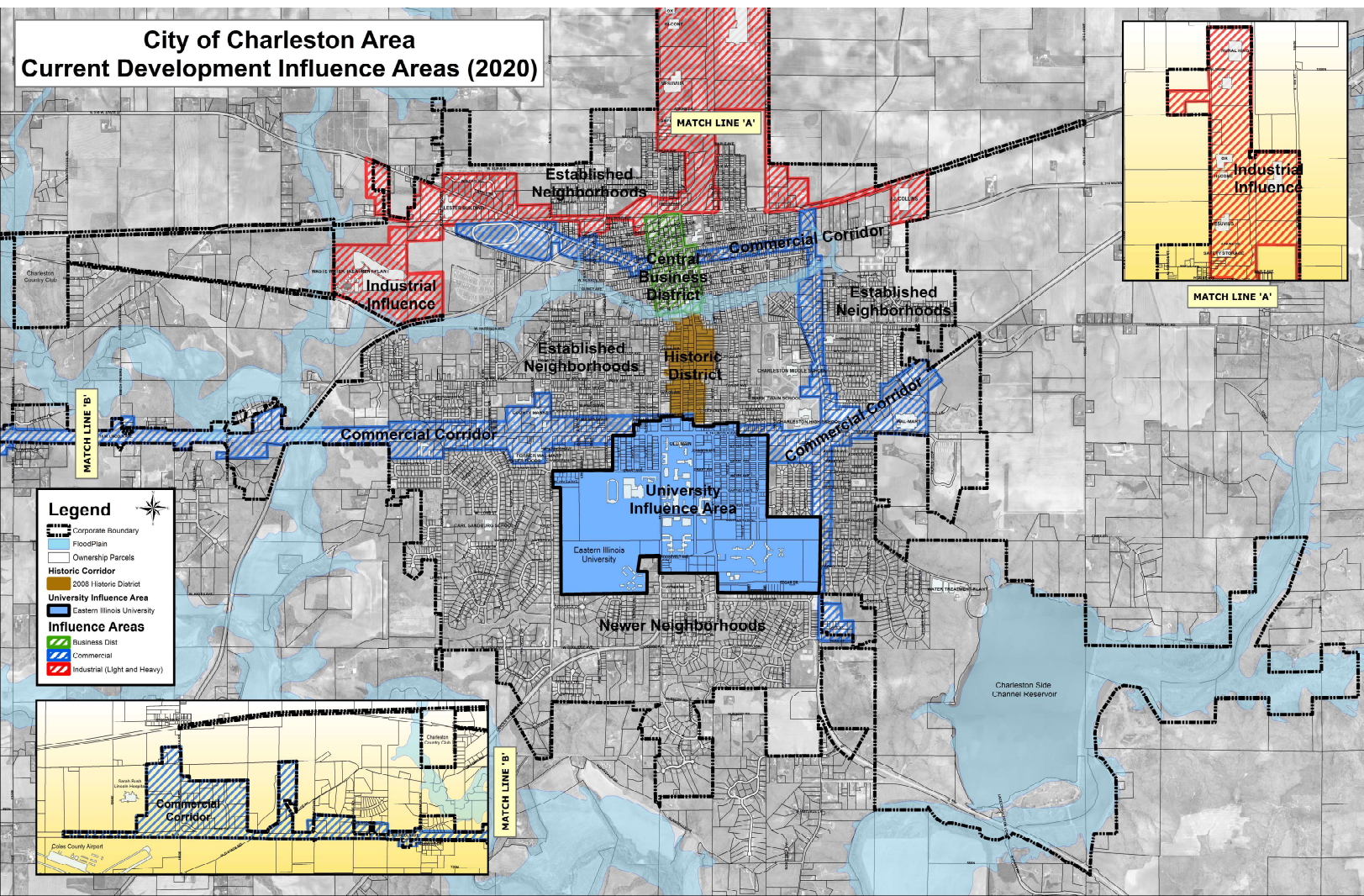
Existing LandUse

- Single Family Residential
- Mobile Home - Stand Alone
- Duplex
- Multi Family
- Mobile Home Park
- Farm Home-Site
- General Commercial
- Recycling
- Air Transportation
- Railroad
- High Transportation
- Trucking
- Telecommunications
- Utilities
- Leisure
- Historic Site - Public
- Auto Race Track
- Golf Course
- Park
- University/College
- Government Building Site
- Church
- Cemetery
- Non-Profit Use
- Construction Contractor
- Mining/Extraction
- Farm Crops
- Farmstead Outbuildings
- Agri-Business
- Livestock
- Woodlands
- Road Right of Way
- Brushland
- Water
- Volcan City Boundary



Community Profile

City of Charleston Area Current Development Influence Areas (2020)



Community Profile

Community Profile

As part of this planning process, a Self-Assessment (pages 39-40) of the City's strengths and opportunities was completed. This Self-Assessment process also included identifying future Planning Policy Focus Tasks (page 41-42). The results of this Self-Assessment Analysis are as follows:

Self-Assessment Analysis

Charleston is:

- **A Livable Community** (Offerings in the City include cultural programs and diverse arts through the City and Eastern Illinois University. Charleston is environmentally diligent and an active community with an adopted Bike and Pedestrian Plan and is a walkable community with an abundance of City parks and open space including: Lake Charleston and its trails, outdoor recreation, close to Fox Ridge State Park and the Grand Prairie Friends connection to the City's outdoor trail system. Charleston is a historically rich community with various Lincoln Historic sites, historic district along with its historic downtown. Charleston is a conscientious community with a strong volunteerism base, low cost of living, a strong social services / service organization network with quality senior programs and a low crime rate.)
- **Centrally Located Geographic Position** (Critical transportation links, close to regional airport, Amtrak station nearby, industrial rail, and close proximity to international airports and interstates.)
- **Strong Education and Public School System / Stabilized and Increased Enrollment, New Curriculum and Programs at EIU** (Strong K-12 public school system and secondary schools including Eastern Illinois University in Charleston and Lake Land College nearby. Several K-8 programs are available in the community.)
- **Stable and Affordable Housing Market** (Minimal blight issues and not an overall depressed housing market with affordable housing, senior living and nursing homes facilities, group homes and accessible options.)
- **Strong Municipal Government** (Financially stable, strong bond rating, highly trained and educated staff with a strong customer service mindset that offers progressive incentive packages including Tax Increment Financing, Enterprise Zone and industrial / commercial and residential incentive programs. Relationships with community based foundations and local governments are strong and continuing to grow.)
- **High Quality Public Services** (Updated water treatment plant (advanced ozone) and sanitary sewer treatment plant with capacity to grow and expand, quality water and sewer infrastructure throughout City, gas and electric services, high speed internet and communication systems. City has highly trained and skilled Fire Department and Police Department and maintains its City fleet and equipment. The City offers a municipal pool, affordable water and sewer rates, and an engaged Building and Development Services Department.)

Community Profile

Self-Assessment Analysis

- **Major Regional Hospital Nearby / Continued Growth and Expansion SBLHC** (SBLHC continues to expand its facilities and employment base which has a positive impact on the City's economy and housing market. In addition, Carle Clinic is also expanding in the region which gives the area several options for medical service.)
- **Economic Opportunities** (Administration of the Coles County Enterprise Zone and other incentive programs to attract a diverse economic base, improve transportation and public infrastructure, expand outdoor recreation and tourism offerings, annexations, lessen regulation burdens, solid daytime population and available land for redevelopment projects. Charleston is home to several nationally known "start-ups".)

Planning Policy Focus Tasks

- **Create new branding and a niche for the City** (Explore the concept of “New Ruralism” or “Progressive Ruralism” as a model to create a new brand for the City. Related but independent concepts should be considered as part of the “Ruralism” umbrella. As one part of the “Ruralism” theme, expand and grow the City’s art offerings and link art programs from EIU to the city square (create clear connection between: Tarble Arts Center, Doudna Fine Arts Center, Charleston Community Theater, Charleston Alley Theater, Charleston Library, Booth Library, Sister City outdoor sculptures and sculpture by library). Expand the community’s access to EIU and create a strong link between the city residents and EIU through: art, education, programming, community based research / leaning and student focused community projects. City needs to continue to expand and grow its recreation and outdoor recreation opportunities; and establish planning policies that complement the City’s rural identity and rich history by expanding events and festivals in the City to encourage participation from all demographics from young professionals to senior age groups.)
- **Strive for a More Diverse Economic Base** (Need to expand manufacturing / industrial base; need to expand retail and restaurant offerings and overnight tourism / recreation offerings. City is a destination town and located in “doughnut hole” of retail (competing with large Cities that are directly on the Interstate). City needs to capitalize on its strongly positioned agricultural economy. Evaluate and determine action steps to address business vacancies in the City, including those along Lincoln Avenue as this is the first impression of the City and includes developing and implementing a “Master Plan” for Lincoln Avenue. Create additional offerings and amenities for all community residents. Explore ways to increase the broadband technology network throughout the City to be an asset for residents and businesses.)
- **Limited overnight lodging and lack of convention center** (Continue to study the need for additional overnight lodging and convention center opportunities in the City. The City completed a hotel needs study in 2011 and this study should be completed again.)
- **Community Center** (City residents have expressed a desire for a community center and expanded outdoor athletic activities. The City needs to continue to explore the needs and possibilities of building these amenities in the City. It will be key to identify partners in this endeavor, including local institutions, private groups, foundations and public entities.)
- **City Population / EIU Enrollment and Population** (People leaving State for education and work could have effect housing, economy and the city’s governmental functions. Investigate services, amenities, programs (e.g. TIF), offerings and incentives that will encourage people to live in the City limits and offer amenities to help with recruitment and retention of students and faculty of EIU. The City needs to be a partner to determine how to create new employment opportunities to retain EIU graduates in the City and minimize outmigration.)

Community Profile

Planning Policy Focus Tasks

- **Unfunded State Mandates** (More regulations and decreasing grant program opportunities to make up revenue shortfalls; reducing the City's control over local decisions. State leadership needs to be committed to be a positive partner with local governments and higher education.)
- **Threats to City Government** (Rising pension costs and challenges to the City's investments and revenue along with revenue cuts and fees imposed by Springfield. Negative effects from other governmental functions/decisions and groups on the City (i.e. increased calls for service, ambulance services, level of property taxes, retail competition), etc. Continue to understand and address the national drug epidemic and its effect on the community. It will be critical for the City to continue to grow both its external and internal relationships with for example: EIU, Mattoon, SBLHC, Lakeland College and the city's residents and businesses. Expand City and Chamber social media presence and websites including improvements for ease to new businesses looking to locate in Charleston. Annexations in the City need to be carefully analyzed so we don't create an over burden on City services.)
- **Changing Demographics** (Including changing habits and its effect on retail and the city generally. According to the US Census, the City has a median income that includes EIU students and must be taken into account during economic development recruitment activities.)
- **Transportation and Infrastructure** (Road and sidewalk network needs to be continually evaluated and improved as part of the City's Capital improvements Plan. Expanding the City's alternative modes of travel will be critical.)
- **Code Enforcement** (Code enforcement must remain active in order to maintain a stable housing stock and stable neighborhoods. City needs to continue to explore the feasibility of a rental inspection program. A review of the City's sign ordinance to determine what requirements may be beneficial to encourage monument signs in commercial areas and reducing signage in student rental neighborhoods. Review in-fill development incentives and programs to enhance the Central Business District mixed use properties; while also encouraging mixed use developments near the campus as part of a walkable community strategy. A study of the programs and regulatory options afforded by the Home Rule designation may need to be considered by the City.
- **Develop strong primary and secondary education offerings** (Expand on technical education and training for the middle school and high school aged students. K-12 programs should be connected with programming at EIU and Lakeland College and continue to build on these relationships. Partner with Charleston schools to support Competency Based Learning.)

New Ruralism

Communities like Charleston are experiencing a rural resurgence that is attracting visitors and is showcasing why Charleston is a great place to call home. The City hopes this rural resurgence will be a catalyst for new development and a new migration of residents to the City. Charleston must expand offerings in the community and develop new strategies and policies to continue to make Charleston the place for people to live and prosper.

Charleston will continue to grow through strong leadership by making itself more resilient through: volunteerism, empowerment, ingenuity, creativity, cooperation, entrepreneurship, local ownership and self-sufficiency; and according to, Jo Anne Carr, director of planning and economic development town of Jaffrey, New Hampshire suggests: “*New Ruralism is driven by “community leadership, volunteerism and creative financing.”*”²¹

New Ruralism can be defined as the preservation and enhancement of rural areas as places that are indispensable to the economic, environmental and cultural vitality of cities²².

New Ruralism is about rural communities finding new ways and sustainable approaches to create economic opportunities, provide livable wage jobs, improve access to local foods, offer better aging in place options, expand access to social service, improve access to transportation, grow the local economy and provide for a number of other basic needs. It is about communities finding creative ways to adapt to and succeed within today’s economy without compromising local value and culture²³.

The **American Planning Association** offers the following “Guiding Principles” to *New Ruralism*:

New Ruralism celebrates creative innovation to sustain healthy social, economic and natural systems into the future. The approach should aim to be sustainable which means these principles must come from within the community and be supported by creative local public policies that are established for long term success.

These *New Ruralism* principles are designed to help foster an improved quality of life, strive for livable wage jobs, while considering livable community needs and encouraging the growth of the local and regional economy. The *New Ruralism* model encourages a healthy and thriving community through growth principles that address social inclusion, economic development, environmental protection and conservation, while expanding the historic fabric and the working landscape enterprise.

²¹ American Society of Landscape Architects / The Dirt: Uniting the Built & Natural Environments. New Ruralism; Solutions for Struggling Small Towns (6/14/2017 Jared Green) Peg Hough, planner and environmental advocate

²² New Ruralism “Revitalizing Regional Agriculture and Local Food Systems” (Sibella Kraus, Director SAGE UC Berkeley 9/11/2007)

²³ APA Small Town and Rural Planning (Summer 2017)

Community Profile

Based on these principles, *New Ruralism* attributes for Charleston might include:

1. Individual Advancement

- Foster grassroots activity
- Volunteerism
- Citizen empowerment
- Fostering creative spirit
- Fostering self-sufficient individuals and communities

2. Local Sustainability

- Fostering entrepreneurship, ingenuity, flexibility
- Consider use of Co-operatives for new businesses
- Reliance on local food and renewable energy fuel
- Local ownership
- Integrated infrastructure
- Creating “closed-loop” systems
- Promoting long-term sustainability

3. Community Enhancement and Place-Making

- Protecting the historic fabric of the City
- Connection to natural amenities
- Creating vital gathering spaces
- Celebration via community service, music, art, dance, theater and promoting sharing, pride of place, trust, a fun place to be!



18th Street Fall Festival



*2018 Cyclocross at
Kiwanis Park*

Community Profile

While there is much more the City can do to promote the *New Ruralism* model, the City of Charleston began taking strides toward *New Ruralism* principles through the following few examples:

- Development of Lake Charleston and the Lake Charleston Trail System and connecting the Lake Charleston area to the City

This project was financed through the local Charleston Area Charitable Foundation and built by City crews. Local volunteers have expanded the trail system offerings with programs like “Butterfly Hotspots”, native pollinator and native tree/shrub plantings, routine maintenance, trail building, etc.

- Volunteer events and community projects are organized in the City through local church groups, public/private partnerships with local organizations and companies, and the EIU Office of Civic Engagement and Volunteerism. The 2017 Governor’s Hometown Award (Environmental Stewardship through local Involvement and volunteerism at Lake Charleston) provides specific details on this project’s volunteer and civic involvement.
- Improvements to the Woodyard Conservation Area and the development of the Grand Prairie Friends Conservation Area south of Lake Charleston and connecting lake Charleston to these conservation areas. Over 1,000 acres of land are currently set aside in Warbler Ridge Conservation Area south of Charleston as part of the Grand Prairie Friends network. In addition, currently, over 30% of the space inside the City (excluding EIU’s open space) is used as open space, recreation, green space and/or agricultural activities.
- Community and Cultural Festivals and Events including: the semi-annual 18th Street “block party” festival, Musefest, Whiteside Gardens (Douglas Hart Nature Center and EIU), EIU Celebration, local art displays at EIU and City Hall, local theaters and productions on the square and at EIU and creation of the Friends of the Will Rogers Theater; the annual Red White and Blue Days and Christmas in the Heart of Charleston; the annual Tour de Charleston bike race, tournaments and other athletic events are community based events drawing hundreds of people to the City each year.
- Local Food projects including local farmer’s markets at the City square and on 18th Street; community gardens established at EIU and the Coles County Health Department (and new community greenhouse).
- Renewable Energy and Sustainability projects including: East Central Illinois solar “Group Buy” partnership with Lake Land College and the Midwest Renewable Energy Association MERA, exploring solar energy at city facilities (Waste Water Treatment Plant, Water Treatment Plant other city facilities) and renewable projects at EIU. The City is working toward converting unused urban spaces for native plating and pollinator projects.

Community Profile

- Promoting the historic fabric through the creation of a local historic district, local landmarks, historic tours and National Register designations and work through the City's Historic Preservation Commission. The City is a Gateway Community for the "Looking for Lincoln" project and is part of the US National Park Services' "Abraham Lincoln National Heritage Area" as the City activity promotes its rich Abraham Lincoln in Charleston history.
- Expanding alternate modes of travel in the City including improved pedestrian and biking options and linkages to city parks and facilities and linking EIU to the City's bike system. For example the City through active citizen involvement, developed, adopted and began implementing its Bicycle Plan.
- "Shop Local" programs have been established through the local Chamber of Commerce. In addition, local groups have started "For Charleston" programs that encourage local involvement and frequenting local businesses. Public incentive programs were designed and implemented to encourage local investment throughout the City.

As seen in these few examples, the concept of *New Ruralism* is built into the City of Charleston's growth and programs. *New Ruralism* is an always expanding and evolving model that the City of Charleston should embrace, as part of a holistic approach to community development.

*Downtown Farmer's
Market*



Economic Development



*Dirty's Bar and Grill
Charleston, Illinois*

Policy Area – Economic Development

Policy Area



*Machinery Management Service
Charleston, Illinois*

Economic Development

The City of Charleston and its participants are dedicated to the ongoing economic development efforts of the City. The City's most recent Unified Development Code was adopted in 2003 (zoning map updated in 2009), which provided a better structure for expansion and future development projects.

The participants include, but are not limited to:

- **City of Charleston**
- **Eastern Illinois University and Lake Land College**
- **Charleston Area Chamber of Commerce**
- **Charleston Property Owners and Developers**
- **Coles Together**
- **Coles County Community Development Corporation and Foundations**
- **Community Leaders and Business Owners**

Goal 1

Actively promote the retention, expansion, development and re-development of businesses and industries in Charleston to enhance the economic well-being of the community using new and creative solutions.

Recommendations

Support and work with Coles Together and the Charleston Chamber of Commerce.

Coles Together and the Charleston Chamber of Commerce have been working with the City of Charleston for many years and they have the expertise and resources to help the City of Charleston reach its economic development goals. Where possible, the City needs to provide technical, financial, and political support. The continued support of Coles Together and the Charleston Chamber of Commerce by Charleston officials and businesses prove to be a great asset, increasing desired results in proportion to monetary investments. Cooperation should be given on an ongoing basis to resolve all critical issues that affect the economic vitality of the City, the county, and the region. The City needs to continue to support the "Coles Alliance" that was established in 2003 (Resolution 03-R-60) to foster better communication and consistency with the Cities of Charleston & Mattoon, Coles Together and the two cities' Chamber of Commerce.

Promote the Charleston Square / Central Business District as a location for financial, insurance, legal, real estate, public / government center, retail and other office establishments. Encourage the growth of new retail and other commercial spaces downtown.

With a central location near the downtown, the library, the Coles County Courthouse, and City offices, the Central Business District should be preserved and enhanced to become a stronger civic and commercial focal point. Using the Downtown TIF District continues to be an asset to the redevelopment of the City's Square.



*Coles County
Courthouse in
Charleston*

Policy Area

Noteworthy are the multi-story and mixed-use buildings in this district. This feature should be attractive to businesses that may be sole-proprietor which could benefit from owners having space above their shops and offices. One example could be an artist who may live and have a studio upstairs and a gallery in the ground floor.

Encourage niche marketing in the Central Business District to reduce competition with regional shopping centers and create a separate market downtown.



*Charleston Central
Business District*

To complement commercial corridors outside of the downtown, the area needs to define a niche. These stores should serve as a different marketing area than other shopping centers located in Charleston. Besides being of service to the customers who already work downtown, the specialty stores should also tap into tourism by providing a specialty niche not found in the larger “big-box” stores. Over the past several years, new antique shops and other unique retail spaces have been developed downtown. In addition to antique shops; local bakeries, meat markets, community cultural events, brew pubs and other specialty stores should be considered and encouraged. After assessing the economic advantages, community leaders and business owners should come together and decide on a niche or several niches on which the Central Business District should capitalize. This can be developed through use of a uniform marketing program for the downtown area.

Encourage mixed-use development.



The upper floors of buildings facing the Courthouse are not being used to the full extent. The use for residences or offices should be encouraged to take advantage of the architectural characteristics of the buildings and to add vitality to the downtown area. Redeveloping second floor residential spaces downtown will encourage residents to live there. This will help to occupy otherwise unused spaces above commercial structures, and at the same time take advantage of the unique architecture available only in the downtown to encourage adaptive reuse of spaces. Also, the convenience to shop and work is another advantage residents can enjoy when there are opportunities to live downtown. Cooperation between City and private sector should continue to provide funds and incentives to encourage development of downtown spaces.

Mixed use developments should also be considered throughout the City, including in and around the University Influence Area near Eastern Illinois University. Updates to the City’s Unified Development Code and Official Zoning Map should be evaluated and adopted, if appropriate, to accommodate new mixed use developments near campus. These mixed use developments encourage bicycle and pedestrian use near campus and allow the City to maximize development projects in this area.

Maintain regular updates and expand web pages for the City of Charleston (www.charlestonillinois.org) and enhance the use of social media in the City.

Economic Development

In order for City residents and businesses to keep up to date, the Charleston web site should be continually updated and expanded. The site should be expanded to encourage business developments using modern marketing techniques. Links to all Charleston businesses, the Chamber of Commerce, and Coles Together should be active. By using this technology, current and prospective businesses can have a “one-stop” online location for community incentives, marketing and demographic details critical for future investment.

The general public also has access to public documents, such as this updated plan, through the site. In addition to providing important information, the website should also incorporate community involvement and volunteering opportunities. The website should serve as a connection between the Charleston residents and the University population. Currently, the Building and Development Services Department is the City’s central source of information for incoming business and this work needs to continue and remain current.

The City also needs to find creative ways to increase local participation in the City’s economy. One option would be to consider a social media and marketing partnership with EIU. The City could use EIU students, faculty and residents to create a new marketing and outreach program (as part of “lifelong learning” activities) to reach both EIU students and community members to encourage stronger local participation. The City should create a city specific “web application” to create a “one-stop” digital location for mobile devices to showcase the City’s activities and economic development programs.

Strive for a more diverse economic base and expand tourism as a contributor to the city’s overall economy.

The City needs to coordinate with Coles Together to actively recruit, market and offer programs to help expand its manufacturing and industrial base. The City needs to coordinate with the Charleston Chamber of Commerce to actively recruit, market and offer programs to help expand its commercial and retail base; along with adding tourism and recreation events (including overnight events). Charleston is a destination town and providing programs and support to business and local entrepreneurs (perhaps through local business co-ops, incubator programs, etc.) will be critical to expand the local economic base. The City needs to reconsider renewed partnerships with outside retail and hotel consultants along with actively attending related trade shows and events in order to better understand the current retail climate and retail development needs to promote and market the City of Charleston.

As stated as part of the City’s Community Profile, along with detailed goals and recommendations in the Parks and Recreation section, tourism must be expanded as part of the City’s overall economy base. One example is the ongoing partnership with the Charleston Chamber of Commerce with the annual “Tour de Charleston” bicycle event in the City.

The City also needs to capitalize on its strongly positioned agricultural economy. The city can encourage local agricultural consumption strategies, including exploring and utilizing agricultural opportunities including but not limited to Rural Development’s agricultural based grant programs. These programs can help support local seasonal and year round farmer’s markets, community gardens and encourage local retail establishments to offer locally grown agricultural products, which may help create a stronger local “farm to table” system.

Policy Area

Develop and adopt a Master Plan for the City's commercial and industrial corridors and the Central Business District.

As a first step, the City needs to work with a planning consultant to develop and "Master Plan" for Lincoln Avenue. This plan will include a detailed evaluation and action steps needed to create a beautification and redevelopment plan for Lincoln Avenue as the City's main gateway to the EIU campus. At a minimum, the plan should address beautification of Lincoln Avenue through improvements such as: landscape and streetscape plans, updated signage guidance, public infrastructure improvements including road, sidewalk, bike routes, street lighting, signals, public and private utilities, way-finding signage, etc; along with planning redevelopment strategies for business vacancies along Lincoln Avenue. The plan will also need to consider and coordinate public incentive programs like Business Districts, Tax Increment Financing, and the Enterprise Zone.

In addition to preparing a Master Plan for Lincoln Avenue and as part of the overall planning efforts, engaging with outside consultants will be important to prepare a new strategy for all of the City's commercial sectors including the Central Business District, the Madison Avenue / State Street corridor and the Route 130 corridor for example. The Central Business District Master Plan should include design elements that would expand the "feel" of the courthouse square into the larger Central Business District area as shown on page 37 and 54.

The City needs to also determine a land use and development strategy along County Road 1000N (Enterprise Parkway), the future industrial corridor north of the City. Currently, the City has adopted and enforces the Corridor District along the Route 16 Highway as a primarily commercial and light industrial corridor. The same process should be developed for the future "industrial" corridor along Enterprise Parkway. For example, with the development of Enterprise Parkway, transportation for large vehicles will have easier access to the industrial sector north of the City of Charleston which connects to Interstate 57. Updated zoning text amendments and zoning map amendments will help to develop this corridor in coordination with other industrial districts. A zoning review should be strategically planned and located where industrial development is desired. Working with Coles Together, the City of Mattoon and Coles County will be critical in this effort.

Enforce the City's IEPA Facilities Plan Area for new developments.

Enforce the City's approved IEPA Facilities Plan boundary as this area details where the City intends to expand its infrastructure for development located outside of the City. Currently, the Coles County Health Department will not permit new septic tank permits in instances where the City's sanitary sewer infrastructure is within 300' of the development. The City needs to actively protect this IEPA Facilities Plan area with the intention to serve these areas with its infrastructure and services including but not limited to: police, fire, sanitary sewer and water distribution systems (further details are located in the Infrastructure and Facilities section). The City can use this designated IEPA Facilities Plan area to offer infrastructure incentives to developers in order to encourage developments and annexations to the City. Annexations of property adjacent to the City and in the IEPA Facilities Plan area will continue to be a priority for the City as a part of the expansion of the City's economic and community base.

Economic Development

Evaluate strategies related to High-Speed Internet Access Network (Broadband) in the City.

Explore the feasibility of a citywide network that would provide broadband point to point and wireless internet access for municipal, commercial, and residential use. Evaluate and study the idea of a City provided high speed public internet network by testing this technology in small segments of the City. The City is in the process of creating new telecommunications infrastructure in the four quadrants of the City using existing and new towers along with the City's water tower. The City should explore using this infrastructure for public broadband access if feasible. This could provide an attractive incentive to commercial and industrial development. It could also provide residential broadband and city-wide Wi-Fi coverage. Infrastructure that is deployed could also be offered / leased to providers (such as new 5G wireless providers) wishing to expand coverage within the city without paying to put up their own infrastructure.

The network rollout could use a combination of wireless and fiber backhaul to accommodate hundreds of access points and local nodes for point to point links. A version of the backhaul network needed is currently being developed using mostly wireless point to point links over both unlicensed and licensed wireless frequencies. One option for widespread access point deployment is using mesh networking to minimize cost. Mesh networking with wireless access points uses wireless channels within the access points themselves to "hop" through access points to connect the next access point. Using current technologies, wireless point to point backhaul for high bandwidth is more limited than fiber rollout. Currently fiber optic bundles can support nearly unlimited bandwidth needs, but at a higher installation and infrastructure cost²⁴.

In addition, work with private providers to encourage new high-speed broadband installation in the City. Providing high-speed network and technology will allow the City to be on the cutting edge of business and industrial recruitment efforts.

Goal 2

Promote new business growth by providing attractive business incentive packages with quality infrastructure and business support.

Recommendations

Explore, develop and implement incentive programs to encourage the development, redevelopment, and rehabilitation of commercial, industrial and residential areas including but not limited to: Tax Increment Financing (TIF) Districts, Federal National Register of Historic Places, Business Districts, Charleston Business & Industrial Development Incentive Programs, Opportunity Zones, New Market Tax Credit Program and the Coles County Enterprise Zone.

²⁴ Mark Harris, Coles County and City of Charleston Information Systems (February 13, 2019)

Policy Area

- **Tax Increment Financing Districts (TIF)**

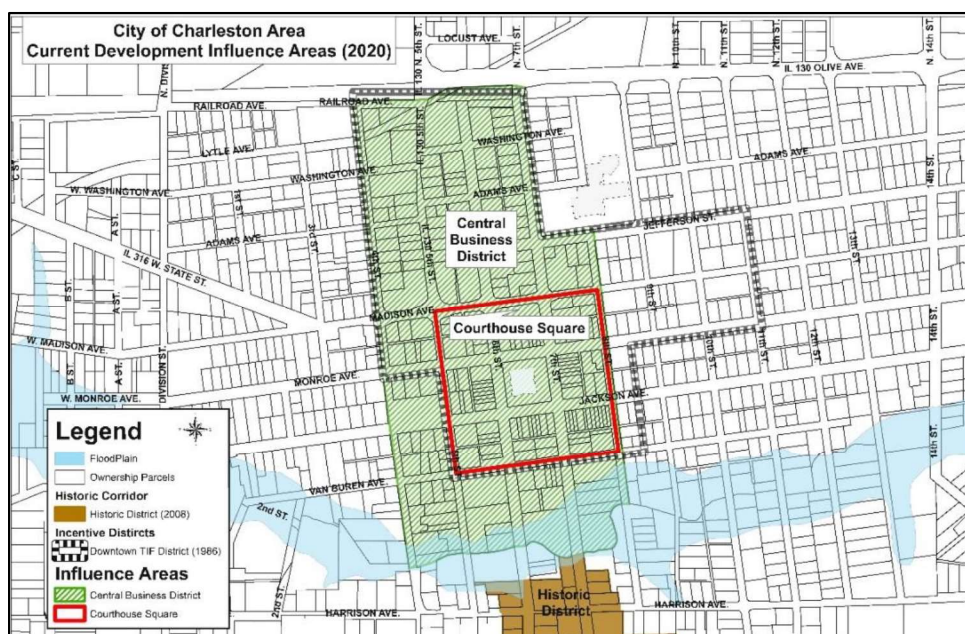
On December 20, 1986, the City established its “Downtown TIF District” which is generally bound between Van Buren Avenue, Railroad Avenue, 4th Street and 11th Street and includes the “Courthouse Square”; which are both part of the City’s larger Central Business District (see page 54 for illustration). This TIF district was set to expire in 2010, but in late 2010 the city requested and was approved for a 12 year end date extension. This extension set the new end date for TIF obligations to December 31, 2022 (35 years total). Approximately \$70,000 a year is currently budgeted for TIF projects in its “downtown” and the City will continue to implement both public and private redevelopment projects. The city should explore the implementation of additional TIF Districts in strategic locations of the City, including determining if another end date extension or if a new “Downtown TIF District” is appropriate. These financing tools can be used in various ways around the city. In addition to providing needed revenue, TIF districts can be used to help provide other incentives for developers to locate in the city.



*2015 / 2016 TIF Redevelopment
Project 619-623 Monroe Avenue*

The City should also explore the Federal National Register of Historic Places listing for the “Courthouse Square” and surrounding blocks. The National Register designation opens up access to specific incentive programs, including State and Federal Tax Credits for owners rehabilitating income producing properties. Investigate additional incentive programs for rehabilitating historic resources in the downtown area. The “Courthouse Square” area incorporates “New Ruralism” themes, and these same design elements should be encouraged beyond the “Courthouse Square” and into and beyond the larger Central Business District boundaries (as shown below) in order expand the courthouse square “feel” into this larger area.

Figure 13: Downtown TIF District



Economic Development

- **Business Districts (BD)**

The City does not currently have a designated Business District in the City. Within a Business District, the City may levy an additional retailer's occupation tax, service occupation tax and hotel operator's occupation tax of up to 1.0% to generate revenues which can then be used to pay for a wide variety of "business district project costs"²⁵. A Business District is created to impose an additional sales tax or hotel tax in certain blighted areas of a community²⁶. Creation of a Business District should be evaluated in strategic locations of the City, especially along Lincoln Avenue as part of a future Master Plan for Lincoln Avenue.

- **Charleston Business and Industrial Development Incentive Program**

In 2017, the City Council adopted Ordinance 17-O-16 that created the Incentives for Business and Industrial Development program in the City. Resolution 17-R-46 created the language to implement the program. The program is established to encourage new job creation in the City and the development or redevelopment of new retail / non-retail business and expanding existing businesses. Originating from City Council and staff discussions in 2015, following feedback received from local and regional retail events, it became clear the City needed to consider business development incentive programs as a tool to help spur business growth in Charleston. Additionally, this business incentive program was designed to encourage existing vacant properties in Charleston to redevelop their vacant properties into new business opportunities. This will help improve the City's commercial corridors and will add to the tax base and overall growth in the City.

The program offers qualifying businesses the following possible incentives: 1.) a refund of the City's share of Sales Tax collected; 2.) a refund of the City's share of Sales Tax paid for construction materials; 3.) a pro-rated refund of the City's share of Property Tax collected for 2 years; and 4.) a pro-rated discount on building permit fees collected.

The City will administer this program and will continue to encourage redevelopment agreements within the scope of this program and continue to use this program as a part of its overall incentive program package.

- **New Market Tax Credit**

The City of Charleston has areas in the City that are considered "severely distressed" which qualifies these areas under the Federal New Market Tax Credit program. Created in 2000 as part of the Community Renewal Tax Relief Act, this program permits individuals and corporate taxpayers to receive a credit against federal income taxes for making "Qualified Equity Investments" (QEI) in qualified community development entities. These investments are expected to result in the creation of jobs and material improvement in the lives of residents of low-income communities²⁷. See Figure 13 on the next page for the New market Tax Credit Boundary for Coles County.

²⁵ "The Basics of Business Districts" Economic Development Resources (2017)

²⁶ "Business District Establishment" Moran Economic Development (2017)

²⁷ "New Market Tax Credit" Internal Revenue Service (August 2, 2018)


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Economic Development

Work with Coles Together to administer the current Coles County Enterprise Zone with City Staff support.

The first Coles County Enterprise Zone (EZ) was approved in 1990 and expired on December 31, 1999. The EZ boundaries and benefits packages were reviewed and updated in 2018 to better fit the needs of the continually expanding Industrial and Commercial Districts. To encourage industrial and commercial growth, the EZ provides the needed incentives for expansion and/or new business developments and re-development projects.

In 2018, Coles Together submitted an application for the new Coles County EZ, which revised the Enterprise Zone boundaries and benefits to better encourage industrial, manufacturing, retail, service and commercial development and redevelopment. The new Coles County EZ was approved on January 1, 2020 for 15 years; and if the program is successful, the City and Coles Together should plan to apply for an end date extension to December 31, 2035. A copy of the new EZ map (Charleston portion) is included for reference at the end of this section.

EZ BENEFITS:

- Sales Tax Exemption on Building Materials
- State Tax Credits for Investment
- State Tax Credit for Increased Employment
- Exemption in Utility and Excise Taxes for qualified projects
- Waiver of Building Permit Fees for Industrial, Manufacturing and Logistics/Distribution Center Projects
- Property Tax Abatement

Property Tax Abatements for increases in land values and improvements to real property upon which new construction, improvements, renovation or rehabilitation has been completed for the following:

1.) Industrial, Manufacturing and Logistics/Distribution Center Projects

10 year property tax abatement – 100%

Enterprises where manufacturing or assembling of good takes place; or where warehousing and distribution enterprise engaged in the storage and/or packaging of goods and/or information and the transfer or transportation of products from a point of origin to a point of consumption.

2.) Retail / Service / Commercial Projects

3 year property tax abatement – 100% (year 1) - 75% (year 2) - 50% (year 3)

Enterprises in the business of selling products or services to the general public or wholesale customers as well as restaurants, hotels/motels, assisted living and related concerns, and enterprises that are research oriented and/or provide professional services (some exclusions apply).

NOTE: If the property is in a TIF District and EZ, then abatement of property tax does not apply for the EZ.

Policy Area

Utilize the City, the Tourism Department, the Charleston Chamber of Commerce, the Charleston Historic Preservation Commission and Downtown Merchant groups to better assist downtown businesses.

In the past, the Main Street Program approach was based on four elements: Economic Restructuring, Organization, Promotion, and Design. First, *Economic Restructuring* aids in recruiting new businesses and helps current businesses become more competitive. *Organization* is the element, which calls for cooperation among government offices, merchants, banks, and residents. *Promotions* capitalize on the area's unique heritage to design graphics, festivals, or sales events that show residents what is happening downtown. Finally, *design* is the physical component concerned with providing an attractive environment through historic preservation.

While the Main Street Program is no longer a viable option, the merits of the program should add an element for aiding in business recruitment and retention; furthermore, programs should actively promote cooperation between merchants, government, and residents. The City, Downtown Merchant groups, the Chamber of Commerce and the Charleston Historic Preservation Commission should be active and positive participants in downtown redevelopment projects, including promoting the Central Business District as a tourism destination.

Encourage educational institutions to provide lifelong learning activities, in order to improve the workforce and the general quality of life and create programs to encourage citizen involvement.

While some lifelong learning activities exist in and around the community, additional learning opportunities should be explored and encouraged. In order for citizens to take advantage of these programs, they must be informed about the programs that are offered at institutions such as Charleston High School, Eastern Illinois University, and Lake Land College. These programs should be advertised through the City of Charleston website. An increased public knowledge of these programs will raise the attendance and demand for these programs.

Expand partnerships and communication links between Charleston Community Schools, Eastern Illinois University, Lake Land College, along with local leaders and businesses and industry to assist in curriculum expansion and education of a workforce tailored to Charleston business and industry.

Working together, these institutions can create programs for students to explore career opportunities both inside and outside the City. Creating this link could help generate better job placement in the City of Charleston after graduation. Support the partnership consortium [Charleston Schools *Competency Based Learning Initiative* (CBL)] that communicates the needs of the business community to the educational community. The City needs to be a partner with Coles Together, the Charleston Chamber of Commerce, Lake Land College and EIU in promoting an expansion of technical education and training for middle school and high school aged students. K-12 programs should be connected with programming at EIU and Lakeland College and continue to build on these relationships.

Economic Development



Maintain a high-quality educational system with facilities, equipment, and curriculum to provide world-class education and preparation for workforce.

Charleston is fortunate to have a quality school system, as this may have much influence on the way the community is perceived by onlookers. Young families often rank educational opportunities among their highest concerns when deciding where to relocate. It is important that constant efforts to upgrade educational resources and programs are continually supported. As was mentioned previously, a partnership consortium between the City, public and private groups, the business community and the educational institutions can help to coordinate these efforts.

Create a visitor information / commercial village near the campus.

It has been observed that, in some cases, EIU students do not always spend their money in Charleston for goods and services. One way to capitalize on this market is to create a commercial village within walking distance of the campus. It would include a visitor center with information about the campus and the City, which could also include commercial spaces such as bookstores, music stores, restaurants, fast food establishments, and nightclubs/nightlife. Student discounts could be given at these stores to attract student business.

As stated earlier, the development of a “Master Plan” for Lincoln Avenue may include the feasibility of this commercial village or other businesses near EIU’s campus.

Policy Area

Rehabilitate distressed commercial and industrial structures when economically feasible. City should consider acquisition and demolition where rehabilitation is not feasible.

Rehabilitation can help to achieve many of the City's goals, including historic preservation and neighborhood revitalization. Rehabilitation of existing commercial and industrial structures may be undertaken by the business owners or by developers if provided the necessary support and / or incentives through the City.

A good example of the possible re-use of an existing structure would be improvements to the downtown Will Rogers Theater. This theater is a local historic landmark and on the National Register of Historic Places. If improved, the theater would clearly be a tremendous economic asset to the City. If feasible, the City needs to consider using TIF funds as part of a larger redevelopment project for the theater.

In some cases, commercial and industrial buildings may be blighted and beyond re-use. The City needs to keep an inventory of these structures and address issues where possible. The City needs to explore creative ways to acquire and / or demolish structures when required and where feasible. Acquisition could be done through property owners or through the Coles County tax sale for example. Demolition might be coordinated through grant programs (i.e. IEPA, US EPA), or by using TIF funds or other revenue sources. The acquisition and demolition option may create new commercial spaces for redevelopment while addressing blighted commercial structures near neighborhoods in order to help with stabilization efforts.

Review and update the Unified Development Code (if applicable) to encourage economic development growth in harmony with the health, safety and welfare of the community.

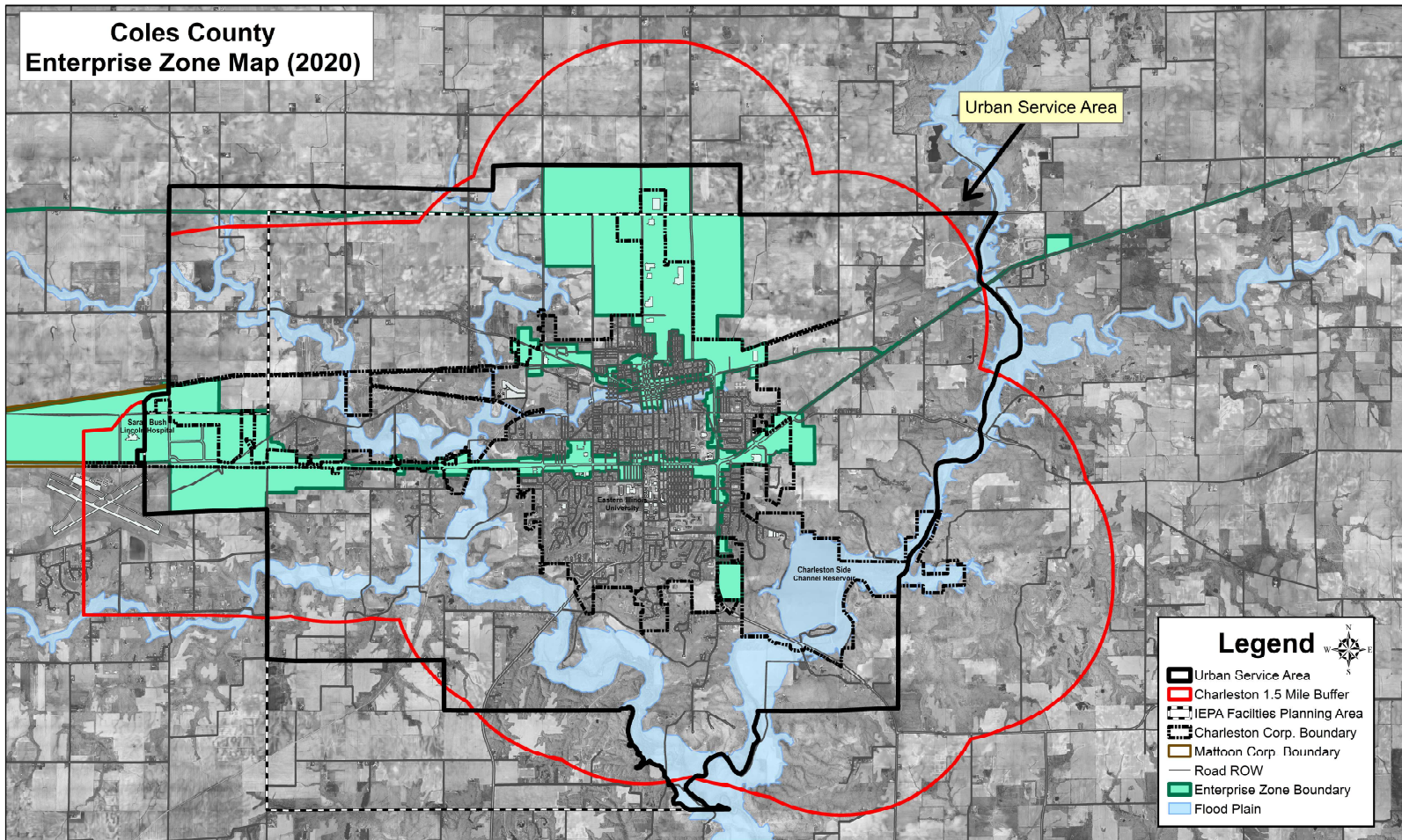
The City's Unified Development Code was adopted in 2003 and several text amendments have been adopted over the past 15+ years. The purpose of the UDC is to: promote public health, safety, comfort and general welfare; conserve and protect property values; protect private property rights; promote orderly development and use of land and natural resources; protect the quality and quantity of prime agricultural land; facilitate safe and economical provision of streets, water, wastewater disposal, school, parks and other public requirements; and regulate the density of population, the location and use of building, structures and land for trade, industry, residence or other purposes. In the short term, the City needs to review the following UDC sections: sign regulations, non-conforming situations and landscape regulations in order to encourage economic development in balance with community benefit.

Make efforts to shrink the gender pay gap in the community.

In 2020, the City of Charleston was recognized for reducing the gender pay gap from 26.75% in 2010, to 22.33% on 2018²⁹. This gender pay gap change of -4.43% ranked Charleston #261 in the country, and #4 in the State of Illinois. While improvements have been made, through education and resources, the City needs to continue to strive to reduce this pay gap even further in the future.

²⁹ "Here's Where the Gender Pay Gap Has been Shrinking the Fastest Over the Last Decade" Mike Brown; Personal Finance, Reports (February 4, 2020)

**Coles County
Enterprise Zone Map (2020)**



Policy Area

Blank

Housing

Policy Area – Housing

Policy Areas

The City of Charleston is dedicated to maintaining the existing integrity and stability of its existing housing inventory, while encouraging well-planned developments and new dwelling units, which provide a balanced and positive addition to the neighborhoods of the City of Charleston.

The participants include, but are not limited to:

- **City of Charleston**
Charleston Historic Preservation Commission, Board of Zoning Appeals and Planning
- **Coles County Regional Planning & Development Commission**
- **Eastern Illinois University**
- **Charleston Property Owners**
- **Developers, Construction Trades and Non-Profit Groups**
- **Local, State and Federal Organizations and Programs**

Goal 1

Maintain and encourage long term neighborhood stability by preserving and protecting the value and integrity of existing neighborhoods.

Recommendations

Work in partnership with the Coles County Regional Planning Commission to assist with housing rehabilitation and revitalization activities and financing.

Continuing the City's partnership with the existing Coles County Regional Planning and Development Commission (CCRP & DC) would serve to enhance the economic, social, and environmental conditions of the City. Partner with individuals, public agencies, and private organizations to address neighborhood stabilization efforts. Community support is important in the success in this endeavor. An active rehabilitation program can help provide safe and affordable housing options throughout the City's neighborhoods.

Enhance neighborhood amenities.

Neighborhoods are the basic building blocks of the community. Strong neighborhood amenities reflect pride and commitment in a community. These are also the amenities that may persuade a family to choose to live in Charleston when relocating. The amenities may include sidewalks, parks, greenways, walkability, and bicycling.



Encourage formation of neighborhood gatherings.

Charleston's neighborhoods are essential to the vitality of the city. Neighborhoods need to have access and linkages to important services and resources in order to maintain Charleston as a livable community. Neighborhood gatherings and activities would allow residents to network and communicate with each other. Neighborhood groups could organize social events, festivals, and volunteer days; and disseminate information to facilitate communication between residents and local government offices. These groups would also empower residents to directly participate in the neighborhood planning efforts.



Encourage residential structures be preserved.

Preservation and rehabilitation of existing residential structures should be encouraged as part of an overall housing strategy. This is especially important when considering structures that are of a historic nature. Through this work, Charleston's rich heritage can be preserved.

Take an active role in encouraging redevelopment of vacant and blighted properties in the City.

Abandoned buildings and/or blighted/vacant properties in the city should be encouraged for redevelopment, demolition, and/or acquisition in order to help maintain a healthy housing stock in the City. Addressing blighted and vacant housing and commercial structures near established neighborhoods can help with ongoing preservation efforts. The City should consider, where appropriate, the acquisition and demolition of blighted structures and/or vacant lots, which then could be transferred to developers and/or non-profit organizations to help facilitate new housing construction.



Maintain the University Influence Area in order to encourage new off-campus housing clusters with convenient access to University facilities.

In 2009, the City established its University Influence Area as a part of the official zoning map which was created to assist in creating off-campus housing for students near the EIU campus. The University Influence Area should help fit the needs of students for future development that is in proximity to University facilities. In order to reduce neighborhood conflicts and to create spaces close to campus, the City should review and amend, as appropriate, its current zoning regulations in order encourage new multi-family and multi-occupancy housing clusters (including apartments, fraternities, sororities and other student group quarters) near campus.

The City needs to review and update its Unified Development Code to encourage mixed-use developments and planned unit developments beyond the City's Central Business District (downtown). Promoting and allowing mixed-use developments in the University Influence Area is a logical place to expand these efforts.

Maintain the Residential Transition Area in order to encourage a diverse and growing economy while maintaining the aesthetics of the community and to protect the value and integrity of existing neighborhoods.

In 2009, the City established its Residential Transition Area as part of the official zoning map which was created to help create a transition between high-density residential and commercial developments and low-density residential uses in order to balance a growing economy with neighborhood preservation. Monitor with BZAP, real estate appraisal companies, realtors and community residents to determine effectiveness of the Residential Transition Area.

Policy Areas

Goal 2

Preserve existing housing stock by code enforcement, zoning regulations and preservation activities.

Recommendations

Evaluate and modify the City codes to reflect current housing patterns and conditions.

Housing patterns and conditions are evolving and code enforcement needs to stay current with these changing conditions. Evaluation and regular enforcement of property maintenance codes, building codes and zoning regulations can help maintain existing housing stock and provide safe housing for residents. Items to consider could include:

- Discouragement of the conversion of single-family homes with the intention of making multiple apartments.
- Implementation of consistent code enforcement and clear communication with developers.
- Improvement of student housing conditions.
- Preservation and improvement of housing units in mixed use areas including TIF districts.
- Protection of existing neighborhoods through buffer zones and containment of commercial activity.
- Maintenance of residential areas on perimeters of school grounds.
- Concentration of development in least environmentally sensitive areas.

Enforce the ICC Property Maintenance Code for existing dwelling units.

The quality of life in any community is largely reflected by the quality of its dwelling unit inventory. If residential units are poorly maintained, it is less likely to attract new residents to the City. Charleston needs to enforce its adopted ICC Property Maintenance Codes and Building Codes to ensure that the housing stock is well maintained and presents a healthy, high-quality image of Charleston's community. The City should monitor and consider a city-wide rental property inspection program if state and local laws permit and if the community supports such a program. Creating a rental inspection program may require the City to become a "Home Rule" community which should be explored further to determine if this is the best course of action for the City and its residents.



Goal 3

Encourage new housing construction in the City through creative and proactive programs.

Recommendations

Review, expand and implement a variety of programs to encourage in-fill development in the City in order to best utilize existing infrastructure and City services.

In-fill housing development projects should be encouraged throughout the City. The City needs to be proactive and review, expand and implement a variety of programs, including incentive programs, in order to encourage new single family housing construction and to encourage in-fill development of existing vacant lots in the City. In-fill development will help with neighborhood stabilization and will encourage other related private and public rehabilitation improvements.

Cooperate with Coles County agencies to enforce programs that encourage housing developments to locate near the City where they can enjoy the full complement of City services.

New housing developments outside the Charleston City limits should be located adjacent to the corporate limits and annexed so that the residents may enjoy the full range of services and resources that the City has to offer. The City and Coles County need to partner in programs that encourage housing projects to locate near public water and sanitary sewer infrastructure systems. These developments should occur inside the City's IEPA Planning Facilities boundaries in order to connect to the City's existing sanitary sewer infrastructure. The City needs to proactively encourage housing developments to annex in the City, which can be done through local incentive programs including, but not limited to, extending city infrastructure to new developments where practical as part of pre-annexation agreements.

Encourage well-planned developments with amenities such as open spaces, woodlands, trails and other green space.

When determining where to relocate, new residents often look for unique City amenities as deciding factors in the decision about where to live. Storm water retention areas and drainage courses help to prevent flooding problems and woodlands and can offer new open spaces that will contribute to the recreational opportunities of the community. Coordinating these natural green spaces with housing development can be beneficial to both the development and to entice future residents to the City.

Explore and implement programs and amenities that encourage people and families to live in Charleston.

The City needs to understand and consider programs that encourage people to choose Charleston as a place to live and work. These programs can include offering new City amenities, events, festivals, programs and employment opportunities. The city needs to be a partner with Eastern Illinois University and the business community to encourage and expand incentives that

Policy Areas

will help reduce the outmigration of students and faculty away from the City of Charleston. In addition, the City supports incentives offered by EIU that offer moving expenses for new faculty that live in Coles County. It is critical for the City and EIU to offer services, amenities, programs and incentives that will help with the recruitment and retention of students, staff and faculty of EIU. For example, the City needs to expand its outdoor recreation and trail offerings to continue to give people “more to do” in Charleston. The City also needs to annually review its single family building permit fees to determine if incentives can help spur new single family home construction in the City. The City needs to conduct regular surveys of all of its residents and businesses (and non-residents that work in Charleston) to understand how the City can encourage migration and new residents into the City.

Goal 4

Develop strategies for achieving and maintaining a balance between the types of housing needed at a given time.

Recommendations

Continually monitor the availability, conditions and status of housing in the City, along with changing market conditions in order to develop strategies for achieving and maintaining a balance between the availability and the need for Charleston’s dwelling units.

Developers, non-profit organizations, and local, state and federal governments all have a part to play in addressing housing needs in the City. The City’s **Community Housing and Revitalization Plan** (including for one- and two-family residences) is located on the following pages and it should be reviewed and updated periodically to adjust for current market conditions. The specific goals and objectives of the **Community Housing and Revitalization Plan** should be carried out by City staff and partners. The following goals of the **Community Housing and Revitalization Plan** should address all dwelling units in the City and includes:

- **Continue to monitor the impact that abandoned and blighted properties have on the community**
- **Balance code enforcement activities that include property maintenance inspections and visual blight enforcement with programs that stabilize, persevere and enhance neighborhood quality**
- **Redevelop vacant lots to encourage in-fill development by City working with partners like Habitat for Humanity and/or local developers to encourage building of new single family homes**
- **Offer programs to encourage the development of new single family homes**
- **Evaluate, inventory and maintain public infrastructure and public services in all areas of the City including primarily residential districts**

The City’s Community Housing and Revitalization Plan is detailed on pages 69-82:

Community Housing Revitalization Plan

The purpose of this Community Housing Revitalization Plan is to understand and address the City's residential conditions and to minimize negative impacts related to the City's overall housing inventory. This plan was developed from the City's Building and Development Department 5 Year Plan in conjunction with the goals of the City's Comprehensive Plan.

Goals and Recommendations

Community Housing Revitalization Plan Goal: Continue to monitor the impact that abandoned and blighted properties have on the community

- Maintain a Foreclosure Registry
- Maintain a Residentially Zoned Vacant Lot Registry
- Maintain an Abandoned Residential Property Registry
- Maintain a City Owned Vacant/Abandoned Residential Properties Registry

Community Housing Revitalization Plan Goal: Balance code enforcement activities that include property maintenance inspections and visual blight enforcement with programs that stabilize, persevere and enhance neighborhood quality

Staff should acquire and maintain ICC Property Maintenance Code and Housing Inspector Certifications and continue to perform inspections and enforcement throughout residential neighborhoods.

City staff should continue grant writing and grant management efforts (internally and/or utilize services of Coles County Regional Planning Commission) in order to continue to acquire Federal and State grants (for example programs like: DCEO CDBG, IHDA, Rural Development) for housing revitalization and rehabilitation efforts including but not limited to:

1.) Housing rehabilitation; and

2.) Remediation of Abandoned Properties: abandoned and dilapidated properties' expenses including cutting neglected weeds or grass, trimming of trees or bushes and removal of nuisance bushes, extermination of pests or prevention of the ingress of pests, removal of garbage, debris and graffiti, boarding up, closing off, or locking windows or entrances, or otherwise making the interior of a building inaccessible to the general public, surrounding part or all of a property with a fence or wall, or otherwise making all/part of the property inaccessible to the general public, demolition of abandoned residential property, and rehabilitation to address building safety.

Community Housing Revitalization Plan Goal: Redevelop vacant lots to encourage in-fill development by City working with partners like Habitat for Humanity and/or local developers to encourage building of new single-family homes

Community Housing Revitalization Plan

The City should encourage abandoned properties to be rehabilitated or demolished where feasible and the City should consider acquiring vacant lots where practical. The City can acquire these properties directly from the property owner or from the Coles County Tax Agent as part of the annual tax auction process.

Following acquisition, the City should first work with local partners and developers to sell the property in order encourage building of new single-family homes on the existing in-fill lots. This is critical as the City's infrastructure already exists and no new utilities will typically be required. New single-family homes will also help stabilize the neighborhoods and should increase local property values.

If short term redevelopment is not a feasible option, the City should consider redeveloping the vacant lots for public use programs such as: community gardens, nature trails, or creating new pollinator habitat plots for example.

Community Housing Revitalization Plan Goal: Offer programs to encourage the development of new single-family homes

Beginning in 2016, the City began offering a local incentive program for new single-family residential home construction. This program includes no building permit fees for new single-family home construction. With the waiver of single-family home permits and streamlining the permit process, building new homes in the City should be more attractive to local developers.

This permit waiver program is reviewed each year to determine if it should continue. The City should also consider additional local incentive programs (such as incentives for single family home exterior rehabilitation) in order to help encourage the construction of new homes and to stabilize exiting housing inventory.

Community Housing Revitalization Plan Goal: Evaluate, inventory and maintain public infrastructure and public services in all areas of the City including primarily residential districts

Expand the City's Community Policing efforts in residential neighborhoods including areas with higher crime rates and abandoned and vacant properties which will allocate police officers to particular areas so that they become familiar with the residents.

Maintain a public infrastructure inventory and capital plan that includes residential areas in order to allocate resources to support residential districts. This includes applicable improvements to road networks, sidewalk systems, water and sewer systems and other infrastructure especially in the central and northern sections of the City.

Goals and objectives for this Community Housing Revitalization Plan were coordinated with related goals and recommendations from the Comprehensive Plan and are provided on pages 71-72:

Community Housing Revitalization Plan

SUPPORTING BACKGROUND PART 1

Housing Related Goals and Recommendations from the 2020 Comprehensive Plan

1. 2020 Comprehensive Plan Goal: Maintain and encourage long term neighborhood stability by preserving and protecting the value and integrity of existing neighborhoods.

Work in partnership with the Coles County Regional Planning Commission to assist with housing rehabilitation and revitalization activities and financing.

- Enhance neighborhood amenities
- Encourage formation of neighborhood gatherings
- Encourage residential structures to be preserved
- Encourage redevelopment of vacant and blighted properties in the City
- Maintain the University Influence Area in order to encourage new off-campus housing clusters with convenient access to University facilities
- Maintain the Residential Transition Area in order to encourage a diverse and growing economy while maintaining the aesthetics of the community and to protect the value and integrity of existing neighborhoods

2. 2020 Comprehensive Plan Goal: Preserving existing housing stock by code enforcement, zoning regulations and preservation activities.

Continue to evaluate and modify City codes to reflect current housing patterns and conditions.

Enforce the ICC Property Maintenance Code for existing dwelling units.

3. 2020 Comprehensive Plan Goal: Encourage new housing construction in the City through creative and proactive programs.

Encourage in-fill development in the City in order to best utilize existing infrastructure and City services.

Encourage Coles County to enforce programs that encourage housing developments to locate near the City where they can enjoy the full complement of City services.

Encourage well-planned developments with amenities such as open spaces, woodlands, trails and other green space.

Community Housing Revitalization Plan

Explore and implement programs and amenities that encourage people and families to live in Charleston.

4. 2020 Comprehensive Plan Goal: Enhance the city park system and develop additional linkages and trails between and within parks, facilities and open spaces/green spaces/recreational areas and neighborhoods.

Develop a greenway system to link parks and facilities, schools, neighborhoods and Lake Charleston.

5. 2020 Comprehensive Plan Goal: Develop strategies for achieving and maintaining a balance between the types of housing needed at a given time.

Continually monitor the availability, conditions and status of housing in the City, along with changing market conditions in order to develop strategies for achieving and maintaining a balance between the availability and the need for Charleston's dwelling units.

Housing related goals and objectives for this Community Housing Revitalization Plan were also developed from the City's Building and Development Department's 5-year strategic plan and are provided on pages 73-76:

Community Housing Revitalization Plan

SUPPORTING BACKGROUND PART 2

Housing Related Goals and Recommendations from the Building and Development Services 5 Year Strategic Plan

1. Enforce City Code requirements.

As reflected in the comprehensive plan “A code without enforcement is ambiguous and severely damages the perceptions of the City.” City will continue to train, learn and implement new policies as they are developed.

2. Streamline property maintenance inspections and response procedures.

Continue to make inspections, use fewer man-hours and be more thorough and use new technology to help advance inspections (software, IPADs, GIS, etc).

3. Continue with single-family owner-occupied grants.

Continue to find and apply for low-income housing grant for homeowners each year. Continue to develop neighborhood utilizing all available resources.

Since 1994, the City of Charleston’s various housing rehabilitation grant programs have allocated approximately \$4.55 million in the city and rehabilitated 148 homes.

2014: Applied for new IHDA grant in December 2011. We received funding in 2012-2013 in the amount of \$240,000 to rehabilitate eight homes. The 2011 funded IHDA grant was fully utilized and was closed out in 2014.

2015: In December 2013, the City (through Coles County Regional Planning) applied for and was awarded a construction grant of \$80,000 to rehabilitate two houses in the city. Staff will continue to apply for housing rehabilitation grants as often as possible, but IHDA has requested the City not submit IHDA SFOOR applications for a few years because so many SFOOR grants have been awarded to the City over the past several years.

After several attempts, on April 1, 2015, the City was awarded a CDAP Housing Rehabilitation grant in the amount of \$400,000 to rehabilitate nine homes in the northeast target area of the City. Work began in early 2016 and was completed in 2017.

2016: City applied for a new DCEO/CDBG housing grant in September 2016. This grant was for \$450,000 to rehabilitate 10 homes over two years. This grant application was not funded by DCEO.

Community Housing Revitalization Plan

2018: For the twenty-fifth year, the City applied for and was awarded a new DCEO/CDBG housing grant in November 2018. This grant will be for \$500,000 to rehabilitate 10 homes beginning in 2020. We do anticipate the state and federal government cutting back on these programs, but will continue to apply for housing programs as often as possible. Charleston currently has a waiting list of over 50 pre-applications so there is an obvious need for this program to continue in the city.

4. Use a method called sidewalk inspections to encourage maintenance of homes and structures.

Use the existing property maintenance code to encourage painting, gutter repair and the like that can be seen from the sidewalk. This could increase the curb appeal of our neighborhoods. This can work for commercial areas also.

We have been using this method for visual blight and trash. In 2009, we began to complete more sidewalk inspections for property maintenance compliance with some success. We will continue to do more exterior inspections each year.

5. Develop guidelines and policies that will encourage preservation of existing structures in areas of new development.

This program is of particular importance in areas where structures have historic significance. HPC will be assisting in the historic areas.

6. Develop a program to acquire and/or control blighted, vacant or available properties in targeted areas.

This program would encourage redevelopment in target areas including the Central Business District. These programs are intended to address vacant and blighted properties in the city.

2014: Demolition continued in 2014 with 8 structures demolished by private owners. The City continue to condemn property considered unsafe. The process of city demolitions and filing liens must be reviewed. The City is currently in a position to lose considerable demolition liens and related costs because of delinquent tax sales and lack of foreclosures in due time.

The City acquired old demolished property at 1120 Van Buren and 2651 Douglas Drive and completed demolition of all Lake Island Tract structures.

2015: The City identified properties that could be candidates for demolition in 2015, including the former Lincoln School building. The city is reviewing the EPA Brownfield program to assist in the demolition of the former school building, anticipated to cost over

Community Housing Revitalization Plan

\$500,000. The City is working with the Illinois EPA and U.S. EPA to coordinate this effort. As environmental issues are identified, a plan of action will be developed to address them.

2016: During the 2015-17 State of Illinois budget crisis, the Illinois EPA Brownfield Program was temporarily suspended and the program's future seemed uncertain. The City worked with US EPA to ask for consideration of immediate federal action, but the request was rejected by the U.S. EPA. Future funding programs to address the former Lincoln School are uncertain at this time. In addition to this site, the City is considering demolition action of four properties and execution will be dependent on funding.

2017: In 2017 the City demolished four single family residences on the north side of Charleston and the City acquired three of these vacant properties following demolition.

2018: In 2018 the City acquired approximately .63 acres of land adjacent to the public library for the purpose of expanding its native habitat / pollinator project. This acquisition will help ensure appropriate development near public resources along 4th Street between the library and Kiwanis Park.

2019: In 2019, the City was awarded an IHDA APP grant for \$55,000 to reimburse the City for demolitions done in 2017. The grant also allows for the demolition of two additional dilapidated homes along with the exterior clean-up of an additional property. Demolition work to begin in 2020. There are several additional blighted properties that are being considered for various degrees of remediation action.

7. Eliminate City ownership of unneeded and unnecessary property.

As these properties are identified we will take steps to place them back on the tax roll by offering to private owners.

2017: The City demolished four single family residences in the City and acquired three of the properties as part of this process. The City will continue to work with local developers and agencies to try to transfer ownership of these properties for new development.

8. Charleston Trail System (Outdoor Recreation Amenities).

Beginning in 2016, the Building and Development Services Department began to take an active role in the development of the recreation trails around the City of Charleston. This work began with securing an IDOT/ITEP grant in 2016. In 2017, the department wrote a grant for the IDNR Recreation Trail Program and helped coordinate the Governor's Hometown Award process. The Department plans to continue its role with the trail system development including: grant writing and administration, plan development and implementation, acting as a community liaison, establishing partnerships, coordinating volunteer days, media activities, public hearings and dissemination of information.

Community Housing Revitalization Plan

Native Habitat Restoration Projects

*EIU/EIU Earthwise
Charleston Library
Ameren
Pheasants Forever*

In 2017, the City began coordinating habitat restoration efforts in partnership with Pheasants Forever to identify suitable areas for native habitat restoration projects along the Lincoln Prairie Grass Trail and Lake Charleston levee trail head and pavilion area.

2018: The partnerships for native habitat and pollinator restoration project have grown significantly. The City started this project at the new Lake Charleston pavilion site and the Charleston Carnegie Library with much success. The program is now expanding to additional sites at Woodyard Conservation area, Lake Charleston, the library and the Lincoln Prairie Grass Trail. We have earmarked around 20 acres of public land to be used for this pollinator project which will continue into 2019 and beyond. In 2018 the City was presented with the Environmental Stewardship Award by the local chapter of Pheasants Forever which was submitted to the National Chapter for consideration.

The pollinator program will be expanded to City owned vacant lots in order to reuse the lots in the City's inventory as a community benefit/project.

Community Housing Revitalization Plan

SUPPORTING BACKGROUND PART 3

City of Charleston Detailed Housing Profile

2010 US Census Data

Population: 21,838

Housing Units: 8,641

Occupied Housing Units: 7,927 (91.7%)

Vacant Housing Units: 714 (8.3%)

Owner-Occupied Housing Units: 3,443 (43.4%) (8,160 people)

Rental-Occupied Housing Units: 4,484 (56.6%) (9,630 people)

City Construction Data

New Single-Family Home Construction

The 10-year average is 5 new single-family homes constructed

2010: 7 new single-family homes constructed

2011: 3 new single-family homes constructed

2012: 6 new single-family homes constructed

2013: 10 new single-family homes constructed

2014: 9 new single-family homes constructed

2015: 4 new single-family homes constructed

Waiver of permit fees for new single-family home construction

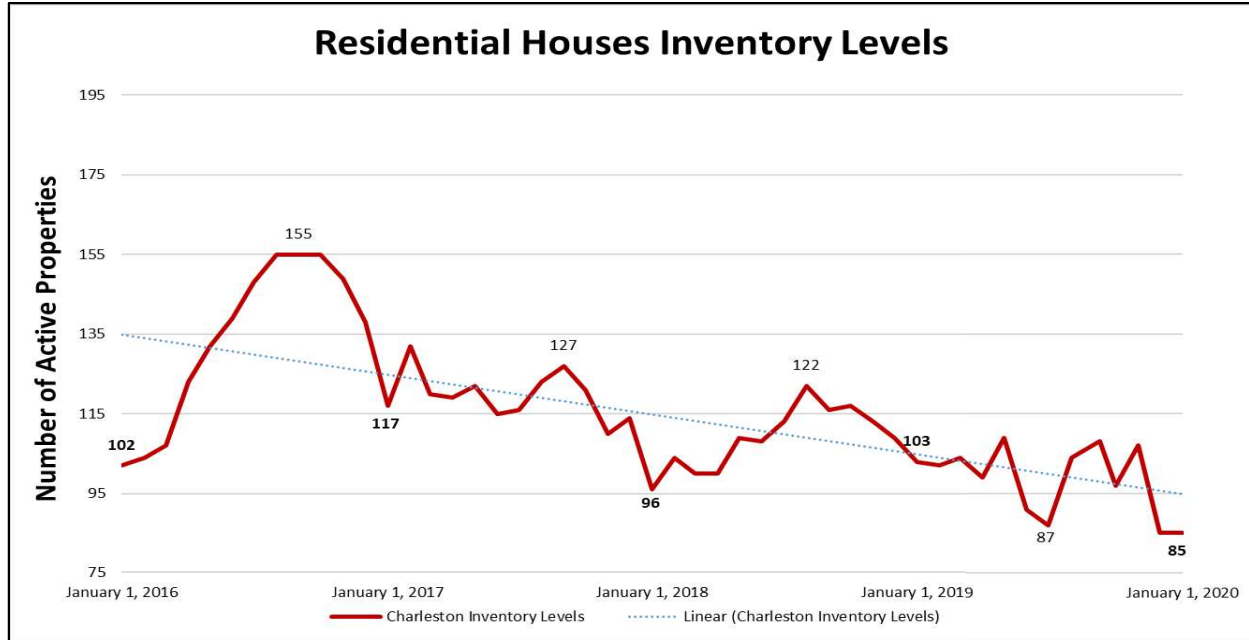
2016: 3 new single-family homes constructed

2017: 4 new single-family homes constructed

2018: 3 new single-family homes constructed

2019: 1 new single-family home constructed

Community Housing Revitalization Plan



231 Homes sold past 12 months (January 2019 – December 2019) 85 Homes in Inventory (January 1, 2020)

As detailed from Mike Staton, Managing Broker Coldwell Banker Classic Real Estate (Charleston, IL):

- **Closed Units-** Following 2018's sub-par performance, Charleston rebounded closing 231 units in 2019, a 20.3% increase YOY. This placed 2019 well above the 20-year average (212), and median (213) for closed units.
- **Avg/Med Sale Price-** Up by nearly \$1000 YOY to \$118,444, 2019 ranks as having the 3rd highest average sale price in the last 20 years. Conversely, the median sale price fell 2.4% from 2018. Settling at \$101,000, 2019 had the lowest median sale price since 2015 at \$100,000.
- **\$ per sq. ft.-** After two years in a row of declines, Charleston's average price per sq. ft. rebounded to \$62.30, a gain of 5.5% YOY. While the overall median sale price fell, the median price per sq. ft. increased drastically (9.3%), finishing the year at \$64.74.
- **Inventory-** With only 85 active units on the market on January 1st, Charleston is well below normal to start the year. Since 2016, Charleston has averaged 97.6 homes on the market with a median of 102 for January. In the last 85 months, there have only been two other times inventory has been this low, December 2019 and February of 2014 at 85 units each.
- **Pending Units-** Breaking a 10-month stretch of having more than 20 units under contract, Charleston's 16 pending units on January 1st represents a MOM decline of 5 units from December.
- **Foreclosures-** Accounting for only 5.2% of all sales in 2019, the 11 units were not only the fewest sold but also constituted the smallest percentage of overall sales, in the past five years
- **Absorption Rates-** With inventory at record lows combined with an above-average number of sales over the last 12 months, the absorption rates for the overall market are under the industry standard of a 6-month supply for a balanced market. Not only are the overall market rates indicating a seller's market in all four time periods, but so are the rates for 6 of the 13 price ranges. Additionally, two other price ranges had 3 of 4 time periods with less than a six-month supply, both only narrowly missing the mark in the projections.

Community Housing Revitalization Plan

2018: Vacant Residential (R-1 and R-2) Zoned Lots = 259

2018: Abandoned Residential Properties = 34

According to the Illinois Housing Development Authority, “Abandoned Residential Property” shall mean real estate that:

A. Either:

1. Is not occupied by any mortgagor or lawful occupant as a principal residence; **or**
2. Contains an incomplete structure if the real estate is zoned for residential development, when the structure is empty or otherwise uninhabited and is in need of maintenance, repair or securing.

B. With respect to which, either:

1. Two or more of the following conditions must be shown to exist in order for a property to be eligible:

- a) construction was initiated and was discontinued prior to completion leaving a building unsuitable for occupancy, and no construction has taken place in 6 months;
- b) multiple windows on the property are boarded up, closed off or smashed through, broken off or unhinged, or multiple window panes are broken and unrepaired;
- c) doors on the property are smashed through, broken off, unhinged, or continuously unlocked;
- d) the property has been stripped of copper or other materials, or interior fixtures to the property have been removed;
- e) gas, electric or water services to the entire property have been terminated;
- f) one or more written statements of the mortgagor or the mortgagor's personal representative or assigns, including documents of conveyance, indicate a clear intent to abandon the property;
- g) law enforcement officials have received at least one report of trespassing or vandalism or other illegal acts being committed at the property in the last 6 months;
- h) the property has been declared unfit for occupancy and ordered to remain vacant and unoccupied under an order issued by a municipality or county authority or a court of competent jurisdiction;
- i) the local police, fire or code enforcement authority has requested the owner or other interested or authorized party to secure or winterize the property due to the local authority declaring the property to be an imminent danger to the health, safety and welfare of the public;
- j) the property is open and unprotected and in reasonable danger of significant damage due to exposure to the elements, vandalism or freezing; or
- k) other evidence indicates a clear intent to abandon the property; or

2. The real estate is zoned for residential development and is a vacant lot that is in need of maintenance, repair, and securing.

Community Housing Revitalization Plan

JURISDICTIONAL DATA	2016	2017	2018
Number of foreclosures	12	7	11
Number of residential vacant lots/parcels	259	260	259
Number of abandoned residential properties	40	35	34
Percentage of vacant/abandoned 1-6 unit residential properties	15.44%	13.46%	13.13%
Number of vacant and/or abandoned residential properties owned by jurisdiction	4	7	7
Amount that the jurisdiction has expended on maintaining and demolishing abandoned residential properties	\$25,830.54	\$43,470.49	\$1,830.50

Coles County Tax Deed Auction

2018: 1 Single Family Residential Home in Charleston for tax deed auction
414 N 11th Street

2018: 2 Single Family Residential Lots available for tax deed auction
332 N 7th Street
516 N 6th Street

Property Maintenance and Visual Blight

2019: 27 formal property maintenance inspections were performed

- 301 property maintenance inspections past 8 years (38 per year average)
- 54 property maintenance files remain open

Residential Demolitions

- 2 residential structures were demolished in 2019
- 60 residential demolitions in past 10 years (6 per year)
- 79 accessory structures demolished in past 10 years (8 per year)

Mowing

- Average 50 tall grass and weed letters per year for delinquent properties

Community Housing Revitalization Plan

Need

- **Increased crime and vandalism surrounding abandoned residential properties**

According to the Charleston Police Chief, in 2018, there were 22 calls for service related to 7 abandoned properties in the City. Since 2016, total calls for service for abandoned properties was 59. These calls for service included: Illegal and open burning, city ordinance violations, abandoned vehicles, illegal parking, fire, vehicle theft, theft, and suspicious person. After abandoned homes are demolished, the calls for service at these locations were decreased to zero calls.

- **Decrease/increase in home values (EAV) year over year**

In 2019, according to Robert Becker, MAI, SRA, for the last 10 years, Charleston has averaged a 1% EAV increase per year.

- **Declining property values resulting from proximity to abandoned residential properties**

Additionally, according to Robert Becker, MAI, SRA, in 2019, the need to address abandoned properties can be seen in the following examples:

1.) One residential property in Charleston sold for \$29,000 with an adjacent abandoned house. The city demolished the house and put the land up for sale. The adjacent owner purchased the land and has maintained since. The same house sold after the demolition for \$41,000. The two sales were four years apart. Considering the 1% per year appreciation, an increase up to 33% could be attributed to the adjacent abandoned house.

2.) A property sold across the street from an abandoned house. The property sold for \$33.14/GLA (Gross Living Area) the neighborhood median sale price per GLA is \$39.83, a discount of 17% for the adverse location; and

3.) A property in the same neighborhood sold for \$26.50/GLA or 50% under the median of the neighborhood.

Community Housing Revitalization Plan

Specific areas within jurisdiction most affected by foreclosures and abandoned properties

According to the HUD Community Planning Development 2014 data (US Census American Community Survey), the City of Charleston's overall Low-to-Moderate (LMI) income level is 58.78%. Because of the City's overall LMI and existing conditions, housing revitalization efforts need to be considered city-wide. City-wide demolition, mowing and related costs represent approximately 10% of the Building and Development budget.

According to the same data, the most northern section block groups of the City of Charleston have a "low to moderate" income level of 80.70% LMI (Census Tract 5, Block Group 3) and 72.65% (Census Tract 5, Block Group 4). This area of the City is also designated under the Federal "New Market Tax Credit Program" as "severely distressed;" and designated under the Federal "Opportunity Zone Program" as "qualified" which encourages long-term private capital investment in America's low-income urban and rural communities.

Most of the City's abandoned properties are currently in the most northern portion of the City and this is where a significant amount of the City's efforts is focused. Foreclosures over the past 3 years are also prevalent in the north half of the City. Nine abandoned residential structures have been demolished over the past three years in the northern portion of the City (both by the City and by the property owners). Because of the high concentration of high LMI residents, and the current conditions, these northern sections of the City are a priority for revitalization efforts.

Infrastructure

The infrastructure throughout the City is generally in good condition. However, pockets of town do show signs of age that is common with older infrastructure conditions. This includes areas of substandard sidewalks located in the central and northern sections of the City. Substandard infrastructure should be prioritized for maintenance, improvements and/or replacement where applicable, as good infrastructure is the foundation for stabilizing residential neighborhoods.

Experience managing and writing grants

As stated earlier, since 1994, the City of Charleston's various housing rehabilitation grant programs have allocated approximately \$5.05 million that rehabilitated 160 homes. This includes several programs from both the Community Development Block Grant (CDBG) program and the Illinois Housing Development Authority (IHDA). The City continues to utilize the services of Coles County Regional Planning Commission to write, administer and inspect housing rehabilitation related grant programs.

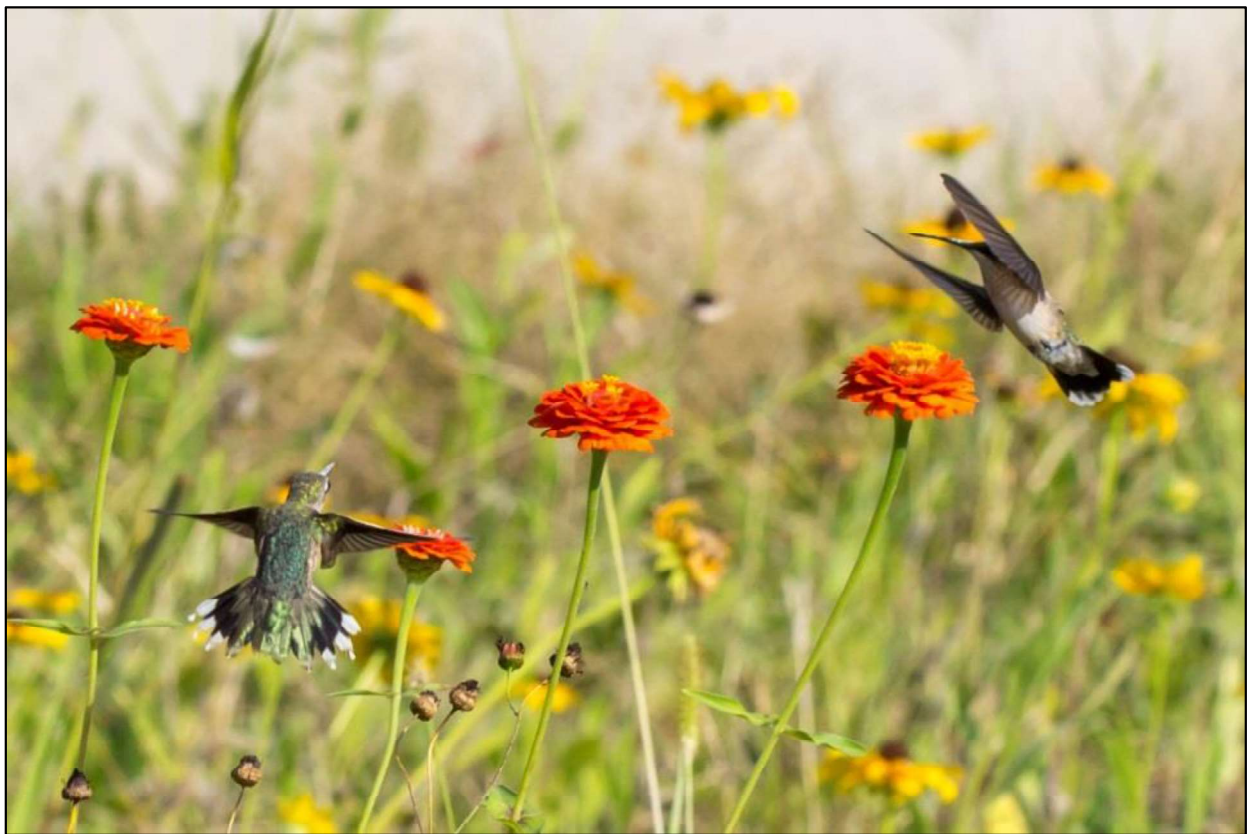
Parks, Recreation and Natural Amenities



Charleston Rotary Pool Swim Meet

Policy Area – Parks, Recreation and Natural Amenities

Policy Areas



*Lake Charleston Pavilion Butterfly “Hotspot”
Photo: Paul Switzer*

Parks, Recreation and Natural Amenities

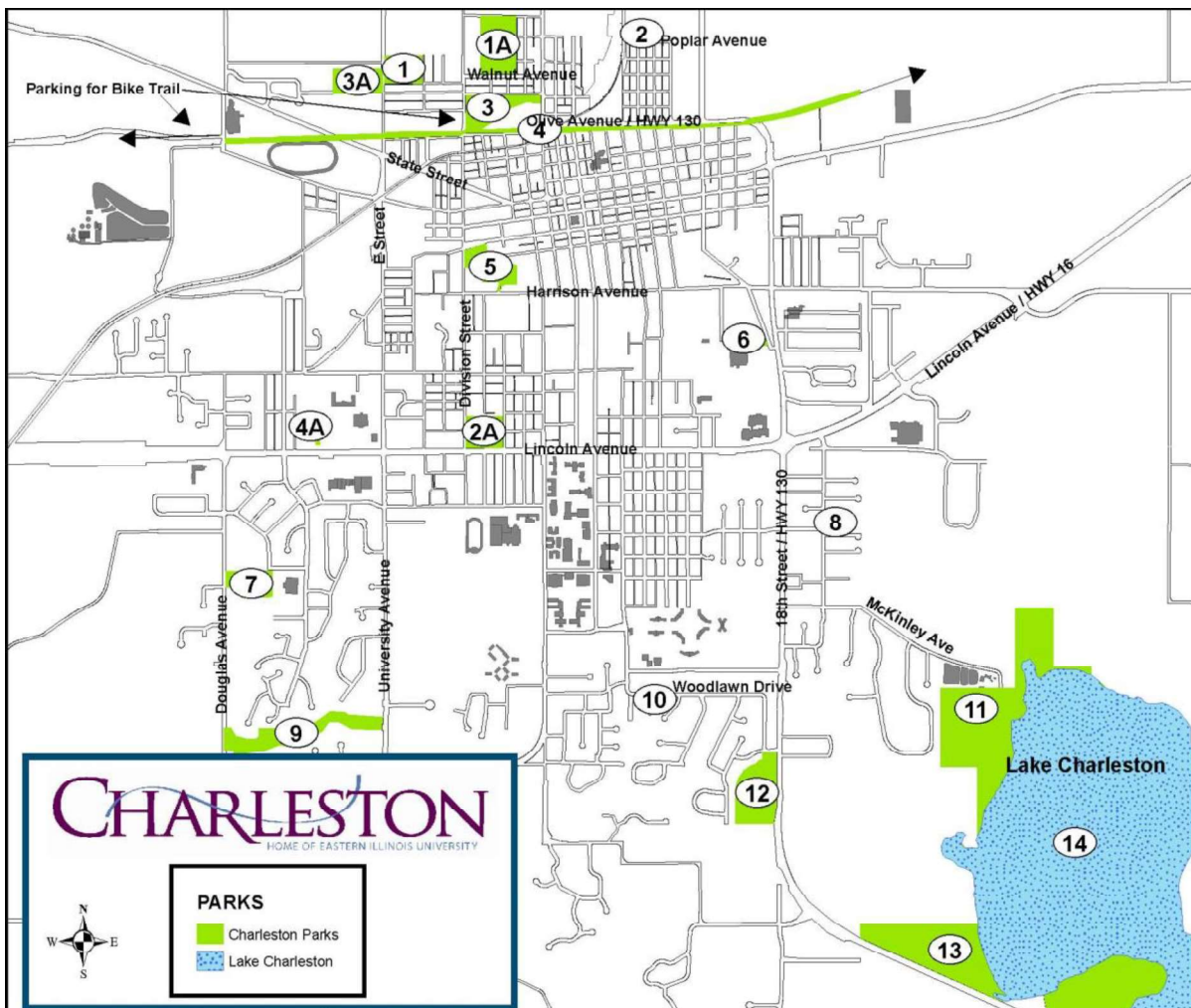
The Charleston Parks and Recreation Department is dedicated in maintaining a superior system of greenways, parks and recreational facilities through supporting planning.

The participants include, but are not limited to:

- **City of Charleston**
Charleston Parks and Recreation Advisory Board, Tourism Board, Tree Commission
- **Charleston Township Park Board**
- **Charleston Property Owners**
- **Coles County Arts Council**
- **Eastern Illinois University**
- **Local, State and Federal Organizations, Programs and Foundations**

The City of Charleston has 18 parks and facilities in the City which includes 14 city owned parks and facilities and 4 township owned parks. Most of the 14 city parks have been established over the last 50 years. Figure 15 illustrates the locations of these facilities in the City and Table 6 on the next page details these facilities. These facilities represent over 800 acres of related parks and facilities in the City of Charleston.

Figure 16 and Table 6 (next page): Parks and Facilities in the City of Charleston



Policy Areas

City of Charleston Parks & Facilities	Basketball	Softball/ Baseball	Soccer	Restroom Facilities	Playground Equipment	Shelter / Pavilion	Fishing / Boating	Hiking / Bike Trail	Acres
1. Ne-Co Fields 301 N E Street		X		X	X				5
2. Woods Park N 11 th & Poplar					X	X			1
3. North Park Vine & Division <i>Batting Cages</i> <i>Skate Park</i>	X	X		X	X	X			10
4. Lincoln Prairie Grass Trail <i>Bike Trail</i>								X	12 miles
5. Kiwanis Park Division & Jackson <i>Amphitheatre</i>		X	X	X	X	X			8
6. Rotary Community Aquatic Center 18 th & 17 th St <i>Swimming Pool</i>				X					4
7. Lafferty Park S Douglas Dr <i>Interactive Sundial</i>								X	7
8. VFW Park 20 th St at VFW	X			X	X	X			1
9. Reasor Park Lover's Lane <i>Wildflower Prairie Area</i>								X	16
10. Heritage Woods 9 th & Woodlawn					X	X			.5
11. Lakeview Park East McKinley Ave <i>Mountain Bike Trails</i>								X	60
12. Sister City Park South 18 th Street <i>Inline Hockey Rink</i> <i>Sand Volleyball</i>	X	X	X	X	X	X		X	16
13. Woodyard Area 6050 Hwy 130 <i>Hiking Trails</i> <i>Mountain Bike Trails</i> <i>Butterfly Habitat</i>				X		X		X	206
14. Lake Charleston South Hwy 130 <i>Fishing Pier / Kayaks</i> <i>Hiking Trails</i> <i>Mountain Bike Trails</i> <i>Butterfly Habitat</i>				X	X	X	X	X	440
Charleston Township Parks & Facilities									
1A. Baker Field Division & Walnut		X		X					13
2A. Morton Park Lincoln & Division <i>Volleyball / Horseshoe</i>		X		X	X	X			10
3A. JFL Complex 320 N E Street <i>3 Football Fields</i>				X					10
4A. Charleston Dog Park 653 W Lincoln Ave									1

Parks, Recreation and Natural Amenities

Goal 1

Enhance the city park system by developing additional connectivity between and within parks, facilities, open spaces/green spaces/recreational areas and neighborhoods.

Recommendations

Continue to coordinate with the Charleston Parks and Recreation Advisory Board to plan, build, operate and maintain a system of greenways, parks, recreational, natural and cultural facilities.

The Charleston Parks and Recreation Advisory Board will continue to plan the future of the recreational facilities in Charleston and to advise on projects and plans that are being undertaken. The Advisory Board needs to continue coordinating projects with the Charleston Township Park District Board in order to maintain a cohesive system in the City. These systems need to evaluate safety and comfort by considering emergency lights/phones, benches, markers, stretching stops, shelters and restrooms where appropriate.

Enhance, maintain and promote use of the Lincoln Prairie Grass Trail corridor for recreational use and events.

Charleston's rail/trail corridor (Lincoln Prairie Grass Trail) is a valuable recreational resource, which makes use of the old railroad corridor that connects Charleston with Mattoon. This trail not only provides recreational opportunities for walkers, joggers, and bicyclists, but also for cross-country skiers and equestrians. It also creates a physical link to nearby Mattoon, major employment facilities (e.g. Sarah Bush Lincoln Health Center) and the Amtrak Station for non-vehicular traffic. To increase use, this trail should be improved from rock to pavement and kept maintained to attract new users and host new events. The trail should be further developed with such amenities as shelters and new trails segments and should be landscaped with native habitat and pollinators to augment existing plant species. The trail should be promoted and advertised as a recreational amenity so that new users will be attracted. A Lincoln Prairie Grass Trail Beautification Development Plan was developed and attached to this document to help create cohesive development of additional offerings along the trail.



*Charleston's
Lincoln Prairie
Grass Trail*



Reasor Park



Sister City Park



*Lafferty Nature
Study Center*

Policy Areas

Develop a greenway system to link parks and facilities, schools, neighborhoods and Lake Charleston.



*Rotary Pool
Renovations 2006*



The creation of a greenway system should be explored within the City of Charleston. The greenway can help to create connections between the numerous neighborhood parks, existing Lincoln Prairie Grass Trail, the downtown area, the Rotary Pool, the Historic District, the local schools, Lake Charleston and Eastern Illinois University. This will create a circuit around the City that would establish definite economic, transportation, social, civic, recreational, educational, and environmental benefits. Using the Town Branch Creek for portions of the greenway should be encouraged. Signage and facilities should be provided along the greenway. This can be done in stages as funding is identified. Some possible funding sources may include: *The Land and Water Conservation Fund*, *The Illinois Transportation Enhancement Program*, *The Recreational Trails Program Fund* and the *Open Space Land and Development*, as well as other state funded programs.

Develop additional bicycle and pedestrian linkages between parks and facilities with other major land uses to encourage physical activity and alternative modes of travel throughout Charleston.

Along with the greenway, other pedestrian and bicycle connections should be made within the city. Some parks do not have any connection to nearby neighborhoods and subdivisions. This creates a barrier to children who might otherwise make use of these facilities. These neighborhoods should be identified and linked to the nearby playgrounds and parks to facilitate their use. Also, businesses with nearby parks and recreation areas would benefit by being connected to these areas for the use by employees on lunch breaks and after work.

The City adopted its Bicycle and Pedestrian Plan (attached) and the goals and objectives outlined in the plan should be implemented on an annual basis.



*Rotary Pool
Photo: JG/TC
Newspaper*

Parks, Recreation and Natural Amenities

Goal 2

Provide diverse opportunities to meet the needs of Charleston citizens, with the help of the community, through creative public/private partnerships and volunteers [see the 2017 Lake Charleston Trails “Governor’s Hometown Award” narrative on pages 99-110 as a case study of a successful community-based project.]

Recommendations

Maintain and improve existing park facilities.

The existing park facilities in Charleston should be maintained and creatively improved. Playground equipment should be updated and regular maintenance should be continued. The community can help with park tasks by rallying volunteer groups to help with maintenance and regular cleanup activities and consider an “adopt-a-park” program. They can also help with fund-raising activities for new equipment and other facilities.

Preserve and redefine natural amenities on campus. EIU has many features that can be coordinated with the City.

The University should be assisted in the preservation and expansion of natural amenities and historic quadrangles on campus. Connections and coordination between EIU and the community will continue to be critically important. These spaces can be incorporated into the proposed greenway system and bike plan in accordance with EIU’s *Master Plan*.

Create new public open spaces, trails, amenities and additional waterfront access around Lake Charleston.

Charleston has a great recreational resource that lies just southeast of the City: Lake Charleston. While already a scenic and aesthetically pleasing amenity, efforts should be made to create new public spaces, recreational facilities, trails, and additional waterfront access points to the lake; in addition to exploring the idea of offering camp sites at the lake. This would make it more accessible and inviting to those who enjoy the natural environment and amenities surrounding the lake area. This project will need the assistance of volunteers and coordination will be required as part of public/private joint partnerships. The 10-Year Lake Charleston Capital Improvements Plan Summary is detailed on the following pages and should be implemented as part of overall improvements. The 2014 Lake Charleston Master Plan (attached) should also be used as a general guide toward development of areas around the lake including the “Lake Island Tract”. While these plans can serve as a general model, construction impediments will require the City to construct improvements where feasible and where best served in the environment. The City is currently working with IDNR to “map” the lake which will allow the City to better manage erosion and silting concerns. Environmental management practices should also be considered before and along the river.



Downtown Murals



*North Park
Skate Park*



*Sister City Park In-
Line Hockey Rink
and Pickleball Court*

Policy Areas

10 Year Lake Charleston Capital Improvements Plan Summary

The City's 10 Year Lake Charleston Capital Improvement Project Plan includes its partnership with Charleston Area Charitable Foundation on the following projects:

1. Sister City Property Purchase – Complete
2. Cox's Cove Boardwalks – Complete
3. Sister City Trailhead – Complete
4. Levee Paving – Complete
5. Lake Island Tract (LIT) Pavilion – Complete
6. Lake Sanitary Sewer – Complete
7. LIT Upper Loop Connector Trail – Complete
8. Traffic Safety Beacons at LIT entrance – In progress. IDOT permits secured, conduit borings and beacon equipment installation is underway. Will be complete by 2019.
9. Enhancements to existing trails – Ongoing. This project included emergency responder location posts, maps, signage, markers and adding rock to problematic areas.
10. LIT Playground – Complete.
11. Lake Boat Dock – In progress. This project is on hold due to the subsequent award of the Dam A improvements (next page). Planned to be completed by summer 2020.
12. LIT Lighting – 30% complete. Design is complete, conduit is in the ground, lights have been ordered. Completed by summer 2019
13. LIT Electrical Upgrades – Complete
14. Purchase additional acres around the Lake and construct addition trails – Ongoing
15. LIT Surveillance System – 50% complete. The pavilion video system is active. Additional cameras will be installed with the LIT lighting project and Dam A reconstruction. Poles have been set and conduits installed for the microwave communication system. Ongoing project with cameras added as amenities are constructed.
16. Rip-Rap on South Side of Lake – This is a 50/50 matching grant contingent on the award of an IEPA grant. The IEPA grant has been submitted and we are waiting for an award notification. No estimated completion date.
17. Dam A Reconstruction – 5% complete. This project is in the engineering phase. Estimated completion fall of 2020.
18. Installed six signs identifying invasive species with Embarrass Volunteer Stewards



Lake Charleston Pavilion

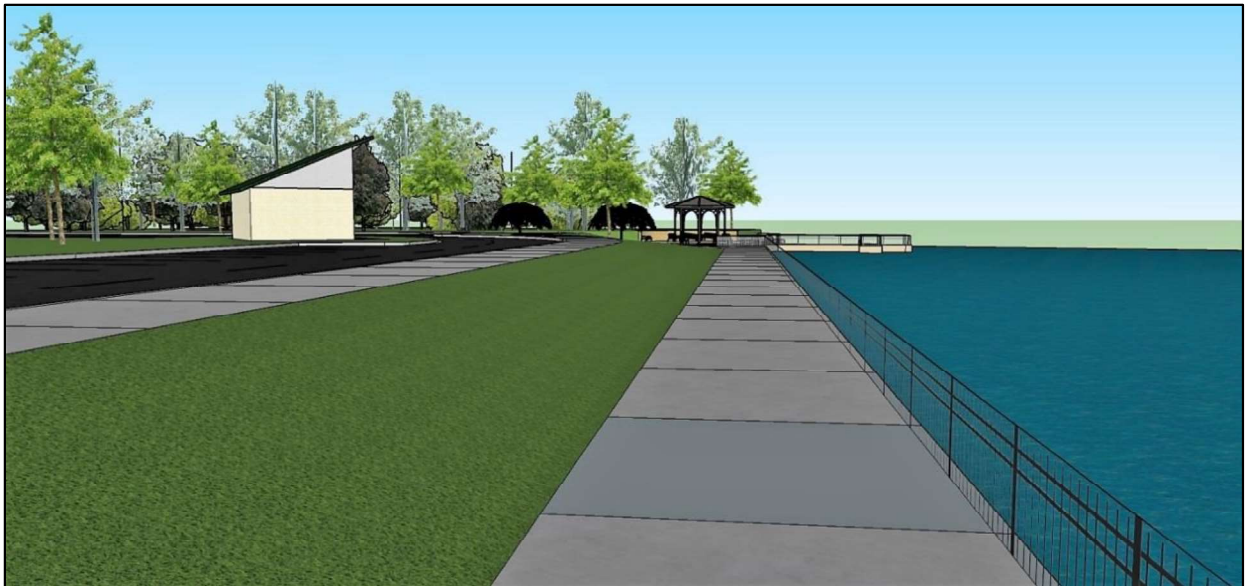


Lake Charleston Playground

Parks, Recreation and Natural Amenities

Lake Charleston Improvements Plan

Dam A Reconstruction Concept Sketch



Policy Areas

Redevelop the former wastewater treatment plant site as native planting and pollinator habitat.

A potentially valuable environmental area is the City's former wastewater treatment plant on the west side of town, at the south end of F Street. This site poses limitations on future development, so adding a native habitat area could be one option for the site. This site is adjacent to the Town Branch Creek and a butterfly corridor could be created here linking this site to other Butterfly Hotspots at the Charleston Carnegie Library and throughout the City. Working with homeowners along the Town Branch on beautification efforts will add to the project.

Enhance and expand parks, facilities, events and other recreational and tourism offerings in order to expand tourism as a contributor to the city's overall economy.

Hosting recreation and outdoor related events (especially overnight events) in Charleston is one way to enhance tourism and recreation to become a larger part of the City's economy. The City should target additional overnight events, including a new annual "Butterfly Festival" in order to help diversify and bolster its economy and to showcase the City.

Through volunteers, the City needs to be a partner in hosting new tours of its amenities (natural, historic, athletic, etc.). These efforts will draw more people to the City adding to its economic base. The City should expand volunteer efforts to involve all aspects of the community including EIU, local service groups and local organizations, and the City's youth in order for them to become more involved with the community.



Create and link new cultural and natural experiences in the City using existing parks and facilities as a foundation; and assist in the expansion of these experiences with other groups and private property owners' efforts.



Photos: Paul Switzer

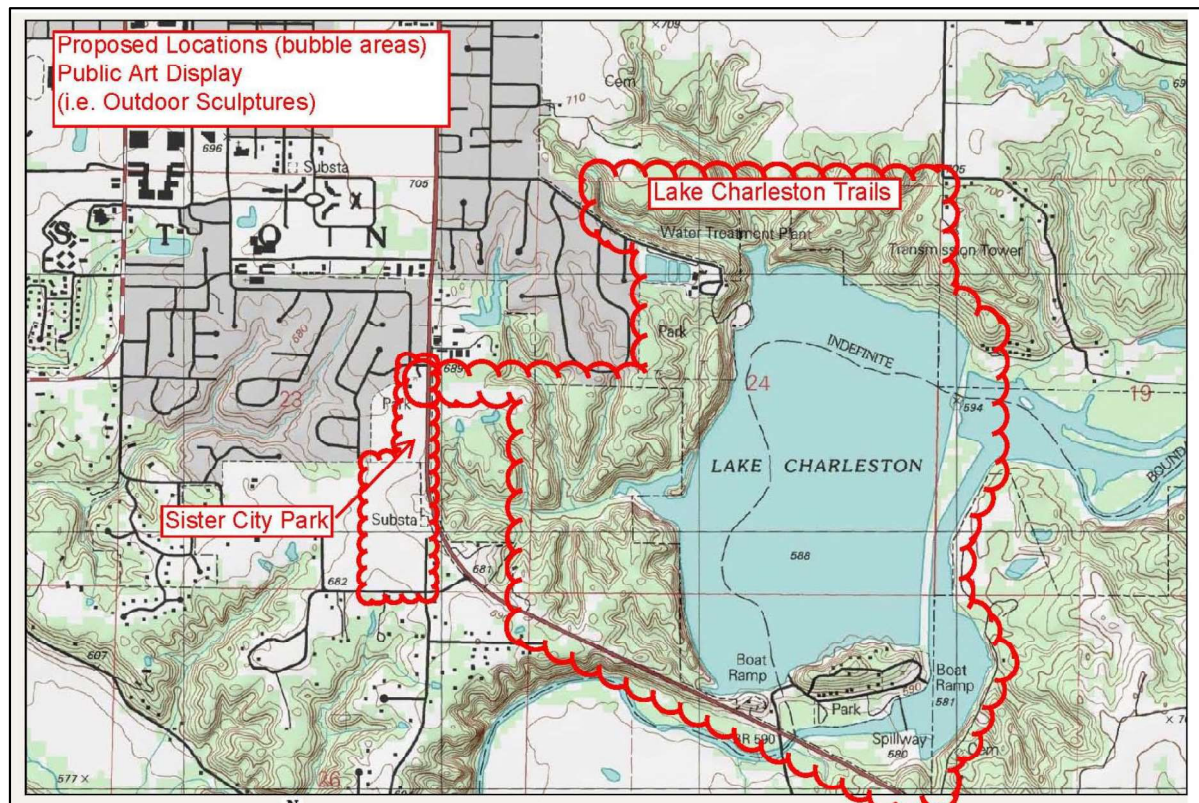
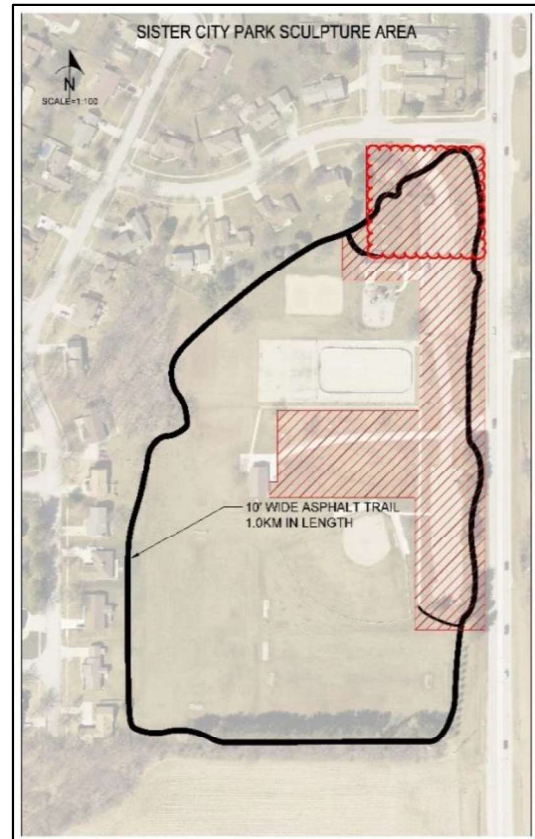
In order to enhance the natural environment and to maintain the historic natural environment, the City (and the City's Tree Commission) should continue coordinated planting of native trees and shrubs throughout the City where practical; along with coordinating these efforts with EIU. The City and EIU are both Tree City USA partners and coordinated efforts will expand programs in the City. City groups (like the Embarrass Volunteer Stewards) should also be encouraged to continue work on the removal of invasive species in order to help local forest areas thrive as they did in the past. Native planting and invasive removal programs will be especially important around the Lake Charleston area in order to reclaim these areas as White Oak and Hickory forests.

The City should continue building and setting aside land for native habitat and pollinator projects and coordinating with groups like the Urban Butterfly Initiative (see details on pages 111-112) by creating new "Butterfly Hotspots" on public owned land as part of the "Butterfly Capital of Illinois" and by implementing the "Mayor's Monarch Pledge" action items. The City should encourage coordination with EIU, private property owners, schools, governments and other groups to expand the program, including programs along the Town Branch Creek. Projects like these add to the natural experiences and also act as connections between the City, EIU and the community.

Parks, Recreation and Natural Amenities

The City and Eastern Illinois University should also create new links through an expansion of local arts and cultural programs including linking downtown art and theater productions (e.g. the Charleston Community Theater) with EIU's art and cultural centers. The City should work on efforts to link and expand the community's theaters, concerts, fairs, farmer's markets, events, outdoor sculpture gardens (that are sensitive to the natural environment), arts and other community programs.

The figures shown on this page illustrate locations for a proposed outdoor sculpture walk and future sculpture competitions at Lake Charleston and Sister City Park. These competitions will allow the City to show sculptures "on-loan" from artists. Using the proposed pedestrian and bicycle path routes, these sculpture walks should be linked with the outdoor sculptures near the Tarble Arts Center and the Doudna Fine Arts Center on the EIU campus. Also, using the pedestrian and bicycle path routes, EIU's fine art culture can be linked to the City's downtown district. These paths will allow the Lake Charleston area to create a natural and cultural link with Sister City Park, EIU, the Historic District, downtown, Kiwanis Park and the Lincoln Prairie Grass Trail.



Policy Areas

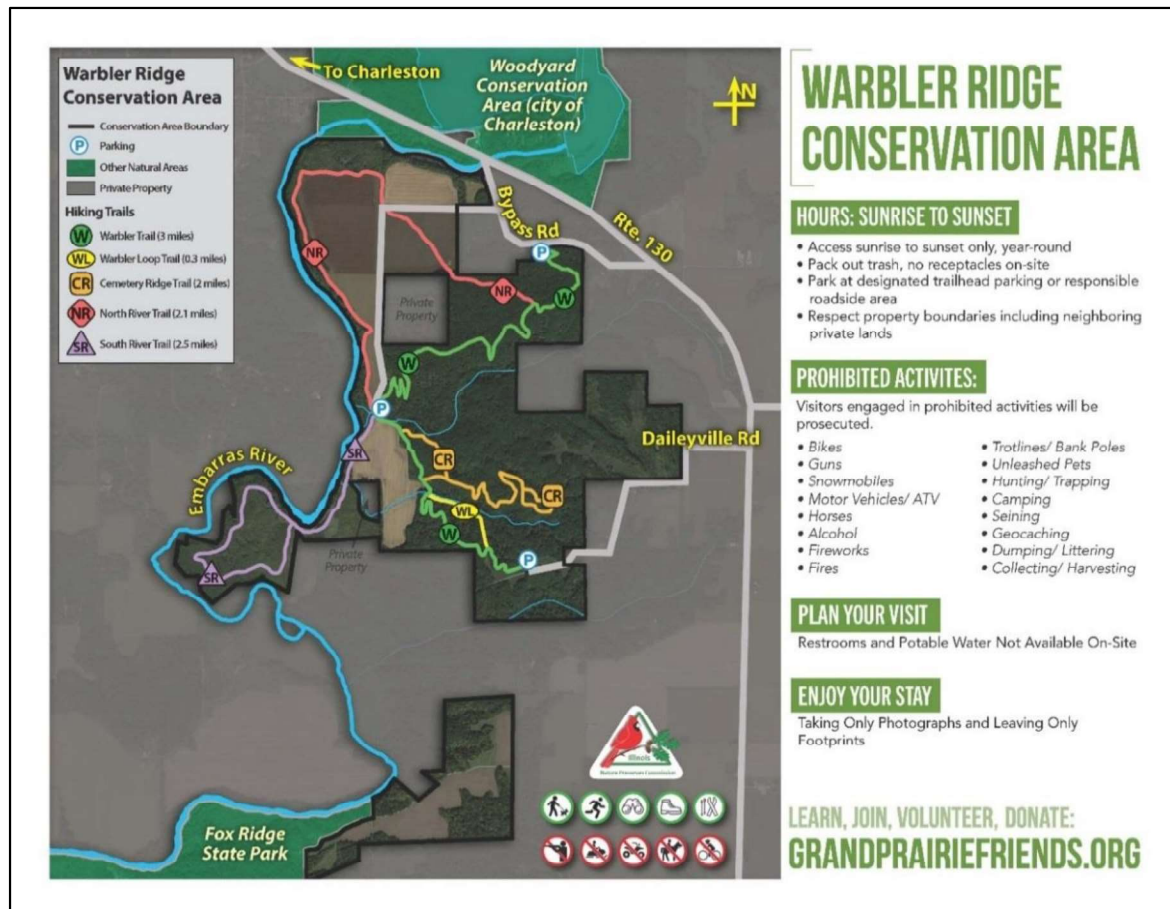
Enhance local conservation areas and link these areas to existing parks and facilities.

The Woodyard Conservation Area includes over 200 acres of land located in the southern portion of the City near Lake Charleston. This area has been a part of the City for years and walking and hiking trails can be found throughout the area. The City has also converted most of the turf grass once located at the entrance into native pollinator habitat as part of the overall conservation efforts.



In addition, the Grand Prairie Friends conservation group has acquired over 1,000 acres of new conservation area south of Lake Charleston called the Warbler Ridge Conservation Area.

The City should coordinate its recreational and environmental efforts with Grand Prairie Friends in order to link these conservation areas together. Additional hiking, walking and biking trails should be planned and coordinated to link Fox Ridge State Park and Warbler Ridge with the City's existing trail system at Lake Charleston. Trail connection plans are incorporated in the City's adopted Bicycle and Pedestrian Plan.



Parks, Recreation and Natural Amenities

Build a Multifunctional Community Center Complex.

Residents of Charleston expressed a need for a space for people to gather. Currently, there are a limited number of places for group gatherings or community activities. This should be a space that everyone can use, but specific target groups should include youth and senior citizens. A community center would give the children of Charleston a place to go after school and on weekends. Seniors who need a space to gather locally and participate in various activities could also share the community center. It will be critical to examine and form partnerships in this endeavor with institutions, private entities, foundations, and public bodies in order to create this new space in the community. A final location for the community center will be determined as part of a community assessment process; however possible locations are shown on the “Concept Plans” on the following pages.

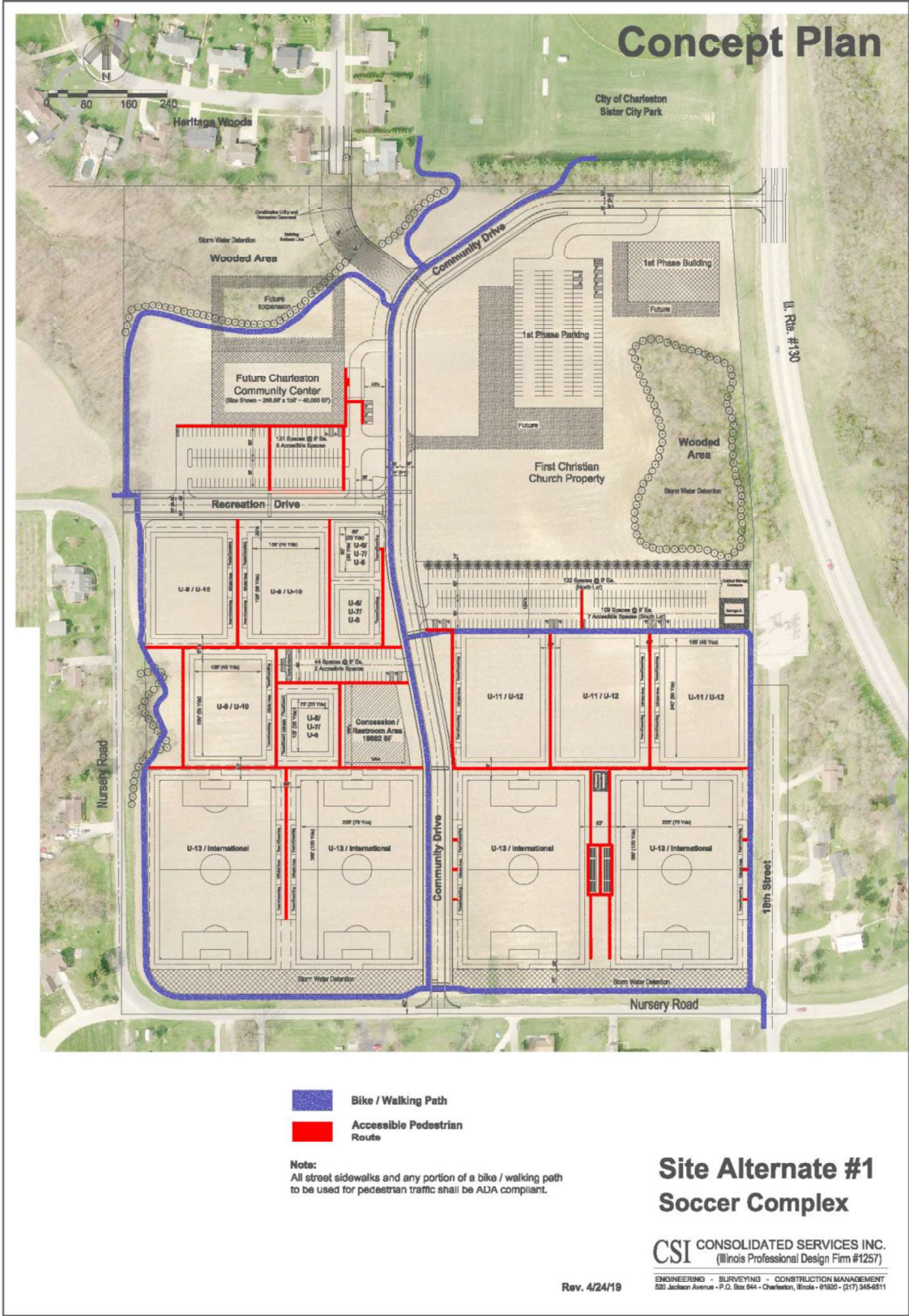
Create new playing fields and recreational areas in proximity to housing clusters.

In some cases, existing playing fields and recreational areas in Charleston are located too far from housing clusters to encourage use. Additionally, as the population of Charleston continues to increase, the need for recreational areas increases as well. As stated earlier, recreation and tourism also offer the community additional economic development possibilities. Hosting additional overnight and multi-day events must be a focus in this effort.

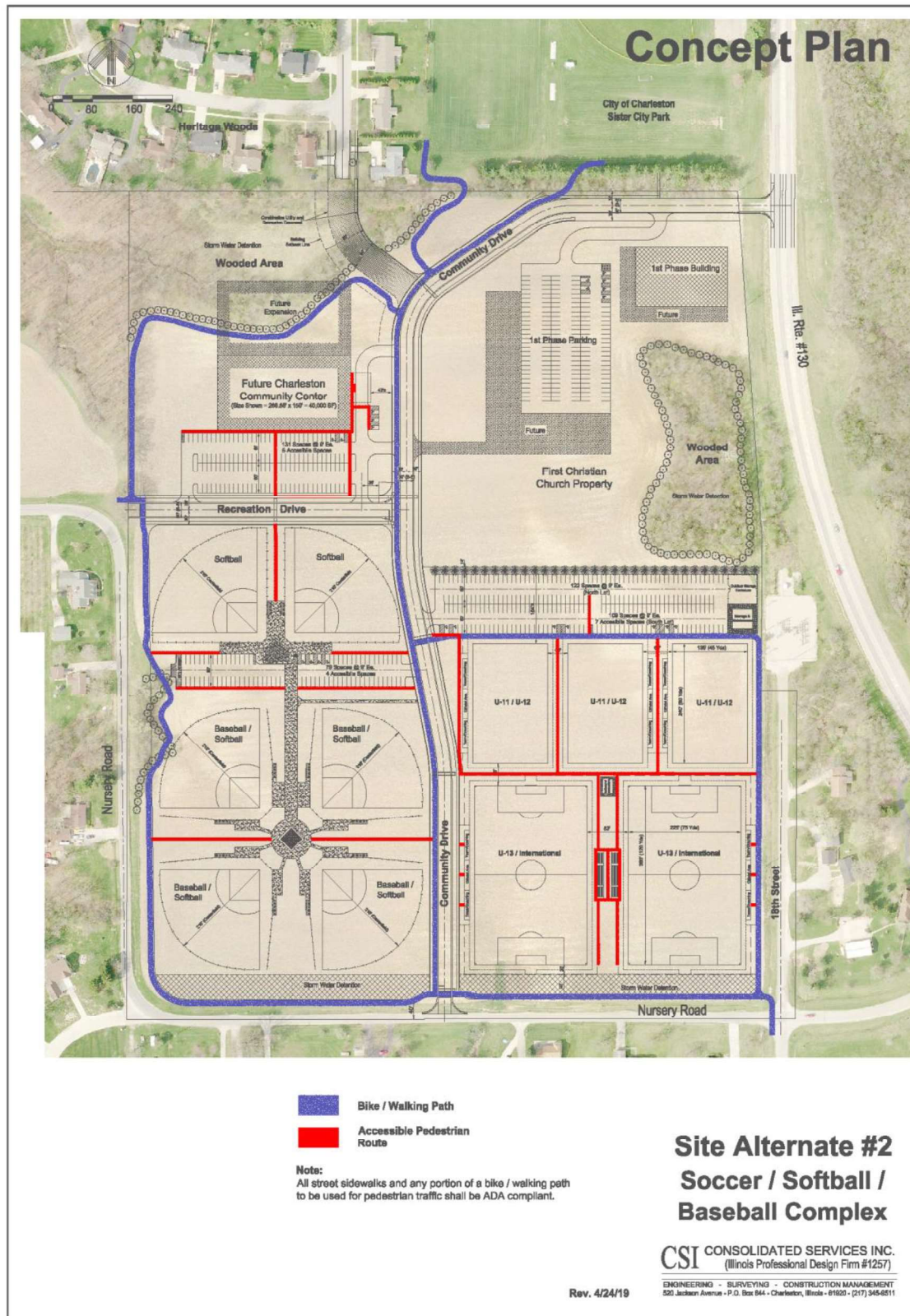
New outdoor athletic fields should be created as part of the City’s purchase of additional land south of Sister City Park. In order to host additional multi-day tournaments, these fields need to be available both day and night by providing field lighting for evening/night time events. The City has created “Concept Plans” for these outdoor athletic fields and the plans provided in this section. It is important to note, other visions may be implemented, but these plans show how the site could be used in the future.



Sister City Park Soccer Tournament



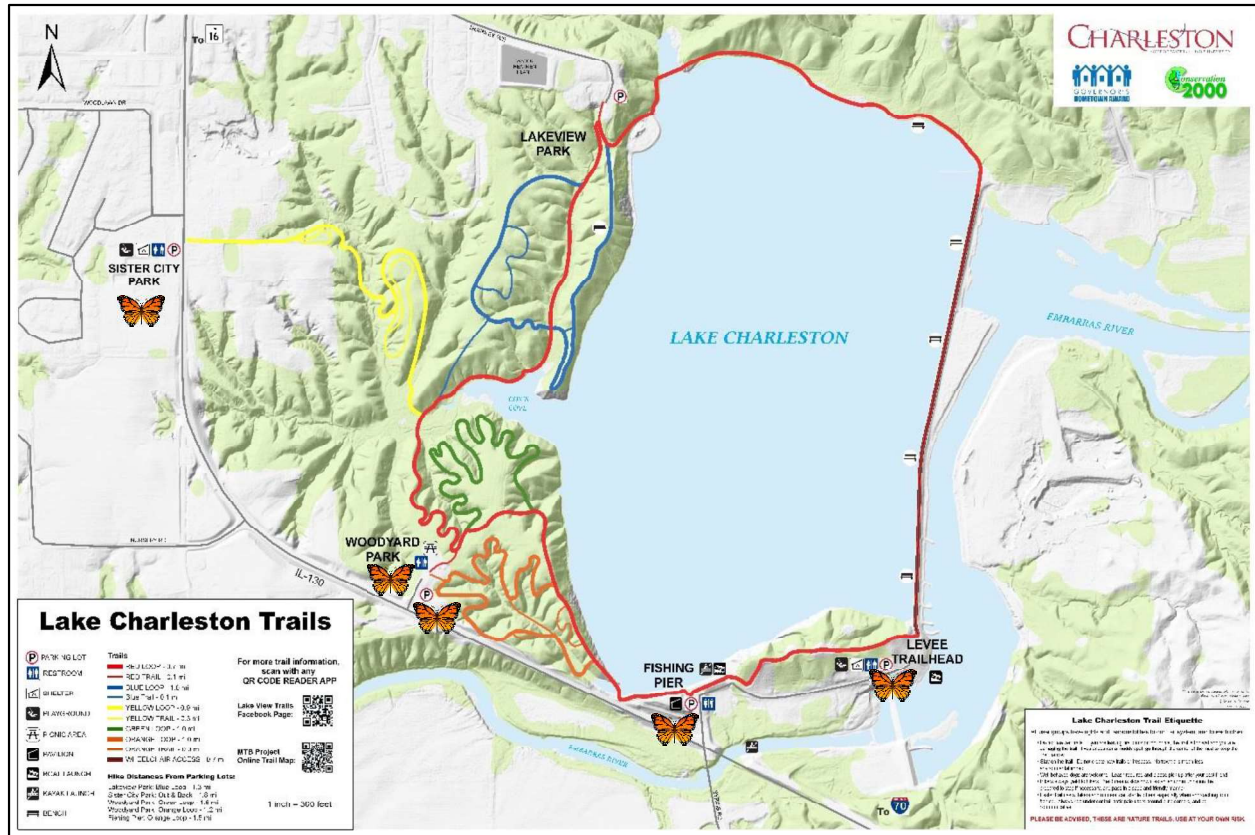
Parks, Recreation and Natural Amenities



2017 Governor's Hometown Award

Lake Charleston Trail System

Project Winner 2017 Governor's Hometown Award (Environmental Stewardship)



Excerpts from the narrative on pages 99-110 were submitted for the 2017 Governor's Hometown Award application as is provided as an example of a successful community-based project:

The 2017 Governor's Hometown Award formally recognized the generous outpouring of local commitment, community support and the volunteer efforts made toward the development of the Lake Charleston Trail System Improvement Project. Charleston's overall trail system includes: 1. Lake Charleston Trail System; 2. Lincoln Prairie Grass Trail; 3. Urban bike lanes in the City; and 4. Future connection with the Grand Prairie Friends Trail System. This award highlighted the improvement efforts specifically for the Lake Charleston Trail System during the three years from 2014 - 2016. With this award, the City was able to recognize those who have contributed to Charleston's quality of life through a project that has strong volunteer support, met a need, and made a definitive impact on the community.



2017 Governor's Hometown Award



In late 2013, a group of local bicycle advocates met to brainstorm ideas on how best to improve the Lake Charleston trail system. In early 2014, the trail system consisted of approximately two miles of single-track trails around the Lake Charleston area. With the support of the City of Charleston, volunteers and private partnerships, in 2014 a team of volunteers and public works personnel began the painstaking work of improving existing trails and hand building additional single-track trails around Lake Charleston. This trail work was done with close counsel of the International Mountain Bicycling Association. These trails were hand built with every effort to maximize sustainability and minimize impact.



From 2014 – 2016, the Lake Charleston Trail system accomplishments included the improvement of two miles of existing trails and adding an additional 7 miles of new trails; for a total of nine miles of quality trails around Lake Charleston.



Staff and volunteers understood the importance of sustainable trail building and wherever possible, incorporated specific methods (as outlined by the International Mountain Bicycling Association) in trail building and design in order to ensure that sensible trail building techniques were used. This included appropriate design standards by adding cross slopes and grade reversals in the trails in order to shed water and limit longitudinal grades to eliminate erosion thus reducing future maintenance. In addition, a large portion of the trails are single track trails that were hand built in order to protect nature and to be sensitive to the environment.



The City plans on adding more trails to its existing network, so the construction of new trails is a continual project. The accomplishment of creating nine miles of quality hiking, biking and walking trails is just the start to developing trails that we hope will become a regional draw to East Central Illinois.

Environmental Stewardship



Photos: Volunteer Work at Lake Charleston Trails

The City believes the Lake Charleston Trail project is a good example of environmental stewardship. A large portion of the nine-mile trail system was hand constructed as a single-track nature trail through an expansive ecosystem of woodlands and lake surroundings. Lake Charleston is a gem in East Central Illinois that has amazing elevation changes including high ridges and deep ravines. Prior to construction of the trail improvements, volunteers and City Staff worked with the International Mountain Bicycling Association, Trek Bicycles, the United States Forest Service and Trails for Illinois, to become educated in state-of-the-art sustainable trail design that was implemented in the construction of the single-track trails. The Lake Charleston Trails are public lands that are situated within a unique topological feature in Illinois and owned by the City of Charleston. The area possesses tremendous inherent natural beauty.

2017 Governor's Hometown Award

In 2016, in conjunction with the trail project and with guidance from the Illinois Department of Natural Resources through the Illinois Nature Preserve Commission, the City of Charleston began a native plant restoration project along portions of the Lake Charleston trails. Plots of invasive plants and woody growth have been removed from the Lake Island Tract hillside and along certain river edges in order to replace those areas with native plantings and flowers. These native species will be spotlighted as part of the City's environmental stewardship efforts along the trail system. These projects are ongoing.

In regards to environmental education, Eastern Illinois University uses the Lake Charleston trail system as a home base to its Earth Day community educational event. In addition to this event the Lake Charleston Trail System is home to ongoing student research projects and education studies including but not limited to Geographic Information Studies and biological sciences. Bird watching and butterfly observation groups continue to use the Lake area and its trails to give walks and talks. We believe additional educational groups, training, and trail access will expose more people to the incredible Lake Charleston asset.

Volunteer Efforts

Volunteer efforts that developed the Charleston Trail System are beyond measure. Examples of volunteer groups include: Eastern Illinois University, the local Fraternal Order of Police, Boy Scouts, EIU Fraternities and Sororities, EIU R.O.T.C., church groups, private partnerships including "Bike n' Hike", and our local bicycling community. Examples of local commitment and community support is evident from the backing from the City of Charleston, the Charleston Area Charitable Foundation and the Lumpkin Family Foundation. During the overall trail development process, we received letters of support from: Eastern Illinois University, Coles County Council on Aging, Charleston School District, Charleston Historic Preservation Commission, Charleston Township Park Board, Lake Land College, Charleston Parks and Recreation Board, Charleston Junior Football League, Charleston Baseball Association, Mattoon YMCA (with "Girls on the Run") and the Coles County Board.

Woodyard Butterfly "Hotspot"



Project Planning

The ongoing development of the Charleston Trail System is consistent with local planning efforts and Comprehensive Plan documents. Following the adoption of the Coles County Recreation Plan, Charleston's planning efforts continued in 1996 with the development of the "Charleston Tomorrow Strategic Plan" which was a product of local input and investment. In 1996, the Charleston Tomorrow Plan goals were to "encourage use of bike trails" and "develop walk / run/ bike tours" throughout the City. In 1999 (and in its update of 2009), the Charleston Comprehensive Plan was developed which specifically included the development of pedestrian and bicycle paths incorporated as part of the plan's Capital Improvement Plan. The Charleston Comprehensive Plan also stated its goals were to develop pedestrian linkages between parks and other major land uses to encourage physical activity and alternative modes of travel throughout Charleston. Trail plans were incorporated into the planning process in order to capture the work of the Charleston Trail System and the trail system will be integrated into the Capital Improvements Plan moving forward.

2017 Governor's Hometown Award

The need for a project like this was larger than the traditional comprehensive planning process. The City has faced many challenges and its residents understood the need for community-based projects to rally around. As part of that community conversation, the City needed to address many important policy questions it faces including:

- 1.) Strengthening its strategic partnerships for community benefit by offering a variety of amenities in the City making Charleston a more attractive place to do business and live; and
- 2.) Expanding the City's economic development base through additional tourism efforts and offering new cultural, natural, historical and recreational elements; and
- 3.) Expanding the City's partnerships with Eastern Illinois University in recruitment and retention of students and faculty which will have a positive impact on our local economy, the region and the State. Many organizations and volunteers heard the call and residents worked together to develop the city's bike trail system for the purpose of community benefit, economic development and to market as a recruitment and retention tool for Eastern Illinois University.

The "need" that supported the Lake Charleston Trail System Improvement Project was simple:

NEED: Offer more amenities in Charleston in order to foster community benefit and to offer a variety of outdoor recreation activities.

The Lake Charleston Trail System is a key amenity offered in the City of Charleston. The Lake Charleston trails were underutilized and barely maintained. It was evident that the trails were unknown and rarely used by the community. Local advocates identified the need of an improved trail system around Lake Charleston in order to foster community benefit and to promote outdoor recreation activities.

Adding new trails to the City's trail system also meets long term community needs as identified in its planning documents and policies. As noted earlier, the Charleston Tomorrow Plan stated as its goals to "encourage use of bike trails" throughout the City. The Charleston Comprehensive Plan specifically included the development of pedestrian and bicycle paths which were incorporated as part of the plan's Capital Improvement Plan.

To begin addressing this need, local advocates, volunteers, city staff and community organizations came together to partner together toward the goal to: *Improve the Lake Charleston Trail System.*

GOAL: Improve the Lake Charleston Trail System

To meet the need of improving and expanding amenities in the City, residents got to work to reconstruct and improve two miles of existing trails near Lake Charleston to create quality trails for a growing mountain biking community. However, to remain consistent with the city's comprehensive plan and public feedback, it was quickly realized new users of the trail should include hikers, walkers and users of all ages and abilities. It was determined that additional trails were needed around Lake Charleston. With this project, a total of nine miles of trails around Lake Charleston were improved for community benefit.

In summary, the goals of the current trail system development project were refined as the project progressed as follows:

2017 Governor's Hometown Award

- 1.) Reconstruct two miles of existing trails at Lake Charleston for the purpose of reviving these trails for a growing mountain biking population.
- 2.) Build seven miles of new trails at Lake Charleston to serve more users, including trail elements that will serve the older and younger population including those with accessibility needs.
- 3.) Develop a community project that offers a variety of amenities which will bring community pride to its residents.



Lake Charleston Levee Trail

Step 1 - Goal: Improve the Lake Charleston Trail System by developing nine miles of quality trails at Lake Charleston.

Step 2 - Time: Complete nine miles of improvements at Lake Charleston in two years.

Step 3 - Document: Development of trails is part of and was incorporated into the City's Comprehensive Plan documents.

Step 4 - Price: The City of Charleston committed its personnel and equipment to the project and charitable organizations helped with the financing. Improvement work was completed using City staff and volunteers.

Step 5 - Think about goal every day: Since 2013, the Charleston Trail System Improvement project has been received by the community positively. The City has held several public hearings regarding trail development and the City Council has supported various resolutions over many trail projects. The trail project has given the community a sense of pride and has been described as "the best thing to happen in Charleston" for years.

2017 Governor's Hometown Award

ACCOMPLISHMENTS



The goals of the original nine-mile trail improvement project were met and the trail system improvement project is on-going.

Trail use has increased from dozens of users per week to hundreds of users on the weekends. We have evidence that users of the trails have come from at least 30 states and that the trails have become a tourist draw for Charleston and East Central Illinois.

- Two miles of existing trails were reconstructed at Lake Charleston and used by a growing mountain biking population. The mountain biking community holds weekly rides at the Lake Charleston trails and bicyclists can be found on the trail daily.
- Seven miles of new trails at Lake Charleston were constructed and sections were built to serve all users. This includes trail elements that will serve both older and younger populations including those with accessibility needs. This includes building two paved portions of the trails that is accessible for people with mobility limitations and those that use the trails for medical rehabilitation and therapy.
- A community project was put in motion that offers a variety of amenities and offers a sense of community pride to its residents. This is evident through the extensive social media campaign that has been a part of this project from the start. Users are able to share comments, pictures and reactions to the trails through a dedicated Facebook page which is used heavily by the community.



Lake Charleston Trails

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February 2014 through September 2016	Lake Charleston Trail Improvements (Includes 3 years of On-Going Trail Building)
February 2014	Charleston Officials meet with local advocacy groups to discuss trail building at Lake Charleston
February – April 2014	Training on sustainable trail building
March 30, 2014	Began Trail Building
April 2, 2014	Lakeview volunteer trail building day
April 19, 2014	Volunteer trail building day
April 26, 2014	EIU Panther Service Day volunteer lake day
June 23, 2014	Began rerouting existing trails
June 24, 2014	Volunteer erosion control day
August 22-23, 2014	EIU Jumpstart volunteer lake day
November 22, 2014	Bike and Hike hosts BBQ for trail builders
April 25, 2015	EIU Panther Service Day volunteer lake day
May 2, 2015	Formal Opening of Lake Charleston Trails
July 2015 – August 2015	Began public relations campaign including filming of WEIU documentary and speaking at University of Illinois Extension on the trails.
August 22, 2015	EIU JumpStart volunteer lake day
April 9, 2016	Fraternal Order of Police volunteer lake day
April 23, 2016	EIU Panther Service Day volunteer lake day
August 20, 2016	EIU JumpStart volunteer lake day
September 2016	Lake Charleston 9 miles of trail improvements substantially complete

RESOURCES

The efforts of the volunteers were critical to the success of this project. Without the support of volunteers, this project would not have been done. The volunteer efforts clearly began with the vision of local advocates and the City's Public Works Department. Volunteers understood the need for improvements to the Lake Charleston Trail System and began discussions with City Staff in order to make those improvements a reality. The team mobilized a grassroots effort recruiting additional volunteers and the team began the hard work of trail building and trail improvements.

The City of Charleston partnered with local volunteers to complete the following tasks:

- **Improve Existing Trails and Build New Trails**

Using hand tools, shovels and their backs, City workers and volunteers improved the existing trails and cut miles of new trails around Lake Charleston.

- **Community Support**

The community has supported this project in various ways this support continues. Volunteers have attended several City Council meetings and public hearings to show their support for the Charleston Trail System improvements. Community BBQs were held at Lake Charleston and advocates made themselves available for newspaper and TV appearances. Supporters worked with the local WEIU TV in a feature role in a documentary called "Our Town Charleston". Volunteers provided professional quality videos and photos that were available at no charge to the members of the media and community. The community took efforts to promote its own

2017 Governor's Hometown Award

financial well-being by holding fund raising efforts for tools used in the project. Similarly advocates took it upon themselves to provide trail tours to the "Lifelong Learning" senior group. Community members continue to be vocal advocates for the project by reaching out to local leaders to show they are eager for more projects.

- **Marketing and Outreach**

In April 2013, volunteers established a Facebook Page for the trails around Lake Charleston. The social media platform became a way to share pictures, comments, and a call for volunteers as the trail improvement project was underway. Trail openings coincided with local business events, where maps were distributed and discussed, thus capturing a large amount of interest to the trail system. There are many examples of marketing and outreach related to this project. Supporters have promoted the hometown trail building efforts at Illinois Park Conferences, the University of Illinois and the RIDE Illinois Annual Meeting, which are attended by trail builders from other states. Groups have traveled to neighboring cities to present and promote the Lake Charleston Trails and distribute maps. Advocates have partnered with TREK Bicycles Inc. who have designated a local advocate. TREK Advocates lead women's mountain bike clinic and bike rides at Lake Charleston and has helped secure trail related financing in order to broaden the marketing outreach efforts. Social media efforts were coordinated across multiple platforms including Facebook, MTB project.com, Instagram and Snapchat and hashtags dedicated to the project were established. Several professional level photography sessions took place at the Lake Charleston Trails to illustrate the trail structure. A trail advocate was appointed by the Mayor to the Tourism Board and is also on the Charleston Chamber of Commerce Board of Directors. Partnerships have been established with Trails for Illinois, AmeriCorps Corporation for National and Community Service and Grand Prairie Friends which has resulted in exposure to other organizations that would have been impossible to obtain otherwise. Finally, in 2018 the City presented information in the trails and the project at the Illinois Parks and Recreation Conference and the RIDE Illinois annual conference, both in Chicago.

- **Maintain Trails**

Now that nine miles of trails are complete, City staff and volunteers continue the work to maintain the trail system. This includes cutting away fallen trees, repairing trail damage and other maintenance work as needed. Local organizations like the Fraternal Order of Police, local churches, Boy and Girl Scouts and EIU coordinate volunteer tree planting, maintenance and trash pick-up days around the lake which has been crucial to the continued positive feedback for the trails.

The majority of the original core of volunteers came from the local bicycle community, local residents, and Eastern Illinois University. One outcome was that many volunteer groups found us and offered their assistance, making this project a true community effort.

The existing trails began with a small volunteer base that were highly motivated and receptive to working with the City on future development plans. Simultaneously our local bicycle community embraced the need for new trails and the community galvanized around the project providing significant volunteer hours. Local advocates reached out to various EIU programs and groups thus further bolstering the numbers. The EIU Civic Engagement and Volunteerism saw the efforts of the project and became a leader in providing EIU student volunteers to join the effort.

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Project Commitments

As excitement and community energy grew with the trail project, the City partnered with a local community foundation and local organizations for the continued development of the trails. Today, this partnership continues. To date, the City of Charleston and the Charleston Area Charitable Foundation has made financial commitments to a number of capital projects which is critical to the ongoing support toward this project.

First, the community got involved as volunteers helped trail build and improve the existing trails. Volunteers came out on weekends, weekdays and nights working to improve the trail system. EIU students came out in big numbers for trail building, trail maintenance and other trail related work. In addition, the local Fraternal Order of Police have held coordinated Lake Charleston maintenance and trash pick-ups days along the trails as well.

Second, community members attended City Council meetings and showed their support of the City's efforts to improve the trail network. The local support continues with social media postings, and community outreach to continue the work that was started.

Lastly, the Charleston Area Charitable Foundation gave financial support to developing new trails, new trail heads, and trail improvements throughout the Lake Charleston trail system.

The Charleston City Council has also showed tremendous support for this project. The Charleston City Council has approved Resolutions of Support for both this project specifically and for the overall Charleston Trail System work in general. Public Hearings were held prior to the Council's consideration of these Resolutions and the City Council heard an outpouring of support for related trail projects. A Letter of Support and Resolution 17-R-55 for the Governor's Hometown Award is showed unanimous City Council support for this project.

Charleston used its personnel, labor and equipment toward the development of these trails in partnership with local volunteers. In addition to using its own forced account labor and equipment, Charleston's Public Works Department staff, Building and Development (Planning) Department staff and the Parks and Recreation staff have been directly involved with the development of these trails. In order to maintain the trails, Charleston has created a full-time position dedicated to the Lake Charleston trails and whose responsibility is the general maintenance of the Lake Charleston trail system.

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RESULTS AND IMPACT

Beneficiaries of this project



Sister City Trailhead

Prior to the work done on the trail system, the Lake Charleston Trails saw a handful of users throughout the week. Now, we estimate the trails are used by hundreds of people every weekend and these estimates will be documented with trail counters as they are installed. In addition to local users, we have documented visitors of the trails from 30 different states and 2 countries.

This project is proving itself to be a local and regional draw for residents in East Central Illinois and beyond. The community, including Eastern Illinois University will directly benefit from this project as EIU can use this amenity as a recruiting tool for incoming students and faculty.



Lake Charleston Red Barn

1. Eastern Illinois University Users

One of the greatest results of the Charleston Trail System is offering new amenities to EIU students and faculty. As more EIU students enjoy the trails, new friendships and contacts are made between the town's full time residents and the EIU community, which is critical to healthy "town / gown" relationships. In addition to regular use, EIU has taken advantage of the Lake Charleston Trails in many ways as follows for example:



Lake Charleston

- **Eastern Illinois University's annual Take the Lake Event.** Beginning in 2015, EIU has hosted the Take the Lake event at Lake Charleston for the EIU student body. The purpose of the event is to help EIU students become aware of and enjoy the City's amenities. In 2015 over 100 students participated and in 2016, over 200 students came to the event. The Take the Lake event is a partnership for various departments on the campus of EIU and the City of Charleston. EIU expects the event to draw even more students as Take the Lake continues today.

- **Army ROTC Training**

- **EIU Athletics Training**

- **EIU Earth Science Fest (April 22, 2017).** Students and faculty from EIU, Lake Land College and Charleston Schools provided family friendly science activities and demonstrations. Activities included nature walks, chemistry, physics, anthropology, astronomy and many other science activities (*excerpted from Journal Gazette – Times Courier article from April 20, 2017*).

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2. Community Cohesion

Offering an amenity that creates community cohesion had been another positive result of the Lake Charleston Trail system. The trail has hosted several local weddings and receptions, and allows the users to come together as a community. The trail system allows people to meet new neighbors along the trail where conversations are common place. The trail offers recreation activities for all ages, and from all places.

3. Sculpture Garden

In 2017, the City was approached to start a sculpture garden at Sister City Park. Sister City Park is a trail head to the Lake Charleston Trail system and is located in a high traffic area. Three outdoor sculptures were donated to the City and a fourth sculpture was given to the City "on-loan" and were all installed at Sister City Park. Additional sculptures and related activities are planned including a future sculpture walk and competition that will offer new cultural amenities that the City was lacking.



Sister City Sculpture Garden

4. Momentum to Build Additional Trails. The partnerships and coordination created by the Lake Charleston Trail project led to hopes for additional trails in the area. A specific example is the creation of several miles of new single track trail south of Lake Charleston as part of the Grand Prairie Friends efforts. The plan is to link the trails at Lake Charleston with amenities to the south of Charleston. Acquiring additional acres and expanding the trail system will be critically important to the development of the overall trail system and experience.

5. Organizational Involvement. As the Lake Charleston Trail project grew in scope and due to the overwhelming positive response, more organizations expressed interest in becoming involved with financing different aspects of the Charleston Trail System. Examples include:

- The Realtor's Association financed a bench and shelter along the trails;
- The Lumpkin Family Foundation financed the costs related to consolidating, modernizing and updating bike plans for the City of Charleston;
- The Interurban Roundtable was created to look at creative ways to improve additional trail systems in Charleston and Mattoon;
- Kiwanis Club and Rotary Club hosted presentations on the trail systems and offered their support to future projects and grant opportunities.

Long term impacts on the community

1. Outdoor Recreation Activities. Expanding the city bike and pedestrian trail system will give its residents additional outdoor recreation options. As stated in the City's planning policies, this project will "encourage use of bike trails" and "develop walk/run/bike tours" throughout the City and provides pedestrian linkages between parks and other major land uses to encourage physical activity and alternative modes of travel throughout Charleston. This community amenity will be a tremendous asset to be used by EIU students, faculty and all community residents.

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2. **Economic Development Tool.** Expanding our tourism and recreational offerings like new trail linkages and new recreation amenities will assist in the creation and retention of travel related jobs in the region; as well as positioning our community as more attractive to new future business. In 2017, domestic travel delivers provided \$1.24M in local tax revenue to Coles County and we expect this project to add to this travel impact.
3. **Recruitment and Retention Tool.** Increasing EIU's enrollment will have a direct impact on jobs created and retained in Charleston and the region. We hope by partnering with EIU in recruitment efforts through projects like these, it will help create and retain critical jobs in the region. Every 1,000 EIU students brings in over \$8.6M to the local economy, so offering amenities like this to draw students and faculty to Charleston will have a tremendous positive impact to the community.
4. **Local and Regional Draw.** Bringing additional people to Charleston will have a positive impact on the community and we are seeing this come to fruition. For example, from 2017 to 2019, over 200 bikers annually competed in the "Tour de Charleston" bike road race in Charleston. This included over 100 riders from outside of Coles County representing 49 different cities and three states. In 2019, the Grand Illinois Bike Tour came to Charleston with over 240 participants over two nights. This is proof the biking community is hungry for new biking amenities and is willing to travel to Charleston to meet this need.
5. **Health and Happiness.** Projects like these will have positive impacts on people's health, happiness and general welfare, especially with trail segments that are accessible and available for medical rehabilitation exercises. Studies have clearly shown that trails offer great medical benefit to communities with trails available.
6. **Environmental Awareness and Education.** As stated earlier, the trails will be a showcase for environmental awareness and will be used for educational activities. For example, on April 22, 2017, EIU held a "Science Fest" at Lake Charleston which included conservation talks by the Coles County Soil and Water Conservation District, a bird walk, solar power demonstration, creating terrariums, microscopic biology, mosquitos, ethnomusicology, sun spots, fishing, pollinators, prescribed burns, a nature walk, hunting, tree identification, minerals, a mushroom walk, chickadees and fish science. Participants in the event included the EIU Biology Department, Physics Department, Sociology Department, Geology/Geography Department.

Ongoing Efforts

The work done at Lake Charleston is reflected in the City's comprehensive plan. The City also worked with RIDE Illinois to develop a master bicycle and pedestrian plan which links all of the individual trail components together. The City Planner, Public Works Director, Director of Parks and Recreation and Tourism Director will be responsible to continue the work that was started.



Continuing the development of the Charleston Trail System will be critical in order to maintain the positive momentum the City has experienced over the past few years. The City has rallied around this project and we hope to grow this into a destination for years to come.

Urban Butterfly Initiative

Beginning in 2018, the City of Charleston partnered with the Urban Butterfly Initiative and several local organizations including the Charleston Carnegie Public Library and Eastern Illinois University to “transform urban green spaces into beautiful, butterfly-friendly habitats”.



According to the Urban Butterfly Initiative (UBI) literature³⁰:

The UBI is a community service organization that serves as the coordination and design nexus for public and private partners who seek to increase biodiversity, beauty, and scientific awareness in their communities. UBI helps to create beautiful spaces that are low cost, low maintenance, and attract butterflies to city parks, green ways, and other public areas.

Although native plants are emphasized, UBI’s general design theme is not “wild looking”, but instead UBI establishes attractive, ecologically-sound landscapes that inspire visitors and integrate educational opportunities. UBI modifies existing urban green spaces to make them more ecologically functional, while also generating the benefits of urban beautification, tourism, education and science.

UBI uses butterflies as ambassadors to nature, providing an approachable, fascinating, and beautiful link between people and the environment.

The Three Facets of UBI

Biodiversity & Conservation: *By providing habitat to support populations of butterflies and other animals, UBI projects will help make our communities part of the solution for stemming the loss of biodiversity.*

Engagement & Education:

Butterflies are beautiful, charismatic, and harmless creatures, making them a great “gateway animal: to encourage people of all ages to care about, and be interested in, the natural world. And because their caterpillars feed on plants, butterflies offer a great model to demonstrate the importance of diverse food webs to a healthy, functioning ecosystem.



Lake Charleston Butterfly “Hotspot” Photo: Paul Switzer

Science and Research: *The butterfly “hotspots” UBI creates will provide opportunities for scientific studies on butterfly populations as well as studies investigating the role nature plays in the well-being of people and their communities.*

³⁰ Urban Butterfly Initiative (UBI) Dr. Paul Switzer, PhD. Director UBI, Butterfly pictures by Paul Switzer

Urban Butterfly Initiative

In 2018, the City of Charleston and the UBI created the following “butterfly hotspots” in the city:



- Lake Charleston Pavilion Butterfly Hotspot
- Charleston Library Butterfly Hotspot
- Lake Charleston Red Barn Butterfly Hotspot
- Woodyard Conservation Area Butterfly Hotspot
- EIU Secret Garden Butterfly Hotspot

In addition, the following UBI Butterfly Hotspots were created in the area:

- Fox Ridge Cabin Pond Butterfly Hotspot
- Fox Ridge Possum Holler Butterfly Hotspot

In 2019 – 2020, the City of Charleston and UBI also have plans to create new butterfly and pollinator habitat along the Lincoln Prairie Grass Trail.

By the end of 2020, there will be approximately 20 acres of new butterfly and pollinator habitat in the corporate limits of the City of Charleston. Local butterfly observation tours are provided and groups throughout Illinois visit Charleston in an effort to observe and document the butterfly populations in and around the City. In 2018, there were 37 different butterfly species found at these Charleston hotspots. The UBI has posted these observations on the iNaturalist web site for community tracking and benefit.



Lake Charleston Butterfly Guided Tour

As stated earlier, the City of Charleston was awarded the “Habitat Stewardship Award” by the local chapter of Pheasants Forever for progress made toward pollinator projects in partnership with UBI, EIU, Pheasants Forever and Ameren Illinois. The City has plans to be designated the butterfly capital of Illinois. Continued efforts should be made part of sustainable development practices that cross over a number of segments of community benefit including urban beautification, tourism and economic development, education and science.



*Charleston Library Butterfly “Hotspot”
Photo: Paul Switzer*



Charleston Tree Commission

The City of Charleston for 16 years has been recognized as a Tree City USA. A nationwide movement, the Tree City USA program provides the frameworks necessary for communities to manage and expand their public trees. More than 3,400 communities have made the commitment to becoming a Tree City USA. Charleston is among a small number of Illinois communities. Tree City USA status is achieved by meeting four core standards of sound urban forestry management: maintaining a tree board or department, having a community tree ordinance, spending at least \$2 per capita on urban forestry and celebrating Arbor Day.

Each year the Charleston Tree Commission works with various groups which have included: school science classes, boy scouts, Eastern Illinois University students, the Coles County Habitat for Humanity, the Association for the Preservation of Historic Coles County, and others to plant trees in public spaces. The Tree Commission offered community education workshops about appropriate tree selection, tree care and pruning, and the infestation of the emerald ash borer. Tree Commission members carried out a city-wide inventory of tree species, particularly in public areas, mapping them with GPS. This tool supports sound management of the greenspace by city departments. In addition, the Tree Commission is charged with providing regular, ongoing advice and feedback to the Superintendent of Parks and Facilities Maintenance and other city departments regarding public tree plantings and management of potentially problem trees on city property. Over the years, the Tree Commission succeeded in identifying and listing local trees for the State of Illinois Tree of Merit designation.

The Charleston Tree Commission has coordinated efforts with Eastern Illinois University in support of its listing in the Tree Campus USA program. This program recognizes college and university campuses that manage effectively their campus trees, develop connections with the Community beyond campus borders to foster healthy, urban forests and strive to engage their student populations in service-learning projects.

During 2019 and ensuing years, the Tree Commission will work with city departments and community groups to retain the city's designation as a Tree City. As described within Goal 2, the Tree Commission will update and enhance the delivery of community education programs and continue to work with a cross-section of community groups to plant trees in public spaces.



Policy Areas

Historic Preservation



Queen Anne House, c. 1896 (6th & 7th Streets Historic District)

Policy Area – Historic Preservation

Policy Areas

Historic Preservation

The City of Charleston is committed to the preservation, restoration, and rehabilitation of historic structures and of the areas that are significant to Charleston's heritage. In the fall of 2004, a Historic Preservation Ordinance was passed and in 2005, the Historic Preservation Commission was established. In January 2007, Certified Local Government (CLG) status was granted by the state. In February 2008, an ordinance granting Charleston's first Historic District designation to areas of 6th and 7th Streets was approved by the City Council.



Gothic Revival Cottage, c. 1870

Over the last ten years highlights of the Commission's activities include public programming, partnerships with CASA and EIU's Academy of Lifelong Learning, continuation of surveys, landmark designations, and completion of successful grant applications. As a Certified Local Government, members of the Commission are required to attend professional development activities each year.

The participants include, but are not limited to:

- **City of Charleston**
Charleston Historic Preservation Commission (Historic District and Landmarks)
- **Coles County**
Historic Preservation Advisory Council
- **Charleston Township Park Board**
- **Neighborhood Associations and Charleston Property Owners**
- **Eastern Illinois University**
- **Local, State and Federal Organizations, Programs and Foundations**

Goal 1

Educate local property owners, residents, and city officials about the benefits and ethics of historic preservation.

Historic Preservation is the practice of conserving old and historic buildings, structures, and landscapes, also known collectively as historic resources. Preserving the past in physical form allows our city to preserve its sense of place, both in its unique and its commonplace attributes. Property owners and communities, alike, benefit from the economic and social stability that preservation practices yield. Income-producing properties listed on, or eligible for, the National Register of Historic Places may be eligible for Federal Income Tax Credits, when rehabilitated in accordance with the Secretary of the Interior's Standards for Rehabilitation.

Policy Areas

Recommendations

- Meet on a monthly basis to fulfill the expectations of the City Ordinance under which it was created
- Hold public educational events and programs
- Reach out to owners of historic properties, both those designated as local landmarks or within designated districts, and those that have not received a designation
- Continue to apply for Certified Local Government grant money when available and appropriate to support education efforts
- Maintain the Historic Preservation Commission website at charlestonillinoisihpc.org

Goal 2

Identify historic resources (buildings, structures, and landscapes) throughout the city.

The Historic Preservation Commission has completed surveys of multiple areas throughout the city. Since 2009, the Commission has approved Landmark designations for 1002 7th St, 838 7th St., and for the Will Rogers Theater and Commercial Block (705-715 Monroe Ave.). In keeping with the National Register of Historic Places guidelines, properties, sites, or collections of buildings under 50 years old are generally not considered eligible for Landmark or District Designation.

Recommendations

- Survey more areas of the city built prior to 1979. Properties built, created, or erected before 1979 will become eligible for consideration of local landmark or district designation over the life of the 2019 Comprehensive Plan.
- Pursue listing of Charleston's Historic Courthouse Square on the National Register of Historic Places.
- Continue to apply for Certified Local Government grant money when available and appropriate to support survey and listing activities.



First Presbyterian Church, Classical Revival, 1909

Goal 3

Facilitate the restoration, renovation, and adaptive reuse of historic structures in the city.

The Historic Preservation Commission was instrumental in the multi-year effort (2009-2014) to preserve the old Charleston Post Office, ensuring that it was available for adaptive reuse and thereby remains as a vital element in Charleston's historic streetscape. Historic Preservation does not seek to freeze or prevent development, but only to ensure that our historic neighborhoods and streetscapes maintain their visual continuity and unique sense of place. Adaptive reuse provides a community with an alternative to demolition. The process takes buildings that are significant to our community and turns them into new businesses or dwellings while maintaining their historic attributes.



*Fetchers/Old Charleston Post Office,
Neoclassical, 1917*

Recommendations

- Continue to be available as a resource for owners or prospective owners of historic properties seeking to preserve, rehabilitate, or adaptively reuse a building, site, or structure.
- Facilitate applications for grants or tax credits available to designated historic properties.
- Oversee Certificates of Appropriateness. The Charleston Historic Preservation Ordinance requires that owners of locally designated properties submit a COA under certain circumstances, thus ensuring the continued integrity of the structure, building, or district.



*Bacon Auto Body/Mid-century
Modern Commercial, 1961 (former
Phillips 66 Gas Station)*

Policy Areas

Goal 4

Foster cooperation among all entities involved directly or indirectly with the City's historic infrastructure, buildings, and historic material culture.

Recommendations

- Encourage cooperation between private, nonprofit, and public sectors in the preservation and adaptive reuse of structures. Those entities may include, but are not limited to: Charleston City Council, Charleston Department of Building and Development Services, Charleston Board of Zoning Appeals and Planning, Coles County Regional Planning and Development Commission's Historic Preservation Advisory Council, Association for the Preservation of Historic Coles County, Illinois Historic Preservation Agency, Landmarks Illinois, and various offices and departments at Eastern Illinois University.
- List Charleston's Historic Courthouse Square on the National Register of Historic Places. A National Register listing could be a great asset to historic preservation efforts in Charleston. National Register listing comes with NO restrictions whatsoever on listed properties, and with no additional layer of oversight on the part of any government entity. Property owners may continue to maintain, use, sell, or demolish listed properties as they see fit. The primary benefit of listing Charleston's Square is a marketing one. National Register designation indicates to travelers and residents alike that Charleston has historic resources worth visiting and preserving. Income-producing property owners who undertake qualified rehabilitations of their properties may be eligible for Federal Income Tax Credits.



Scherer Block Building, Queen Anne Commercial, 1900 (Courthouse Square)

Aesthetics and Beautification



Lake Charleston Red Barn Photo: Paul Switzer

Policy Area – Aesthetics and Beautification

Policy Areas

The City of Charleston and the following key stakeholders are dedicated to maintain, enhance, and promote the natural and aesthetic qualities of Charleston through the following recommendations.

The participants include, but are not limited to:

- **City of Charleston**
Charleston Historic Preservation Commission and the Urban Butterfly Initiative
- **Charleston Property Owners**
- **Eastern Illinois University**
- **Local, State and Federal Organizations, Programs and Foundations**

Goal 1

Maintain, enhance, and promote the natural and aesthetic qualities of Charleston through encouragement of quality development and beautification efforts by the City and its residents.

Recommendations

Restore and repair stone curbs along street edges.

One of the many aesthetically pleasing qualities of Charleston is the use of historic limestone curbs along the streets in some areas of town. These curbs are falling into disrepair and if possible be restored to their original state. These curbs should be maintained on an ongoing basis and many remaining limestone curbs are in poor condition but they will be preserved as long as possible. In many cases, curb reconstruction would involve removal of the stone curb and new slip formed curb and gutter.

Create new gateway features at the four major approaches to the city.

The gateways are the first thing visitors or through traffic see when entering the community and the last vision as they leave. This gateway should represent a welcoming atmosphere. Charleston should construct new entrance signs at the four major approaches to the city. These areas should be landscaped and well kept and made part of the butterfly habitat of the City.

Other areas of the City should have gateways and way-finding signage as well, large enough to help visitors and residents navigate the City and adding to the overall aesthetics and character of Charleston. Some of these areas include:



Aesthetics and Beautification

- Major entrances to Eastern Illinois University campus
- Existing neighborhoods
- Central Business District
- Historic District Corridor
- Trailheads and Bike Routes

Currently, City entrance signs are not allowed on IDOT right of way and requests have been denied by IDOT many times. The City should consider purchasing a small area adjacent to the IDOT at City entrances so new signage can be located on City owned property.



Encourage owners to clean and beautify areas in front of and behind their businesses.

The owners of commercial buildings should be encouraged to clean up and improve these areas in order to contribute to the overall aesthetic character of Charleston. Businesses in the Central Business District should be encouraged to address torn and/or unclean awnings and snow removal ordinances could be considered as well. This can be done through the combination of incentive programs and enforcement mechanisms.

Organize and coordinate volunteer days.

Volunteer programs are critical to a community's success and are an integral theme of "New Ruralism". Volunteer cleanup and work programs help alleviate the problem of visual blight and improve the overall look of the City. These can be organized by neighborhoods, non-profit organizations, church groups and community service workers. Volunteer work days are also coordinated with EIU, including Panther Service Day.



Policy Areas



Encourage property owners, renters and neighborhoods to monitor and improve aesthetics in their areas.

By encouraging Charleston's residents to be proactive in the improvement of the quality of their neighborhoods, the overall aesthetic quality of the city can be improved and the individuals can make a difference. Special attention should be given to the beautification along the Town Branch Creek through public / private partnerships.

Enhance and promote Adopt-a-Corner beautification project.

Already in place is a beautification project called "Adopt-a-Corner." This project encourages citizens to help in maintaining and beautifying small pieces of public property within the city. This project should be further promoted and groups should be encouraged to take part in these efforts to enhance community character and beauty and to coordinate these efforts with the City's butterfly habitat restoration project.

Beautify commercial strip along Lincoln Avenue & 18th Street.

Currently, the commercial strip along Lincoln Avenue and 18th Street has no uniformity and needs aesthetic improvements. Standards are needed to help bring some uniformity to this area creating a pleasing look to the eye. Landscaping standards, signage standards, flower and tree plantings, uniform signage, and installation and upkeep of sidewalks are examples of changes that can be done. Developing master plans for these commercial corridors will be critical to this effort.

Beautify areas of the City through the development of trailheads and butterfly "hotspots" incorporating native plants and flowers.



As detailed earlier in the Parks, Recreation, and Natural Amenities section of this plan, the city is actively developing its walking and bicycle network throughout the City. At these trailhead locations and in its parks, the City should continue to restore areas, where feasible, from turf grasses to native prairie restoration plots. This restoration includes hardscape features that should be planned accordingly throughout the entire City in order to maintain a consistent theme.

Develop and maintain attractive public-school campuses.

Public schools are a great source of pride for a community. These areas should be kept at their highest level of maintenance. In addition, they should be well landscaped and maintain a high-priority of beautification efforts. Coordination with the school districts and Eastern Illinois University is crucial to the success of this development.

Aesthetics and Beautification

Goal 2

Create a unified Central Business District character that will be aesthetically pleasing to Charleston residents and visitors.

Recommendations

Continue to implement design guidelines for the Courthouse Square.

Continuing to improve the streetscape and beautifications projects in the courthouse square will create a more aesthetically pleasing environment for residents and visitors. These improvements include encouragement of “color elements” such as banners, hanging baskets, etc., use of historic lighting and street furniture, sidewalks, landscaping and upkeep of building facades. Where feasible, styles of architecture should be consistent with the adopted design guidelines to maintain uniformity with existing structures. These efforts will help create an attractive appearance in the downtown area.

Crews continue to replace trees (when they die) around the perimeter and side streets of the square. The trees around the square should be removed and replaced in the very near future. The roots have, and will continue to, cause damage to the sidewalks and decorative lighting structures around the square. In consultation with the Tree Commission, the City needs to develop a formal tree replacement plan for downtown and determine if these are eligible TIF costs. A different species/type of tree should be selected that are more suited for this environment in the future.

Consistent beautification efforts should also be extended into the Central Business District beyond the Courthouse Square. Improving the appearance of the gateways to the downtown area would create a better impression of the City.

Some of the issues identified include:

- Maintenance and replacement of street trees
- Maintain/add/replace benches and trash receptacles around the square
- Maintain/add/replace historic lights around the square and into the Central Business District
- Improvement of buildings in the downtown area which includes improvements to the front and back of buildings



Policy Areas



Charleston Carnegie Library Butterfly Hotspot Photo: Paul Switzer

Public Infrastructure and Facilities

Policy Area – Infrastructure and Facilities

Policy Areas

The Public Works Department is in charge of the City's infrastructure streets and utilities. The City strives to maintain and improve its infrastructure in order to preserve and enhance the system into the future. As one highlight of the City's efforts, on May 2005, the construction of the new Charleston Water Treatment Plant was completed. Today, the water treatment plant continues to produce the highest water quality and is one of the few plants in the State of Illinois using ozone technology, making it a state-of-the art facility.

The participants include, but are not limited to:

- **City of Charleston**
Charleston Public Works Department / Utilities and Streets
- **Coles County**
Regional Planning and Development Commission
- **Eastern Illinois University**
- **Charleston Township**
- **Local Business and Charleston Residents**
- **Charleston Schools**
- **Local, State and Federal Organizations, Programs, Foundations**

Goal 1

Enhance the functionality and long-term stability of the city's infrastructure.

Recommendations

Enforce the Urban Service Area.

According to the topography of Charleston and the surrounding area, an Urban Service Area is illustrated in this plan. This boundary will determine the outer limits that city services should be provided. This area is the territory within which it anticipates urbanized development will be concentrated in the next ten to fifteen years. In those portions located outside the urban services area, it is expected that residential development will be limited in density and extent, while industrial and commercial development will be confined to the vicinity of the city. Therefore, extending costs of these services would decrease, and it will help to prevent urban sprawl development. The cooperation of Coles County is needed to help extend municipal services and facilities in a cost-effective manner in coordination with new development. This will help in achieving the goal of extending municipal services and facilities in a cost-effective manner in coordination with new development. The City should actively ensure that development within the Urban Service Area is provided public services, where feasible, from the City of Charleston. Pre-Annexation Agreements and Development Agreements should be some of the tools used to coordinate services in the City's Urban Service Area.

Enforce the IEPA Facilities Plan Area.

A water and sewer plan should be adopted to effectively enforce the urban service area and the IEPA Facilities Plan Area. The water and sewer plan could help predict future demand estimates of city water and sewer, coordinating with nearby communities and organizations to maximize efficiency of existing systems and to plan for future needs. The City should actively ensure that

Infrastructure and Facilities

development within the IEPA Facilities Plan Area is provided services, where feasible, from the City of Charleston. Pre-Annexation Agreements and Development Agreements should be some of the tools used to enforce the City's IEPA Facilities Plan Area.

The City should encourage, where feasible, all development within the Urban Service Area and IEPA Facilities Plan Area to be connected to water and sewer service. By encouraging the use of municipal water and sewer service will help to eliminate the use of private septic systems and wells, thus making the future demand for these services more predictable.

Require sidewalks in new developments where an urban right-of-way cross section is constructed.

Sidewalks are important in building a sense of community, while encouraging pedestrian activity. Developers should be given two years to build out or complete the approved sidewalk system in the development using construction bonds as insurance. Sidewalks should be required where urban subdivision right-of-way cross sections are constructed as approved by the Public Works Director.

The Board of Zoning Appeals and Planning and the Public Works Director may recommend and the City Council may approve on a case-by-case basis, rural right-of-way cross section details for streets, sidewalks and other public right of way amenities. Rural cross section details may be used within the Urban Service Area and the City's extraterritorial jurisdiction. Features of the rural right-of-way cross section may include, eliminating the requirement for sidewalks, allowing open ditches and allowances for alternative street pavement design.



Implement a systematic program of infrastructure repair and maintenance.

A long-term plan for infrastructure repair and maintenance should be implemented to maximize the usefulness and efficiency of infrastructure systems. This should be drafted and implemented by the Public Works Department while working in conjunction with various neighborhood groups and citizens.

The City has developed a Capacity, Management, Operations and Maintenance (CMOM) program for sanitary sewer infrastructure. This program calls for the inspection and cleaning of 15 miles of sanitary sewer mains and 230 manholes; in addition to street sweeping 2,600 miles of streets annually. The City should also continue to capture and add to its sanitary sewer video library as part of these efforts. These video clips should be incorporated into the City's Geographic Information System and updated on a regular basis. All of these efforts should be part of the long-term planning efforts.

The City's annual maintenance plans for its water system includes activities such as annual exercising of water valves and inspecting fire hydrants. The City's plan includes the replacement

Policy Areas

of substandard hydrants and valves on an alternating annual basis. These infrastructure plans should be updated and implemented on a regular basis.

Beginning in 2004, the City created its “Street and Sidewalk Conditional Rating Survey” (CRS). The survey assessed and inventoried sidewalks, gutters, drainage and pavement condition and surface roughness to create an inventory rating for each street segment in the City. This inventory rating was combined with Average Daily Traffic to prioritize street work. The highest priority street segments are addressed first while working through the CRS list. The City should keep this survey and inventory up-to-date and continue to fix the highest priority street segments first as time and funds allow.

In 2009, the City created and continues to maintain, a separate Sidewalk Condition Survey that assessed the state of sidewalks throughout the City. The City has taken a “worst first” approach to addressing sidewalks. In 2018, the City was awarded the Community Development Block Grant (CDBG) Revolving Loan Fund Closeout grant to address over 4 miles of substandard sidewalk which should replace most of the substandard sidewalk sections in the City. The City should continue to replace substandard sidewalk and update the Sidewalk Condition Survey on a regular basis to reflect changing conditions and work plans.



Targeted Sidewalk Improvement Project 2019-2021

Where public infrastructure and facilities have reached the end of their useful life, the City should develop and design projects, specifications and plans for infrastructure replacement. There are several State and Federal agencies that can assist with funding these efforts including but not limited to: USDA Rural Development, Illinois Department of Commerce and Economic Opportunity's CDBG and the Illinois Environmental Protection Agency and US Environmental Protection Agency.

Infrastructure and Facilities

In order to minimize public inconvenience, the City should coordinate its infrastructure maintenance and construction projects with neighborhoods and developers. This should be done as part of the aforementioned infrastructure repair and maintenance program.

Coordinate public infrastructure investments with commercial and residential development efforts.

Since existing infrastructure can increase the attractiveness for the location and expansion of business and residential developments, infrastructure improvement efforts should be strategically planned and located where development and re-development efforts are desired. These “shovel ready sites” can drastically reduce the owner’s cost of building in these areas. The City needs to work with the Illinois Department of Transportation in an attempt to loosen restrictions related to access control along State Highways. This is especially evident with access control requirements along Lincoln Avenue. Allowing well-planned access points along Lincoln Avenue will help encourage redevelopment and economic development activities in these commercial corridors.

Develop public infrastructure improvements to ensure safety in school areas.

The areas around the schools should be safe. Reinforcements to the existing infrastructure can help ensure the protection of the children. Examples include, clearly delineating crosswalks and maintaining and improving sidewalks, thus linking schools to nearby neighborhoods. Areas around schools and parking should be well lit during night hours. The City should coordinate these efforts with Charleston Community Unit School District 1 and explore State and Federal Programs including the Illinois Transportation Enhancement Program (ITEP) and the Safe Routes to Schools program to help ensure safety in school areas.

Coordinate City and EIU infrastructure improvements.

The coordination of city services and EIU services could strengthen both systems. This coordination and efficiency should minimize inconvenience and expenses. In recent years, EIU was proactive in its storm water separation efforts with the City. This included removing gutters, and storm drains from the City’s sanitary sewer system, thus reducing the amount of discharge that was entering the City waste water treatment system. Encourage, through communication and coordination with EIU, the importance of properly detaining storm runoff and coordination of all infrastructure activities with the City.

Future development at EIU must be coordinated with the City to understand how projects will impact existing infrastructure and how those impacts will be managed by the City. This partnership must include planning and addressing impacts to the existing street network and storm water / utility management systems.

Update and Incorporate the City’s Capital Asset Management Plan.

The City’s Capital Asset Management Plan (CAMP) allows city officials to review water and sewer rates and utility management capabilities into the future. The CAMP analysis has been a tool for the City since 2006 and is continually updated and presented to decision makers and stake holders. The CAMP analysis reflects: personnel, capital spending, commodities, and contractual services that are developed as part of the public works department’s 5-year plan. The CAMP provides a quantitative and mathematical explanation of the City’s current and future water and

Policy Areas

sewer rates which allows city leaders to project the system's needs 20 years in the future. This CAMP analysis should continue to be used and updated annually and include provisions for the City's water and sewer rate adjustments.

Implement the City's Transition Plan for Persons with Disabilities.

In 2012, the City engaged the services of a third-party firm for the purposes of developing a transition plan in regards to making City owned facilities more accessible. The report provided a step-by-step approach to help the City of Charleston address the deficits in the specific site reports. Recommendations were made to accomplish the goal of making City programs in City facilities more accessible to people with disabilities. These recommendations were founded in response to the 2010 Federal Standards for Accessible Design. Title II of the Americans with Disabilities Act (42 USC 12131) prohibits the more than 89,000 units of state and local government, such as the City of Charleston, from discrimination on the basis of disability in the delivery of programs and services. The definition of programs and services is broad and includes public parks and City operations, such as the many opportunities made available for the enjoyment of its residents. The City should also consider and implement the 2018 Illinois Accessibility Code as part of these overall efforts

Improve Communications, Resource Monitoring Capabilities and Technology.

Utilize City property and facilities to improve communications links and resource monitoring capabilities throughout the City.

In 2016, the City entered a Land Lease Agreement with a third party to construct a telecommunications tower at the former Waste Water Treatment Plant site, which gives the City access to this tower for its own equipment.

In 2018, the City entered an Intergovernmental Agreement with Coles County, Eastern Illinois University, City of Mattoon, and Lakeland College for the purpose of the operation of the "GovTC" consortium to develop and share telecommunications equipment and services throughout the County. GovTC also plans to construct a telecommunications tower on City owned property at 815 Adkins Drive, which gives the City access to this tower for its own equipment.

Finally, in 2020 the City plans to construct its own communications tower at the Water Treatment Plant.

With these improvements, the City will be able to create a connected and triangulated coverage system that will improve communications and resource monitoring capabilities throughout the City. In the future, the City should explore the possibility of using its infrastructure for other city-wide high-speed internet options throughout the city.



Triangulated Communication Coverage Plan

Infrastructure and Facilities

Technology advancements come in many forms, and include: employee communications, tablets, computers, GPS, GIS, CAD, software, hardware and equipment. The City should study and consider other advanced communications services using City infrastructure. Understanding and evolving with technology will keep the City at the forefront which will benefit City functions for its residents and future developments.

Goal 2

Promote environmentally conscience alternatives for waste water management processes, recycling and renewable resources strategies.

Recommendations

Consider nutrient removal and disinfection methods for waste water treatment alternatives.

Nutrient removal is the process of removing phosphorus from the waste water stream that is typically caused by fertilizers and some in-home beauty products for example. In regards to nutrient removal, the City has explored non-point source nutrient removal where high levels of nutrients are mediated at the origin of the run-off (e.g. agricultural fields). After a lengthy review and study, it has been determined that a point-source method for nutrient removal (at the waste water treatment plant) is more cost effective and will better treat effluent before entering the local creeks. Nutrient removal measures will be a major benefit to the local eco-system as these unwanted nutrients will be removed during the treatment process before entering the environment. The City should continue to explore and plan for additional nutrient removal efforts if feasible.

In regards to disinfection, in 2019 the City constructed a UV disinfection system at the waste water treatment plant as part of its efforts to better treat effluent before it enters the local streams and tributaries making it safer for the environment. Future disinfection improvements should also be considered for excess treatment periods that are caused by high inflow and infiltration material that bypasses the main treatment facility during high flow events.

Encourage constructive use of wastewater and water treatment bi-products to help conserve water, encourage development and preserve the natural environment.

The City should consider all options when managing waste water effluent and other treatment bi-products. There are options to provide incentives for economic development and agricultural benefit while being a good steward of the natural environment. For example, the City's effluent can serve as economic incentives to cool industrial buildings. Currently the City offers its waste water treatment sludge to area farmers as a fertilizer alternative. The City should explore all options when managing its waste water effluent and water treatment bi-products.

Policy Areas

Enhance and expand the city's recycling programs and educate the citizens on the importance of recycling.

The City has attempted and encouraged curbside recycling services from private service providers. This program was not successful but future attempts should be studied and implemented if feasible. The City participates in its own recycling efforts at its public facilities and should continue with these programs.

A curbside recycling program is the most effective way to encourage recycling since drop off and buyback programs require more citizen effort. Residents should be provided with recycling containers to collect newspapers, glass bottles and jars, tin and aluminum, plastic bottles and bags, mixed waste paper (cardboard, phone books, magazines, junk mail, office paper, brown bags), and used motor oil and filters. While providing the means to start is a challenge, participation hinges on the knowledge and benefits of the community operation. Marketing strategies, mass mailings and public workshops can help to distribute information.

The City should review, evaluate and consider an overall waste hauler service plan that would reduce wear on city streets and improve efficiency of these services. The plan may consider action items such as "service provider zones" throughout the City and/or coordinate and minimize scheduled pick-up days as part of this strategy.

Consider Renewable Energy Solutions for City Facilities.

The City has studied solar energy programs for its facilities including at the waste water treatment plant and the water treatment plant. At this time the language drafted for model power purchase agreements are not a good option for the City. The City should continue to study the benefits of solar and other renewable energy options at its plants and facilities and should stay current with renewable energy funding options and programs in the future.

Goal 3

Promote demand-side management strategies.

Recommendations

Encourage the use of energy-efficient building materials and water saving devices.

By using energy efficient technologies to decrease the demand, residents can save on water bills as well as additional capital that would have otherwise been used in creating new water and wastewater treatment facilities. Developers and homeowners should be encouraged to utilize water efficient showerheads and toilets when seeking building permits in accordance with current building codes. Residents should be educated on the benefits of water and energy conservation. Marketing strategies, mass mailings and public workshops can help to distribute information.

Continually enforce the storm water management ordinance.

A storm water management ordinance, included in the Unified Development Code, should be enforced by both city and county officials, in order to control the impact of development on runoff,

Infrastructure and Facilities

groundwater recharge, and overall water quality. This ordinance includes the delineation of the Lake Charleston watershed and guidelines to assist developers in choosing appropriate storm water management techniques for development. The approximate boundary of the Lake Charleston watershed can be found on both the Current Land Use Map and the Future Land Use Map in this plan. Year-round ponds, temporary retention basins or constructed wetlands, can provide open space, wildlife habitat, and recreational activities. Other techniques include use of porous pavements or grass strips to slow runoff and increase the recharge of groundwater.

Goal 4

Create a unified Central Business District of institutional, governmental and civic related buildings and public facilities.

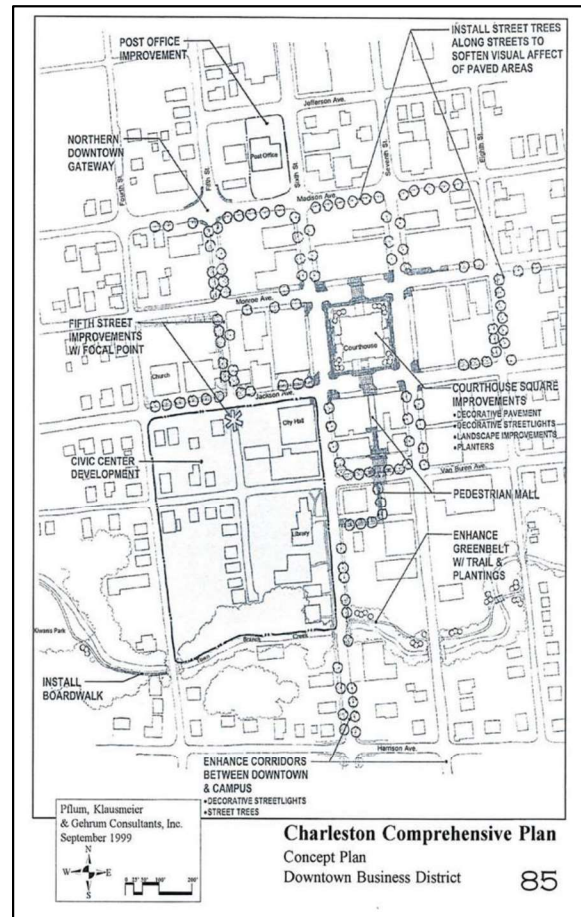
Recommendations

Retain, expand and support all public buildings such as the library, the County Courthouse and City Hall within Central Business District.

The Central Business District should be a central source of civic pride with strong public services and facilities.

The Central Business District should be promoted as the preferred location for financial, insurance, legal, real estate and other office establishments. With a central location near the downtown, the Civic Business District can be preserved and enhanced to become a stronger civic focal point for the City of Charleston. Public facilities like the Coles County Courthouse, City Hall, the Charleston Carnegie Public Library and other government offices, parks, walking access, bike routes and trails should be maintained, preserved enhanced and supported.

Focus for the City's Central Business District should not be limited to just the service and public sector. The City should strongly encourage and assist with the development of a growing tourism, service and retail base and food service establishments so all economic sectors can complement each other in the Central Business District.



Policy Areas

Transportation

The City of Charleston is dedicated to providing an efficient and safe transportation system through effective planning.

Goal 1

Provide for an efficient transportation system for the City of Charleston through the use of effective transportation planning principles.

Recommendations

Coordinate transportation system improvements based on the Public Works Department's 5 Year Plan which is consistent with IDOT's Functional Classification System.

The provision of an adequate transportation system is of critical importance to the economic stability of the community. The City and IDOT share the same Functional Classification System (FCS) and the City uses this FCS to develop its 5 Year Work Plan. The purpose of the FCS is to provide the basis of the transportation system and standards, which provides the foundation upon which a transportation system is created and maintained. The FCS designates roadways as to their function within the overall transportation system. It also indicates appropriate minimum cross sections for roadways and it establishes locations where roadways should be provided in the future. The FCS provides the legal basis for the acquisition and preservation of right-of-way and complements this plan by providing access for future land uses.

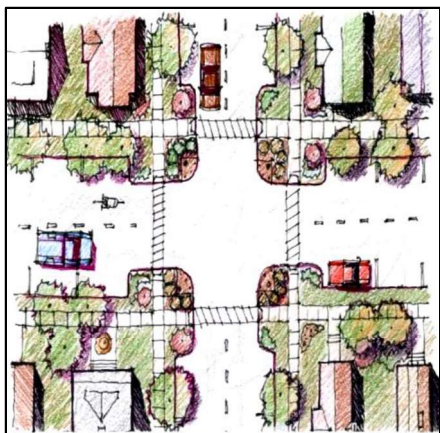
Some of the FCS features include and planning recommendations include:

- Right-of-way dedication by new developments where applicable.
- Extension of adequate transportation system into developing areas.
- Establishing safe and efficient traffic and pedestrian patterns in school areas.
- Evaluating new access points to the transportation system.
- Consolidation of existing driveways and evaluating new driveway access points to improve capacity and safety of roadways and balance with economic development efforts.
- Improvement of access to the Industrial Influence Area.
- Development of an east / west thoroughfare along south edge of the EIU campus.
- Retention of rail services.
- Promote and enhance multimodal transportation options.

Continue to beautify parking lots through effective planning and landscaping.

The City's Unified Development Code requires landscaping and buffer yards in certain circumstances. Developed landscape areas should be strategically located to soften parking areas in order to provide a more natural looking environment.

Infrastructure and Facilities



Example of Bump Outs

Install enhanced streetscape features that improve safety and movement of pedestrians and vehicles.

Features can be added to existing streets to improve overall safety and movement of pedestrians as well as vehicles. These include installing brick pavers that indicate crosswalks at intersections and the use of “bump-outs.” “Bump-outs” could be six-foot extensions of the sidewalks that create a sense of narrowing roads, effectively slowing traffic, while there are no actual changes to the road width. This also creates an opportunity for green space in these areas. These methods should be considered by the City of Charleston, focusing on the downtown and commercial corridors first.

Develop a “Master Plan” for Lincoln Avenue improvements.

In 2020, the State of Illinois is planning to start construction on a major pavement resurfacing project of Lincoln Avenue. The overall project will also consider upgrades and aesthetic improvements to the street lights and intersection signals along Lincoln Avenue. In the “Economic Development” Policy Section of this plan, it is recommended to develop a Master Plan for Lincoln Avenue. The aforementioned improvements must be part of that plan. In addition, the plan should include a study of other projects including, but not limited to: buried power lines, signage, and landscape / median improvements in order to enhance the aesthesis and functionality of Lincoln Avenue.

Discourage through-traffic from using neighborhood streets.

Through-traffic can be discouraged from using neighborhood streets by using street diversions. Diversions include streets that are discontinuous or have jogs in their alignment. It is desirable that all streets designated as local streets include diversions at some point so that the residents along the streets are not subjected to the inconveniences and hazards of high traffic volumes. Continuous pedestrian flow and bike traffic must be provided for while ensuring vehicle/pedestrian conflicts can be minimized especially in the vicinity of a school or park. These diversions, properly designed and located within a residential neighborhood, may effectively reduce through-traffic of the neighborhood, thus improving its environment.

Consolidate campus-parking areas.

According to the EIU Master Plan, several new parking areas are to be constructed, while eliminating some of the current parking areas. This should be supported so that the university is encouraged to make the most efficient use of their existing land.

Goal 2

Create diverse opportunities for alternative modes of transportation.

Policy Areas

Recommendations

Implement the City's adopted Bicycle Plan for Bicyclists and Pedestrians.

On May 1, 2018, in coordination with Eastern Illinois University and other local organizations, the City completed and adopted its Bicycle Plan for the City. The Bicycle and Pedestrian Advisory Board was created and charged with the implementation of the plan. The Bicycle Plan establishes a framework that connects and circulates local bikeway systems with schools, parks, libraries and public spaces and in many instances the same network can also be shared with pedestrians to promote walkability as an alternative mode of transportation.

Walkability is especially critical to make sure pedestrians can access nearby services safely and conveniently. Increasing density near existing infrastructure by encouraging in-fill development, planned unit developments and commercial redevelopment projects will be a key component in creating successful alternative modes of transportation projects for bicyclists, walkers and public transportation.

The City's Bicycle Plan is included with this Comprehensive Plan and some of the highlights are as follows:

Engineering (create safe and convenient places to ride and park)

- Adopted 2018 Bicycle Plan and first wave of wayfinding signs were erected

FUTURE: Update bike striping in the City, create bikeways and new shared side paths for pedestrians and bicyclists and continue to install additional wayfinding signs.

Education (giving people of all ages and abilities the skills and confidence to ride)

- Bicycle Safety Quiz implemented as part of CHS Drivers education class
- Bicycle Safety Quiz and Bike Law Cards handouts are available at City Hall

Encouragement (creating a strong bike culture that welcomes and celebrates bicycling)

- Updated Trail Maps for Lake Charleston trails
- Promote and Host Annual Bicycle Events (Tour de Charleston, Grand Illinois Bike Tour in 2019)
- Become Certified Bicycle Friendly Community by League of American Bicyclists
- City Council Proclaim National Bike to Work

FUTURE: Create City bike map, hold Bike to School / Work Day, Advertise

Enforcement (ensuring safe roads for all users)

- City Council approved Ordinance 18-O-8 repealed certain bicycle restrictions

FUTURE: PD to offer "bike safety kits", promote Bike Safety Quiz, educate bike law enforcement with bikers and motorists

Evaluation and Planning (planning for bicycling as a safe and viable transportation option)

- Implemented Bicycle Plan
- Appointed City Bicycle and Pedestrian Coordinator
- Created Bicycle and Pedestrian Advisory Committee – meet regularly to implement plans

Infrastructure and Facilities

As part of these efforts, the City should make it a goal to be designated a Certified Bicycle Friendly Community by the League of Bicycle Friendly America. To this end the City has completed the following:

- Adopt Comprehensive Bike Plan
- Appoint Bicycle/Pedestrian Coordinator
- Create Bicycle/Pedestrian Advisory Commission
- Implement 2 Education Recommendations
- Implement 1 Enforcement Recommendation
- Proclaim “Bike to Work Day (month)”

The City has the following tasks yet to complete:

- Adopt “Complete Streets” Policy (bicycle / pedestrian road design)
- Adopt Bike Parking Ordinance
- Implement High-Priority Segments (bike lane sections)

Pursue public transportation services.

The City of Charleston has two local public transportation options with Dial-A-Ride and the EIU Panther Express. In addition, the school district transports students in standard buses. The increased numbers of total and older residents within the city and county will bring demands for some form of public transportation, the City and partner organizations need to study current and future transport resources and services available to residents.

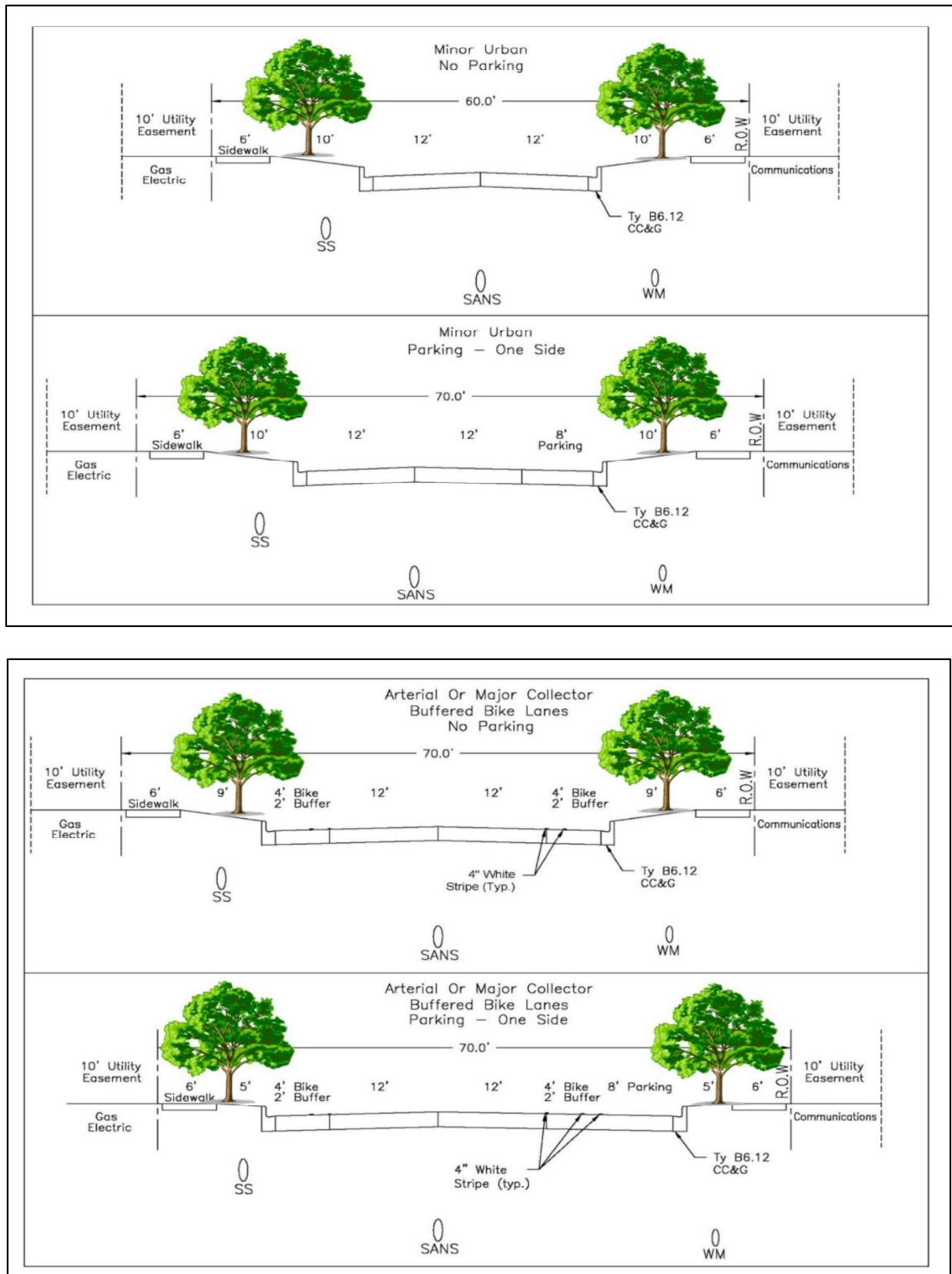
Since 2013, the Dial-A-Ride Zip Line stops at the City’s Downtown Park Bus Stop and transports over 2,500 trips a year. 15-20 students also use this location each day as part of the EIU Panther Express. Additional bus stops in the City should be evaluated and constructed as needed to meet the demands of the residents.

In addition, in 2020, the City has plans to pave the Lincoln Prairie Grass Trail which will connect EIU to the Amtrak Train Station in Mattoon. These improvements will allow EIU students and residents without vehicles, access to public transportation far beyond the region.



Policy Areas

COMPLETE STREETS TYPICAL CROSS SECTION



Planning and Land Use

Policy Area – Planning and Land Use

Policy Areas

Planning and Land Use

Efficient planning and land use development has served as a foundation for the growth of the City, while effectively using existing land for the highest and best use. Planning and Land Use regulations provide for the public health, safety and welfare of the City. Throughout the planning processes started with the 1996 Charleston Tomorrow Plan, there has been much progress in reaching goals and recommendations developed in these planning documents. To reach some of these land use goals, in March 2003, the City adopted the City's Unified Development Code (UDC) which has been amended over time, and serves as the City's regulatory instrument in regards to land use planning and development in the City.

The participants include, but are not limited to:

- **City of Charleston**
Charleston Department of Building and Development Services
- **Coles County**
Regional Planning and Development Commission
- **Eastern Illinois University**
- **Local Business and Charleston Residents**
- **Local, State and Federal Organizations, Programs, Foundations**
- **Coles Together Economic Development Partnership**

Goal 1

Coordinate planning and development efforts among local governments, Eastern Illinois University and organizations.

Recommendations

Foster effective communication with local governments, EIU and organizations.

Relationships between public and private entities, as well as nearby communities, have been established and continue to be strengthened. For example, the Corridor Development zoning district along Highway 16 illustrates coordination between Charleston and Mattoon. This shared effort can also be modeled for development guidelines along County Road 1000N. Strengthening relationships between local governments, schools, EIU, local citizen groups and local businesses will allow the planning process to be coordinated and will incorporate the strengths of all organizations. Partnerships with these groups will promote more efficient communication to facilitate coordinated planning efforts.

Goal 2

Evaluate zoning, subdivision, and other ordinance related issues.

Recommendations

Continually review and amend the City's Unified Development Code as necessary.

Policy Areas

The City's Unified Development Code (UDC) was adopted in 2003 which replaced the City's zoning ordinance. The UDC should be reviewed and amended as appropriate to include development practices that stay up-to-date with best practices. For example, expanding and encouraging non-traditional zoning districts like planned unit developments may allow for additional managed growth in the City. Additional considerations may include, but are not limited to:

- Protection of established neighborhoods and historically designated areas from intrusion by non-compatible uses.
- Phasing out of non-compatible uses where appropriate and reviewing regulations concerning non-conforming situations.
- Encouragement of preservation of local farmland.
- Consideration's for nonresidential and residential development in planned areas
- Maintain the City's University influence Area and Residential Transition Area as detailed in the Housing Section of this Plan.

Since the adoption of the Unified Development Code (UDC) in 2003, approximately 50 applications for various variances have been requested (about 3 per year). Some sections of the UDC have been amended over time while other sections may need further study including but not limited to:

- Non-conforming Situations including Expansion, Improvement, Restoration, Maintenance.
- Required parking spaces (e.g. restaurants, multi-family, etc) and parking surface requirements.
- Signage (sign separation, off-premises signs, temporary signs, size).
- Density and dimensional standards for the R-3 Multi-Family Residential Zoning District (study floor-area-ratio FAR as an option) / maximum building coverage in all districts.
- Redefine residential uses including: Boarding Houses, Fraternities / Sororities, Group Homes and Multi-Occupancy Dwellings. Establish zoning districts and possible overlay districts and appropriate locations for these specific uses.
- Agricultural Use definitions and Performance Standards – including allowable agricultural uses in residential districts.
- Development Standards, Performance Standards and Permitted Uses in the Government District.
- Permitted uses including uses in the Industrial Zoning Districts (e.g. daycare, offices, etc.).
- Districts and Performance Standards for self-storage (indoor and outdoor).
- Outdoor storage of goods for commercial uses and screening requirements.
- Landscape requirements – trees, shrubs, and bufferyards.
- Setback requirements for additions to non-conforming situations.
- Requirements for the Corridor Development District (approval process, landscape, etc.).
- Maximum size of accessory structures / accessory structure in the front yard.
- Fence standards, front yard / side street fence requirements; fence by driveways.

Continually review and amend the Official Zoning Map as appropriate.

The City's Official Zoning Map was last updated on a city-wide scale as part of a comprehensive process in November 2009. In accordance with the ongoing review of the City's UDC, the City's Official Zoning Map should be reviewed and amended as appropriate to ensure the support and implementation of the goals and recommendations of the Comprehensive Plan. The Official

Planning and Land Use

Zoning map should also reflect other adopted plans and policies, including the UDC and any other city regulations and guidelines. Although they are not limited to, Official Zoning Map amendments should be based on the following:

- The proposed changes are consistent with the goals and objectives of the Comprehensive Plan.
- There is a community need for and benefit from the proposed change.
- The proposed changes consistent with the character of the affected area.
- Proposed zoning is compatible with the zoning and land uses with the properties nearby.
- The proposed zoning is suitable for the development of the uses authorized for the zoning classification and local infrastructure.

Continue to enforce extraterritorial jurisdiction for planning and zoning beyond corporate limits.

Planning and zoning issues that take place outside of, but near city limits can pose certain challenges. The State of Illinois allows municipalities to enforce development regulations in its extraterritorial jurisdiction (1.5-mile zoning and subdivision jurisdiction) to ensure orderly development practices. Currently, Charleston enforces the extraterritorial jurisdiction which allows the city to plan for community growth. Where appropriate, the City should actively annex areas that are contiguous to the City's corporate limits. Careful studies of revenues and costs should take place before annexation occurs. The City should use the UDC to enforce the IEPA Facilities Area and the Urban Service Area and encourage annexations in these areas as detailed in this plan.

Continually monitor and review the sign regulations, established as part of the Unified Development Code, to control clutter and create aesthetically pleasing thoroughfares.

As a part of the UDC, the establishment of the sign regulations allows the city to protect the visual quality and the character of the community. The sign regulations are molded to address specific local concerns and issues. Charleston should continually review and update the sign regulations to address these issues. Some of these issues include, but are not limited to:

- To ensure that signs are designed, constructed, installed and maintained so that the public safety and traffic safety are improved and not compromised.
- To allow and promote positive conditions for sign communications while at the same time avoiding nuisances to nearby properties and enhancing the aesthetic environment.
- To reflect and support the desired character and development patterns of the various zoning districts.
- To allow for adequate and effective signs in commercial and industrial zones to attract sources of economic development; while preventing signs from dominating the appearance of the area.
- To ensure that the constitutionally guaranteed right of free speech is protected.
- Enabling the fair and consistent enforcement of these sign restrictions.

Policy Areas

Consistently review the landscape regulations, established as a part of the Unified Development Code, to ensure Charleston’s future development will contribute to a high quality of life for its residents.

The purpose of landscape regulations is to establish minimum standards for the provision, installation, and maintenance of landscape plantings to achieve a healthy, beautiful, and safe community for both public and private property. The continual monitoring of the landscaping regulations will help to improve the appearance of all areas through the incorporation of open space into development in ways, which harmonize and enhance both the natural and man-made environment.

Along with improving environmental quality by recognizing the numerous beneficial effects of landscaping on the environment, such as improving air and water quality, reducing air, heat, noise, and chemical pollution, and promoting energy conservation through the creation of shade, reducing heat gain in or on buildings. Land values are also maintained and increased through use of required landscaping.

Goal 3

Foster efficient and productive use of existing land and other resources.

Recommendations

Coordinate new development with extension of city services, infrastructure, and facilities.

One of the recommendations detailed in the Infrastructure and Facilities section of this plan is to coordinate public infrastructure investments with commercial and residential development efforts. Since existing infrastructure can increase the attractiveness for the location and expansion of business and residential developments, infrastructure improvement efforts should be strategically planned and located where development and re-development efforts are desired. These “shovel ready sites” can drastically reduce the owner’s cost of building in these areas.

Encourage obsolete commercial sites to be redeveloped and for the adaptive reuse of existing buildings.

There are some commercial sites in Charleston that are ready for comprehensive redevelopment efforts. The city should encourage certain sites to be redeveloped to ensure the most productive and efficient use of these spaces. As detailed earlier, the City can be partner in this activity through stream-lined development practices and exploring incentive programs to assist and encourage redevelopment projects.

One of the recommendations detailed in the Economic Development section of this plan is to rehabilitate distressed commercial and industrial structures when economically feasible. In addition, the Housing Section’s first goal is to maintain and encourage long term neighborhood stability by preserving and protecting the value and integrity of existing neighborhoods. Land use planning and regulations should reflect and encourage the adaptive reuse of existing buildings where appropriate.

Planning and Land Use

Assemble and redevelop parcels of marginally used land for civic purposes around the Central Business District.

The area around the Courthouse Square and the Central Business District that is not used or is used only marginally could be used for civic purposes such as expanding government offices, building new facilities, building parks, and adaptive reuse of existing structures. Land use planning and regulations should reflect and encourage the acquisition and use of land for civic purposes in the Central Business District, where appropriate.

Consider issues created by urban sprawl development.

Infill development of industrial, commercial, and residential lands should be encouraged in the City. The City of Charleston should take great care when considering development and annexations that are on the fringes of the City's corporate limits as detailed earlier in this plan.

Accommodate industrial and commercial development in well-planned areas where infrastructure and public services are available.

One of the most important factors in locating industry or commercial activity is adequate access to transportation and other public infrastructure. Areas that are most suitable for industrial or commercial development should be zoned appropriately to permit these uses. Moreover, companies, which are searching for a place to locate, need to be aware of where potential sites are located. By utilizing Charleston's Geographic Information System (GIS) and other technology, the City can be a partner in this effort. The City needs to maintain and continually expand the capabilities of its already built GIS.

Encourage efficient and productive use of existing land areas designated for educational purposes.

Land that is designated for educational purposes is limited in Charleston and great care should be taken to maximize efficient and productive use of this land. Planning for future needs such as for EIU and the Charleston Community Unit District #1 should be undertaken far in advance to ensure efficient use of property.

Considerations need to be considered regarding the impact of Eastern Illinois University's land use plans for the future. Whether or not the University plans to expand, and where the expansion will take place, will directly affect the City. Coordinating efforts between EIU and the City are better served through awareness of each organization's plans. EIU's Master Plan (2002 map on page 155) needs to be coordinated with the City's Future Land Use Map and overall planning efforts.

Implement Performance Standards of the Residential Transition Area.

The purpose of the Residential Transition Area overlay district is to ensure that the development and use of land provides for an appropriate transition from higher intensity development to single-family residential development with consideration for intensity of adjacent developments. Authorized uses, development standards and performance standards should be enforced in the Residential Transition Area to ensure developments are cohesive within the neighborhoods they are located.

Policy Areas

Implement Performance Standards of the University Influence Area.

The purpose of the University Influence Area overlay district is to allow for unique development standards for properties located in and around the campus of Eastern Illinois University. These considerations may include parking relief, mixed use developments, and density flexibility for the areas that serve the EIU community. The City can encourage mixed use development through the use of incentive programs including, but not limited to: Enterprise Zone Program, the New Market Tax Credit Program or the City's Business and Industrial Development Incentive Program. New incentive programs like a TIF District should be considered in this area as well to help encourage new commercial and redevelopment projects.

Implement Performance Standards of the Flood Hazard Overlay District.

Development within the Flood Hazard overlay district shall be in conformance with the City's Unified Development Code. The standards shall be applied in combination with the underlying zoning district classification. The Future Land Use Map shows the approximate boundary of the Flood Hazard Area, but the exact location of the flood hazard boundaries for each parcel shall be indicated on the flood insurance rate map (FIRM) for the area in which the particular parcel is located. The City should evaluate and consider purchasing parcels in the Flood Hazard Areas for additional open green space. This would allow for establishing drainage management practices which can also help alleviate loss to private properties during flood events.

Implement Performance Standards of the Government Overlay District.

The purpose of the Government overlay district is to ensure that the development and use of land is consistent with governmental purposes. All governmental uses authorized and permitted shall be allowed and all governmental property should be classified as being in the government Overlay District. If governmental land is transferred to private ownership, the zoning classification of the land shall be automatically reclassified as the most restrictive adjacent zoning district. Currently, the Government Overlay District is found scattered throughout the City on many government owned properties (e.g. Eastern Illinois University's campus, several Charleston owned properties and the Coles County Airport) and specific development standards and performance standards need to be established for this zoning district.

Planning and Land Use

Future Land Use Maps

The Future Land Use Maps reflect the goals and objectives of this Comprehensive Plan as it relates to the principles established for each of the Policy Areas. It should be noted that the plan sets aside more areas for residential and commercial usage than the market may demand. The purpose of this is to allow a certain degree of flexibility in the market place.

Based on population trends, it is expected that the majority of the planning area will remain largely rural in character for the foreseeable future

Future land use needs are based on physical characteristics and the overall vision of the community. For comparison, maps and tables of Charleston's current land use inventory can be found in the Community Profile Section of the plan. The Land Use Classifications are defined as follows:

Table 7: Land Use Classes Defined

Low-Density Residential	Single-family homes, less than four dwelling units per acre.
Medium-Density Residential	Primarily 1-2 family dwellings, such as duplexes, attached or detached, four to eight dwelling units per acre.
High-Density Residential	Multifamily apartment buildings, more than eight dwelling units per acre.
Mobile Home Park	Mobile homes or other concentrated manufactured dwellings.
Mixed Use District	A mixture of uses ranging from residential, retail, offices, and government. These areas include the Central Business District and near the University
Neighborhood Commercial	Small retail uses and private stores, professional office uses, and personal service uses, low to moderate traffic near neighborhoods.
Regional Commercial	Major commercial uses, strip and in door malls, areas of high commercial traffic.
Business	Light industrial uses, business parks and include the Corridor Development District.
Light Industrial	Heavy commercial uses and light industrial uses.
Heavy Industrial	Heavy industrial uses (e.g. manufacturing, fabricating, processing, distribution).
Recreation/ Green Space	Public recreational areas and open spaces.
Institutional	Areas owned and managed by local government that is located outside the Civic Business District. Along with public schools and churches.
University	Areas owned and operated by Eastern Illinois University.
Reservoir	The Side Channel Reservoir also known as "Lake Charleston"

NOTE: While Agricultural Land Uses are not specifically defined and shown on the Future Land Use Map, several areas inside the City are currently being used for farmland which will continue into the foreseeable future. The Future Land Use Map shows how these farmlands could be developed in the future defined through "higher" and "best-use" purposes.

Policy Areas

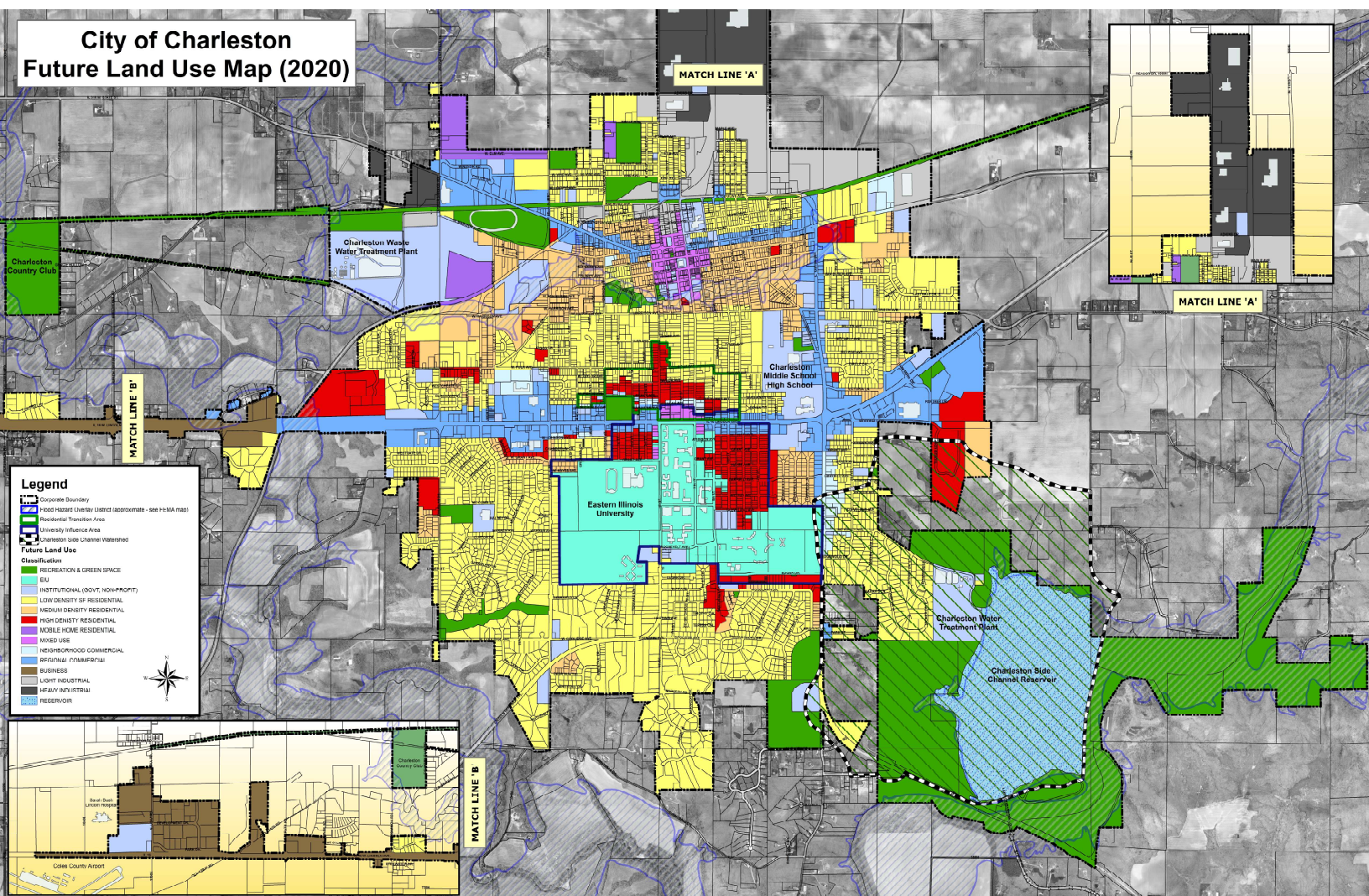
This table shows approximate future land use areas by acre and is illustrated by the Future Land Use Map on page 151 (acreage includes road right of way that serves the specific land use designated on the chart).

Table 8: Future Land Use

Description	Acres	% Of Total
Low Density Residential	1768	28.76%
Medium Density Residential	394	6.41%
High Density Residential	286	4.65%
Mobile Home Residential	65	1.06%
Mixed Use	46	0.75%
Neighborhood Commercial	54	0.88%
Regional Commercial	441	7.17%
Business	392	6.37%
Light Industry	220	3.58%
Heavy Industry	360	5.85%
Recreation and Green Space	1002	16.30%
Institutional (Gov, School, Church, etc.)	442	7.19%
University	346	5.63%
Reservoir	332	5.40%
Corporate Boundary 9.6 Square Miles (6148 acres)		

The Charleston Extraterritorial Jurisdiction Future Land Use Influence Area Map is provided on page 153. This map illustrates future development outside the City of Charleston and is broken into four main parts: Industrial Influence (red hatched areas), Commercial Influence (blue hatched areas), Airport Influence (green hatched areas) and Agriculture and Residential Influence areas (areas not hatched outside the city limits). The purpose of this map is to generally illustrate how areas may be developed in the 1.5-mile extraterritorial zoning jurisdiction; and how these influence areas coincide with the Urban Service Area, the IEPA Facilities Planning Area and the designated floodplain areas.

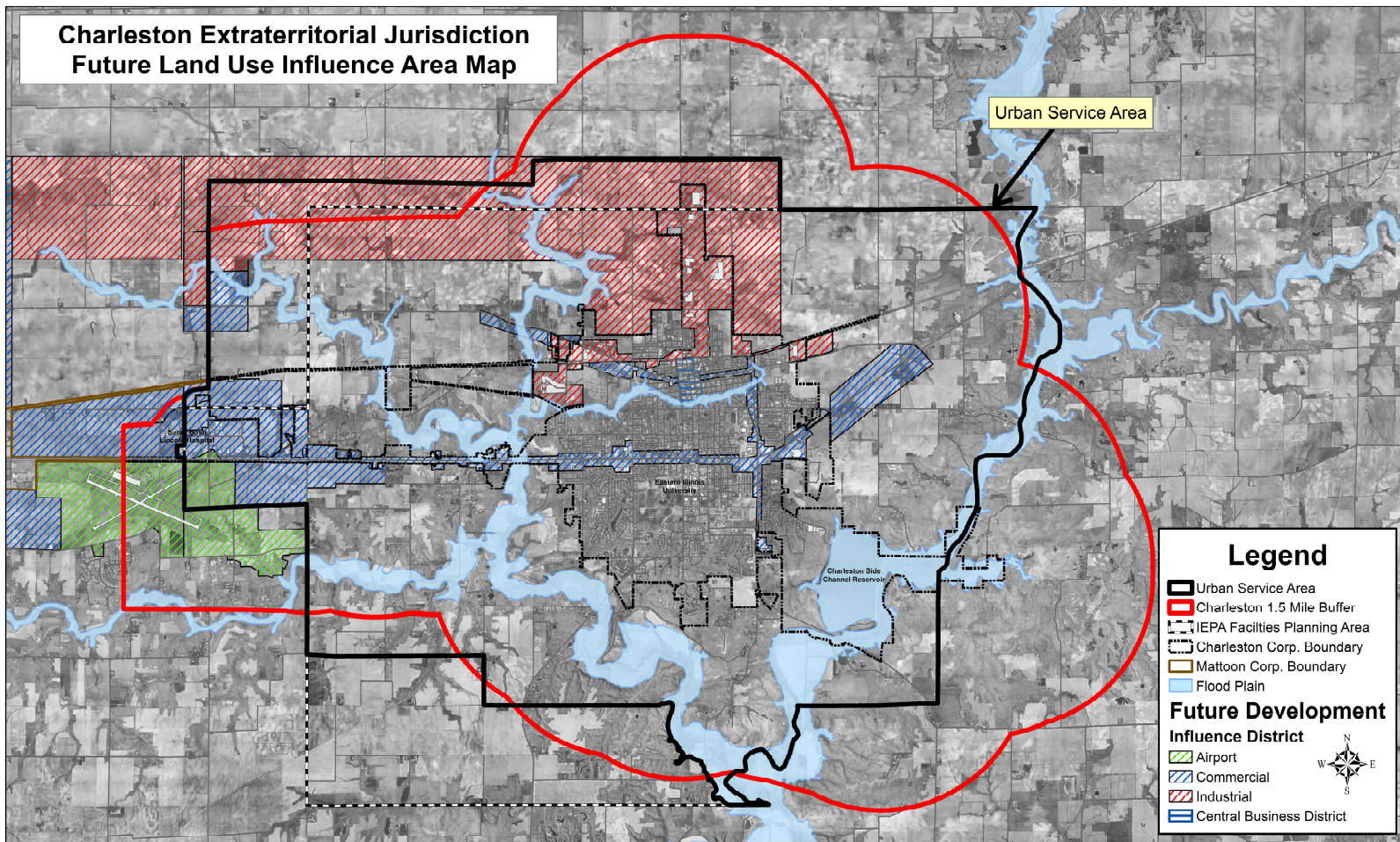
**City of Charleston
Future Land Use Map (2020)**



Policy Areas

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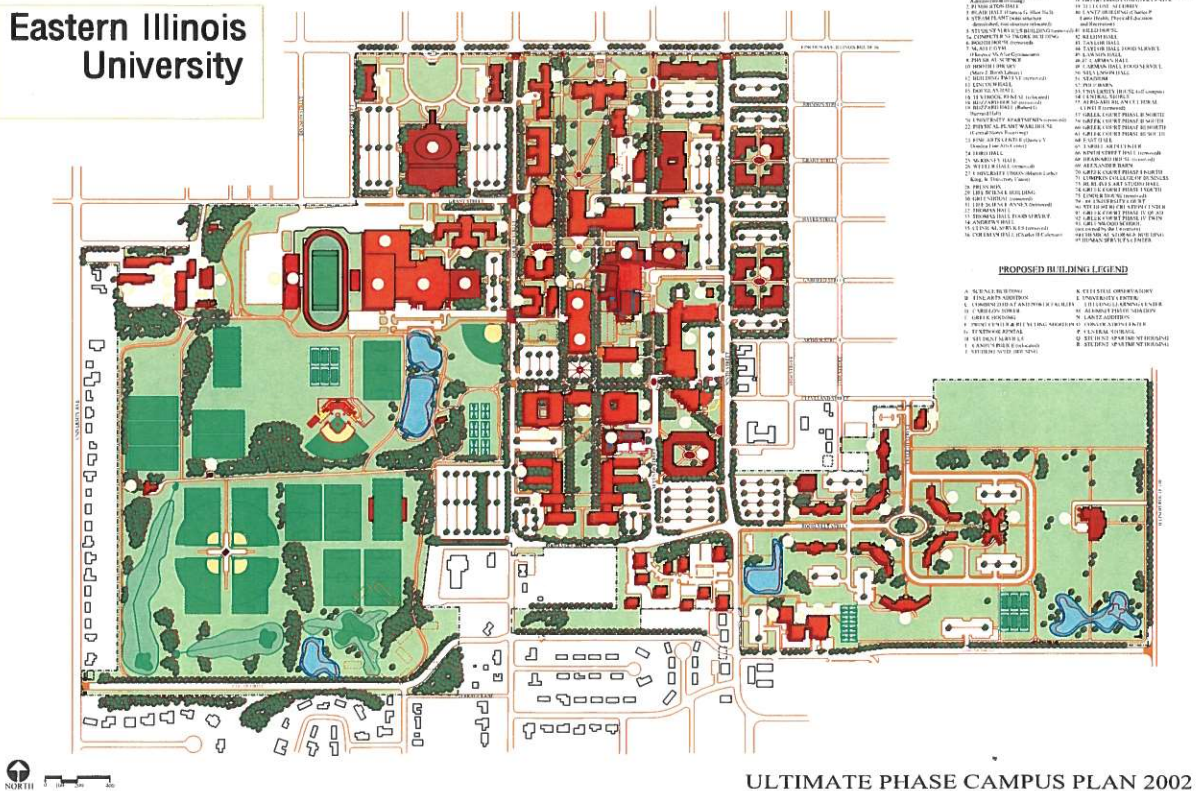
Charleston Extraterritorial Jurisdiction Future Land Use Influence Area Map



Policy Areas

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Eastern Illinois University



Policy Areas

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Public Safety



Red, White and Blue Days

Policy Area – Public Safety

Policy Areas



Fire Protection and EMS Services

The Charleston Fire Department (CFD) is dedicated to providing quality fire protection and emergency medical services (EMS) (CFD's EMS began in 1973) to the community while identifying improvements needed to help plan for the future increase of services for the community.

CFD Mission Statement:

"The mission of the Charleston Fire Department is to provide an all hazards approach to prevention, education, preparedness, and emergency response to the residents, students, and visitors of our community with a commitment to excellence."

The CFD has two fire stations in the City with a 35-member department which includes: Fire Chief, Assistant Fire Chief, three Captains, six Lieutenants and 24 firefighters. All members of CFD are licensed by the Illinois Department of Public Health as paramedics.



Fire Station #1

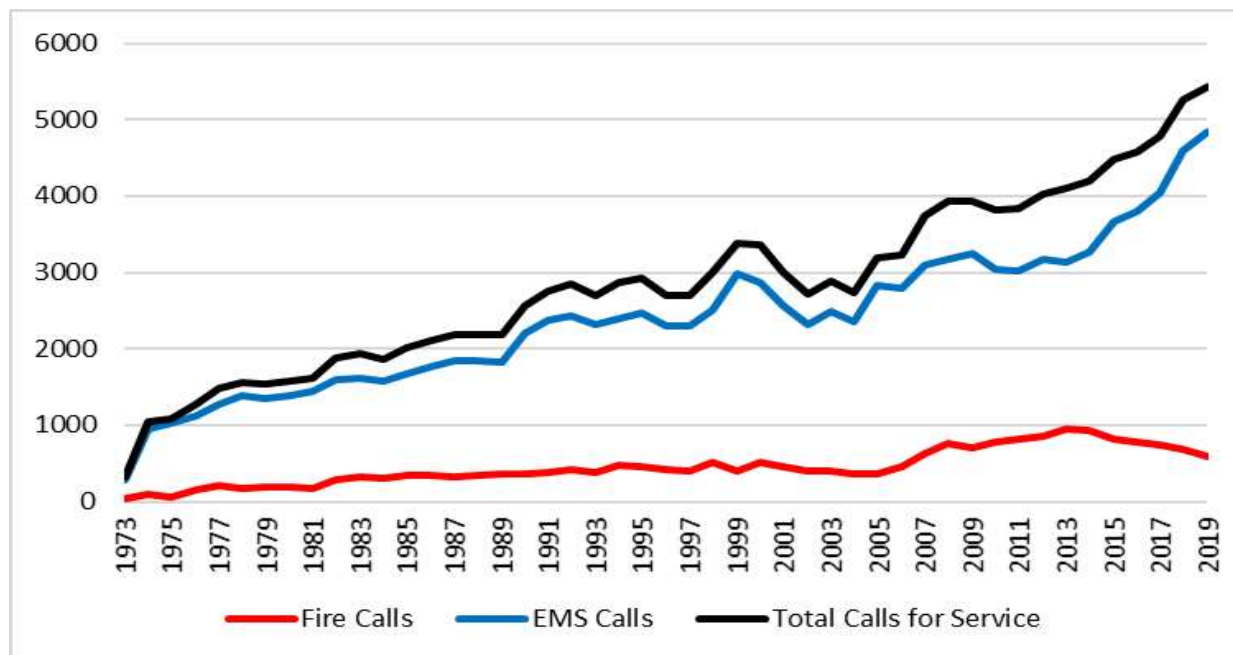


Fire Station #2

Equipment includes five advanced life support transport ambulances, one 100' platform ladder truck, one front line pumper engine, one reserve pumper engine and one front line rescue pumper engine. City of Charleston has a state-of-the-art training facility where live fire training, technical rescue and hazmat training is conducted and offered to fire departments across the region.

The Insurance Services Office (ISO) rating is one indicator of how well our fire department can protect our community and put out fires. ISO ratings are used to help set homeowners insurance rates on a scale of 1-10; with 1 being the best possible rating. The CFD currently has an ISO rating of 2.

Figure 17: Fire Department Calls for Service



Policy Areas

Goal 1

Study existing facilities and equipment and plan for improvements where feasible.

Recommendations

Evaluate current facilities, plan and budget for improvements, expansions and additions in order to continue to provide quality services to the community.

Preliminary concept plans have been developed for building additions at both Fire Station 1 (10th Street and Madison Avenue) and Fire Station 2 (1510 A Street). These additions must include upgrades to comply with the American's with Disabilities Act requirements in addition to creating additional space for the public and for the department. Both fire stations are located within neighborhood settings and improvements to these facilities must take into consideration complementing existing neighborhoods during the planning phases.

Additional storage facilities are needed at the training facility and these improvements should be planned and budgeted when possible.



Ongoing maintenance and repairs of the CFD's existing facilities needs to remain a priority in order to address the necessary upkeep to the existing fire stations.

Evaluate current equipment and plan and budget for new equipment in order to continue to provide quality services to the community.

In order to continue to provide the highest quality fire and EMS services to the community, the department's equipment must be kept up-to-date and replaced when feasible. The City should maintain its equipment inventory and fleet plan and budget for replacement of equipment (e.g. SCBA equipment) and its rescue equipment when funding allows.

Additional equipment purchases need to be carefully considered and budgeted in order to supplement the CFD's facilities and current equipment inventory. For example, the purchase of new generators to support the CFD will be important to the functionality of the department. It will also be important to study the department's radio communications coverage and make improvements to the

system. Using the current and future telecommunications tower infrastructure in the City may present an opportunity to make improvements where necessary.

In order to minimize the use of local funds and to maximize equipment inventory, the CFD needs to continue to explore and utilize consortiums, agreements, partnerships, grant programs and other equipment acquisition opportunities like the Federal Excess Property Program for example.

Goal 2

Evaluate and plan to provide the highest level of fire protection and emergency medical services to the community.

Fire

For communities the size of Charleston, typically the National Fire Protection Association (NFPA) Standards are seen as a guide for general Fire Department operations. The NFPA includes guidelines to effective responses for career fire departments and advises staffing and response times for Engine and Ladder Companies.

The Charleston city limits continues to expand and emergency services protection needs to be maintained throughout the City. Annexations are part of the City's growth plan, and emergency services need to be considered as part of these expansion plans. With additional recent expansion plans to the west by Sarah Bush Lincoln Health Center and to the north along County Road 1000N, there may be a need to consider facilities improvement and additions in order to maintain ISO ratings and NFPA response times.

Emergency Medical Services

Emergency Medical Services (EMS) accounts for approximately 89% of all Charleston Fire Department Responses. The trend with EMS has been a steady increase in call volume since the inception in 1973. In 2019 CFD responded to 4835 EMS calls.

All personnel are trained to the Emergency Medical Technician Paramedic level and licensed by IDPH in Sarah Bush Lincoln Health Care system.



Table 9: Fire Department Calls for Service and Personnel

	Fire Calls	EMS Call	EMS % of Calls	Total Calls	Total Personnel
1973	46	280	86%	326	23
1980	194	1388	88%	1582	32
1990	356	2212	86%	2568	33
2000	504	2865	85%	3369	32
2010	778	3039	80%	3817	32
2019	598	4835	89%	5433	35

Policy Areas

Recommendations

Evaluate current staffing to ensure the City meets the service demand of the community.

Part of providing the highest level of fire protection and emergency medical services to the community includes having a well-trained and a well-staffed fire department. The City needs to continually evaluate the current staffing to ensure continued high levels of service. The City should continue to recruit paramedics and retain IDPH licensed personnel.

Ensure that the highest public safety service is maintained throughout all parts of the City. Evaluate equipment needs to ensure high quality service and facility locations to ensure adequate response times.

The City and CFD strives to maintain the City's ISO current rating of 2, which will be done through the highest levels of training, equipment and personnel. This ISO rating shows the City is prepared and can provide the highest public safety service. The City needs to evaluate and plan for replacement of the department fire engines, ladder truck, and evaluate the need for additional ambulances in the future.

In regards to Emergency Medical Service (EMS), the Fire Department needs to continue to provide high quality advanced life support ambulance service to the citizens of Charleston and surrounding areas. This also includes providing non emergent transfers from hospital to hospital. The City needs to evaluate, plan, and budget for ambulance replacement in accordance to the fleet plan, and plan and budget for upgrading medical equipment such as cardiac monitors and power cots. As part of its overall EMS services, the CFD should continue to provide the highest quality ambulance billing service for the City and other contracted communities. Increasing the use of advanced technology (e.g. EMS patient reporting with IPADS) will keep the CFD as a leading provider of public service in the area.

The City needs to monitor and if needed, expand coverage of critical services to all parts of the City including the Highway 16 corridor and the northern industrial corridor. Options could be to consider partnering with other entities on a "Special Use District" and/or an Emergency Operations Center in the corridor that could house Fire, EMS, EMA, and State of Illinois assets.

Actively partner with all City departments and external entities in order to provide relationships needed to ensure quality public service to the community.

The CFD needs to continue to work and collaborate with all City departments from pre-fire to post-fire event coordination. For example, the CFD will continue to work with the Public Works Department in order to maintain and test the City's fire hydrant infrastructure. The CFD also needs to continue to work with the City's Building Department on property maintenance events, plan reviews and evaluating and updating building and fire codes when appropriate. As part of these relationships, the Fire Department should also continue to maintain all AED's, First Aid Kits and other emergency kits at all city facilities and vehicles. This includes offering emergency kits in partnership with the Police Department as part of first responder life-saving efforts.

In addition, the CFD needs to maintain its external partnerships including but not limited to: EIU, the City of Mattoon, local Fire Protection Districts, SBLHC and Coles County.

Public Safety

Continue a strong public education program for the community.

The CFD has a strong presence in the school system and does regular fire safety presentations and open houses for the community. The CFD should continue the smoke and carbon monoxide detector installation program in the City, which is also done in coordination with Eastern Illinois University's annual "Good Neighbors" program. The CFD also offers fire station tours and community relationship programs through events and festivals including the annual Red, White and Blue Days at Morton Park. Continuing strong community relationships is critical to the success of the CFD.



Goal 3

Maintain highly trained Fire Department and Emergency Medical Services personnel.

Recommendations

Continue regular trainings exercise and additional training opportunities

The CFD offers weekly department training programs for all shifts. Currently, training is provided as follows: the first week of the month is fire related training; the second week of the month is training for Hazmat; the third week of the month is training for technical rescue; and the fourth week of the month is training for EMS. Regular training offers the personnel the most up-to-date exercises. The CFD personnel also offers training to City personnel through programs like CPR classes and these programs should continue.



Policy Areas

The City has its own state-of-the-art training facilities and these facilities should be used for different training opportunities. The CFD should also continue to utilize training opportunities from the Illinois Fire Service Institute and the Fire Marshal's Office and continue joint training exercises with other departments and law enforcement. Local Fire Departments and Fire Protection Districts should be encouraged to continue to utilize the City's training facility for collaborative training opportunities. Through Mutual Aid with the City of Mattoon and with the formation of Rapid Intervention Team (R.I.T.), regional training partnerships are now realized.



Goal 4

Maintain an active role in Emergency Management activities.

Emergency Management

Fire Departments have taken a larger role within the communities in an "All Hazards" approach to incident management. County Emergency Management Agencies are relying more on Fire Services to help in the mitigations of weather and other related emergencies. Training in the National Incident Management System is necessary for all members of the Fire Services. To prepare for potential issues, the CFD has maintained a high level of Incident Management Training for all key personnel. The City offers a Command Post, which has many assets to manage a large-scale disaster at the local or county level and the Command Post should be maintained and upgraded as practical.

Recommendations

- Continually review and update the city Emergency Operations Plan
- Maintain the City's outdoor warning siren system, evaluate coverage and plan improvements if required
- Evaluate, plan, and budget to add additional outdoor warning sirens in the Highway corridor and other locations if needed.
- Maintain membership in the Mutual Aid Box Alarm System
- Actively participate in the Coles County LEPC
- Evaluate need for a reverse 911 system or other public notification system
- Develop and collaborate on an emergency response (mapping) plan for the current and future trail system

Goal 5

Maintain Specialized Teams that would be an asset to the residents of the City.

Specialized Teams

The CFD is part of Division 26 Mutual Aid Box Alarm System (MABAS) and currently hosts the MABAS Statewide Deployable Hazmat and Technical Rescue teams. These Teams are expected to provide protection to the 14 counties which account for over 6500 square miles.

Recommendations

- Continue to evaluate and replace equipment as needed
- Look into the feasibility of combining teams with other MABAS Divisions



Policy Areas

Police Protection Services

The Charleston Police Department (CPD) is dedicated to protecting life and property in the City of Charleston.

CPD Mission Statement:

"It is our mission and duty to protect life and property in our community. We will treat everyone with whom we come into contact with dignity and respect, while recognizing and appreciating the diversity among the members of our community. We will strive to be innovative, to work in concert with our citizens, and to use all available resources both effectively and efficiently to address crime, the causes of crime, and the fear of crime in our community."

CPD will recognize that we are accountable to our community and CPD will be aware of direct impacts to the quality of life of our citizens. We will apply the law fairly and ethically, emphasizing quality in everything we say and do. We will recognize that the noble profession of policing involves more than enforcement of the law. It involves a spirit of public service, a promise of honesty and integrity, and a responsibility to maintain the freedoms guaranteed by the Constitution, and a commitment to personal and professional excellence.



Table 10: Crime Statistics

Index Crimes*	2013	2014	2015	2016	2017	2018	2019
Murder	0	1	0	0	2	0	0
Sexual Assault	11	20	17	12	21	14	21
Robbery (armed / strong armed)	5	7	12	16	6	6	5
Aggravated Assault / Battery	34	37	47	52	50	88	65
Burglary (all types)	111	171	139	108	101	75	43
Home Invasion	6	7	3	5	1	3	2
Theft (all types)	211	241	211	272	269	329	230
Motor Vehicle Theft	9	4	13	11	19	8	12
Arson	1	1	1	1	5	1	3
Totals	388	489	443	477	474	524	381

*** Index Crimes are reported to the FBI as part of the Uniform Crime Reporting Statistics**

Other Areas of Interest	2013	2014	2015	2016	2017	2018	2019
Domestic Battery	138	151	164	179	199	185	193
Agg. Domestic Battery reports	9	5	10	5	6	6	5
City Poss. Of Drug Paraphernalia	24	44	35	35	50	77	43
City Possession of Cannabis	26	37	36	31	49	84	62
Methamphetamine Arrests	4	7	16	7	15	44	86
Calls for Service	13,215	14,007	14,041	14,838	13,407	14,366	18,460

Public Safety

City Ordinance	2013	2014	2015	2016	2017	2018	2019
Selling Alcohol w/o License	2	0	0	2	1	0	0
Gift or Sale of Alcohol to Minor	3	10	5	5	0	0	0
Minor in a Licensed Premise	11	23	11	9	10	4	4
Misrepresentation of age by Minor	2	9	3	2	1	0	0
Purchase/Acceptance of Alcohol	77	136	95	61	42	41	37
Minor Possession of Alcohol	28	34	26	12	10	18	11
Possession of False ID	13	38	16	26	18	9	7
Illegal Transportation	0	0	1	1	0	1	0
Public Possession of Alcohol	36	122	79	60	22	47	47
Possession of Keg w/o Permit	0	0	0	0	1	0	0
Obscene Conduct	14	19	13	25	18	19	16
Disturbing the Peace	11	29	13	11	10	10	4
Totals	197	420	262	214	133	149	126

SAFE CITY RANKINGS

In 2015, the City of Charleston ranked #2 as the safest places in Illinois for “midsized cities” by “ValuePenguin” using FBI Crime Report data. The City was listed at #16 as the Safest City in Illinois.

In 2016, Charleston was ranked in the Top 10 Safest College Towns in America; and in 2017, the City of Charleston ranked as #27 of the 50 safest cities in Illinois and #2 in the safest college towns in America by “Safewise”.

In 2019, the City of Charleston was named in the “Best College Towns in America” list by “The Center Square” and published in “News-Press Now.com. Charleston, home of Eastern Illinois University was the highest-ranked Illinois town on the list; and ranked 19th overall out of 415 towns and cities and fourth on the list of “Best Small Cities” in America.

Goal 1

Study existing facilities and equipment and plan for improvements where feasible.



Currently, the police department is located in a space downtown. In the future, two options exist that could provide a larger space for the Charleston Police. The first option is to locate within a new city administration building in the Central Business District. Another option may be to consider a separate Public Safety Building in the city that would also house the fire activities. In 2020, the City plans to remodel the current facility to comply with ADA requirements and general updates and the City should execute these required improvements.

Policy Areas

The Charleston Police Department (CPD) currently has a 50-yard target range, which limits the types of firearms training that can be completed at the facility. One option is to eventually extend the range to 100 yards. This would allow for longer and better rifle training for officers of the Charleston Police Department as well as neighboring agencies.

The range facility also houses the CPD vehicle impound lot where vehicles are stored until sold for drug related and general crimes.

The City of Charleston is currently participating in an interagency cooperative telecommunications project called GovTC. With GovTC, the current LEADS system and internet service will be implemented with the tower to improve speed of those services. With GovTC, the CPD is planning to change over to a simulcast radio system thus improving communications throughout the city.

Additional equipment needs for consideration include:

- Digital radios
- Squad car camera and body camera maintenance and digital storage
- Upgrade and maintain fleet tasers
- Upgrade and maintain firearms
- Additional fencing and cameras for the impound yard
- Simulcast Radio System / continue and expand GovTC functions
- Upgrade internet service / continue and expand GovTC functions
- Upgrade additional video feeds
- Upgrade LEADS service
- Explore cooperative agreements with CRT for vehicle upgrades

Goal 2

Evaluate and plan to provide the highest level of police protection and crime prevention to the community.

Actively partner with all City departments and external entities in order to provide relationships needed to ensure quality public service to the community.

The CPD needs to continue to work and collaborate with all City departments. For example, the CPD also needs to continue to work with the City's Building Department on property maintenance and visual blight issues in the City. As part of these relationships, the Police Department should also continue to maintain all AED's, First Aid Kits and other emergency kits at all city facilities and vehicles. This includes offering emergency kits in partnership with the Fire Department as part of first responder life-saving efforts.

In addition, the CPD needs to maintain its external partnerships including but not limited to: City of Mattoon Police Department, Eastern Illinois University, Coles County Sheriff's Office, Illinois State Police, IDNR, East Central Illinois Task Force.

Continue a strong public education program for the community.

The CPD has a strong presence in the school system and adding a dedicated school resource officer needs to be considered. The CPD should continue participating in Eastern Illinois University's annual "Good Neighbors" program. The CPD should expand its community policing efforts and other community relationship programs through events and festivals including the annual Red, White and Blue Days at Morton Park. Other programs should be expanded including an active Neighborhood Watch Program and the Citizens Police Academy. Continuing strong community relationships is critical to the success of the CPD.



Goal 3

Maintain highly trained police department personnel.

Recommendations

Continue regular trainings exercise and additional training opportunities

The CPD averages 3,061 hours of total training annually. The CPD continues to strive to be one of the leaders in the law enforcement community in training and some CPD officers are instructors. The following are some of the trainings CPD specializes in:

- Firearms
- Defensive Tactics
- K9
- Sniper
- ALICE
- DUI Enforcement
- Crime Scene Processing
- Juvenile
- Taser

Policy Areas

The CPD officers are trained in Cultural Competency programs that discuss how changing demographics affect police services, understanding cultural differences within each agency, eliminate discriminatory practices and understanding generational differences. First responder training includes language skills, non-verbal communication of different cultures, LGBT awareness, understating community perception, implicit bias and cultural conflict recognition. Community policing techniques are also included to teach overcoming bias against police, building trust and legitimacy with diverse communities, problem solving and bridging gaps between police and community and the history of racial profiling.

Cultural Diversity training was provided by the East Central Illinois Mobile Law Enforcement Training Team MTU #13 where the curriculum included:

- Cross-Cultural communication skills for law enforcement
- Identifying values that represent a tolerant life outlook
- Examining personal perceptions of diverse populations
- Understanding personal value system and how they relate to diversity
- Understanding how diversity affects law enforcement
- Recognize the importance of challenging inappropriate behavior
- Identify the impact of racist and discrimination on people
- Role of diversity in proofing criminal suspects

This course provided the following learning objectives:

- To be able to identity specific customs and habits of major ethnic groups
- To be able to identify the roadblocks to tolerance
- To be able to understand the police culture and its effect upon tolerance
- To be able to recognize opportunities to increase the dialogue between groups
- To understand the impact of intolerance upon an organization
- To be able to enhance relationships between groups
- To be able to develop an individualized program for stress reduction

The CPD will continue to seek out the most advanced training for our current law enforcement leaders within the department. Sergeants will attend leadership courses through the Law Enforcement Training and Standards Board's Executive Institute, while Lieutenants will be encouraged to attend the FBI National Academy and Northwestern's School of Public Safety's Staff and Command. This will ensure a smooth transition for police administration in the future.

Goal 4

Maintain an active role in Emergency Management activities.

Emergency Management



Fire Departments and Police Departments have taken a larger role within the communities in an “All Hazards” approach to incident management. County Emergency Management Agencies are relying more on Fire Services and Police Department to help in the mitigations of weather and other related emergencies. Training in the National Incident Management System is necessary for all members of the Police Services. The City offers a Command Post, which has many assets to manage a large-scale disaster at the local or county level and the Command Post should be maintained and upgraded as practical. CPD and CFD

will continue to maintain our current practice of a unified command structure during critical incidents and disasters. CPD officers will continue to jointly train with fire personnel in areas such as active shooter, mass casualty, and natural disaster drills.

Goal 5

Maintain Specialized Teams that would be an asset to the residents of the City.

Specialized Teams

- The CPD is part of East Central Illinois Drug Task Force
- The CPD maintains a 24/7 Crime Scene Unit for major crime scenes
- The CPD currently has 5 bicycle officers for special events and patrol functions
- The CPD has two full-service Police Canine Units
- The CPD has a certified Internet Crimes Against Children Investigator and the CPD has a Chaplain that is available to residents if requested



Recommendations

- Continue to evaluate and replace equipment as needed
- Continue to train and certify officers in these areas when current officers are promoted or retire

Policy Areas

CFD, CPD and Eastern Illinois University

The CFD and the CPD will continue to work with, cooperate and collaborate with, and maintain its long-lasting partnership with Eastern Illinois University.

The Charleston Fire Department provides fire protection services and emergency medical services to EIU's campus and off-campus residents. CPD and the University Police Department (UPD) provide joint police protection services during heavy call volumes and have worked together with joint patrols.

CFD works with EIU to assist resident hall assistants in annual fire training exercises and offers ongoing training to EIU faculty and staff. CFD coordinates internship and practicum opportunities for students in nursing, fire training, emergency management along with ride along programs. City officials, including with CFD and CPD make presentations to EIU classes and are available to the EIU media outlets to relay information and stories. The City has worked with EIU's Geography Department to help develop computer mapping and GIS information to assist with public safety needs in the City and during events. The City of Charleston also provides staff, officials and public safety personnel as part of the annual "Good Neighbors Program" to welcome off-campus students back to Charleston each fall semester.

EIU permits Charleston to train at its facilities including: confined space training exercises at the EIU power plant and steam tunnels along with rappelling training from its buildings. CFD also coordinates with EIU during annual testing and training with its fire suppression facilities. Training exercises include active shooter drills with CFD and CPD. In 2013, EIU and CFD conducted a high-rise drill that involved numerous local fire departments and volunteer fire organizations. In 2012, EIU hosted a state wide drill that included numerous public safety agencies throughout the region.

The CFD and CPD conduct educational programs with EIU including demonstrating fire sprinkler "side by side" demonstrations during EIU family weekend football tailgate. CFD provides ambulances on standby during home EIU football games and Charleston offers its public safety command trailer for major incidents.

EIU and CFD perform monthly warning siren testing and city officials are part of the EIU Alert System which provides real time information during public safety events on and close to campus. For larger events, EIU's safety officer prepares Incident Action Plans as part of emergency preparedness which includes response information for both CFD and CPD.

Recent communications upgrades at EIU to allow (UPD) to have "radio interoperability" with Charleston to allow for better shared radio communications. As previously detailed, EIU and Charleston are part of a 5-entity intergovernmental cooperation agreement called "GovTC" to install upgraded communications facilities across the County; and EIU allows additional shared communication facilities to be located on buildings and structures on campus.

Public Safety recommendations with EIU include continuing its on-going partnership, sharing assets, sharing communication and continue the strong on-going relationship between the City of Charleston and Eastern Illinois University in all areas including: response, incident management, education, training, facilities and equipment. Monthly meetings ensure continued open communication with CPD, CFD and UPD and this positive relationship will continue into the future.

Detail Sections and Implementation

Policy Areas

Implementation Plan

This Comprehensive Plan for the City of Charleston embodies ideas and concepts, policies, and directions, rather than ridged specifications. Future needs have been examined in terms of population, housing, economy, physical and natural features, land use and infrastructure. Policies have been developed for each of these topics to guide the city in reaching and accomplishing needs and goals.

Leadership and legislation must exist in Charleston to make the Comprehensive Plan a success. Adoption of this Comprehensive Plan 2020 Update by the City Council assures the policies embodied in this plan are followed. After the City Council adopts the Comprehensive Plan, the Board of Zoning Appeals and Planning and City officials have the responsibility of implementing the policies outlined in the Plan. After revisions are made to the existing ordinances, the Board of Zoning Appeals and Planning should continue to keep the proposals in this Comprehensive Plan up to date. The Steering Committee that guided the preparation of this Comprehensive Plan should continue to monitor the implementation and application of its policies.

Since 1996, citizens of Charleston had the opportunity for input in the planning process. Implementation of this Comprehensive Plan will make necessary cooperation between organizations such as the Charleston Area Chamber of Commerce, Coles County, the City of Mattoon, Eastern Illinois University, Lake Land College, Coles Together, private business groups, residents, developers and local volunteers.

It is the responsibility of the City Council to identify financial resources and to budget funds to carry out the policies of this Plan. Proper planning would help assure that the city grows according to its ability to fund essential services and infrastructure. New and innovative methods of financing public improvements and services should be studied and implemented as appropriate to stabilize the burden paid by the existing community.

Status of Previous Planning Efforts

Over the years, many of the actions and recommendations identified in the strategic planning effort *Charleston Tomorrow (1996)* have been realized. In order to avoid any overlap in planning efforts, the actions that have been achieved, and remain open, were taken into account during the process of developing this 2020 Comprehensive Plan Update.

In addition, the goals and recommendations of the 1999 Comprehensive Plan and the 2009 Comprehensive Plan have also been incorporated, where practical, in this 2020 Comprehensive Plan Update.

All past efforts are detailed in the following Capital Improvements Plan and Community Development Work Plan.

Policy Areas

Capital Improvements Plan and Community Development Work Plan

The development of a Capital Improvements Plan and Community Development Work Plan helps assure the City grows according to its ability to fund essential services and infrastructure that is consistent with this planning document. This Capital Improvements Plan and Community Development Work Plan identifies individual projects, plan of action, progress summary and associated costs. The following workplan allows for transparency and accountability to City residents and stakeholders. This detail is important as future improvements must be made to accommodate growth and development in the community. The following detail is a summary of capital improvements and community development tasks that pertain to recommendations made in this plan. To compliment this plan, City officials develop department specific 5-Year Work Plans that are revised annually.

2020 CAPITAL IMPROVEMENTS PLAN and COMMUNITY DEVELOPMENT WORK PLAN

Capital Improvements Plan

Study Topic	Plan Document	Project Description	Plan of Action	Progress Summary	Cost
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Aesthetics / Beautification

2020-1	1999 & 2009 Comp Plan (AB1)	Establish gateway features at the four major approaches to the City City Manager Director of Public Works Director of Parks and Rec	Submit general plan to IDOT to get concept approval.	DELAYED due to ROW acquisition/issues. IDOT has informed us that we can provide for gateway type structures but NOT on their ROW. City should determine appropriate location and private property acquisition if necessary, for these improvements.	\$40,000
2020-2	1999 & 2009 Comp Plan (AB3)	Improve backside of buildings downtown City Planner	Make this part of TIF Redevelopment Agreements where practical.	Continued working on these improvements via TIF District Grants. Hope to make more progress through termination of the TIF District.	\$10,000 per building
2020-3	1999 & 2009 Comp Plan (AB5)	Maintain/replace trees around the square Director of Parks and Rec	In consultation with the Tree Commission, develop a formal tree replacement plan for downtown and determine if these are eligible TIF costs. Adopt a plan that identified appropriate species for this specific urban setting.	Crews continue to replace trees (when they die) around the perimeter and side streets of the square. The trees around the square should be removed and replaced in the very near future. The roots have, and will continue to, cause damage to the sidewalks and decorative lighting structures around the square. A different species/types of tree should be selected that are more suited for this environment in the future.	\$40,000

Economic Development

2020-4	1999 & 2009 Comp Plan (ED1)	Create University related visitor information/commercial village along Lincoln Ave Director of Public Works City Planner	Develop and adopt Lincoln Avenue Master Plan.	Started with the Neal Burnham Welcome Center. IDOT TO RENOVATE LINCOLN AVENUE starting in 2019 – signals, pedestrian controls, ADA transition crosswalks, milling & overlay of pavement. City approved agreement with IDOT for our share of work in 2018.	\$100,000
2020-5	City Council Retreat Master Priority List	Will Rogers Theater City Manager City Planner	Work with owner to negotiate a TIF Redevelopment Agreement	Continue to work with new owner and encourage tenants that generate foot traffic and to improve property appearance. Property now listed on the National Historic Register and is a local landmark and fund raising efforts were started but on hold. City wants owners to stabilize and take initiative to restore and/or remodel this historic site. Looking for a plan and private financing before committing TIF dollars.	\$250,000 TIF

Study Topic	Plan Document	Project Description	Plan of Action	Progress Summary	Cost
Housing					
2020-6	1999 & 2009 Comp Plan (H1)	<p>Acquire vacant and blighted properties for redevelopment in targeted areas. Demolish/purchase blighted properties for redevelopment</p> <p>City Planner</p>	Incorporate Community Residential Revitalization Plan in 2020 Comprehensive Plan.	Ongoing Program	\$25,000/yr.
Historic Preservation					
2020-7	1999 & 2009 Comp Plan (HP1)	<p>Renovate 6th and 7th Streets between Lincoln and the Central Business District</p> <p>Director of Public Works City Clerk HPC</p>	Retain a historic atmosphere by installing, where practical, brick sidewalks, architectural lighting fixtures, curbs, gateway / signage, etc.	Ongoing Program	
2020-8	1999 & 2009 Comp Plan (H1)	<p>Create focal point at intersection of historic corridor and Town Branch Greenway at the south edge of the Civic Business District</p> <p>Director of Public Works City Clerk HPC</p>	Create natural improvements where practical to create focal points near the historic corridor that may include, where feasible, historic/heritage trees and plants. Ask the Tree Commission and other groups to provide input.	City crews cleared branch from historic bridges on 6th and 7th Streets. City acquired property from Williams family adjacent to the library along 4th Street which will create natural habitat and "butterfly hotspots" to enhance the area and create natural improvements. Ongoing Program	\$5,000/yr.
Parks & Recreation					
2020-9	1999 & 2009 Comp Plan (PR1)	<p>Develop pedestrian linkages between parks and other major land uses to encourage physical activity and alternative modes of travel throughout Charleston</p> <p>Director of Public Works City Planner</p>	Implement 2018 Bicycle and Pedestrian Plan; Implement Beautification Development Plan for the Lincoln Prairie Grass Trail (LPGT).	In 2017, the City partnered with City of Mattoon for improvements to the LPGT between the two communities. The ITEP Grant Project will go out for bid in early 2019 with construction starting early spring/summer 2019. Work on Charleston's portion of the ITEP GRANT will be completed by Fall 2019. City officially adopted its first Bike Pedestrian Plan in spring 2018. This plan will guide the city in its efforts to develop and promote formalized bicycle pedestrian planning throughout the City and incorporates routes through EIU as well. Council approved the BPAC Committee members in October, 2018.	\$9,000 / yr.

Study Topic	Plan Document	Project Description	Plan of Action	Progress Summary	Cost
2020-10	1999 & 2009 Comp Plan and City Council Retreat Master Priority List (PR2)	<p>Lake Island Tract and Lake Charleston Master Plan. Create new public recreation spaces and waterfront access around Lake Charleston</p> <p>City Manager Director of Public Works City Planner Director Parks and Rec</p>	<p>Purchase / acquire additional property surrounding Lake Charleston and continue with Lake Charleston development projects. Discuss, consider, and advise on best course of action to move ahead to implement projects consistent with the Lake Charleston Master Plan and the City's interests. Construct additional trails, remove invasive species and add native habitat, dredge the sedimentation pond, complete the rip-rap project around entire Lake where practical to provide trail access and recreation / fishing access (and fishing rock piers) and continue working on facility improvements that also address health, safety and general welfare of the community. Develop plans to construct new trails on the north side of the lake (formerly Fifield property and land north of the water plant). Develop plans to asphalt north side lake trail to connect to Stoner Dr; implement plans to cross the river to GPF property.</p>	<p>City crews continue clearing the Lake Island hillside from invasive species (shrubs, brush and trees). A new restroom was constructed near the Alex Russell Pier. An ADA parking lot adjacent to the restroom was completed in 2016. New trails including the paved levee trail were completed in 2016. A new pavilion and restroom facility was opened in 2018 near the spillway. The majority of costs were covered by a CACF grant. City crews continued redevelopment of the area in 2018 including a new parking area and roadway improvements. A new playground area was completed in 2018. Beautification of the LIT is ongoing including; tree planting, pollinator area and landscaping and other habitat is in progress. Established collaborations with lots of groups to aid in funding and long-term maintenance. Continue improvements including "Dam A" reconstruction and other significant work at the Lake in 2019 and beyond. All of the projects are being financially supported by the CACF through grants as well as donations from other civic and charitable groups lending their assistance and support.</p>	
Transportation					
2020-11	1996 Charleston Tomorrow (1-1)	<p>Fix ravines at McKinley Avenue</p> <p>Director of Public Works</p>	Design and construct improvements to street.		
2020-12	1996 Charleston Tomorrow (2-4)	<p>Improve Lover's Lane</p> <p>Director of Public Works</p>	PRIORITY: HIGH - Design and construct improvements to street and plant additional trees as appropriate on the south side of the lane.	Now an FAU route and Federal Fund Eligible – we could consider the project for STU FUNDS in the future.	
2020-13	1996 Charleston Tomorrow (3-3) and 1999 & 2009 Comp Plan (T16)	<p>Improve Douglas and Coolidge from Lincoln Avenue to University Drive</p> <p>Director of Public Works</p>	PRIORITY: HIGH - Design and construct improvements to street.	We could consider the project for STU FUNDS in the future. Crews may be constructing a portion of this in the next three to five years now. Originally, this task was on the "not in 10 years" program. (Only possible if we do sections in-house).	\$1,200,000
2020-14	1996 Charleston Tomorrow (3-4)	<p>Extend Douglas to Decker Springs Road</p> <p>Director of Public Works</p>	Design and construct improvements to street.	Not feasible in next 10 years.	

Study Topic	Plan Document	Project Description	Plan of Action	Progress Summary	Cost
2020-15	1996 Charleston Tomorrow (3-6)	Improve Coolidge and Lee's Nursery Road between University and IL-130 Director of Public Works	Design and construct improvements to street.	Most of this is a Township Road (from Hickory Ridge to IL 130). Not feasible in next 10 years.	
2020-17	1999 & 2009 Comp Plan (T4)	Extend 1420E from Coolidge to Reasor Road (1000N) Director of Public Works	Design and construct improvements to street.	Not feasible in next 10 years.	
2020-18	1999 & 2009 Comp Plan (T5)	Extend Coolidge from 1400E to SR130 Director of Public Works	Design and construct improvements to street.	Not feasible in next 10 years.	\$3,000,000
2020-19	1999 & 2009 Comp Plan (T6) and 1996 Charleston Tomorrow (1-8)	Extend/upgrade Harrison Street from Division Street to Fuller Drive Director of Public Works	Design and construct improvements to street.	Not feasible in next 10 years.	\$900,000
2020-20	1999 & 2009 Comp Plan (T7) and City Council Retreat Master Priority List	Upgrade 10th and 11th Streets from Lincoln Avenue to Madison Avenue Director of Public Works	Design and construct improvements to street.	Water main, sidewalk and resurfacing has been designed from Lincoln Avenue north to Madison Avenue. 10th Street work completed in 2018 from Lincoln Avenue to Madison Avenue. 11th Street timeline is now being considered for construction to commence in 2022/2023 if possible.	\$500,000
2020-21	1999 & 2009 Comp Plan (T8) and 1996 Charleston Tomorrow (3-2)	Upgrade Polk Ave. from Reynolds Drive to SR16 Director of Public Works	Upgrade 10th and 11th Streets from Garfield to Madison.	Not possible in next 10 years.	\$1,200,000
2020-22	City Council Retreat Master Priority List	Lincoln Avenue project from Douglas Avenue to Hawthorn Drive Director of Public Works	Engage with third party consultant to develop and adopt Lincoln Avenue Master Plan. IDOT to design and construct road surface and traffic signal improvements (including completing countdown signals at all required locations).	Only a couple of locations left without Countdown signals in the City now (Douglas, Reynolds and 18th Street) and will address as time and funding allows. IDOT working on design for Lincoln Avenue improvements and ROW acquisition completed. Plans call for new ADA ramps and traffic signals along Lincoln Avenue. Lincoln Avenue improvements are to be coordinated with the City's bike plan. Council approved an LOA with IDOT in October, 2018 for City's share of project costs. IDOT's Lincoln Avenue improvements project to commence in 2019 and be completed by 2020.	
2020-23	City Council Retreat Master Priority List	9th & Lincoln Intersection Director of Public Works	Select an engineer to study geometrics and signal upgrades. Secure MFT as a revenue source.	Still tabled due to problems with SW quadrant (ROW). Considering options.	

Study Topic	Plan Document	Project Description	Plan of Action	Progress Summary	Cost
2020-24	City Council Retreat Master Priority List	Streets and Storm Sewers 9th to 12th south of Lincoln to Cleveland Avenue Director of Public Works	Select an engineer to study needed improvements and design scope of work for contractors. Secure sufficient revenues.	Engineering for project revised after 9th & Lincoln project was tabled/delayed due to ROW concerns. City crews to work on this project based upon capital improvement plan schedule. 12th Street will be the focus and drainage plans for 12th St are complete. Plan to make these improvements in house, project tabled due to funding.	
2020-25	City Council Retreat Master Priority List	Street project 5th and Madison Avenue Director of Public Works	Design and construct traffic signal improvements.	Intersection was overlaid with new asphalt in 2018 and new striping and detectable signal loop completed. Traffic signals will be used from Lincoln Avenue to replace the old signals at this location.	
2020-26	City Council Retreat Master Priority List	Street project 15th Street - Harrison to Smith Drive Director of Public Works	Design and construct improvements to street.	City crews to work on this project based upon capital improvements plan schedule planned in 2021.	
2020-27	City Council Retreat Master Priority List	Bridge - 8th Street Director of Public Works	Continue to monitor status. Consider repair or replacement based upon findings.	Status the same.	
2020-28	Public Works Priority List	Reynolds Drive Bridge Director of Public Works	Continue to monitor status. Consider repair or replacement based upon findings.	Status the same.	
2020-29	1999 & 2009 Comp Plan (T18)	Formalize and improve parking areas through consolidation and landscaping, especially in Central Business District and adjacent to EIU campus Director of Public Works	Design and construct improvements. Incorporate appropriate trees and shrubs for urban setting. Utilize feedback from Tree Commission.	In 2017, city crews and contractor restriped the parking lanes and cross t's. We also approved a 30 min parking ordinance and purchased and installed 4 (30) minute parking spots on the perimeter of the square to provide some relief during heavy use periods. Ongoing Program	\$200,000

Study Topic	Plan Document	Project Description	Plan of Action	Progress Summary	Cost
2020-30	1999 & 2009 Comp Plan (T19) and City Council Retreat Master Priority List	<p>Create pedestrian and bicycle paths / regional bike trail system</p> <p>Director of Public Works City Planner Director Parks and Rec</p>	Implement 2018 Bicycle and Pedestrian Plan. Construct ITEP Lincoln Prairie Grass Trail (LPGT) Improvements and RTP LPGT Improvements. Construct new trailheads on 6th Street and along LPGT and where practical. Expand efforts beyond Lake Charleston trails.	Lake Charleston bicycle & hiking trails & pathways around the lake have been constructed which connect to Sister City Park with more to come. City received a grant from Lumpkin Foundation to contract with Ride Illinois to create a comprehensive bike plan for the community. Partnered with EIU and others to develop the bike plan. The Charleston Board of Zoning & Appeals & Planning Board (BZAP) recommended, and the City Council approved/adopted, the City's official Bicycle Plan in May, 2018. The Council approved the creation of the Bicycle & Pedestrian Advisory Committee in October, 2018. The Committee (BPAC) began meeting in November, 2018. City staff have already initiated the installation of way-finding signs in the north half of Charleston (summer 2018). More work to follow this winter / spring 2019. New bike lanes to be formally marked in summer 2019 to connect LPGT to EIU and south to Sister City Park/Lake areas. Engineering Department has initiated / negotiated ROW from property owners on N. side of Lincoln Avenue between 6th & 7th Street. Hope to complete purchase/ROW's in 2018 or early 2019. Ongoing Program.	\$500,000
2020-31	City Council Retreat Master Priority List	<p>Street and Sidewalk Conditional Rating Survey and Sidewalk Condition Survey</p> <p>Director of Public Works</p>	Update and implement the street Conditional Rating Survey and address highest priority street segments detailed in the CRS. Update and implement the sidewalk "worst to first" program.	Work on this approach began in 2004 and continues today. Streets and sidewalks are replaced based on these methods.	
2020-32	1999 & 2009 Comp Plan (T20) and City Council Retreat Master Priority List	<p>Sidewalk Improvements</p> <p>Director of Public Works</p>	Update Sidewalk Condition Inventory and continue to fix sidewalks on a "worst to first" basis. Use City crews and/or hire contractor(s) to remove and replace sections. Use appropriate fund(s) as revenue sources and projects related to street and utility projects to be top priority.	City continued to complete its annual program of "Worst to First" in addition to repairs during street and utility projects. City was awarded CDBG Sidewalk Grant (RLF CLOSEOUT GRANT) to repair/replace 4.17 miles of sidewalk commencing in 2018 with completion estimated in 2020. \$654K will be spent on this project. Both City crews and contractors will be used to perform sidewalk improvements. In addition, Public Works has identified 250 intersections with no sidewalk ramps.	\$846,450 per mile

Study Topic	Plan Document	Project Description	Plan of Action	Progress Summary	Cost
Infrastructure & Facilities					
2020-33	1996 Charleston Tomorrow (5)	Relieve flooding of homes and buildings and streets Director of Public Works			
2020-34	1996 Charleston Tomorrow (5-4)	Enlarge storm sewer and inlet on Macomb Street Director of Public Works	Design and Construct Improvements.	On long list of possible drainage improvements. Not a priority right now. Other work is more important to Public Works Department.	
2020-35	1996 Charleston Tomorrow (6-1)	Route 316 subways improve inlets (IDOT) Director of Public Works	Design and Construct Improvements.	Not feasible in next 10 years.	
2020-36	Public Works Director	Evaluate flooding conditions at Madison Avenue and 18th Street Director of Public Works	Design and Construct Improvements.	This area has seen standing water with heavy rains but is not technically in the FEMA designated floodplain.	
2020-37	City Council Retreat Master Priority List	I & I - Inflow and Infiltration of Sanitary Sewer System Director of Public Works	Conduct additional studies (as required) to determine any cross-over connections and leaks and use crews and contractors to correct I & I issues that have been identified. Consider code enforcement for private properties.	EIU continue to address and move forward with their plans to make utility (storm & sewer) improvements on campus to alleviate any issues downstream on our systems. They splashed "all" of the 5 buildings that were sending considerable storm water to the City's system. EIU work is complete.	
2020-38	1996 Charleston Tomorrow (7)	Re-establish ditch on problem oil and chip streets Director of Public Works	Design and Construct Improvements.	Use our new mini excavator to complete this work.	\$480,000
2020-39	1996 Charleston Tomorrow (8)	Construct curb, gutter and storm sewer to replace ditches on oil and chip streets Director of Public Works	Design and Construct Improvements.	Ongoing Program	\$480,000
2020-40	1996 Charleston Tomorrow (9-1)	Ensure reliable domestic water service Director of Public Works	Obtain IEPA permits to construct new water mains to replace old galvanized mains.	Ongoing Program	
2020-41	1996 Charleston Tomorrow (9-2)	Replace deteriorated, undersized mains Director of Public Works	Design and Construct Improvements.	Ongoing Program	
2020-42	1996 Charleston Tomorrow (10 & 11)	Provide adequate fire protection and adequate pressure and flow for domestic use to all parts of the city as identified in the 1995 study. Improve water pressure and flow to all parts of the city Director of Public Works	Strengthen water main grid with new 8 in. and 6 in. mains to older parts of the City; move fire hydrants to new mains and connect to short runs of old mains that have individual service taps.	Ongoing Program	
2020-43	1996 Charleston Tomorrow (12)	Improve and extend water service Director of Public Works	Design and Construct Improvements.	Ongoing Program	

Study Topic	Plan Document	Project Description	Plan of Action	Progress Summary	Cost
2020-44	1996 Charleston Tomorrow (12-1)	Loop water main northerly back to City Director of Public Works	Design and Construct Improvements.	Not feasible in next 10 years	
2020-45	1996 Charleston Tomorrow (12-2)	Construct 12 in. water main loop around east side of City Director of Public Works	Design and Construct Improvements.	Not feasible in next 10 years	
2020-46	1996 Charleston Tomorrow (13)	Eliminate sanitary sewer overflows into houses Director of Public Works	Design and Construct Improvements.	Ongoing Program	
2020-47	1996 Charleston Tomorrow (13-1)	Replace interceptor sewer on E Street Director of Public Works	Design and Construct Improvements.	Not feasible in next 10 years	
2020-48	1996 Charleston Tomorrow (13-2)	Abandon old interceptor between 14th & 18th Street Director of Public Works	Design and Construct Improvements.	Not feasible in next 10 years	
2020-49	1996 Charleston Tomorrow (13-4)	Replace 18 in. interceptor between State Ave. to Madison Director of Public Works	Design and Construct Improvements.	Not feasible in next 10 years	
2020-50	1996 Charleston Tomorrow (13-5)	New sewer lines 1st Street & 2nd Street, Tyler and Polk Director of Public Works	Design and Construct Improvements.	Not feasible in next 10 years	
2020-51	1996 Charleston Tomorrow (13-6)	Take yard drains off sanitary sewer systems, Division and Grant Director of Public Works	Design and Construct Improvements.	Part of I/I investigation now (on list of improvements now).	
2020-52	1996 Charleston Tomorrow (13-7)	Separate storm and sanitary sewer systems Director of Public Works	Design and Construct Improvements.	Ongoing Program	
2020-53	1996 Charleston Tomorrow (13-9)	Find and repair sources of inflow Director of Public Works	Design and Construct Improvements.	Ongoing Program	
2020-54	1996 Charleston Tomorrow (15)	Extend sewer system to growth areas Director of Public Works	Design and Construct Improvements.	Ongoing Program	
2020-55	1999 & 2009 Comp Plan (IF1)	Extend water and sewer services as identified Director of Public Works	Use IEPA Facilities Plan as a guide to determine locations for water and sewer main extensions.	Would prefer to keep infrastructure extension as an offer to a perspective developer if / when they come to develop. Using IEPA facilities plan as a guide to extension locations. Not planned in next 10 year unless new development requires it.	\$5,000,000

Study Topic	Plan Document	Project Description	Plan of Action	Progress Summary	Cost
2020-56	City Council Retreat Master Priority List	Wastewater Treatment Plant and IEPA Regulations - Nutrient Removal Director of Public Works	First, study alternatives for point source improvements vs non-point source improvements and costs for nutrient removal program.	City budgeted for study of Nutrient Removal using consultant (Donahue & Associates) for planning phase. Then will hold until directed by IEPA to proceed. Timeline unknown. Possible State / Federal mandate coming to remove phosphorous during treatment. High cost is anticipated. Awaiting a specific deadline, so the timeline is subject to change. Looking at alternatives with University of Illinois Watershed Extension, NRCS and Sand County Foundation.	
2020-57	City Council Retreat Master Priority List	Study and implement solar systems at Water and Waste Water Treatment Plants and other City Facilities if practical Director of Public Works	Continue to study potential for solar system for Water Plant and Wastewater Plant and other City facilities. Design and construct if feasible.	Purpose is to provide alternative clean energy for facilities using savings through credit programs. City approved funds to apply for solar tax credits in 2020. Solar system proposals are being considered for solar systems at WTP and WWTP.	
2020-58	1999 & 2009 Comp Plan and 1996 Charleston Tomorrow (IF2) and City Council Retreat Master Priority List	Build a multifunctional community center complex City Manager Director of Public Works City Planner Director Parks and Rec	Confirm need, study feasibility, identify revenue sources, site, design & construction costs, financing options, ongoing operation & maintenance costs.	Determine community expectations and commitment. Design and construct accordingly. (2017) Continued discussions with possible collaboration with Mattoon Community YMCA. Unfortunately, that possibility has now been put on hold (indefinitely). We'll pursue other options. City entered into IGA with the Charleston Township District for a \$400K grant to help fund the project/site development & infrastructure. W&S to be extended onto property in FY 2020. This includes street return & 250' of new City street to be constructed by First Christian Church commencing in the near future.	\$10,000,000
2020-59	City Council Retreat Master Priority List	Capital Asset Management Plan for Utilities Director of Public Works	Update CAMP annually with City Council input. Review planned water and sewer rate increases and consider adjustments. Review water and sewer policies annually to remain consistent with the results of the CAMP analysis.	Previous rate increases were implemented based on the CAMP program. City will continue to be conservative and protect our reserve funds to comply with IEPA mandates.	

Study Topic	Plan Document	Project Description	Plan of Action	Progress Summary	Cost
2020-60	1996 Charleston Tomorrow (9) City Council Retreat Master Priority List	<p>American with Disability Act Planning. Accommodate as many types of disabled persons in the community as possible through both construction and non-construction methods including sidewalks and parking projects</p> <p>City Manager Director of Public Works City Planner Director Parks and Rec</p>	Implement the City's ADA Transition Plan. Inventory sidewalk locations without ramps and delineators. Use GIS program and prioritize sidewalks with high traffic sites near schools, public facilities, and elsewhere.	Hired consultant to inventory and advise per federal law to correct deficiencies. City developed a comprehensive ADA Transition Plan. City continued Phase 1 level improvements and modifications at all locations. Examples include parking areas, sidewalks, signage, and playgrounds and facility improvements. Ongoing Program	
2020-61	City Council Retreat Master Priority List	<p>Water System / SCADA System</p> <p>Director of Public Works</p>	Purchase, replace 10+ year old computer used to control and track water system.	SCADA software still needs to be replaced when funding allows. This is not a necessity at this time, but will revisit replacement if emergency occurs.	\$45,000
2020-62		<p>IDOT access control on State Routes in the City</p> <p>Director of Public Works</p>	Work with IDOT to reduce or eliminate certain access control restrictions along Lincoln Avenue and 18th Street.		

Community Development Plan

Study Topic	Plan Document	Project Description	Plan of Action	Progress Summary	Cost
2020-63	1996 Charleston Tomorrow (1)	Update the comprehensive plan every ten years or as determined by City Council City Planner	Appoint committee to collect, analyze and summarize resources information. Hold public hearing to discuss the updating the Comprehensive Plan.	Charleston Tomorrow: 1996; Charleston Comprehensive Plan: 1999 and Updated in 2009 and in 2020.	
2020-64	1996 Charleston Tomorrow (2)	Update the Unified Development Code as needed City Planner	Form committee to review and develop recommendations regarding zoning ordinance issues. Hold public hearing to present updated ordinance recommendations. Examples of code issues that need resolved include but not limited to: Nonconforming Situations, Parking Standards, Signage, Density and Dimensional Standards / Maximum Building Coverage, Permitted Uses, Setback Requirements, Corridor Development District updates, Accessory Structures, Multi-Family Residential, Government Uses, Agricultural Uses, Self-Storage, Surface Parking Requirements, Electric Charging Stations, Landscape and Bufferyards and Fence Standards	Unified Development Code completed in March 2003 and updated as needed. City needs to create a working group / committee to review the current UDC for code wide revisions as determined.	
2020-65	City Council Retreat Master Priority List	Periodically review and update Building Codes as needed - Building, Electrical, Mechanical, Plumbing City Planner Building Code Official	Review current codes to determine if updates are necessary or required.	City last updated building related codes in 2011 with amendments in 2015 (adopted 2006 IRC and 2009 ICC Codes). City continues to review our codes annually and will consider changes as required by Federal and/or by State Law/Regulatory Agencies. City enforces the 2019 Illinois Plumbing Code and the 2018 Illinois Accessibility Code. In 2020, City intends to adopt the 2020 NEC Code.	
2020-66	1996 Charleston Tomorrow (3)	Update the Subdivision Ordinance (Unified Development Code) as needed City Planner	Form committee to review and develop recommendations regarding zoning ordinance issues. Hold public hearing to present updated ordinance recommendations.	Unified Development Code completed in March 2003 and updated as needed.	

Study Topic	Plan Document	Project Description	Plan of Action	Progress Summary	Cost
2020-67	1996 Charleston Tomorrow (5)	<p>Identify businesses best suited to Charleston (Retail Site Assessment) as needed</p> <p>City Manager City Planner</p>	Partner with the Charleston Chamber of Commerce for retail recruitment efforts. Update needs assessment for student and residents identifying what goods and services are needed and would be supported or feasible in the following areas; retail, entertainment, dining & recreation. Develop & implement a plan to meet the identified needs. Attract business to the community and Business Park that meet the criteria in the study.	Completed in April 2009. Buxton ID update in 2013 and Retail Strategies consultant hired in 2014. (2017) Terminated contract with Retail Strategies. Staff now engaged in recruitment until funds are available to finance a consultant again. Coordinated our efforts with w/Chamber staff. Hope to continue that relationship to strengthen recruitment efforts going forward.	
2020-68	1996 Charleston Tomorrow (5-5 & 5-6)	<p>Establish a central source of information for incoming businesses that can provide all of the information they need to know about the community; such as demographics, permit requirements & zoning</p> <p>City Planner</p>	Create an "ambassador group" to represent the different segments of the community to work with in attracting new businesses to the community or expanding the services of current businesses.	Established as the Department of Building and Development Services with new partnerships with the Chamber of Commerce.	
2020-69	1996 Charleston Tomorrow (5-4)	<p>Evaluate and determine appropriate financial incentive packages offered to businesses. These incentives may include tax abatements, the TIF district, tax credits and the enterprise zone</p> <p>City Planner</p>	Implement Business and Industrial Development incentive package and enter into redevelopment agreements where practical. Apply for new Enterprise Zone designation and add retail development component. Explore the benefits of the National Register of Historic Places program. ALL incentive programs should be part of development discussions and be located on the city's website and social media platforms.	In Process/ongoing; (2017) Business Incentives Package was developed by City Staff & Attorney and approved by Council. EZ Renewal Application due to DCEO in December, 2018 with awards in 2019; Coles County awarded new EZ designation beginning January 1, 2020. Coles Together to coordinate that effort and work with county/municipal staff to help develop application with consultant. Completed. Parts of City are now designated Opportunity Zone and New Market Tax Credit Program.	
2020-70	City Council Retreat Master Priority List	<p>Downtown TIF Redevelopment Projects / TIF District Extended Life</p> <p>City Manager City Planner</p>	Review Redevelopment Plan and explore new initiatives to implement. Explore 2nd TIF end date extension (requires legislative approval) when current TIF expires in December 31, 2022. Restore/remodel privately owned buildings and city facilities including the Police Station. Encourage worthy projects with complete applications.	Continuing the TIF program as is with new projects reviewed and approved annually. Several quality TIF projects are underway now and anticipate a few more in the next application cycle. In 2020, City working on steps to request a second TIF end date extension and hopes to submit the request to the State by the end of 2020. Major renovations of police station underway in 2020.	

Study Topic	Plan Document	Project Description	Plan of Action	Progress Summary	Cost
2020-71	City Council Retreat Master Priority List	Economic Development - Retail (and Recruitment Consultant) City Manager City Planner	Engage a retail consultant to refresh the City's retail studies to explore the potential for these types of facilities on sites around the City. Renew efforts with help from the Charleston Chamber of Commerce. Pursue leads that enhance existing business and attract new business. Transfer lead from consultants to staff for research and outreach. Explore applications for mobile devices that would create a one-stop economic development portal for the City.	City Manager and City Planner continue to be engaged with multiple retailers at various ICSC events over the past year. City Council did not budget for or approve a new consultant agreement in 2018. The costs simply outweigh the benefits achieved based on past results and we have more pressing expenditures that our GF must be directed to at this time. It is noteworthy that interest in Charleston persists at a time when enrollments at EIU are on the rise. Prospects and leads provide reasons to be positive. City personnel meet monthly with the Charleston Chamber Executive to discuss ongoing retail/economic development activities/initiatives. This is a worthy addition to recruitment efforts. City will attempt to re-engage with retail recruitment consultant in future City Budget or with contingency funds if possible.	
2020-72	City Council Retreat Master Priority List	Economic Development - Industrial City Planner	Study creating new "Corridor District" zoning district along 1000N. Begin discussions internally and expand discussion to other parties. Identify a vision and ways to achieve it. Continue economic development efforts in industrial influence areas.	Coles Together completed Enterprise Zone (EZ) application, submitted in 2018 and received State approval with DCEO in 2019 (start 1/1/2020). Continue economic development efforts and build on past success along Route 16 Corridor and 1000N. Look for additional opportunities elsewhere in town.	
2020-73	City Council Retreat	Expand Economic Development Base City Planner	Encourage expansion of economic development activities in service, industrial, commercial and tourism areas - to compliment the City's existing economic base.	City has worked to expand industrial and commercial interest. City has also recently expanded its tourism offerings through Lake Charleston in order to diversify its economic base. These efforts need to continue as tourism is a critical fourth leg in economic development.	
2020-74	City Council Retreat Master Priority List	Hotel Market Study City Manager City Planner	Use Hotel-Motel Taxes as revenue source for updated hotel study to engage with a hotel consultant for a hotel study (refresh or update existing study) to explore the potential for these types of facilities in the City. Use the City's Tourism Department, Historic Preservation Commission and Downtown merchants to remote downtown improvements and programs.	Last hotel study was completed in 2011. City continues recruitment efforts on hotel project and maintaining connections with contacts and hotel consultant. City's budget is tight. Will attempt to place this task in future City Budget or with contingency funds.	\$15,000

Study Topic	Plan Document	Project Description	Plan of Action	Progress Summary	Cost
2020-75	1999 & 2009 Comp Plan (ED2)	Establish a Main Street Program to better assist downtown businesses Director of Public Works City Planner Director Parks and Rec	Replace light fixtures in inside of square with architectural fixtures, improve cross walks at all four corners of the square provide additional landscaping.	Partially Complete. City will not fund official state "Main Street" program. No GF funds available for added cost/staff.	\$100,000/yr.
2020-76	1996 Charleston Tomorrow (6 & 6-4)	Historic Preservation City Clerk HPC City Planner	Establish a Charleston day program illustrating Charleston's history.	Currently Charleston HPC hosts walks in historic district.	
2020-77	1996 Charleston Tomorrow (7, 7-1, 7-2, 7-3)	Neighborhood Preservation City Planner	Include the City's Community Housing Revitalization Plan as part of 2020 comprehensive plan update. Raise the community's consciousness of the importance of Neighborhood Preservation in Charleston. Identify neighborhood areas and form groups to coordinate preservation activities that will enhance and improve the area. Form steering committee of neighborhood group leaders as volunteer groups to work with City Building and Development Services department. Enhance and develop better use of common areas by neighborhood groups.	In 2018, the City adopted its Community Revitalization Plan and this document should be implemented.	
2020-78	1996 Charleston Tomorrow (7-4)	Promote Beautification along Town Branch with property owners City Planner	Improve City owned areas along the Town Branch. Study improvements to privately owned areas of the Town Branch creek as a community benefit.	Property owners have been resistant and this project has been tabled for now. We can't acquire the ROW necessary to complete this effort.	
2020-79	City Council Retreat Master Priority List	Blighted Structures - Commercial and Industrial Structures (including those near neighborhoods) City Planner Building Code Official	Where applicable, secure property and prepare a remediation plan that ensures public safety. Decide on long-term use of property. Take appropriate follow-up action. Enforce codes to keep secure and repair or demolish. Reviewing funding agency's options for demolition. May declare unsafe and dangerous to warrant demolition if no action taken.	Some buildings continue to deteriorate. For example, the former Lincoln School site status remains the same. City Planner continues to manage and provide updates on progress, activities, and issues with other properties. City used TIF funds in 2018 for demo of blighted commercial structure on Madison Avenue which was a huge improvement.	750000 +

Study Topic	Plan Document	Project Description	Plan of Action	Progress Summary	Cost
2020-80	City Council Retreat Master Priority List	Residential Development City Planner	Incorporate City's Community Housing Revitalization Plan in 2020 Comprehensive Plan. Evaluate and implement incentives for new home construction and extend if warranted. Consider rehabilitation and/or tear-down and in-fill developments to upgrade older neighborhoods and other incentives for new single family residential development.	City approved a permit waiver in 2016 through 2020 (year 5) on a trial basis for all new construction of single family homes. Retriever Run development on the westside is an example of a new subdivision where permit fees were waived. City extended its water and sewer service using a sanitary force main (E-One). The City anticipates additional residential development in 2020 and beyond. We believe the permit waiver and incentives has spurred development in some cases. Hoping for more residential development in near future. EIU has also started offering its own moving incentive program to encourage new hires to move to Coles County.	
2020-81	1996 Charleston Tomorrow (1-3)	Provide safe and affordable housing for all citizens of Charleston City Planner Building Code Official	Examine and apply for grant funds, programs or low interest financing to stabilize neighborhoods and study tax abatement strategies. Target neighborhoods that have dilapidated homes that could be rehabilitated or replaced with new construction for single family residents.	City applied for a new CDBG Housing Rehabilitation Grant in 2018, was \$500,000 was awarded in 2019. City has received nearly \$5 million of rehabilitation grant funds since 1994 to update nearly 160 homes. Active demolition of dilapidated homes underway. City is coordinating its efforts with Habitat for Humanity and rehabilitation activities. City planning to apply for IHDA HOME SFR grant fund program in 2020. Ongoing Program	
2020-82	City Council Retreat Master Priority List	Community Aesthetics. Ensure that the environmental quality of life in Charleston remains high City Planner Building Code Official	Perform residential demolition services where determined.	City Planner continues to manage and provide updates on progress, activities, and issues related to residential demolition. In 2019, City awarded IHDA APP grant to help fund 6 demolitions with work to be completed in 2020.	\$10,000 - 15,000 per home
2020-83	1996 Charleston Tomorrow (8)	Community Aesthetics. Ensure that the environmental quality of life in Charleston remains high City Planner	Target 20% of unused city park space for habitat restoration projects and ongoing replacement of trees that are affected by disease, infestation and climate conditions.	Several projects currently underway including numerous "butterfly hotspots".	

Study Topic	Plan Document	Project Description	Plan of Action	Progress Summary	Cost
2020-84	2020 Comp Plan	<p>Promote Butterfly Capital of Illinois designation</p> <p>City Planner Director of Parks and Rec</p>	Execute the action item list detailed as part of the Mayor's Monarch Pledge. Add annual butterfly events and festivals in the City. Develop a recommended plant list for private property owners to encourage new habitat in the City and incorporate guidance and encouragement through the City's website. Review City ordinances to determine if updates are necessary that would encourage habitat restoration on private property.	In 2019, the city was designated the Butterfly Capital of Illinois by the Urban Butterfly Initiative. In addition, the city was designated a Monarch USA City and is part of the National Wildlife Federation's Mayor's Monarch Pledge. To date, the City has completed 24 of the 25 listed monarch pledge action items.	
2020-85	1996 Charleston Tomorrow (8-1)	<p>Maintain the 16 Corridor and Entrances to the city so they present a pleasing "1st impression" of the City. Maintain clean and aesthetically pleasing environment</p> <p>City Planner Director of Parks and Rec Director of Public Works</p>	Use outside consultant to create Master Plan for the Lincoln Avenue Corridor. Ensure the Master Plan incorporates trees and shrubs that provide aesthetic appeal and are appropriate species to withstand infestation, urban traffic and climate challenges. Provide opportunity for feedback from the Tree Commission.	Consider improving street lighting and decorative poles all along Lincoln Avenue and lighted street signage on traffic signals and decorative poles along Lincoln Avenue in key locations (18th, 9th, 7th, 6th, 4th, Division, University). (2019) resurfacing project by IDOT. Consider Black LED Lighting from Division to 9th - \$400K; Consider Black Traffic Signals Upgrade OPTION - \$175K.	
2020-86	City Council Retreat Master Priority List	<p>Banners over Lincoln (State Route 16)</p> <p>City Manager Director of Public Works</p>	Hire contractor(s) to install polls and cables at three locations; i.e., west border, center near Old Main, and east limit.	State finally adopted a budget, but currently there is no funding. Continue with EIU as partner, but project is on hold.	
2020-87	City Council Retreat Master Priority List	<p>Geographic Information System</p> <p>City Manager City Planner</p>	Hire a dedicated employee to manage and update City's GIS system. Utility Fund to be primary revenue source.	City shifted GIS workload and data management from EIU to City technical staff & Coles County Regional Planning and Development Commission. Currently, the engineering technician and operating engineer enter GIS utility updates. Building Department manages all land use GIS related information.	
2020-88	City Council Retreat Master Priority List	<p>Intergovernmental Cooperation</p> <p>City Manager</p>	Propose to City of Mattoon leaders a joint City Council meeting. Talking points may include corporate boundary, memorial airport, SB Lincoln Hospital. Format and place to be mutually determined.	Continue to work with City of Mattoon staff and at Joint Council meetings. The goal is to strengthen the relationship over time. Build relationships with EIU, Lakeland College, Coles County, and other local governmental entities.	
2020-89	City Council Retreat Master Priority List	<p>Community Vision / Community Rebrand</p> <p>City Manager City Planner</p>	Explore how best to involve and utilize citizens to prepare new community vision. Reach out and identify people with a passion for the community.	Consider public driven effort to develop new branding (niche) and related marketing to develop and expand Charleston's economic base as part of a community revitalization strategy and exploring innovative practices in communities.	

Study Topic	Plan Document	Project Description	Plan of Action	Progress Summary	Cost
2020-90	City Council Retreat Master Priority List	Annexations City Planner	Work with interested parties to encourage annexations of properties including those inside the City's IEPA facilities plan areas. Consider incentives to annexation including infrastructure cost partnerships with the City as part of pre-annexation agreements.	Annexations are a priority of the City and will continue to encourage annexations where feasible.	
2020-91	2020 Comp Plan	Solar Energy / Renewable Energy Sources Director of Public Works City Planner	City to be point of contact to assist with the implementation of the Solarize Central Illinois project with Lakeland College and Midwest Renewable Energy Association (MREA). Explore Future Energy Jobs Act including Solar Renewable Energy Credits (SRECs) and Adjustable Block Program, Solar Generation, Distributed Generation, Community Solar, and Illinois Solar for All Programs for example.	In 2018 a consortium of groups sponsored by Lakeland College applied to MREA as part of a solar "group buy" project. The purpose of the project is encourage private solar panel installation using group purchasing. The project was awarded and an advisory committee was established in early 2019.	
2020-92	2020 Comp Plan	Open and Green Space Maintenance Director of Parks and Rec City Planner	Create an "Adopt-A-Park" and related programs throughout the City.	Volunteers have been critical to the maintenance of new open space and park development and enhancing volunteer efforts will be critical to on-going success. Currently volunteers have helped create and maintain native habitat and this effort can be expanded to local park and other green space.	
2020-93	2020 Comp Plan	Innovation Center and Sustainability Programs City Manager City Planner	Create programs that will capitalize on innovation and sustainable programs.	In 2019, the City of Mattoon was awarded a grant to create the Coles County innovation center that will be located in the Cross County Mall. The city should partner with Coles County to be part of the this effort. Additional programs should be explored in the City and partnership with EIU in order to encourage new entrepreneurs in the community.	
2020-94	2020 Comp Plan	Improve participation in the City of Charleston City Manager	The City should develop mobile device applications, outreach programs and explore employment strategies that will improve the community's and participation with the City's public relations campaign which will also better link the community with Eastern Illinois University.	Using better marketing strategies and resources including social media, city staff and the community, a sense of community pride will be strengthened in the City. Partnering with EIU on these strategies will be key to the program's success.	

Community Cultural

Study Topic	Plan Document	Project Description	Plan of Action	Progress Summary	Cost
2020-95	1996 Charleston Tomorrow (2)	Improve City appearance Director of Parks and Rec City Planner	Develop 3 or 4 action committees to focus on major areas (edges, center, main street) to improve beautification. Educate community about ordinances. Enforce and expand ordinances where necessary. Include representation from the Tree Commission on these action committees. The Tree Commission will provide community education about the appropriate selection of trees near streets and power lines.		
2020-96	1996 Charleston Tomorrow (3)	Improve Arts environment Director of Parks and Rec	Promote arts events and displays in local parks and public spaces. Expand outdoor sculpture walk at Sister City Park and link with other city owned locations. Link Charleston's art culture with EIU from Sister City Park to Kiwanis Park (via EIU). Work on finding / planning for indoor arts experience spaces: studio, classes, exhibition.	(2016 & 2017) – Concerts in the park over lunch on the square. Increased events in parks. Added sculptures at Sister City Park and plans to conduct a sculpture walk soon! (2017) Added sculptures to Sister City Park. Creating a sculpture walk at park for future events/festivals and park users to see/enjoy. In 1977, (42 years) Kiwanis Amphitheater hosts community band concerts. Kiwanis Amphitheater now offers theater productions at Kiwanis Park.	
2020-97	1996 Charleston Tomorrow (4) and 2020 Comp Plan	Encourage an active Arts Council for the City of Charleston. Formalize relationship between City of Charleston and the Coles County Arts Council (CCAC) Director of Parks and Rec	Partner with CCAC and EIU; arrange meetings of representatives to establish and articulate working relationship.	Committee established with representatives from the City and from EIU.	
2020-98	2020 Comp Plan	Work towards stable financial support for the arts in Charleston Director of Parks and Rec City Planner	Establish a City arts grants program. Explore National Endowment for the Arts partnership grants or other external grants.		
2020-99	2020 Comp Plan	Increase public awareness of local arts events and expertise Director of Parks and Rec	Develop partnerships through CCAC to create a list of area artists and art events that can be publicized through City publication / social media / websites.		
2020-100	2020 Comp Plan	Encourage arts in the square Director of Parks and Rec City Planner	Guide downtown development to include the creation of a legal / government / arts hub.		

Study Topic	Plan Document	Project Description	Plan of Action	Progress Summary	Cost
2020-101	2020 Comp Plan	Link arts to other city planning successes and priorities Director of Parks and Rec City Planner	Use butterfly sculptures / signage to define significant places / trails across the City; Expand sculpture garden / trails / competitions and displays.	Sister City Park currently hosts a City owned sculpture display. Plans for butterfly sculpture to be located at the property next to the library.	
2020-102	1996 Charleston Tomorrow (5)	Celebrate the history and architecture of Charleston Director of Parks and Rec City Planner	Develop a film/lecture on historic Charleston followed by a walking tour self-guides by brochure. Conduct tours of the Court House jail tunnel;	Looking for Lincoln Program Expanded – developed and implemented Passport stamps program at City Hall, brochures, etc. to encourage tourist activity in the historic downtown but also along the Historic District and museum site. Continue to expand on this with Bike Programs. Walking Tours sponsored by HPC. NPS Passport Program active. Bike Program active. Ongoing Program	
2020-103	1996 Charleston Tomorrow (6)	Enhance Charleston festivals and overnight athletic events Director of Parks and Rec City Planner	Add new festivals and expand Charleston Festivals including Christmas in the Heart of Charleston, Red, White and Blue Days, Musefest, and EIU festivals. Create new opportunities for existing local festival promoters and active community groups to work together towards a multi-day Charleston festival. Consider quarterly/tourism season 3rd Friday style events downtown for live music, arts experiences in conjunction with business promotions.	(2017) Added Tour de Charleston event (Coordinated with Chamber of Commerce). Ongoing Program	
2020-104	1996 Charleston Tomorrow (7)	Expand the use of the Coles County fairgrounds	Coordinate events with the Coles County Fair Board.	Ongoing Program	
2020-105	1996 Charleston Tomorrow (8)	Develop walk/run/ bike tours Director of Parks and Rec City Planner	Coordinate new events with recreation department and biking organizations.	Tour de Charleston – held last two years (growing event) Grand Illinois Bike Tour to be held in Charleston in 2020 (2017) Expanding bike trails and improving LPGT with ITEP Grant. (2019) Ride Illinois "Great Illinois Bike Ride" is scheduled to stop in Charleston with 250 riders. Ongoing Program	
2020-106	1996 Charleston Tomorrow (11)	Create a neighborhood park system citywide Director of Parks and Rec City Planner Director of Public Works	Improve all existing parks and playgrounds.	City prepared a Master Plan in 1999. Ongoing Program	

Crime Prevention and Fire Safety (Public Safety)

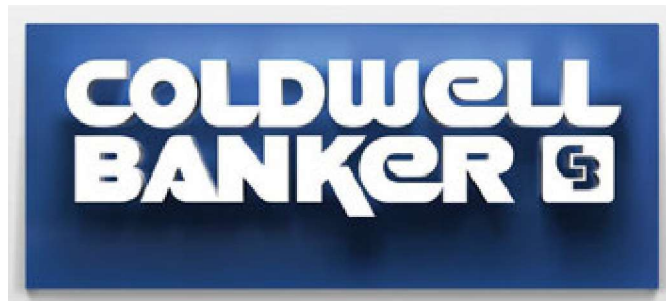
Study Topic	Plan Document	Project Description	Plan of Action	Progress Summary	Cost
2020-107	1996 Charleston Tomorrow (3)	Promote active citizen involvement in community crime prevention programs such as neighborhood watch, community police program, safe neighborhoods, etc. Chief of Police	Increase community policing activities throughout the City. Increase financial support of criminal justice system as needed.	Ongoing Program	
2020-108	City Council Retreat Master Priority List	Fire Station #1 and/or Fire Station #2 Improvements Fire Chief City Manager City Planner Building Code Official	Hire architect. Let bids for contractor(s) and hire contractor(s) to add a service bay, office, meeting room, and ADA compliant restrooms.	Employees and public enter this facility. Still on hold due to budget constraints.	
2020-109	City Council Retreat Master Priority List	Gov TC / Telecommunications Tower City Manager City Planner Chief of Police Fire Chief	Work with Coles County, City of Mattoon, Eastern Illinois University, Lakeland College and Ce-Com operations to expand internet access at the County and to other City properties for public safety, security cameras, radios, internet and other purposes.	City approved IGA with other governmental entities that are participating in the project. Tower may be constructed in 2020 if everything is ready. Using City property on Adkins Drive for new tower site. City to also install new tower at WTP to triangulate the service.	\$50,000
2020-110	City Council Retreat Master Priority List	Police Body Cameras and Data Storage Chief of Police	Develop user protocols for capturing images. Identify how best to store images. Data base of body camera images are quickly growing. Work with Coles County Sheriff on cooperative plan for secure storage with ample capacity.	The joint storage server with the County has been upgraded/expanded. The camera vendor has been selected. The cameras will be purchased once funds have been identified for the purchase. County has been piloting body cameras and their systems in 2018. In 2019, the City received grant funding for the purchase of body cameras for CPD and those body cameras are now in use and policies have been developed.	
2020-111	2020 Comp Plan	Emergency Operations Plan Fire Chief	Review EOP annually and update every five years or as needed	Last update was August 2019	
2020-112	2020 Comp Plan	Warning Sirens Fire Chief	Review warning siren coverage areas and explore grant funding for additional warning sirens as/if needed including the Route 16 corridor.	Warning siren coverage map completed.	
2020-113	2020 Comp Plan	Multi-Agency Garage at Training Center City Manager Chief of Police Fire Chief	Explore the construction of an additional storage facility at the CFD / CPD training facility.	Ongoing Program	

Study Topic	Plan Document	Project Description	Plan of Action	Progress Summary	Cost
2020-114	2020 Comp Plan	Emergency Vehicle Fleet Plan City Manager Police Chief Fire Chief	Replace emergency vehicles as needed and as identified in the City's fleet plan. Explore grant funding for new CFD engine/pumper and ambulances as available. Explore the acquisition of an additional side by side vehicle for festivals, parades and Lake Charleston patrol.		
2020-115	2020 Comp Plan	Equipment Replacement Fire Chief	Replace emergency related equipment as needed. Explore grant funding to replace CFD Air Packs (SCBA) units.		
2020-116	2020 Comp Plan	Radio Upgrades Police Chief Fire Chief	Replace all two way CPD radios with digital capable technology by 2024.	In 2019, seven radios have been replaced. City estimates 28 additional portable radios and 11 in-car radios need to be replaced.	
2020-117	2020 Comp Plan	Convert CPD to Paperless Technology Police Chief	CPD uses hand written "tickets" for traffic enforcement. Explore converting to digital technology to replace the current paper system.		
2020-118	2020 Comp Plan	Update / Replace CPD Records Management System Police Chief	CPD's current system's expires in December 2021. Explore grant funding or other means to update its record management system.		

Residential Housing Market Report

Charleston and Mattoon

January 2020



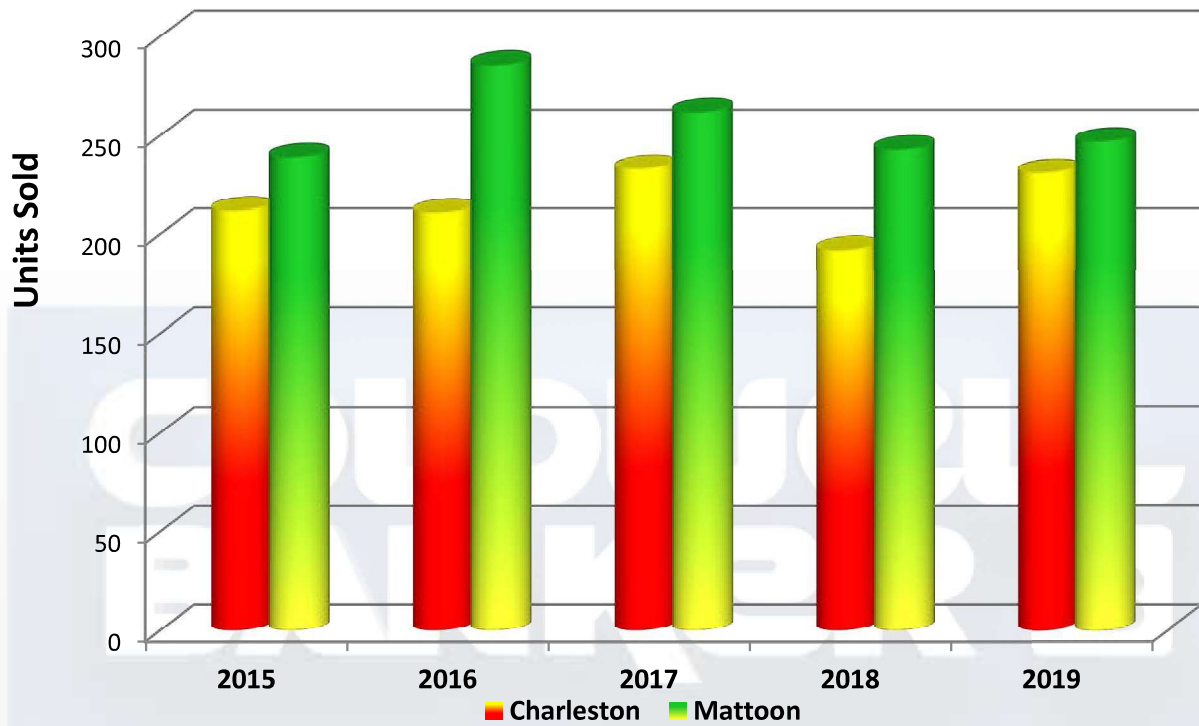
**CLASSIC
REAL ESTATE**

Chart Descriptions Term Definitions

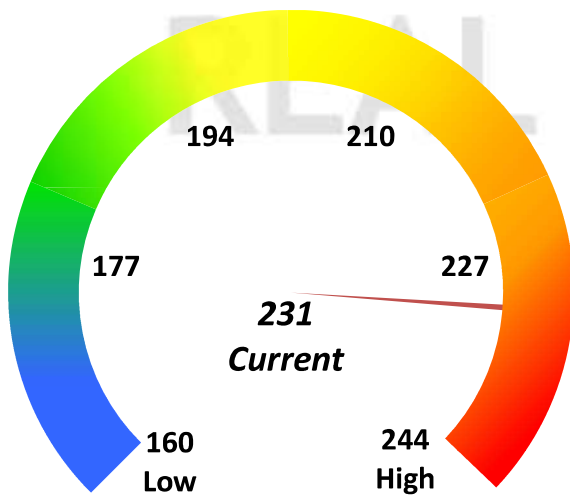
- **YOY Comparison-** Compares the total number of units sold over the past 5 years.
- **Historical Range-** Comparison of the current year's number of units sold, YTD, to the historical high and low for the number of units sold.
- **Closings by Month-** Contains the average and median number of units sold per month since 2000 as well as the current year's sales.
- **Sale Price-** Compares the average and median prices for the overall market over the past 5 years.
- **Price per SQ FT-** Compares the average and median price per sq. ft. for the overall market over the past 5 years.
- **Foreclosures-** Both the units sold per year as well as the percentage of the overall market sales that were bank owned properties.
- **Active Units-** The number of properties on the market on the first day of the month.
- **Pending Units-** The number of properties on the market the first day of the month that the seller is currently under contract with a buyer.
- **Market Composition-** Breakdown of the overall market between active and pending units.
- **Market Snapshot-** Comparison of the active and pending units on the first day of the month along with the number of units closed for that month.
- **Absorption Rates-** Indicates how long it would take to sell all current inventory based on the rate of sales (demand) over a given period. This report uses the past 12 months, 6 months, and 3 months as well as projecting the next 6 months based on historical averages over the past 20 years. Approximately 6 months of supply is considered a balanced market. The smaller the number of months is, the more favorable it is for sellers (less supply). As the number of months increase, the more favorable it becomes for buyers (more supply). MOS=Months of Supply
- **Buyer Financing-** Breakdown of the method of financing used by buyers based on loan type, including cash sales.

YTD Sales

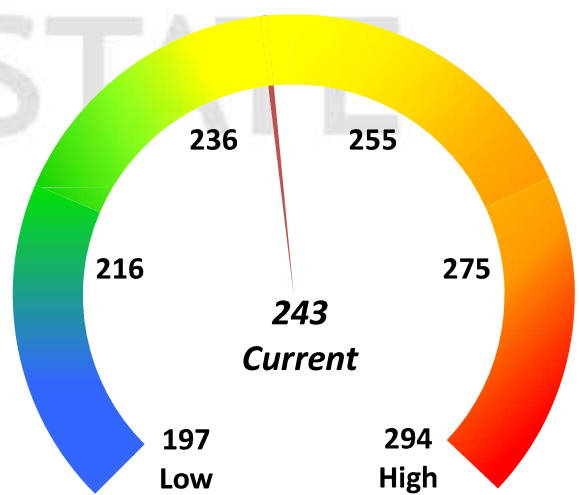
YOY Comparison



Historical Range of YTD Closed Units Since 2000



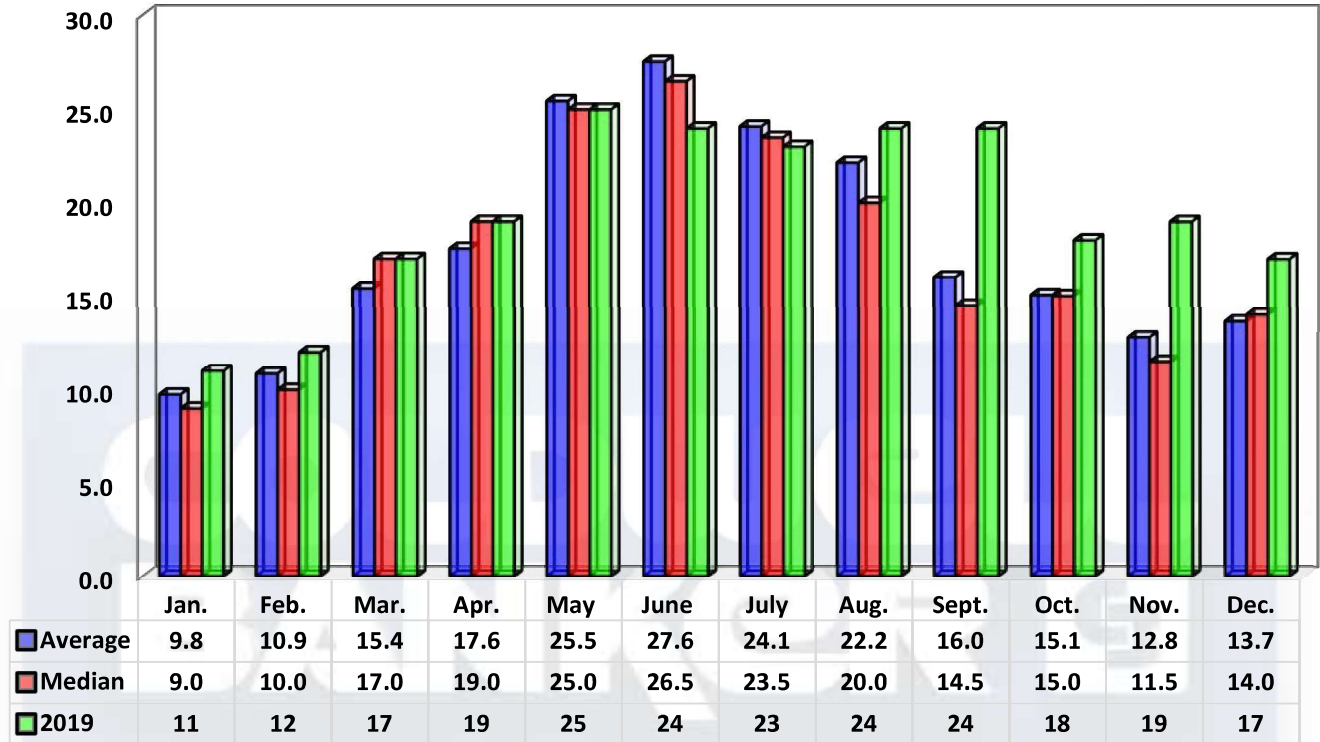
Charleston



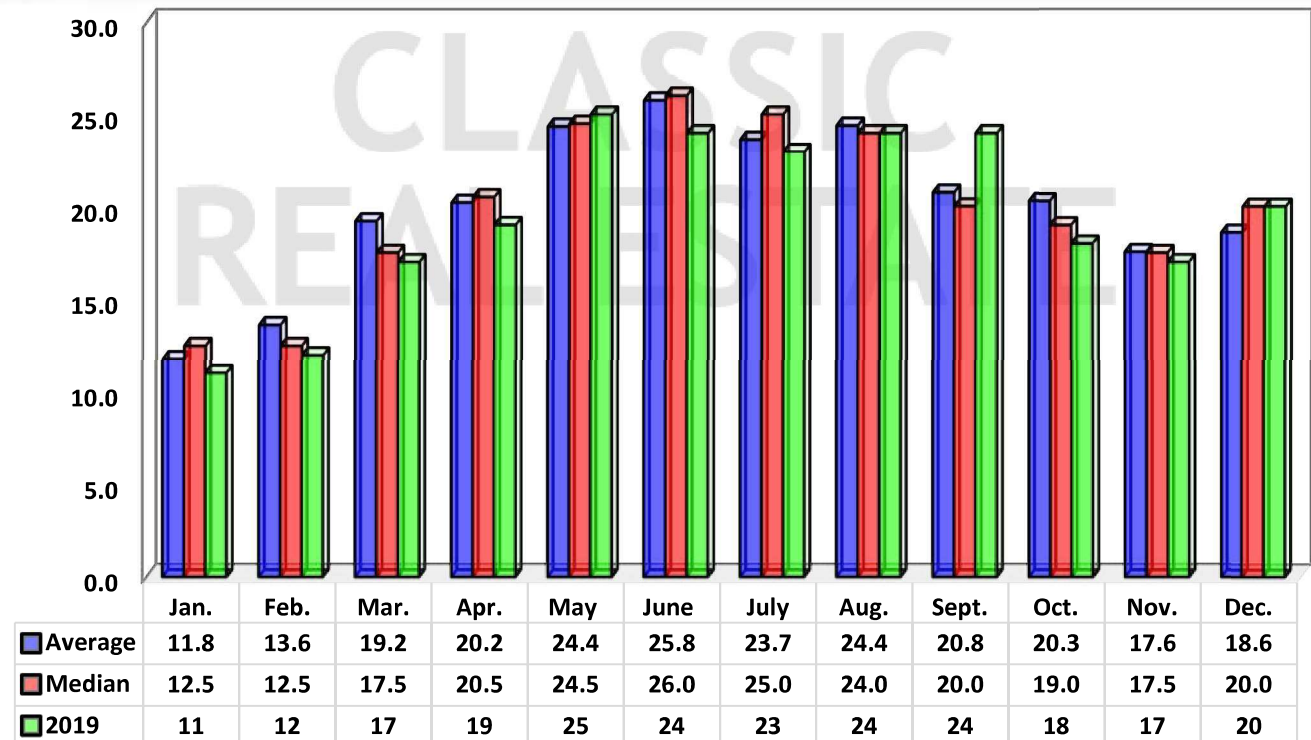
Mattoon

Closings by Month: 1/1/2000 - YTD

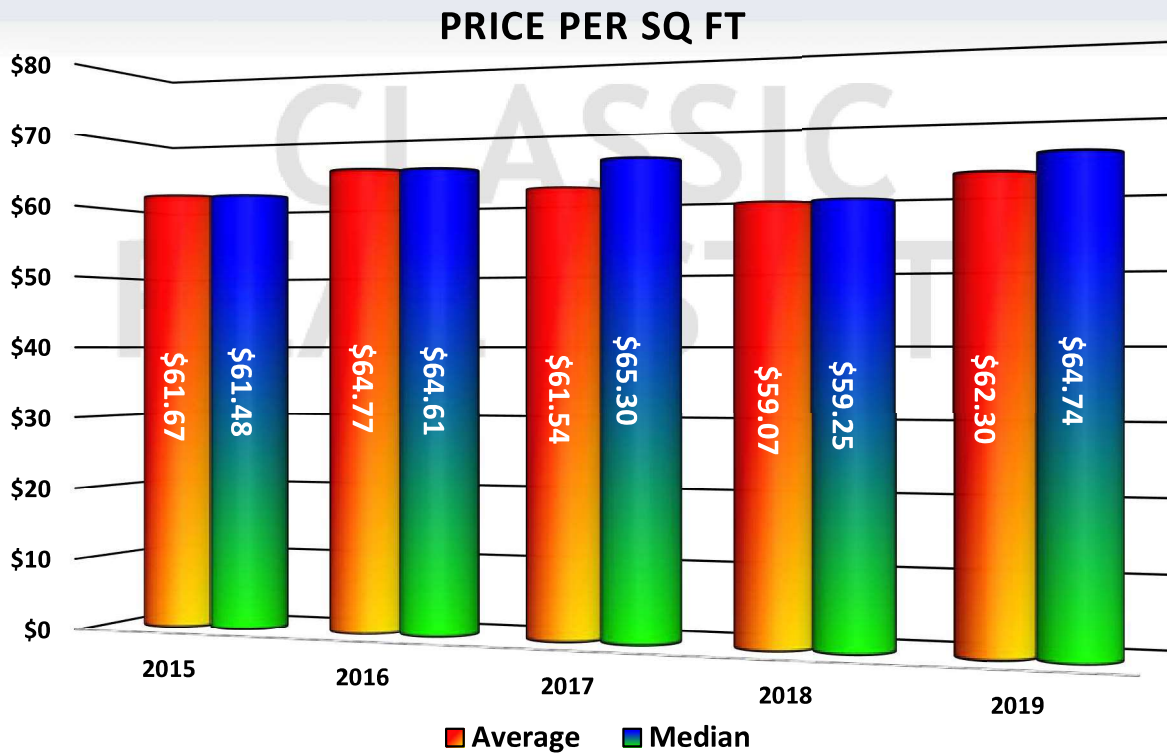
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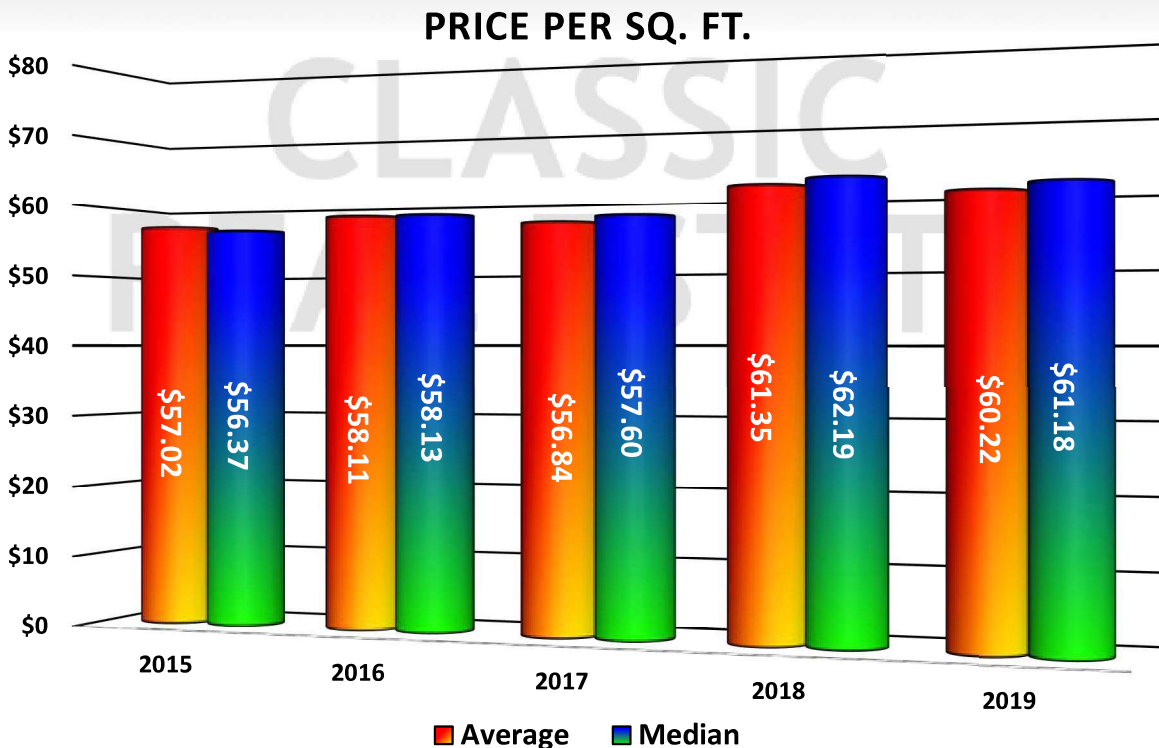
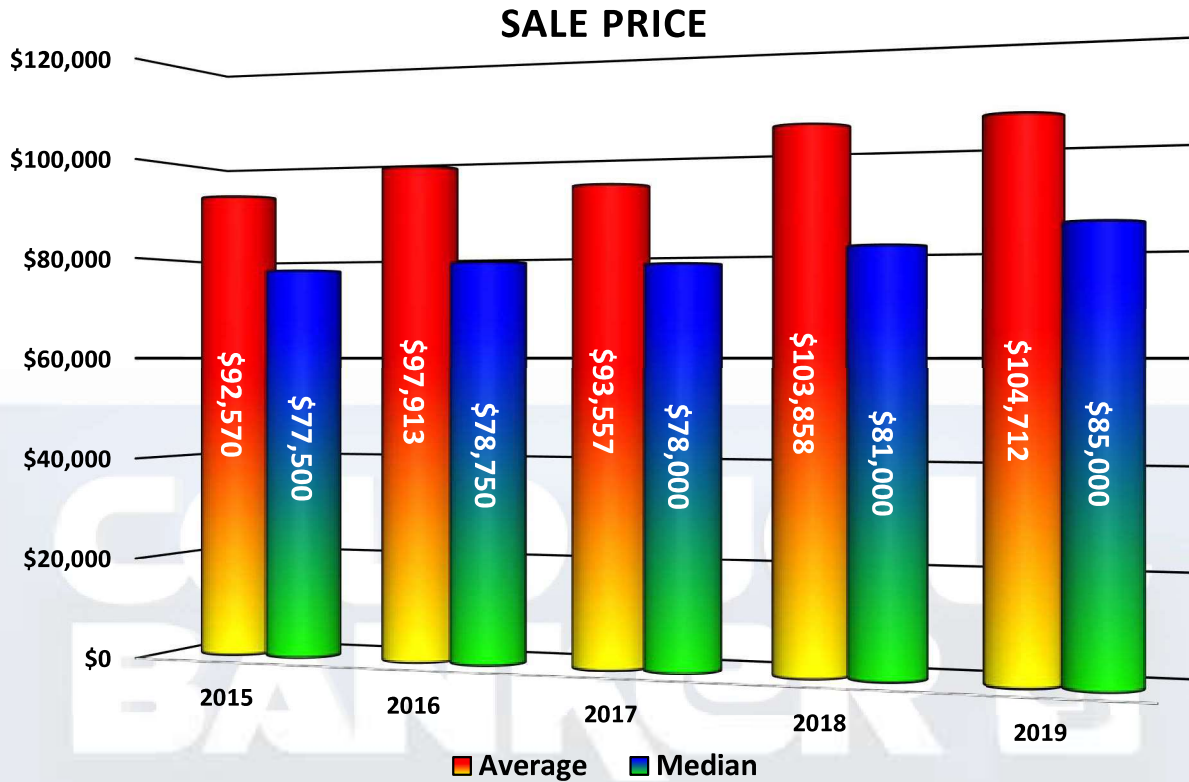


Average & Median Sale Price - Charleston



*Prices for prior years are based on the entire year.

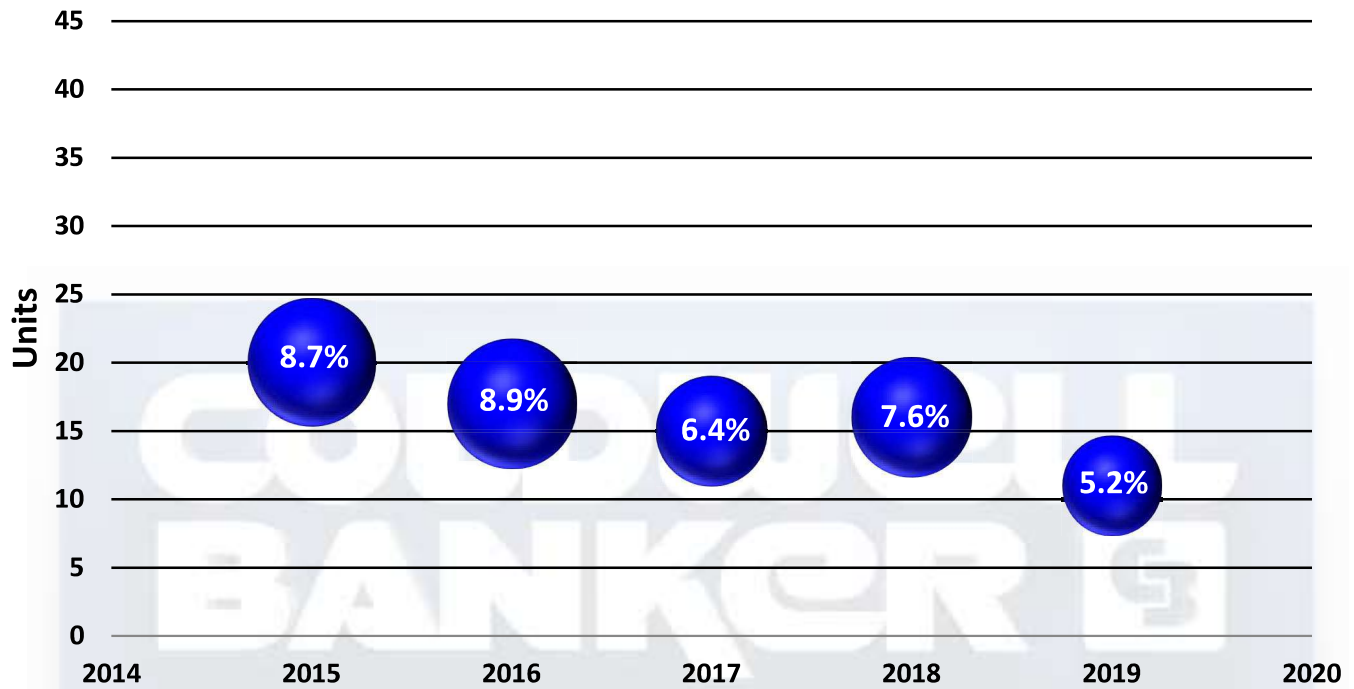
Average & Median Sale Price - Mattoon



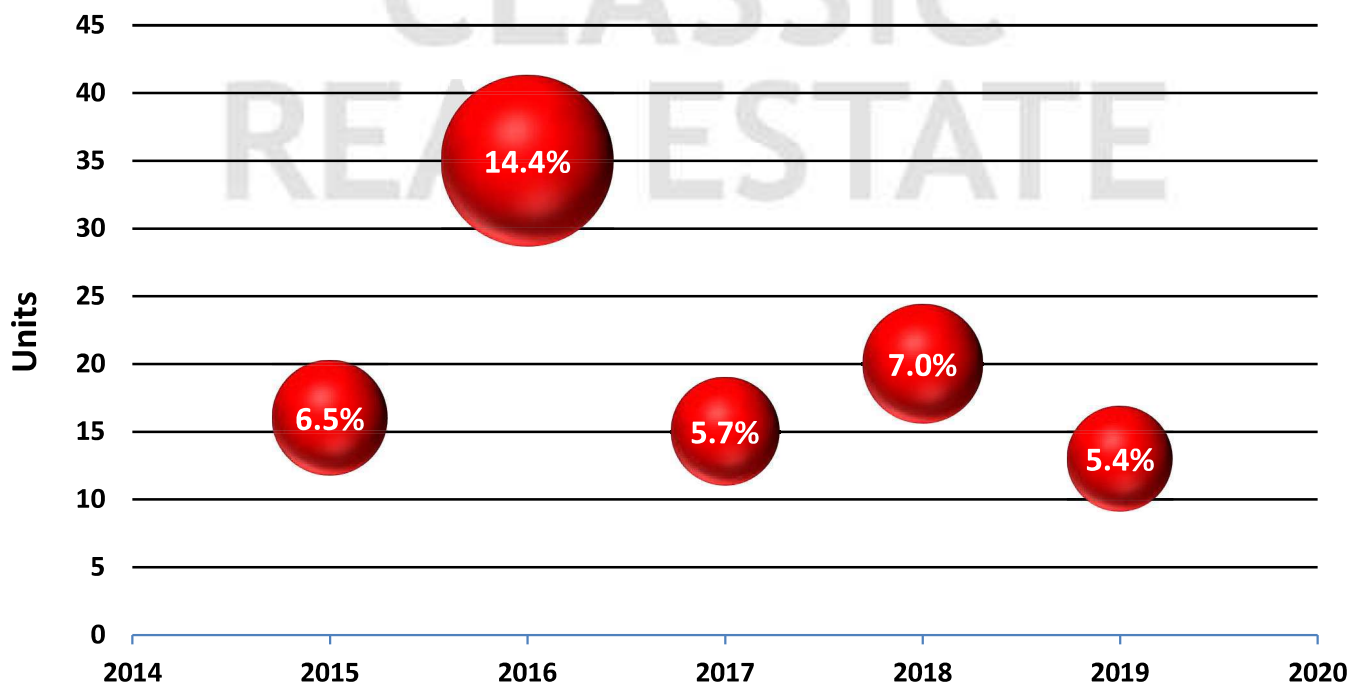
*Prices for prior years are based on the entire year.

Foreclosures - Units Sold & Percent of Market Sales

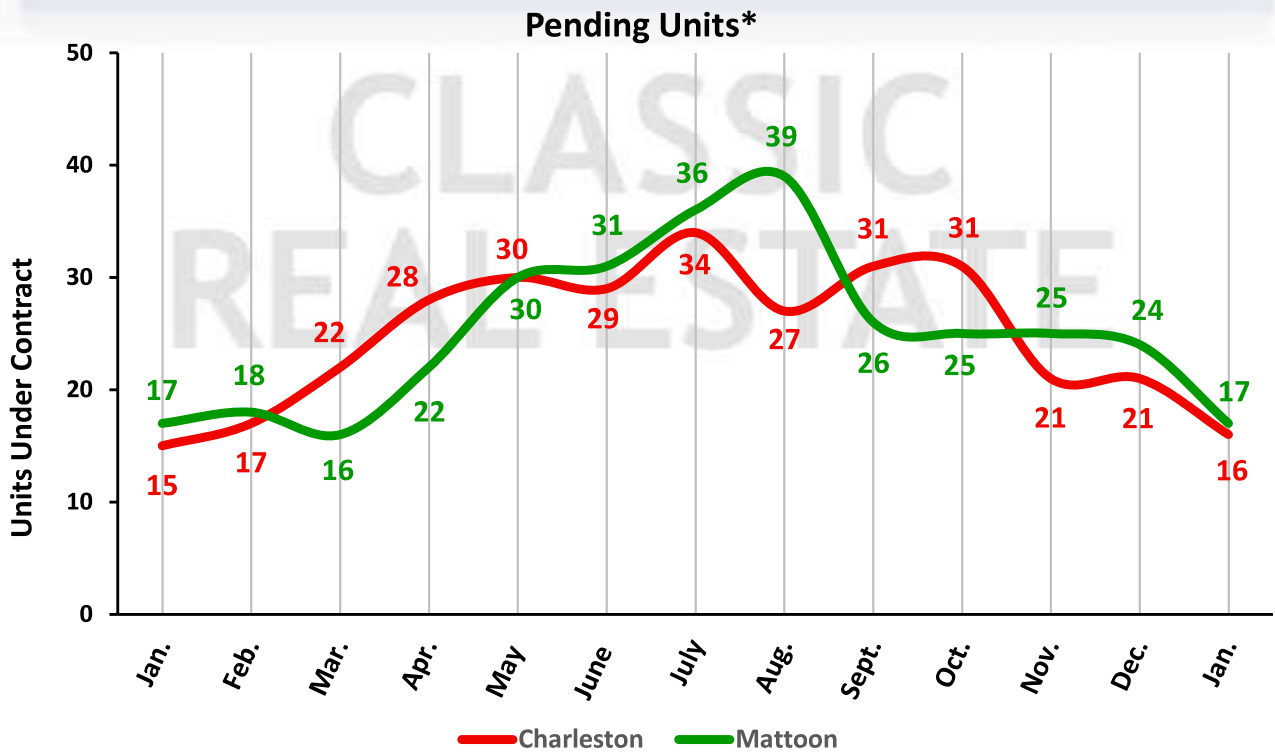
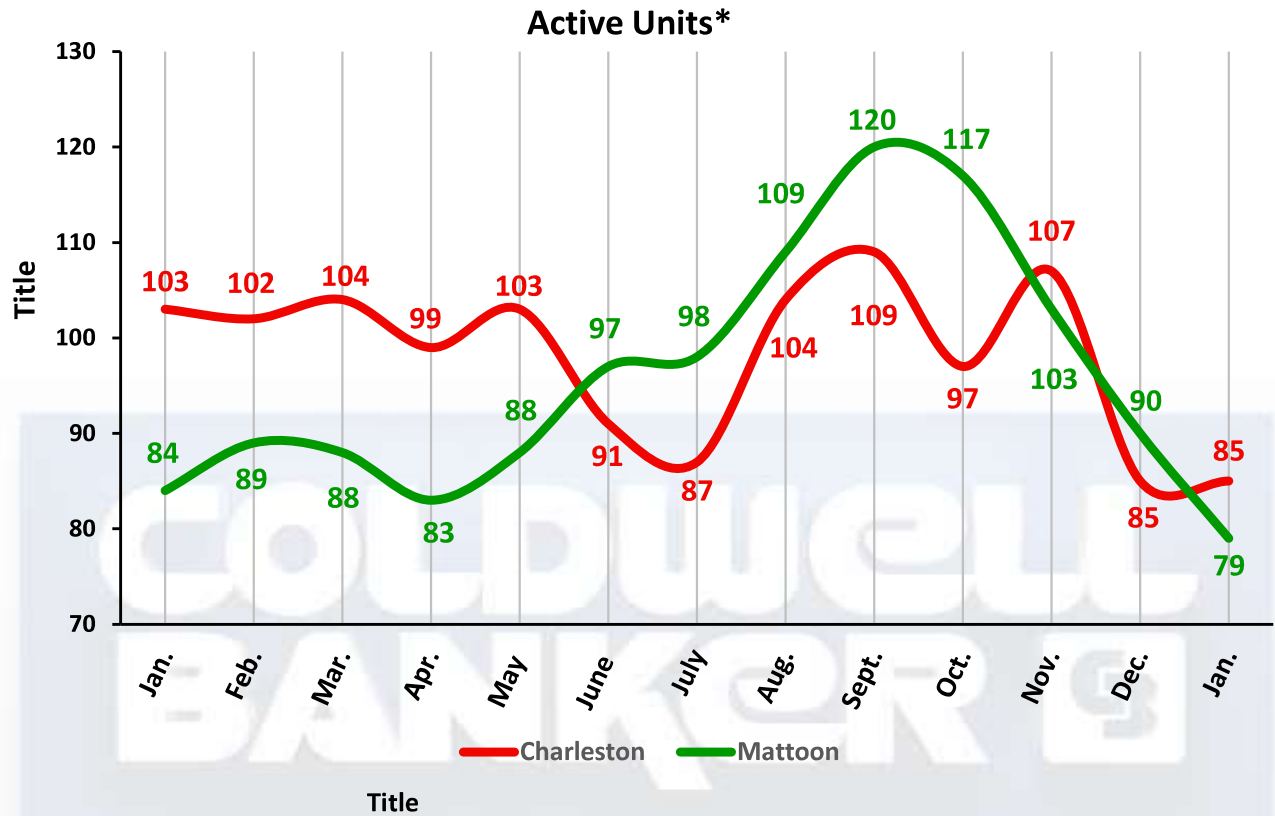
Charleston



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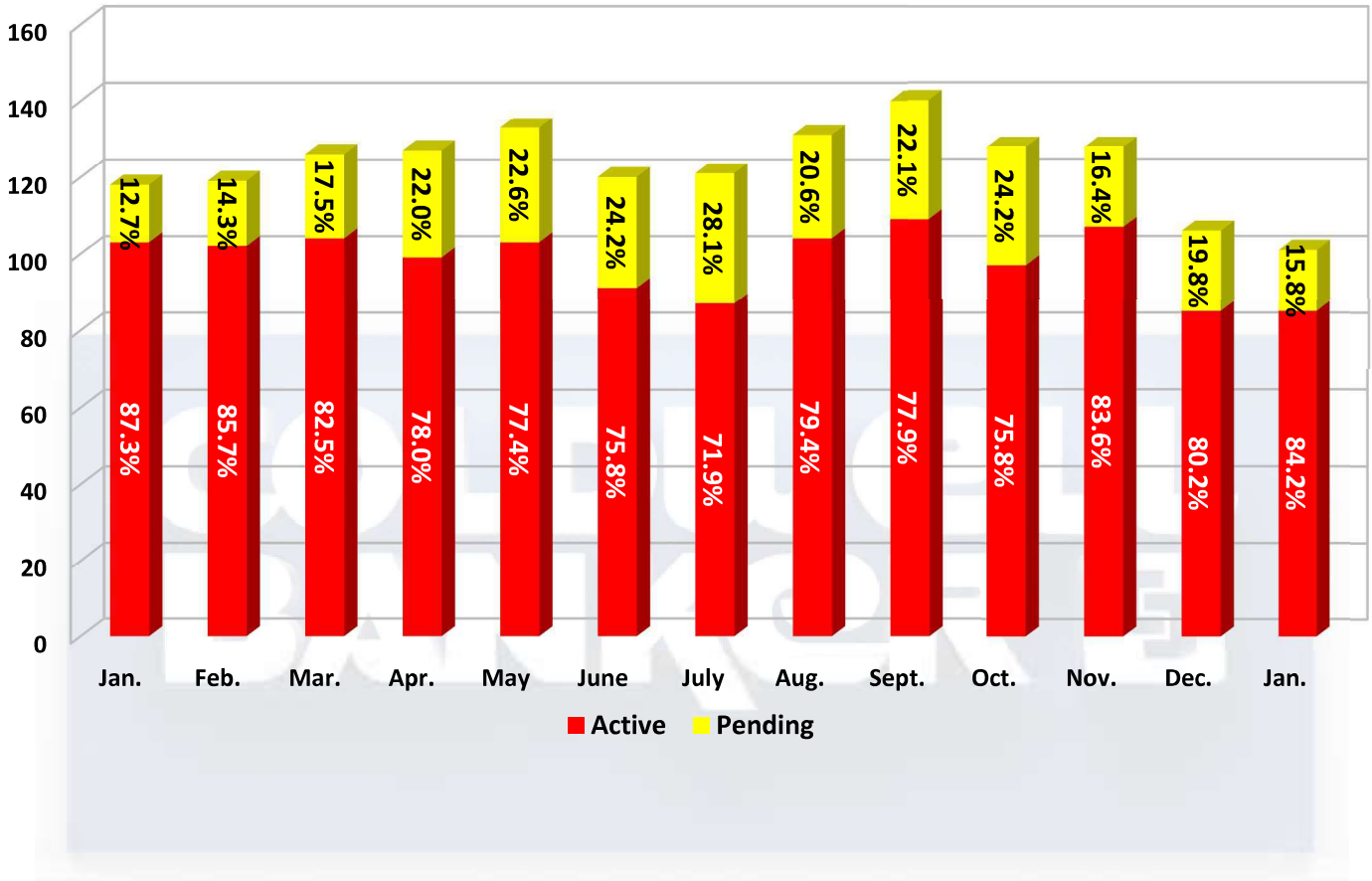
Current Market Conditions



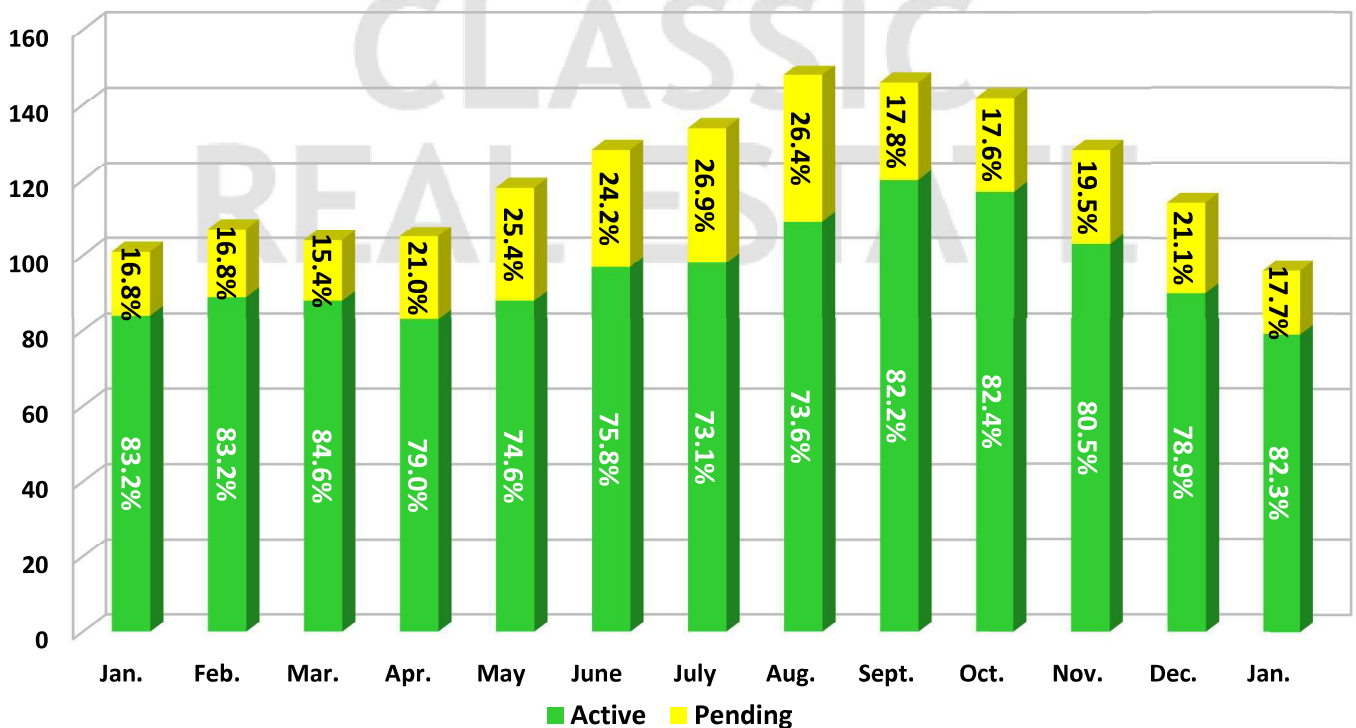
*Based on the # of units on the 1st of the Month

Market Composition: Active vs. Pending

Charleston

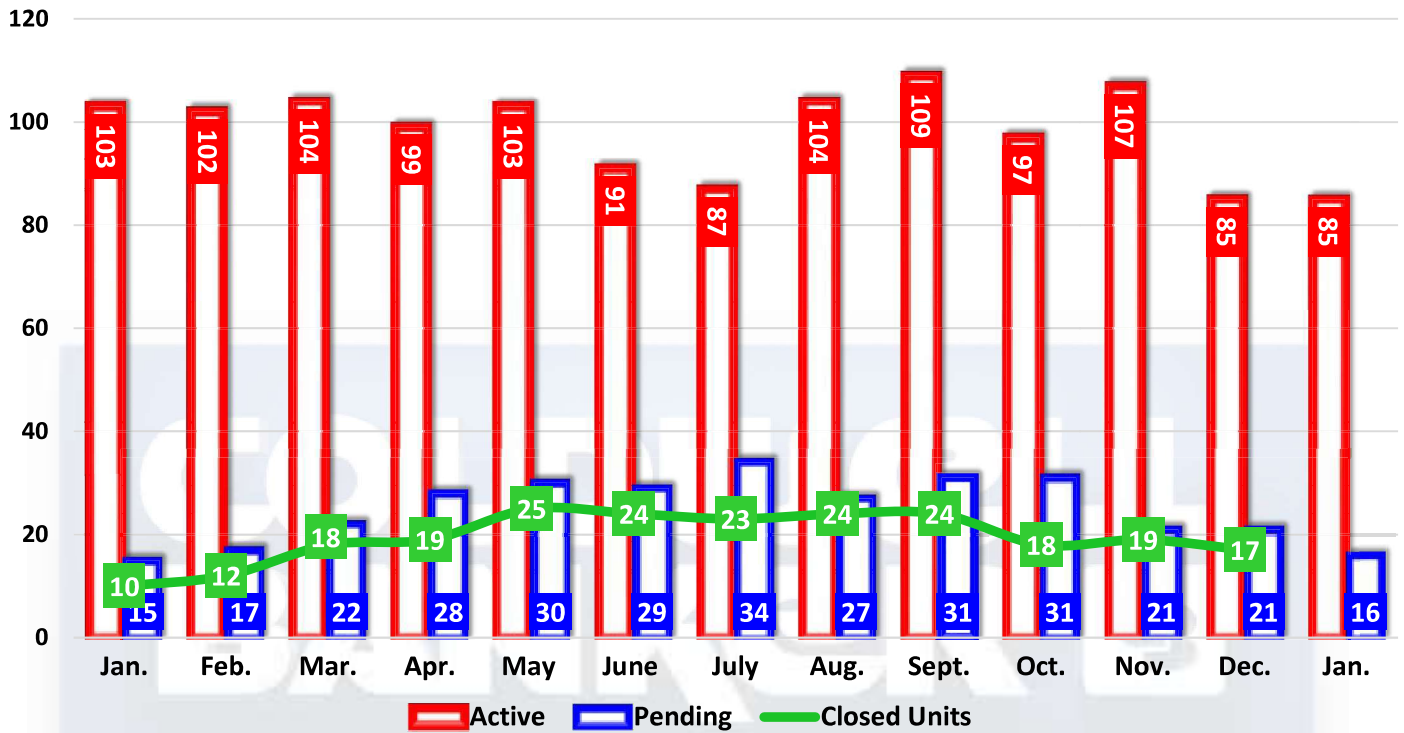


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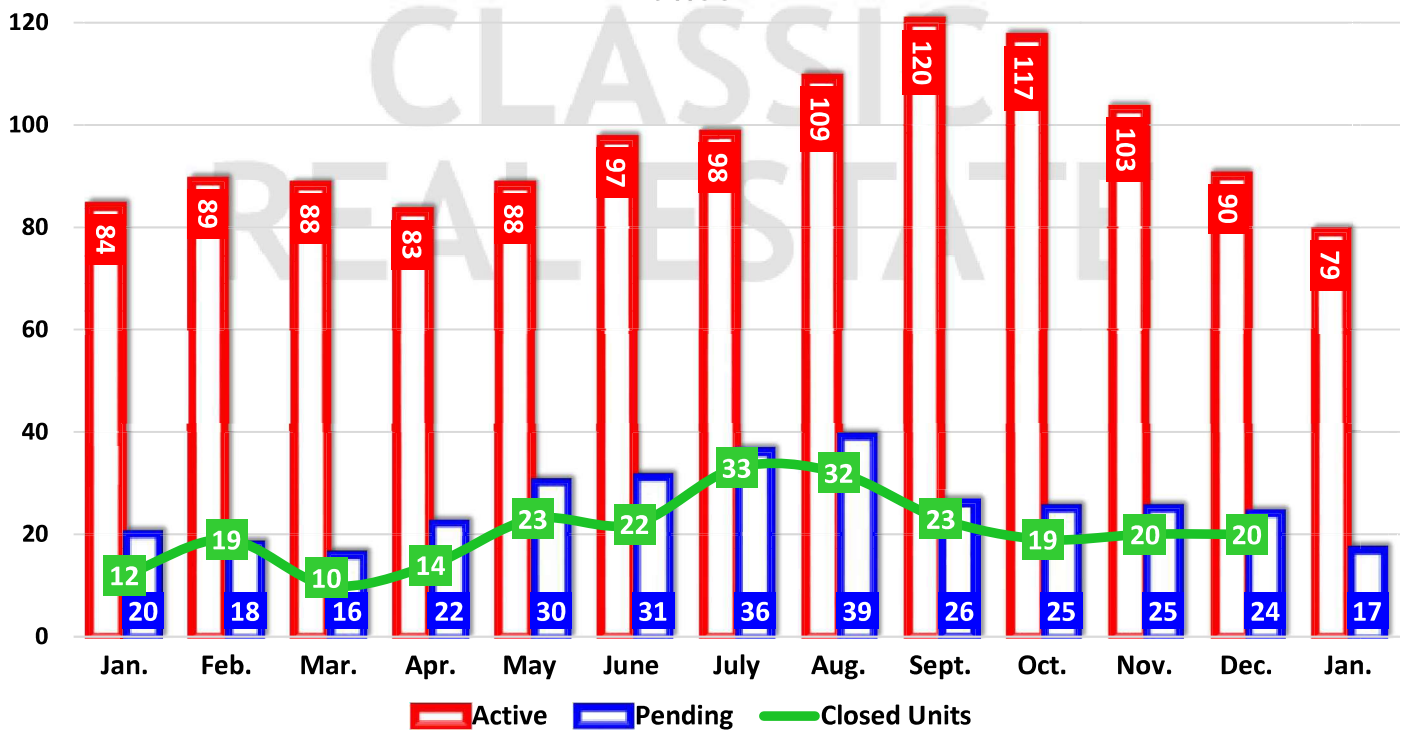


Market Snapshot

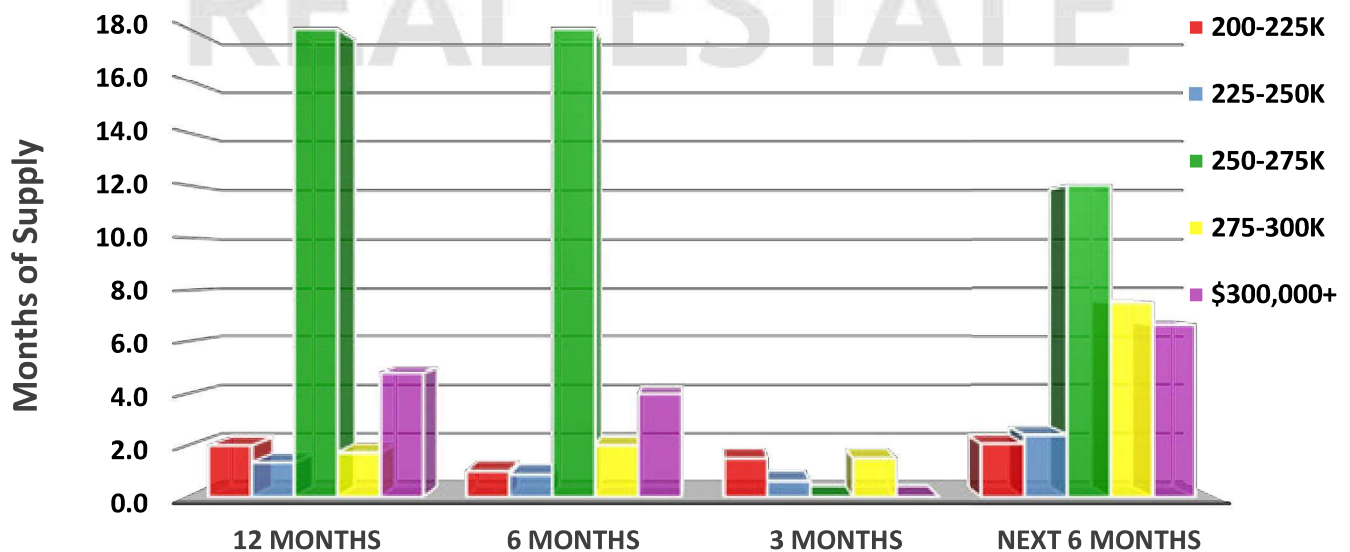
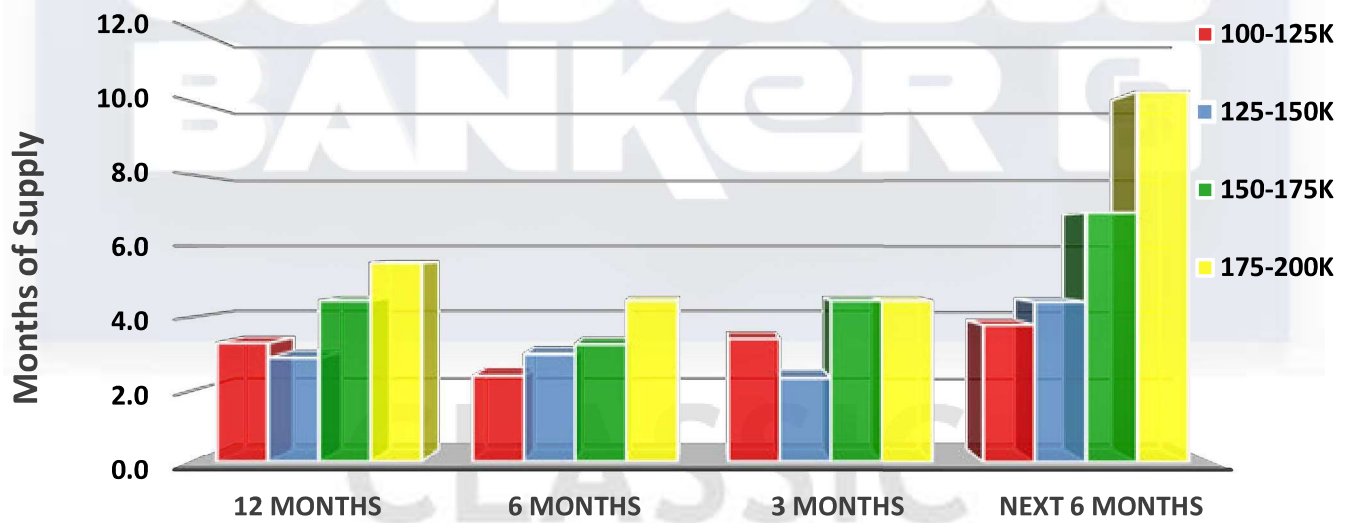
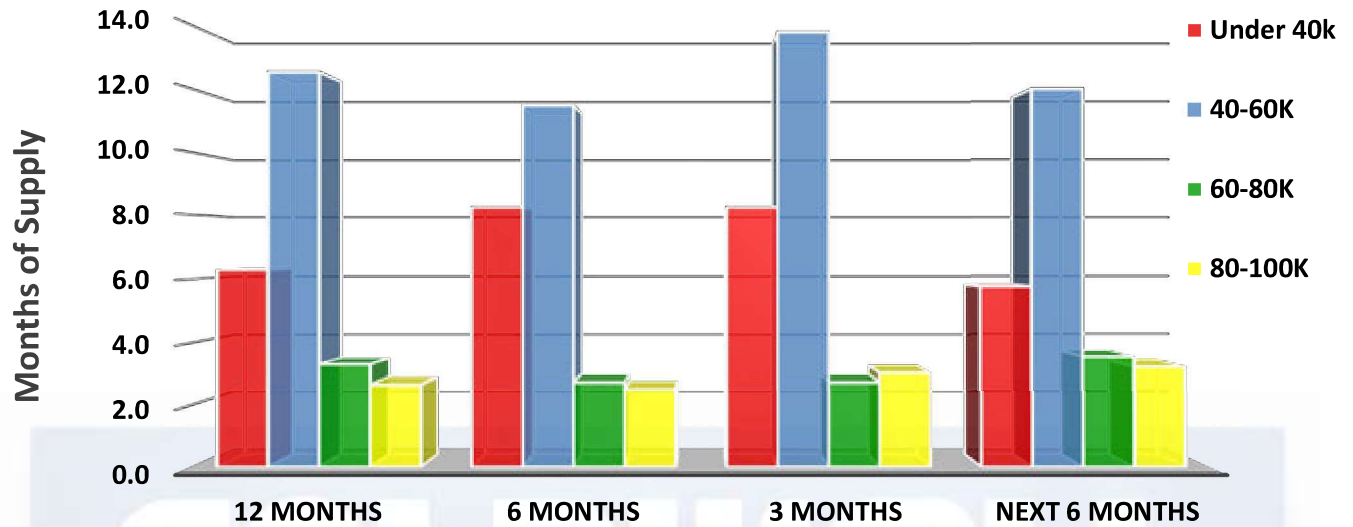
Charleston



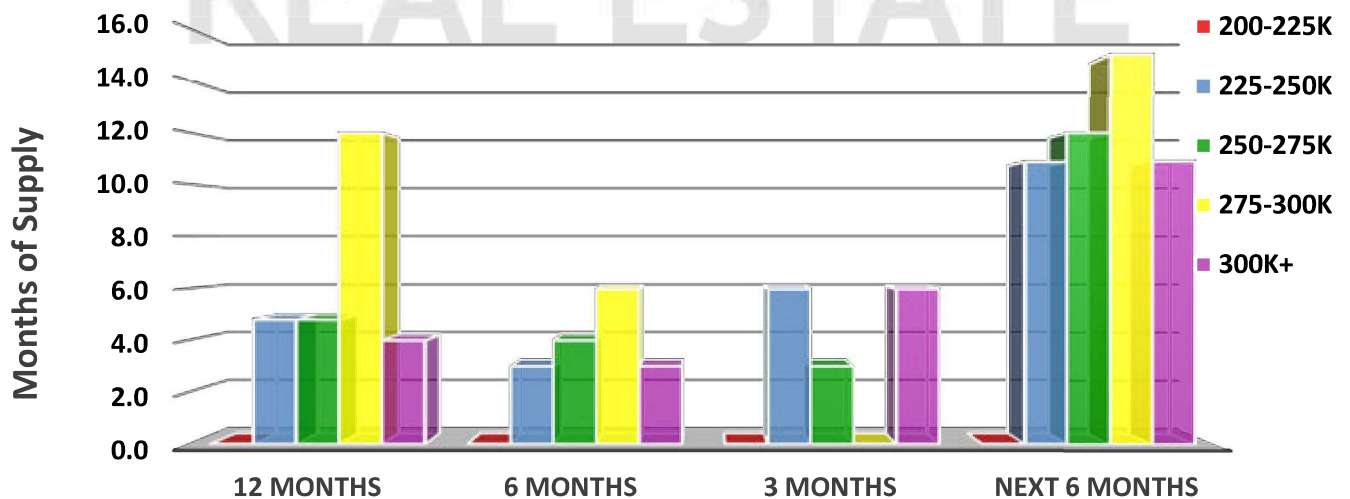
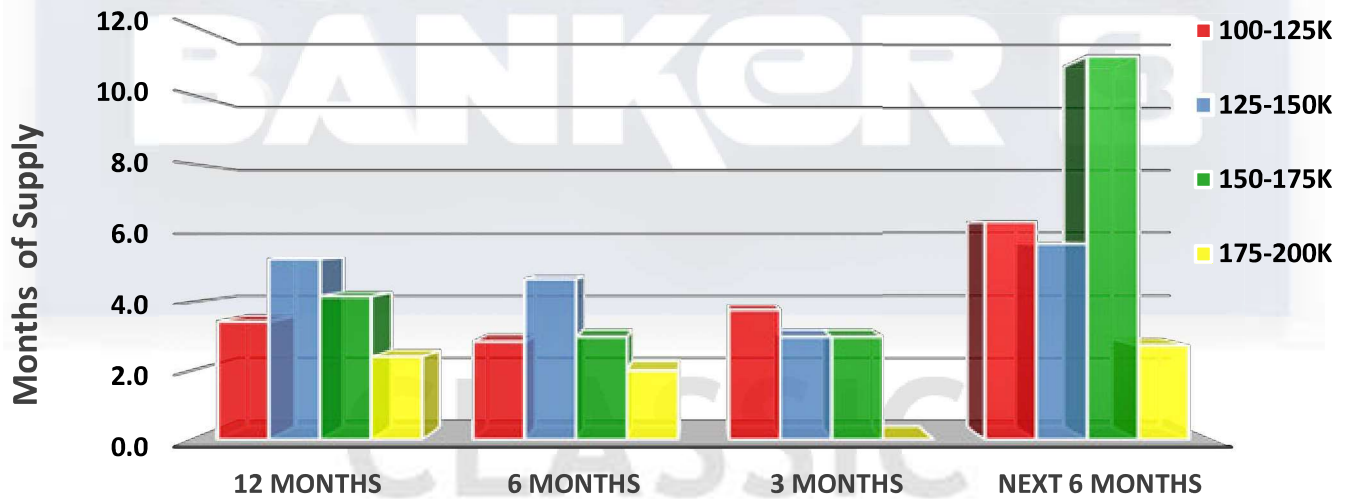
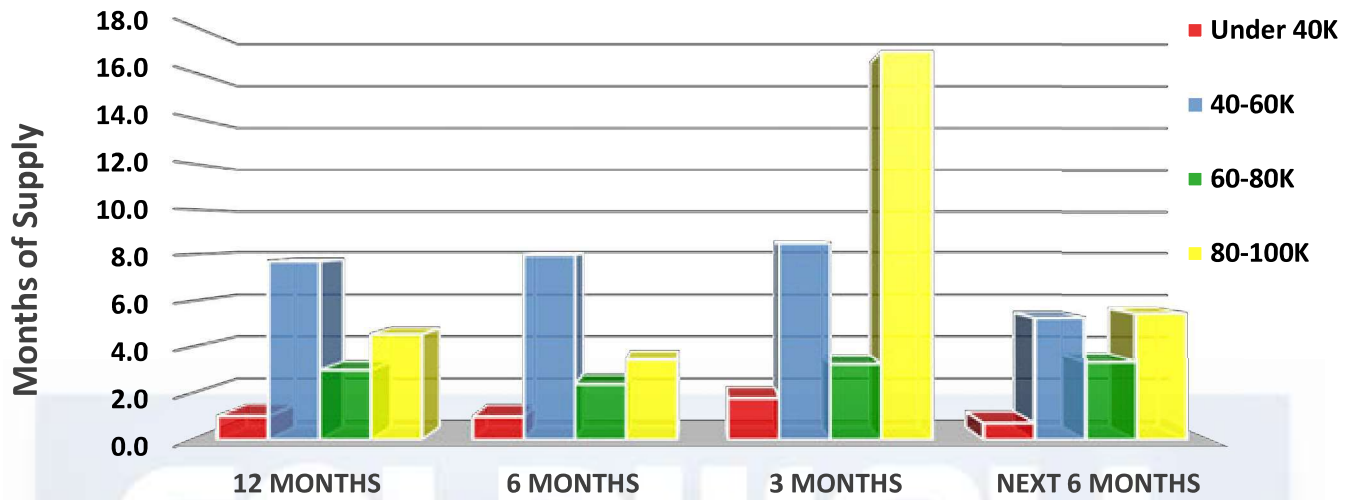
Mattoon



Charleston Absorption Rates

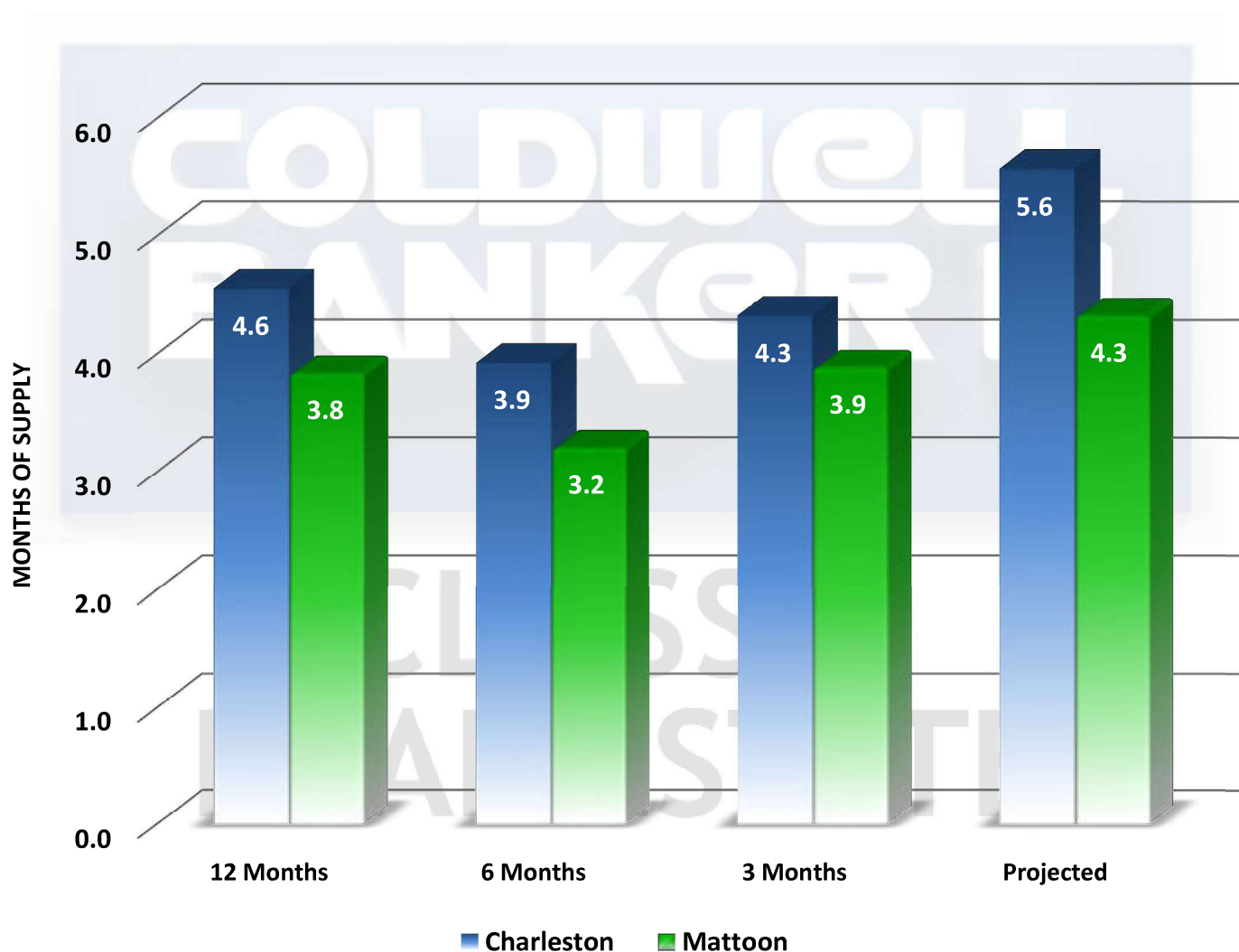


Mattoon Absorption Rates



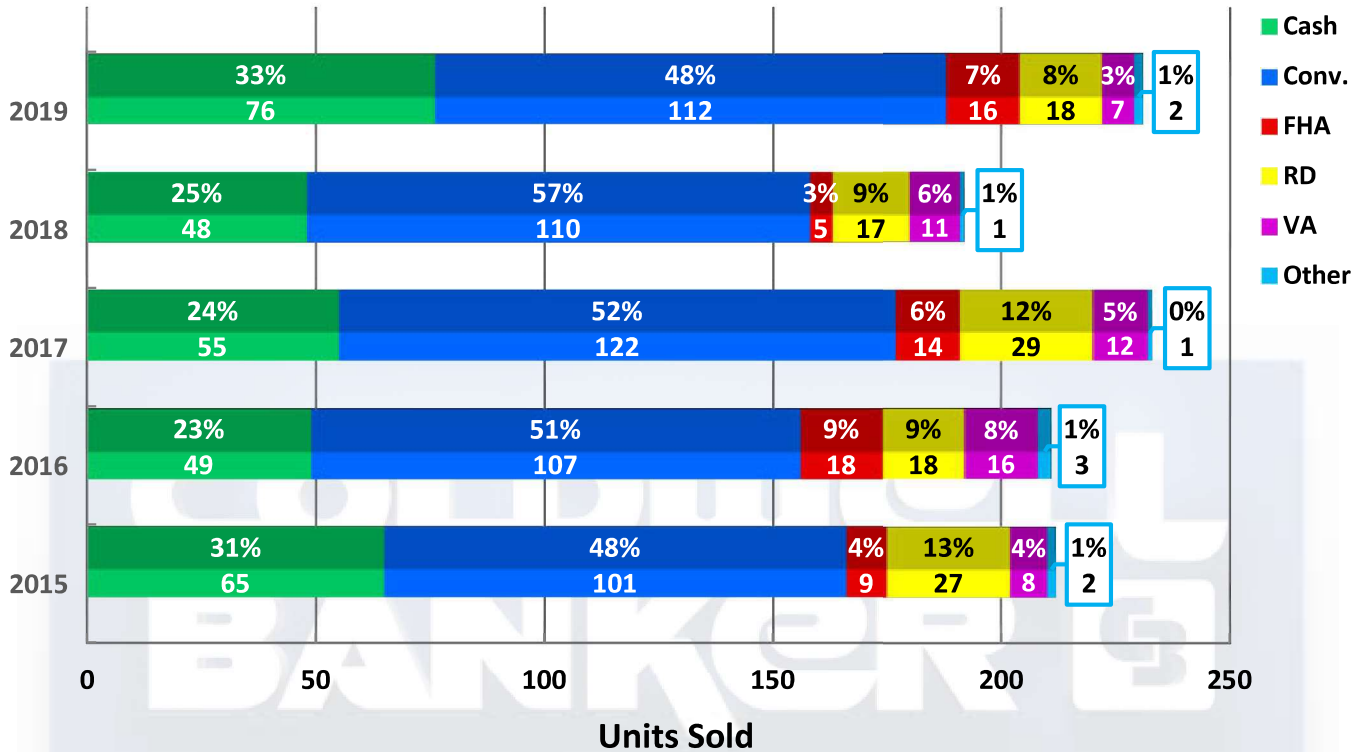
Overall Market Absorption Rates

	Currently Listed	12 Months		6 Months		3 Months		Next 6 Months	
		Sold	M.O.S.	Sold	M.O.S.	Sold	M.O.S.	Historically	M.O.S.
Charleston	85	224	4.6	130	3.9	59	4.3	91.6	5.6
Mattoon	79	247	3.8	148	3.2	61	3.9	109.6	4.3

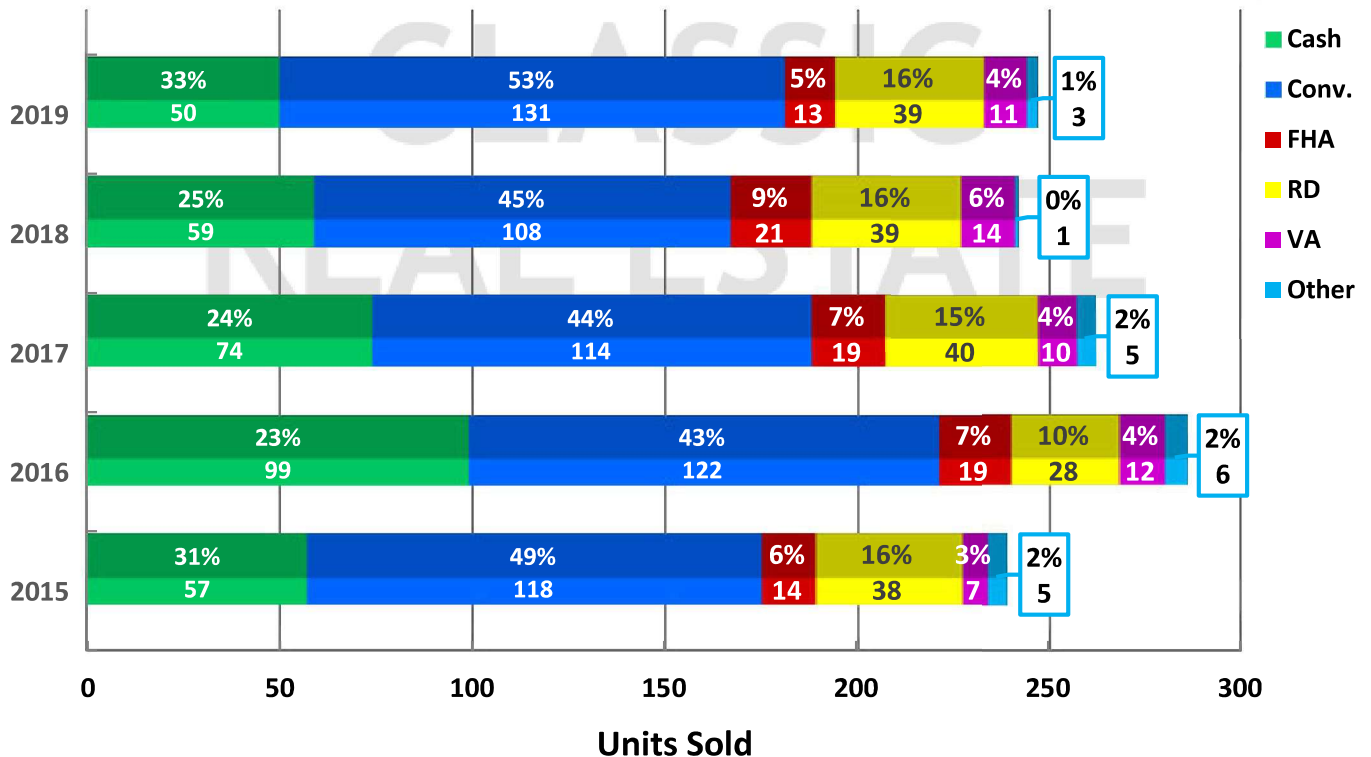


Transactions Based on Loan Type

Charleston



Mattoon



*Data points represent percent of overall sales and the number of units sold.

Charleston 2019

	<u>Total</u>	<u>Original List \$</u>	<u>Final List \$</u>	<u>Sold \$</u>	<u>%</u>	<u>DOM</u>	<u>Bed</u>	<u>Bath</u>	<u>Fin SF</u>	<u>\$/SF</u>
<40,000	26	\$32,450	\$26,616	\$21,556	65.1%	154	2.69	1.46	1450	\$17
40 - 59,999	21	\$55,798	\$51,040	\$49,579	93.5%	136	2.67	1.38	1238	\$44
60 - 79,999	34	\$79,788	\$75,297	\$70,672	90.1%	120	2.88	1.46	1382	\$56
80 - 99,999	32	\$95,166	\$92,272	\$88,377	93.4%	80	3.34	1.67	1559	\$62
100 - 124,999	29	\$120,578	\$117,193	\$111,734	92.9%	80	3.14	1.88	1667	\$71
125 - 149,999	29	\$146,045	\$141,955	\$136,312	93.9%	77	3.17	2.16	1930	\$77
150 - 174,999	16	\$173,025	\$169,969	\$165,294	95.7%	78	3.31	2.41	2180	\$80
175 - 199,999	14	\$195,286	\$188,493	\$183,439	94.3%	94	3.50	2.43	2313	\$85
200 - 224,999	7	\$234,971	\$221,686	\$213,143	90.9%	186	3.43	3.00	2924	\$76
225 - 249,999	9	\$253,078	\$239,833	\$231,683	92.0%	91	4.00	2.67	3091	\$80
250 - 274,999	2	\$272,200	\$272,200	\$260,250	95.6%	50	4.50	3.05	3344	\$78
275 - 299,999	6	\$309,033	\$298,450	\$286,875	93.1%	142	4.33	3.42	4498	\$69
300 and up	6	\$419,312	\$403,228	\$383,833	91.6%	138	4.17	3.25	4340	\$97

**Information above is based on the average*

Units Sold Per Month

	<u>Jan.</u>	<u>Feb.</u>	<u>Mar.</u>	<u>Apr.</u>	<u>May</u>	<u>June</u>	<u>July</u>	<u>Aug.</u>	<u>Sept.</u>	<u>Oct.</u>	<u>Nov.</u>	<u>Dec.</u>	<u>Total</u>
<40,000	1	2	3	3	2	1	1	2	2	1	1	7	26
40 - 59,999	2	2	0	1	4	2	2	3	3	1	1	0	21
60 - 79,999	3	2	3	2	2	5	2	3	2	4	4	2	34
80 - 99,999	2	0	4	5	3	2	6	2	2	2	3	1	32
100 - 124,999	0	2	2	1	2	6	3	4	2	4	1	2	29
125 - 149,999	2	1	0	5	5	4	1	0	5	2	2	2	29
150 - 174,999	0	1	1	0	3	0	4	3	3	1	0	0	16
175 - 199,999	0	1	2	0	2	0	1	3	2	1	1	1	14
200 - 224,999	0	0	0	0	0	2	0	2	2	0	0	1	7
225 - 249,999	0	1	0	1	0	0	1	1	0	2	3	0	9
250 - 274,999	1	0	0	0	0	1	0	0	0	0	0	0	2
275 - 299,999	0	0	2	0	1	1	0	0	1	0	1	0	6
300 and up	0	0	0	1	1	0	2	1	0	0	0	1	6
Total	11	12	17	19	25	24	23	24	24	18	17	17	231

Charleston: Under \$40,000

	<u>Total</u>	<u>Original List \$</u>	<u>Final List \$</u>	<u>Sold \$</u>	<u>%</u>	<u>DOM</u>	<u>Bed</u>	<u>Bath</u>	<u>Fin SF</u>	<u>\$/SF</u>
2010	12	\$35,012	\$31,525	\$27,692	79.1%	144	2.00	1.00		
2011	14	\$34,093	\$30,029	\$24,864	72.9%	118	2.00	1.00		
2012	22	\$36,909	\$33,572	\$27,168	73.6%	121	2.23	1.14		
2013	26	\$32,892	\$28,366	\$23,477	71.4%	105	2.38	1.15		
2014	20	\$32,847	\$28,603	\$24,299	74.0%	89	2.80	1.30	1372	\$19
2015	29	\$37,909	\$31,188	\$25,172	68.9%	176	2.86	1.19	1235	\$23
2016	18	\$32,176	\$28,555	\$25,217	79.9%	115	3.22	1.25	1451	\$19
2017	32	\$38,219	\$28,527	\$23,437	66.2%	211	2.94	1.47	1350	\$20
2018	26	\$36,431	\$31,028	\$24,998	72.3%	140	2.73	1.48	1404	\$21
2019	26	\$32,450	\$26,616	\$21,556	65.1%	154	2.69	1.46	1450	\$17
20 YR AVG	23				75.2%	137	2.53	1.21		

**Above information is based on the average*

Units Sold Per Month

	<u>Jan.</u>	<u>Feb.</u>	<u>Mar.</u>	<u>Apr.</u>	<u>May</u>	<u>June</u>	<u>July</u>	<u>Aug.</u>	<u>Sept.</u>	<u>Oct.</u>	<u>Nov.</u>	<u>Dec.</u>	<u>Total</u>
2010	3	1	1	1	1	0	0	2	1	0	0	2	12
2011	0	0	2	1	2	1	2	2	1	1	2	0	14
2012	1	2	4	3	2	0	1	4	0	1	0	4	22
2013	0	0	0	2	4	0	4	5	2	3	1	5	26
2014	1	2	3	1	0	1	0	2	3	1	2	4	20
2015	1	5	2	1	4	2	1	1	1	3	3	6	30
2016	1	1	4	2	2	0	2	1	1	1	2	1	18
2017	4	0	6	0	2	4	2	3	3	4	1	3	32
2018	3	0	4	1	1	3	2	3	3	3	1	2	26
2019	1	2	3	3	2	1	1	2	2	1	1	7	26
20 YR AVG	1.4	1.6	2.2	1.3	2.4	1.6	2.0	2.4	1.8	2.0	1.3	2.9	22.9

Charleston: \$40,000 - \$59,999

	<u>Total</u>	<u>Original List \$</u>	<u>Final List \$</u>	<u>Sold \$</u>	<u>%</u>	<u>DOM</u>	<u>Bed</u>	<u>Bath</u>	<u>Fin SF</u>	<u>\$/SF</u>
2010	21	\$55,222	\$54,075	\$49,910	90.4%	154	3.00	1.00		
2011	13	\$58,800	\$55,427	\$51,673	87.9%	139	2.00	1.00		
2012	20	\$57,215	\$55,283	\$50,090	87.5%	189	2.65	1.30		
2013	21	\$53,986	\$52,148	\$47,739	88.4%	110	2.76	1.24		
2014	29	\$56,389	\$55,811	\$49,628	88.0%	198	2.66	1.17	1439	\$40
2015	20	\$58,960	\$56,810	\$50,920	88.7%	100	2.40	1.45	1234	\$44
2016	20	\$58,348	\$54,468	\$50,298	88.5%	180	2.75	1.30	1241	\$44
2017	21	\$58,129	\$53,819	\$49,848	86.4%	174	2.52	1.43	1277	\$41
2018	13	\$53,431	\$51,050	\$47,123	89.2%	88	2.54	1.31	1248	\$42
2019	21	\$55,798	\$51,040	\$49,579	93.5%	136	2.67	1.38	1238	\$44
20 YR AVG	24				89.2%	145	2.63	1.27		

**Above information is based on the average*

Units Sold Per Month

	<u>Jan.</u>	<u>Feb.</u>	<u>Mar.</u>	<u>Apr.</u>	<u>May</u>	<u>June</u>	<u>July</u>	<u>Aug.</u>	<u>Sept.</u>	<u>Oct.</u>	<u>Nov.</u>	<u>Dec.</u>	<u>Total</u>
2010	0	2	1	1	4	3	1	2	4	1	0	2	21
2011	0	1	0	2	1	0	3	2	0	1	1	2	13
2012	2	1	3	1	2	1	3	3	1	2	1	0	20
2013	1	2	0	1	2	4	4	3	1	1	2	0	21
2014	2	0	3	6	5	3	2	1	1	2	1	3	29
2015	1	1	2	1	3	4	3	1	1	0	2	1	20
2016	0	1	4	2	3	0	1	2	2	3	1	1	20
2017	3	2	1	0	1	1	2	3	0	3	4	1	21
2018	0	1	4	0	1	4	0	0	0	1	1	1	13
2019	2	2	0	1	4	2	2	3	3	1	1	0	21
20 YR AVG	1.3	1.5	2.1	1.7	3.1	2.8	2.6	2.3	1.8	1.8	1.7	1.6	24.3

Charleston: \$60,000 - \$79,999

	<u>Total</u>	<u>Original List \$</u>	<u>Final List \$</u>	<u>Sold \$</u>	<u>%</u>	<u>DOM</u>	<u>Bed</u>	<u>Bath</u>	<u>Fin SF</u>	<u>\$/SF</u>
2010	26	\$77,572	\$75,710	\$70,425	90.8%	147	3.00	1.50		
2011	28	\$81,482	\$78,105	\$72,811	89.4%	161	3.00	1.50		
2012	25	\$79,491	\$76,571	\$71,190	89.6%	109	3.00	1.68		
2013	26	\$74,679	\$71,163	\$67,552	90.5%	142	2.81	1.48		
2014	28	\$77,946	\$75,295	\$69,693	89.4%	166	3.07	1.60	1444	\$53
2015	33	\$72,309	\$70,555	\$65,709	91.6%	143	2.79	1.33	1314	\$53
2016	32	\$76,441	\$71,547	\$66,757	88.0%	153	2.91	1.58	1515	\$50
2017	32	\$75,145	\$73,695	\$70,815	94.5%	141	2.75	1.25	1267	\$60
2018	36	\$77,194	\$74,664	\$70,553	91.6%	155	3.06	1.44	1378	\$55
2019	34	\$79,788	\$75,297	\$70,672	90.1%	120	2.88	1.46	1382	\$56
20 YR AVG	35				91.7%	133	2.90	1.45		

**Above information is based on the average*

Units Sold Per Month

	<u>Jan.</u>	<u>Feb.</u>	<u>Mar.</u>	<u>Apr.</u>	<u>May</u>	<u>June</u>	<u>July</u>	<u>Aug.</u>	<u>Sept.</u>	<u>Oct.</u>	<u>Nov.</u>	<u>Dec.</u>	<u>Total</u>
2010	0	1	4	5	2	4	1	3	2	3	0	1	26
2011	0	1	0	3	7	3	2	2	4	1	3	2	28
2012	0	2	1	2	4	5	4	3	0	1	2	1	25
2013	0	4	0	5	3	1	2	3	2	3	2	1	26
2014	3	4	2	0	3	1	4	2	1	3	1	4	28
2015	1	2	1	4	3	3	3	6	2	4	1	3	33
2016	2	4	4	4	3	3	3	1	1	3	2	2	32
2017	1	0	3	4	4	8	4	3	1	1	2	1	32
2018	5	1	3	8	4	5	2	1	1	4	1	1	36
2019	3	2	3	2	2	5	2	3	2	4	4	2	34
20 YR AVG	1.2	1.8	2.3	3.4	4.5	4.0	4.2	4.2	2.4	2.9	1.8	2.1	34.8

Charleston: \$80,000 - \$99,999

	<u>Total</u>	<u>Original List \$</u>	<u>Final List \$</u>	<u>Sold \$</u>	<u>%</u>	<u>DOM</u>	<u>Bed</u>	<u>Bath</u>	<u>Fin SF</u>	<u>\$/SF</u>
2010	16	\$94,764	\$92,889	\$90,323	95.3%	91	3.00	1.50		
2011	26	\$97,242	\$92,865	\$89,996	92.5%	127	3.00	2.00		
2012	34	\$96,031	\$93,660	\$88,569	92.2%	134	3.09	1.97		
2013	36	\$96,449	\$93,744	\$89,319	92.6%	134	3.09	1.62		
2014	26	\$97,738	\$93,512	\$88,967	91.0%	117	3.08	1.61	1421	\$65
2015	23	\$97,570	\$94,248	\$87,639	90.5%	89	3.09	1.67	1580	\$58
2016	24	\$96,906	\$92,873	\$89,175	92.4%	138	3.04	1.56	1450	\$64
2017	21	\$98,388	\$94,907	\$89,831	93.4%	165	3.14	1.81	1568	\$61
2018	18	\$98,022	\$95,114	\$87,311	89.7%	108	3.78	1.86	1696	\$57
2019	32	\$95,166	\$92,272	\$88,377	93.4%	80	3.34	1.67	1559	\$62
20 YR AVG	29				93.3%	118	3.18	1.75		

**Above information is based on the average*

Units Sold Per Month

	<u>Jan.</u>	<u>Feb.</u>	<u>Mar.</u>	<u>Apr.</u>	<u>May</u>	<u>June</u>	<u>July</u>	<u>Aug.</u>	<u>Sept.</u>	<u>Oct.</u>	<u>Nov.</u>	<u>Dec.</u>	<u>Total</u>
2010	1	0	3	4	3	1	0	1	1	0	1	1	16
2011	1	3	0	3	3	4	5	0	0	3	1	3	26
2012	2	2	3	3	7	7	1	0	6	1	1	1	34
2013	1	0	4	1	1	4	8	4	4	3	6	0	36
2014	0	3	2	4	2	0	5	4	0	1	3	2	26
2015	3	2	2	0	5	3	0	2	3	1	1	1	23
2016	0	1	1	0	4	4	1	3	5	2	1	2	24
2017	5	1	2	3	4	0	0	2	1	3	0	0	21
2018	0	1	5	0	1	1	1	3	1	1	3	1	18
2019	2	0	4	5	3	2	6	2	2	2	3	1	32
20 YR AVG	1.8	1.3	2.9	2.5	3.4	3.2	3.6	2.6	2.4	2.1	2.3	1.3	29.3

Charleston: \$100,000 - \$124,999

	<u>Total</u>	<u>Original List \$</u>	<u>Final List \$</u>	<u>Sold \$</u>	<u>%</u>	<u>DOM</u>	<u>Bed</u>	<u>Bath</u>	<u>Fin SF</u>	<u>\$/SF</u>
2010	27	\$126,261	\$119,466	\$114,418	90.6%	133	3.00	2.00		
2011	24	\$117,342	\$115,115	\$110,392	94.1%	146	3.00	2.00		
2012	35	\$122,099	\$118,130	\$112,679	92.3%	138	3.31	2.26		
2013	19	\$119,354	\$117,311	\$113,131	94.8%	103	3.06	1.97		
2014	19	\$123,534	\$120,732	\$116,434	94.3%	141	3.26	2.13	1723	\$72
2015	28	\$117,556	\$115,709	\$110,293	93.9%	107	3.07	2.03	1616	\$70
2016	27	\$123,026	\$119,111	\$114,956	93.6%	103	3.15	2.09	1701	\$70
2017	43	\$122,530	\$117,613	\$113,172	92.6%	172	3.00	2.05	1660	\$72
2018	29	\$119,212	\$117,367	\$112,053	94.2%	106	3.24	2.07	1675	\$70
2019	29	\$120,578	\$117,193	\$111,734	92.9%	80	3.14	1.88	1667	\$71
20 YR AVG	30				93.8%	119	3.21	2.06		

**Above information is based on the average*

Units Sold Per Month

	<u>Jan.</u>	<u>Feb.</u>	<u>Mar.</u>	<u>Apr.</u>	<u>May</u>	<u>June</u>	<u>July</u>	<u>Aug.</u>	<u>Sept.</u>	<u>Oct.</u>	<u>Nov.</u>	<u>Dec.</u>	<u>Total</u>
2010	0	3	1	5	7	3	1	2	3	0	2	0	27
2011	0	2	1	3	5	3	3	3	2	2	0	0	24
2012	0	0	3	4	5	4	6	5	1	2	3	2	35
2013	0	1	3	4	3	1	0	2	3	1	1	0	19
2014	0	0	1	1	2	2	2	3	2	3	2	1	19
2015	0	2	4	2	3	7	5	2	0	1	2	0	28
2016	2	0	2	3	2	6	5	5	1	1	0	0	27
2017	3	3	3	3	5	4	7	2	3	4	4	2	43
2018	2	0	2	2	3	2	5	5	1	1	4	2	29
2019	0	2	2	1	2	6	3	4	2	4	1	2	29
20 YR AVG	0.9	1.3	2.2	2.7	3.7	4.0	3.9	3.7	1.8	1.7	2.1	1.4	29.6

Charleston: \$125,000 - \$149,999

	<u>Total</u>	<u>Original List \$</u>	<u>Final List \$</u>	<u>Sold \$</u>	<u>%</u>	<u>DOM</u>	<u>Bed</u>	<u>Bath</u>	<u>Fin SF</u>	<u>\$/SF</u>
2010	21	\$143,665	\$140,455	\$135,133	94.1%	73	3.00	2.00		
2011	25	\$139,670	\$137,774	\$133,034	95.2%	105	3.00	2.00		
2012	30	\$142,592	\$13,994	\$134,310	94.2%	123	3.47	2.33		
2013	21	\$145,174	\$140,271	\$133,864	92.2%	126	3.29	2.27		
2014	26	\$147,038	\$142,750	\$136,992	93.2%	105	3.23	2.33	2126	\$70
2015	27	\$144,217	\$140,255	\$136,509	95.2%	125	3.17	2.26	1792	\$78
2016	31	\$144,200	\$140,673	\$134,972	93.9%	108	3.26	2.13	1869	\$75
2017	31	\$144,897	\$142,161	\$137,368	95.0%	134	3.32	2.19	1968	\$75
2018	21	\$146,300	\$142,248	\$136,717	93.7%	117	3.38	2.26	2157	\$71
2019	29	\$146,045	\$141,955	\$136,312	93.9%	77	3.17	2.16	1930	\$77
20 YR AVG	23				94.5%	122	3.27	2.22		

**Above information is based on the average*

Units Sold Per Month

	<u>Jan.</u>	<u>Feb.</u>	<u>Mar.</u>	<u>Apr.</u>	<u>May</u>	<u>June</u>	<u>July</u>	<u>Aug.</u>	<u>Sept.</u>	<u>Oct.</u>	<u>Nov.</u>	<u>Dec.</u>	<u>Total</u>
2010	2	3	1	1	3	1	3	3	3	0	0	1	21
2011	1	2	1	2	1	5	3	3	2	3	1	1	25
2012	3	1	2	1	4	5	3	4	2	0	2	3	30
2013	1	0	0	2	3	5	0	5	1	1	2	1	21
2014	0	1	2	1	5	6	2	4	3	1	0	1	26
2015	1	0	4	1	3	4	2	4	5	4	0	1	29
2016	2	2	2	1	3	3	5	7	1	0	3	2	31
2017	1	0	4	4	7	6	0	4	1	2	2	0	31
2018	0	1	0	2	1	6	2	4	1	1	1	2	21
2019	2	1	0	5	5	4	1	0	5	2	2	2	29
20 YR AVG	1.0	0.8	1.7	1.6	3.4	4.0	2.2	2.8	2.2	1.5	1.1	1.2	23.4

Charleston: \$150,000 - \$174,999

	<u>Total</u>	<u>Original List \$</u>	<u>Final List \$</u>	<u>Sold \$</u>	<u>%</u>	<u>DOM</u>	<u>Bed</u>	<u>Bath</u>	<u>Fin SF</u>	<u>\$/SF</u>
2010	9	\$173,117	\$166,411	\$161,889	93.5%	108	3.00	2.00		
2011	14	\$166,842	\$165,204	\$160,496	96.2%	107	4.00	3.00		
2012	13	\$173,062	\$168,492	\$161,706	93.4%	138	3.46	2.62		
2013	16	\$168,175	\$167,034	\$161,838	96.2%	90	3.25	2.41		
2014	16	\$174,859	\$169,591	\$163,678	93.6%	121	3.56	2.41	2338	\$76
2015	15	\$175,490	\$165,167	\$158,760	92.1%	115	3.33	2.48	2131	\$83
2016	19	\$165,989	\$162,047	\$156,858	94.9%	146	3.37	2.26	2157	\$76
2017	17	\$173,571	\$167,647	\$161,582	94.1%	146	3.24	2.38	2296	\$75
2018	11	\$173,009	\$169,436	\$163,364	94.6%	113	3.55	2.32	2596	\$69
2019	16	\$173,025	\$169,969	\$165,294	95.7%	78	3.31	2.41	2180	\$80
20 YR AVG	14				94.5%	134	3.46	2.46		

**Above information is based on the average*

Units Sold Per Month

	<u>Jan.</u>	<u>Feb.</u>	<u>Mar.</u>	<u>Apr.</u>	<u>May</u>	<u>June</u>	<u>July</u>	<u>Aug.</u>	<u>Sept.</u>	<u>Oct.</u>	<u>Nov.</u>	<u>Dec.</u>	<u>Total</u>
2010	0	1	1	0	1	2	0	1	2	1	0	0	9
2011	0	0	1	0	1	4	1	2	0	1	0	4	14
2012	0	0	0	1	2	4	1	2	1	0	1	1	13
2013	2	0	0	1	1	3	2	2	3	2	0	0	16
2014	0	0	2	0	2	1	2	2	3	2	1	1	16
2015	0	0	1	3	4	3	1	0	1	1	0	1	15
2016	1	2	0	1	4	3	4	3	0	0		1	19
2017	0	1	1	1	1	4	4	1	2	2		0	17
2018	1	0	2	1	2	3	0	2	0	0		0	11
2019	0	1	1	0	3	0	4	3	3	1	0	0	16
20 YR AVG	0.3	0.5	0.9	0.9	1.7	2.3	1.9	1.7	1.1	1.2	0.3	0.8	13.5

Charleston: \$175,000 - \$199,999

	<u>Total</u>	<u>Original List \$</u>	<u>Final List \$</u>	<u>Sold \$</u>	<u>%</u>	<u>DOM</u>	<u>Bed</u>	<u>Bath</u>	<u>Fin SF</u>	<u>\$/SF</u>
2010	9	\$198,844	\$192,017	\$187,167	94.1%	151	3.00	2.00		
2011	8	\$209,933	\$200,088	\$185,625	88.4%	134	5.00	3.00		
2012	10	\$198,402	\$193,482	\$184,350	92.9%	129	3.60	2.80		
2013	12	\$198,421	\$191,838	\$185,675	93.6%	99	3.58	2.41		
2014	11	\$192,645	\$192,636	\$184,400	95.7%	75	3.82	2.55	2520	\$79
2015	10	\$189,015	\$185,520	\$180,780	95.8%	128	3.50	2.35	2425	\$85
2016	12	\$196,267	\$187,063	\$180,881	92.8%	203	3.25	2.42	2230	\$84
2017	5	\$223,940	\$195,580	\$190,878	87.2%	161	3.80	3.00	2778	\$73
2018	11	\$199,341	\$192,536	\$185,218	93.1%	149	3.27	2.45	2291	\$86
2019	14	\$195,286	\$188,493	\$183,439	94.3%	94	3.50	2.43	2313	\$85
20 YR AVG	10				93.9%	128	3.66	2.59		

**Above information is based on the average*

Units Sold Per Month

	<u>Jan.</u>	<u>Feb.</u>	<u>Mar.</u>	<u>Apr.</u>	<u>May</u>	<u>June</u>	<u>July</u>	<u>Aug.</u>	<u>Sept.</u>	<u>Oct.</u>	<u>Nov.</u>	<u>Dec.</u>	<u>Total</u>
2010	0	1	0	2	1	2	1	0	1	0	1	0	9
2011	0	0	1	1	0	0	1	2	0	0	0	1	6
2012	1	0	0	1	1	3	1	1	0	0	2	0	10
2013	1	0	0	3	2	1	2	0	2	0	0	1	12
2014	0	1	1	0	1	1	1	1	3	0	1	1	11
2015	0	1	0	3	0	1	0	1	1	2	0	1	10
2016	0	0	1	2	2	1	0	1	2	1	1	1	12
2017	0	1	0	0	0	0	2	1	0	0	1	0	5
2018	0	0	0	2	1	1	2	0	2	3	0	0	11
2019	0	1	2	0	2	0	1	3	2	1	1	1	14
20 YR AVG	0.2	0.6	0.6	0.9	0.8	1.4	1.2	1.0	1.1	0.7	0.5	0.5	9.6

Charleston: \$200,000 - \$224,999

	<u>Total</u>	<u>Original List \$</u>	<u>Final List \$</u>	<u>Sold \$</u>	<u>%</u>	<u>DOM</u>	<u>Bed</u>	<u>Bath</u>	<u>Fin SF</u>	<u>\$/SF</u>
2010	9	\$222,295	\$220,690	\$208,222	93.7%	115	3.00	3.00		
2011	8	\$235,138	\$229,900	\$213,938	91.0%	159	4.00	3.00		
2012	8	\$228,650	\$226,763	\$215,938	94.4%	97	3.63	3.00		
2013	14	\$227,690	\$223,800	\$211,600	92.9%	131	3.86	3.11		
2014	9	\$231,533	\$224,644	\$217,239	93.8%	149	3.56	2.56	2935	\$76
2015	8	\$220,950	\$220,325	\$211,175	95.7%	73	3.38	2.63	2692	\$82
2016	6	\$227,300	\$218,217	\$211,583	93.6%	116	3.17	2.08	2085	\$109
2017	7	\$229,371	\$221,757	\$209,843	91.7%	210	3.86	2.71	2719	\$79
2018	6	\$231,400	\$219,417	\$212,500	92.3%	262	3.17	2.75	2810	\$79
2019	7	\$234,971	\$221,686	\$213,143	90.9%	186	3.43	3.00	2924	\$76
20 YR AVG	7				92.8%	172	3.76	2.79		

**Above information is based on the average*

Units Sold Per Month

	<u>Jan.</u>	<u>Feb.</u>	<u>Mar.</u>	<u>Apr.</u>	<u>May</u>	<u>June</u>	<u>July</u>	<u>Aug.</u>	<u>Sept.</u>	<u>Oct.</u>	<u>Nov.</u>	<u>Dec.</u>	<u>Total</u>
2010	0	0	1	2	1	2	1	1	0	1	0	0	9
2011	0	0	1	0	0	1	1	1	0	2	0	2	8
2012	0	0	0	0	1	2	3	2	0	0	0	0	8
2013	0	0	1	1	0	4	1	1	1	1	2	2	14
2014	0	1	0	1	0	4	0	0	1	0	0	2	9
2015	0	0	0	1	2	0	1	1	1	1	0	1	8
2016	0	2	0	0	0	1	1	1	0	1	0	0	6
2017	1	0	0	2	0	0	2	1	0	1	0	0	7
2018	0	2	0	1	1	0	1	0	0	0	1	0	6
2019	0	0	0	0	0	2	0	2	2	0	0	1	7
20 YR AVG	0.3	0.4	0.2	0.7	0.6	1.1	1.0	0.8	0.4	0.5	0.6	0.6	7.2

Charleston: \$225,000 - \$249,999

	<u>Total</u>	<u>Original List \$</u>	<u>Final List \$</u>	<u>Sold \$</u>	<u>%</u>	<u>DOM</u>	<u>Bed</u>	<u>Bath</u>	<u>Fin SF</u>	<u>\$/SF</u>
2010	3	\$250,388	\$246,557	\$229,667	91.7%	165	5.00	3.00		
2011	6	\$258,050	\$245,633	\$236,167	91.5%	183	4.00	3.00		
2012	5	\$253,840	\$246,360	\$233,900	92.1%	139	4.00	3.40		
2013	8	\$246,769	\$244,269	\$232,375	94.2%	140	3.50	2.62		
2014	7	\$255,386	\$242,043	\$236,271	92.5%	167	3.86	2.93	3251	\$75
2015	5	\$245,080	\$241,080	\$235,100	95.9%	103	3.80	3.40	3192	\$76
2016	3	\$241,408	\$241,408	\$241,262	100.0%	66	4.67	3.50	3773	\$66
2017	7	\$246,207	\$244,064	\$237,850	96.8%	98	3.57	2.71	3082	\$80
2018	7	\$246,407	\$240,164	\$233,257	95.4%	103	4.00	3.29	3352	\$73
2019	9	\$253,078	\$239,833	\$231,683	92.0%	91	4.00	2.67	3091	\$80
20 YR AVG	5				94.2%	132	3.96	3.12		

**Above information is based on the average*

Units Sold Per Month

	<u>Jan.</u>	<u>Feb.</u>	<u>Mar.</u>	<u>Apr.</u>	<u>May</u>	<u>June</u>	<u>July</u>	<u>Aug.</u>	<u>Sept.</u>	<u>Oct.</u>	<u>Nov.</u>	<u>Dec.</u>	<u>Total</u>
2010	0	0	0	1	0	0	1	1	0	0	0	0	3
2011	1	0	0	0	2	0	1	0	0	0	1	1	6
2012	0	0	0	1	0	0	1	0	1	0	0	2	5
2013	1	0	0	0	2	0	1	2	1	0	0	1	8
2014	0	0	1	0	2	0	1	0	0	1	0	2	7
2015	0	0	0	0	2	1	1	0	0	0	1	0	5
2016	0	0	1	0	1	1	0	0	0	0	0	0	3
2017	1	1	0	1	1	1	0	0	0	0	1	1	7
2018	0	1	0	0	2	1	1	2	0	0	0	0	7
2019	0	1	0	1	0	0	1	1	0	2	3	0	9
20 YR AVG	0.2	0.2	0.4	0.3	0.8	0.6	0.6	0.3	0.2	0.3	0.4	0.5	5.0

Charleston: \$250,000 - \$274,999

	<u>Total</u>	<u>Original List \$</u>	<u>Final List \$</u>	<u>Sold \$</u>	<u>%</u>	<u>DOM</u>	<u>Bed</u>	<u>Bath</u>	<u>Fin SF</u>	<u>\$/SF</u>
2010	2	\$272,100	\$272,450	\$265,000	97.4%	271	4.00	2.50		
2011	0				NA					
2012	3	\$281,600	\$279,933	\$256,667	91.1%	115	4.00	3.67		
2013	0				NA					
2014	2	\$284,500	\$279,500	\$266,500	93.7%	128	3.50	2.75	3267	\$82
2015	3	\$275,800	\$268,967	\$261,583	94.8%	171	3.67	3.33	3725	\$74
2016	7	\$286,836	\$271,943	\$264,343	92.7%	183	4.00	3.00	3585	\$82
2017	5	\$281,680	\$267,110	\$255,800	91.2%	222	3.80	2.90	3362	\$80
2018	5	\$286,300	\$277,300	\$259,300	90.9%	191	3.80	2.80	3705	\$73
2019	2	\$272,200	\$272,200	\$260,250	95.6%	50	4.50	3.05	3344	\$78
20 YR AVG	3				93.8%	195	3.99	3.02		

**Above information is based on the average*

Units Sold Per Month

	<u>Jan.</u>	<u>Feb.</u>	<u>Mar.</u>	<u>Apr.</u>	<u>May</u>	<u>June</u>	<u>July</u>	<u>Aug.</u>	<u>Sept.</u>	<u>Oct.</u>	<u>Nov.</u>	<u>Dec.</u>	<u>Total</u>
2010	0	0	0	0	0	0	1	0	0	0	1	0	2
2011	0	0	0	0	0	0	0	0	0	0	0	0	0
2012	0	0	0	0	1	1	1	0	0	0	0	0	3
2013	0	0	0	0	0	0	0	0	0	0	0	0	0
2014	0	1	0	0	1	0	0	0	0	0	0	0	2
2015	0	0	1	0	0	1	0	0	0	0	1	0	3
2016	0	0	1	1	0	2	2	1	0	0	0	0	7
2017	0	0	0	3	0	1	0	0	0	0	0	1	5
2018	0	0	0	2	0	0	0	0	3	0	0	0	5
2019	1	0	0	0	0	1	0	0	0	0	0	0	2
20 YR AVG	0.1	0.2	0.2	0.4	0.3	0.6	0.3	0.2	0.2	0.1	0.2	0.2	3.1

Charleston: \$275,000 - \$299,999

	<u>Total</u>	<u>Original List \$</u>	<u>Final List \$</u>	<u>Sold \$</u>	<u>%</u>	<u>DOM</u>	<u>Bed</u>	<u>Bath</u>	<u>Fin SF</u>	<u>\$/SF</u>
2010	3	\$302,491	\$302,491	\$284,667	94.1%	119	4.00	4.00		
2011	4	\$294,000	\$287,438	\$280,750	95.5%	115	3.00	3.00		
2012	0									
2013	2	\$329,700	\$324,700	\$291,625	88.5%	178	3.50	3.00		
2014	4	\$307,913	\$295,413	\$291,500	94.7%	191	4.50	3.13	3557	\$84
2015	0									
2016	2	\$297,200	\$290,250	\$280,500	94.4%	215	5.00	3.50	3458	\$81
2017	5	\$298,100	\$296,000	\$289,750	97.3%	117	3.80	3.20	3504	\$87
2018	3	\$339,750	\$297,450	\$282,500	83.7%	515	3.50	3.50	3797	\$82
2019	6	\$309,033	\$298,450	\$286,875	93.1%	142	4.33	3.42	4498	\$69
20 YR AVG	2				93.7%	200	4.12	3.27		

**Above information is based on the average*

Units Sold Per Month

	<u>Jan.</u>	<u>Feb.</u>	<u>Mar.</u>	<u>Apr.</u>	<u>May</u>	<u>June</u>	<u>July</u>	<u>Aug.</u>	<u>Sept.</u>	<u>Oct.</u>	<u>Nov.</u>	<u>Dec.</u>	<u>Total</u>
2010	1	0	0	0	0	0	1	0	1	0	0	0	3
2011	0	0	0	1	0	2	0	1	0	0	0	0	4
2012	0	0	0	0	0	0	0	0	0	0	0	0	0
2013	0	1	0	0	0	0	0	1	0	0	0	0	2
2014	2	0	0	0	1	1	0	0	0	0	0	0	4
2015	0	0	0	0	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	1	1	0	0	0	0	0	2
2017	0	0	0	1	0	1	0	1	0	1	1	0	5
2018	1	0	0	0	0	0	1	0	0	0	0	1	3
2019	0	0	2	0	1	1	0	0	1	0	1	0	6
20 YR AVG	0.2	0.1	0.1	0.2	0.1	0.6	0.3	0.2	0.2	0.1	0.1	0.2	2.4

Charleston: Over \$300,000

	<u>Total</u>	<u>Original List \$</u>	<u>Final List \$</u>	<u>Sold \$</u>	<u>%</u>	<u>DOM</u>	<u>Bed</u>	<u>Bath</u>	<u>Fin SF</u>	<u>\$/SF</u>
2010	1	\$547,500	\$547,500	\$465,000	84.9%	89	5.00	3.50		
2011	1	\$319,700	\$319,700	\$300,000	93.8%	89	5.00	4.00		
2012	6	\$406,833	\$398,500	\$379,600	93.3%	250	4.33	3.67		
2013	9	\$372,117	\$366,061	\$350,722	94.3%	152	4.55	3.72		
2014	2	\$399,750	\$399,750	\$396,000	99.1%	50	4.50	4.75	4666	\$84
2015	9	\$427,611	\$417,556	\$403,917	94.5%	131	4.44	3.47	4580	\$94
2016	10	\$448,290	\$388,440	\$384,575	91.4%	231	4.20	3.55	4035	\$102
2017	7	\$394,543	\$390,700	\$370,450	94.9%	99	4.14	3.07	3795	\$101
2018	6	\$401,783	\$395,117	\$363,583	91.2%	94	4.17	3.25	3958	\$96
2019	6	\$419,312	\$403,228	\$383,833	91.6%	138	4.17	3.25	4340	\$97
20 YR AVG	4				93.1%	149	4.56	3.84		

**Above information is based on the average*

Units Sold Per Month

	<u>Jan.</u>	<u>Feb.</u>	<u>Mar.</u>	<u>Apr.</u>	<u>May</u>	<u>June</u>	<u>July</u>	<u>Aug.</u>	<u>Sept.</u>	<u>Oct.</u>	<u>Nov.</u>	<u>Dec.</u>	<u>Total</u>
2010	0	0	0	0	0	0	1	0	0	0	0	0	1
2011	0	0	0	0	0	0	0	0	0	0	1	0	1
2012	0	1	1	0	0	1	0	2	0	1	0	0	6
2013	1	0	0	1	3	1	1	0	1	0	0	1	9
2014	0	0	0	0	2	0	0	0	0	0	0	0	2
2015	0	0	1	0	0	3	2	1	2	0	0	0	9
2016	0	1	1	0	1	1	2	1	1	0	0	2	10
2017	0	0	0	0	0	3	0	1	1	0	1	1	7
2018	0	0	1	2	0	1	1	0	0	0	1	0	6
2019	0	0	0	1	1	0	2	1	0	0	0	1	6
20 YR AVG	0.1	0.1	0.3	0.4	0.5	0.7	0.6	0.4	0.4	0.1	0.3	0.3	4.4

Mattoon 2019

	<u>Total</u>	<u>Original List \$</u>	<u>Final List \$</u>	<u>Sold \$</u>	<u>%</u>	<u>DOM</u>	<u>Bed</u>	<u>Bath</u>	<u>Fin SF</u>	<u>\$/SF</u>
<40,000	34	\$35,907	\$29,726	\$25,904	79.9%	94	2.44	1.19	1211.2	\$27
40 - 59,999	30	\$62,483	\$57,717	\$51,397	84.6%	78	2.53	1.18	1177.5	\$48
60 - 79,999	48	\$73,744	\$72,667	\$68,574	93.2%	58	2.67	1.18	1283.8	\$57
80 - 99,999	31	\$96,652	\$94,590	\$87,708	91.5%	74	2.90	1.47	1658.5	\$59
100 - 124,999	34	\$120,991	\$115,550	\$110,563	91.8%	88	3.26	1.78	1885.4	\$66
125 - 149,999	17	\$148,506	\$139,547	\$133,282	90.6%	145	3.18	2.03	1896.7	\$72
150 - 174,999	24	\$174,504	\$170,646	\$163,996	94.2%	80	3.38	2.17	2098.9	\$82
175 - 199,999	4	\$202,450	\$196,175	\$182,500	90.6%	39	3.75	2.13	2380	\$87
200 - 224,999	8	\$230,713	\$226,400	\$216,500	93.9%	109	3.50	2.69	2491.9	\$91
225 - 249,999	6	\$255,250	\$239,800	\$233,467	91.9%	109	3.67	2.33	3044.2	\$84
250 - 274,999	4	\$275,500	\$268,125	\$258,500	94.1%	89	4.00	3.00	2864	\$99
275 - 299,999	1	\$285,000	\$279,000	\$275,500	96.7%	26	3.00	2.10	2998	\$92
300 and up	6	\$430,983	\$415,233	\$382,917	89.7%	198	3.83	3.75	5575.3	\$71

**Above information is based on the average*

Units Sold Per Month

	<u>Jan.</u>	<u>Feb.</u>	<u>Mar.</u>	<u>Apr.</u>	<u>May</u>	<u>June</u>	<u>July</u>	<u>Aug.</u>	<u>Sept.</u>	<u>Oct.</u>	<u>Nov.</u>	<u>Dec.</u>	<u>Total</u>
<40,000	3	3	1	2	4	3	4	6	3	1	1	3	34
40 - 59,999	4	3	0	0	5	1	5	2	2	2	3	3	30
60 - 79,999	1	1	2	4	6	6	7	6	3	4	4	4	48
80 - 99,999	0	5	1	2	0	3	1	6	2	4	3	4	31
100 - 124,999	1	1	4	1	4	4	4	5	3	5	0	2	34
125 - 149,999	1	3	1	0	1	0	2	0	2	1	4	2	17
150 - 174,999	0	2	0	2	3	2	4	2	4	1	3	1	24
175 - 199,999	1	0	0	0	0	1	1	1	0	0	0	0	4
200 - 224,999	0	0	1	2	0	1	1	1	1	0	1	0	8
225 - 249,999	0	0	0	1	0	1	1	1	0	1	0	1	6
250 - 274,999	0	0	0	0	1	0	1	0	1	0	1	0	4
275 - 299,999	0	0	0	0	0	0	0	1	0	0	0	0	1
300 and up	1	1	0	0	0	0	2	1	1	0	0	0	6
Total	12	19	10	14	24	22	33	32	22	19	20	20	247

Mattoon: Under \$40,000

	<u>Total</u>	<u>Orig List \$</u>	<u>Final List \$</u>	<u>Sold \$</u>	<u>%</u>	<u>DOM</u>	<u>Bed</u>	<u>Bath</u>	<u>Fin SF</u>	<u>\$/SF</u>
2010	47	\$35,969	\$32,698	\$27,673	76.9%	118	2.00	1.00		
2011	36	\$45,050	\$31,429	\$26,826	59.5%	131	2.00	1.00		
2012	46	\$35,063	\$30,529	\$26,588	75.8%	115	2.39	1.20		
2013	41	\$31,504	\$29,898	\$26,248	83.3%	79	2.51	1.25		
2014	53	\$32,819	\$29,599	\$25,354	77.3%	141	2.38	1.13	1142	\$24
2015	33	\$30,187	\$28,849	\$24,284	80.9%	113	2.33	1.09	1033	\$26
2016	48	\$32,558	\$28,090	\$23,962	75.5%	108	2.40	1.16	1180	\$23
2017	48	\$34,352	\$31,279	\$25,545	75.0%	105	2.48	1.10	1133	\$24
2018	31	\$35,852	\$31,045	\$26,373	81.4%	129	2.55	1.31	1141	\$26
2019	34	\$35,907	\$29,726	\$25,904	79.9%	94	2.44	1.19	1211	\$27
20 YR AVG	47				77.8%	120	2.39	1.12		

**Information above is based on the average.*

Units Sold Per Month

	<u>Jan.</u>	<u>Feb.</u>	<u>Mar.</u>	<u>Apr.</u>	<u>May</u>	<u>June</u>	<u>July</u>	<u>Aug.</u>	<u>Sept.</u>	<u>Oct.</u>	<u>Nov.</u>	<u>Dec.</u>	<u>Total</u>
2010	3	5	3	4	9	2	4	5	3	3	4	2	47
2011	4	2	3	3	0	2	4	2	7	4	1	2	34
2012	2	1	6	4	4	4	3	3	2	4	5	8	46
2013	2	2	7	2	4	4	5	2	3	3	3	4	41
2014	6	8	5	2	7	2	6	5	1	3	3	5	53
2015	1	2	4	4	5	3	1	2	1	4	4	2	33
2016	2	3	6	4	3	2	4	6	7	4	2	5	48
2017	4	6	4	2	3	5	4	5	0	4	5	6	48
2018	3	1	1	2	2	2	2	2	3	5	4	4	31
2019	3	3	1	2	4	3	4	6	3	1	1	3	34
20 YR AVG	3.4	3.4	4.6	3.7	4.9	3.1	3.7	4.7	3.6	3.9	3.5	4.7	47.3

Mattoon: \$40,000 - \$59,999

	<u>Total</u>	<u>Orig List \$</u>	<u>Final List \$</u>	<u>Sold \$</u>	<u>%</u>	<u>DOM</u>	<u>Bed</u>	<u>Bath</u>	<u>Fin SF</u>	<u>\$/SF</u>
2010	36	\$57,092	\$53,492	\$48,200	84.4%	127	3.00	1.00		
2011	36	\$59,489	\$55,725	\$50,647	85.1%	178	2.00	1.00		
2012	33	\$59,549	\$55,245	\$51,695	86.8%	145	2.55	1.15		
2013	49	\$56,788	\$54,015	\$50,178	88.4%	107	2.76	1.24		
2014	25	\$56,980	\$54,658	\$51,376	90.2%	163	2.56	1.18	1116	\$48
2015	46	\$55,317	\$53,141	\$48,513	88.2%	117	2.74	1.22	1205	\$45
2016	49	\$56,562	\$52,950	\$49,290	88.8%	109	2.61	1.29	1182	\$46
2017	37	\$60,835	\$56,421	\$51,056	85.4%	170	2.59	1.32	1252	\$47
2018	40	\$56,850	\$54,394	\$51,423	90.6%	106	2.38	1.15	1136	\$50
2019	30	\$62,483	\$57,717	\$51,397	84.6%	78	2.53	1.18	1178	\$48
20 YR AVG	47				88.8%	132	2.60	1.17		

**Information above is based on the average.*

Units Sold Per Month

	<u>Jan.</u>	<u>Feb.</u>	<u>Mar.</u>	<u>Apr.</u>	<u>May</u>	<u>June</u>	<u>July</u>	<u>Aug.</u>	<u>Sept.</u>	<u>Oct.</u>	<u>Nov.</u>	<u>Dec.</u>	<u>Total</u>
2010	0	2	5	4	4	3	1	3	2	5	3	4	36
2011	0	1	2	4	3	3	6	4	5	2	2	4	36
2012	3	1	2	2	5	4	5	3	1	2	3	2	33
2013	2	1	8	7	1	2	9	3	4	4	5	3	49
2014	0	1	4	0	6	2	4	5	2	0	1	0	25
2015	5	1	2	4	9	5	4	4	3	2	2	5	46
2016	4	3	2	6	3	11	4	2	4	4	3	3	49
2017	3	2	4	3	3	4	3	2	6	2	2	3	37
2018	1	5	2	5	3	5	4	4	2	3	2	4	40
2019	4	3	0	0	5	1	5	2	2	2	3	3	30
20 YR AVG	2.4	3.6	3.9	4.0	4.8	4.9	4.7	4.1	3.3	4.2	3.2	3.6	46.8

Mattoon: \$60,000 - \$79,999

	<u>Total</u>	<u>Orig List \$</u>	<u>Final List \$</u>	<u>Sold \$</u>	<u>%</u>	<u>DOM</u>	<u>Bed</u>	<u>Bath</u>	<u>Fin SF</u>	<u>\$/SF</u>
2010	29	\$76,866	\$75,502	\$71,517	93.0%	115	3.00	1.50		
2011	36	\$81,540	\$76,393	\$72,106	88.4%	174	3.00	2.00		
2012	33	\$77,752	\$75,423	\$71,489	91.9%	140	2.73	1.55		
2013	41	\$77,708	\$75,030	\$70,457	90.7%	127	2.97	1.41		
2014	37	\$78,311	\$73,983	\$69,635	88.9%	137	2.89	1.28	1353	\$55
2015	52	\$77,860	\$74,423	\$69,956	90.3%	141	2.71	1.31	1306	\$58
2016	49	\$75,224	\$71,463	\$67,763	91.2%	132	2.65	1.19	1316	\$57
2017	49	\$77,205	\$73,844	\$69,693	90.8%	135	2.73	1.26	1292	\$57
2018	49	\$74,855	\$72,229	\$68,828	92.7%	126	2.69	1.29	1231	\$59
2019	48	\$73,744	\$72,667	\$68,574	93.2%	58	2.67	1.18	1284	\$57
20 YR AVG	48				92.1%	127	2.83	1.36		

**Information above is based on the average.*

Units Sold Per Month

	<u>Jan.</u>	<u>Feb.</u>	<u>Mar.</u>	<u>Apr.</u>	<u>May</u>	<u>June</u>	<u>July</u>	<u>Aug.</u>	<u>Sept.</u>	<u>Oct.</u>	<u>Nov.</u>	<u>Dec.</u>	<u>Total</u>
2010	0	0	1	5	4	1	0	6	6	5	0	1	29
2011	1	2	3	5	4	2	5	1	6	1	3	3	36
2012	3	2	3	5	5	3	3	3	2	2	1	1	33
2013	1	1	8	5	5	4	2	4	4	4	2	1	41
2014	1	0	4	3	4	4	4	1	3	4	3	6	37
2015	2	2	6	4	6	7	5	5	3	2	6	4	52
2016	4	2	5	5	3	5	5	3	5	6	0	6	49
2017	2	1	5	4	3	4	5	6	4	4	6	5	49
2018	3	2	3	1	4	7	3	7	5	7	3	4	49
2019	1	1	2	4	6	6	7	6	3	4	4	4	48
20 YR AVG	2.2	2.1	4.1	4.6	4.9	5.5	4.3	5.1	4.6	3.7	3.3	3.2	47.7

Mattoon: \$80,000 - \$99,999

	<u>Total</u>	<u>Orig List \$</u>	<u>Final List \$</u>	<u>Sold \$</u>	<u>%</u>	<u>DOM</u>	<u>Bed</u>	<u>Bath</u>	<u>Fin SF</u>	<u>\$/SF</u>
2010	28	\$96,955	\$94,223	\$88,959	91.8%	100	3.00	1.50		
2011	30	\$98,573	\$93,960	\$87,903	89.2%	147	3.00	2.00		
2012	24	\$94,421	\$93,804	\$88,450	93.7%	219	2.96	1.67		
2013	26	\$93,835	\$91,812	\$87,842	93.6%	108	3.00	1.67		
2014	28	\$93,411	\$89,298	\$87,000	93.1%	141	3.04	1.54	1630	\$58
2015	32	\$95,717	\$93,270	\$89,469	93.5%	110	3.00	1.56	1549	\$61
2016	35	\$97,829	\$94,455	\$89,871	92.6%	128	2.90	1.65	1518	\$63
2017	35	\$99,213	\$93,237	\$87,531	89.7%	136	3.00	1.47	1495	\$62
2018	31	\$95,163	\$92,695	\$88,894	93.9%	109	2.87	1.51	1370	\$69
2019	31	\$96,652	\$94,590	\$87,708	91.5%	74	2.90	1.47	1659	\$59
20 YR AVG	29				92.3%	125	3.00	1.63		

**Information above is based on the average.*

Units Sold Per Month

	<u>Jan.</u>	<u>Feb.</u>	<u>Mar.</u>	<u>Apr.</u>	<u>May</u>	<u>June</u>	<u>July</u>	<u>Aug.</u>	<u>Sept.</u>	<u>Oct.</u>	<u>Nov.</u>	<u>Dec.</u>	<u>Total</u>
2010	0	3	1	4	4	6	2	1	1	2	1	2	27
2011	4	0	2	0	5	2	2	2	5	5	0	3	30
2012	2	0	0	4	2	4	3	1	3	2	2	1	24
2013	1	1	3	1	2	3	6	0	4	3	1	1	26
2014	0	2	1	2	2	4	4	2	5	3	0	3	28
2015	2	1	4	1	4	6	1	5	6	1	1	0	32
2016	5	0	1	2	4	4	3	3	3	1	5	4	35
2017	0	4	1	4	4	5	5	1	4	1	3	3	35
2018	2	0	3	1	6	2	2	5	2	3	3	2	31
2019	0	5	1	2	0	3	1	6	2	4	3	4	31
20 YR AVG	1.2	1.4	1.9	2.2	3.4	3.6	3.3	2.6	2.8	2.8	1.9	1.9	29.0

Mattoon: \$100,000 - \$124,999

	<u>Total</u>	<u>Orig List \$</u>	<u>Final List \$</u>	<u>Sold \$</u>	<u>%</u>	<u>DOM</u>	<u>Bed</u>	<u>Bath</u>	<u>Fin SF</u>	<u>\$/SF</u>
2010	21	\$122,305	\$118,900	\$112,431	91.9%	127	3.00	2.00		
2011	14	\$122,657	\$117,521	\$109,893	89.6%	142	3.00	2.00		
2012	14	\$127,496	\$120,432	\$112,392	88.2%	151	3.07	2.21		
2013	26	\$128,073	\$123,304	\$113,290	88.5%	150	3.27	1.94		
2014	15	\$122,580	\$119,800	\$111,033	90.6%	174	3.00	1.83	1768	\$66
2015	21	\$124,219	\$118,705	\$112,196	91.2%	120	3.10	1.79	1784	\$70
2016	32	\$125,644	\$119,434	\$111,721	89.9%	163	3.03	1.69	1615	\$72
2017	28	\$120,474	\$114,678	\$109,293	91.1%	141	3.04	1.80	1688	\$69
2018	29	\$123,500	\$118,890	\$112,069	91.1%	120	3.10	1.78	1787	\$66
2019	34	\$120,991	\$115,550	\$110,563	91.8%	88	3.26	1.78	1885	\$66
20 YR AVG	22				89.7%	146	3.18	1.91		

**Information above is based on the average.*

Units Sold Per Month

	<u>Jan.</u>	<u>Feb.</u>	<u>Mar.</u>	<u>Apr.</u>	<u>May</u>	<u>June</u>	<u>July</u>	<u>Aug.</u>	<u>Sept.</u>	<u>Oct.</u>	<u>Nov.</u>	<u>Dec.</u>	<u>Total</u>
2010	0	1	3	4	1	2	0	3	1	1	2	3	21
2011	1	0	0	3	1	1	4	1	1	1	0	1	14
2012	1	0	1	1	1	2	1	3	1	1	1	1	14
2013	1	0	2	2	3	3	3	2	2	3	2	3	26
2014	2	2	1	2	1	0	1	3	0	1	2	0	15
2015	0	0	1	2	2	2	1	4	4	0	1	4	21
2016	1	2	4	2	2	2	4	4	2	3	3	3	32
2017	3	3	1	1	2	1	3	4	4	4	1	1	28
2018	2	1	4	3	1	2	3	1	2	1	6	3	29
2019	1	1	4	1	4	4	4	5	3	5	0	2	34
20 YR AVG	0.9	1.2	1.9	2.1	1.9	1.6	2.2	2.8	2.1	1.8	1.7	1.7	21.8

Mattoon: \$125,000 - \$149,999

	<u>Total</u>	<u>Orig List \$</u>	<u>Final List \$</u>	<u>Sold \$</u>	<u>%</u>	<u>DOM</u>	<u>Bed</u>	<u>Bath</u>	<u>Fin SF</u>	<u>\$/SF</u>
2010	17	\$139,059	\$137,118	\$131,632	94.7%	117	3.00	2.00		
2011	26	\$144,756	\$140,779	\$134,375	92.8%	154	3.00	2.00		
2012	25	\$142,998	\$141,674	\$133,100	93.1%	126	3.28	2.32		
2013	21	\$147,907	\$143,690	\$135,793	91.8%	167	3.33	2.11		
2014	22	\$148,405	\$143,400	\$136,359	91.9%	126	3.00	2.07	1973	\$74
2015	23	\$145,487	\$141,517	\$135,430	93.3%	136	3.30	1.96	1930	\$73
2016	16	\$141,487	\$139,660	\$135,200	95.7%	88	3.13	2.03	1806	\$78
2017	26	\$148,435	\$143,125	\$137,404	93.2%	136	3.08	2.06	1963	\$76
2018	18	\$146,647	\$144,794	\$137,403	93.8%	108	3.33	2.06	1926	\$76
2019	17	\$148,506	\$139,547	\$133,282	90.6%	145	3.18	2.03	1897	\$72
20 YR AVG	18				93.1%	139	3.23	2.12		

**Information above is based on the average.*

Units Sold Per Month

	<u>Jan.</u>	<u>Feb.</u>	<u>Mar.</u>	<u>Apr.</u>	<u>May</u>	<u>June</u>	<u>July</u>	<u>Aug.</u>	<u>Sept.</u>	<u>Oct.</u>	<u>Nov.</u>	<u>Dec.</u>	<u>Total</u>
2010	0	1	2	2	0	2	2	1	4	16	0	1	31
2011	0	1	4	2	3	2	1	1	4	3	5	0	26
2012	1	3	3	1	0	5	0	2	4	1	4	1	25
2013	2	0	2	1	3	5	1	3	1	0	2	1	21
2014	0	1	0	0	5	1	1	4	1	2	5	2	22
2015	3	0	2	2	0	4	1	3	2	4	0	2	23
2016	1	0	0	0	2	1	5	1	1	2	2	1	16
2017	1	0	4	0	1	7	3	1	3	1	3	2	26
2018	1	2	2	3	2	1	0	3	0	2	1	1	18
2019	1	3	1	0	1	0	2	0	2	1	4	2	17
20 YR AVG	0.9	0.8	1.3	1.4	1.8	2.3	1.6	1.8	1.7	2.1	2.0	1.3	18.9

Mattoon: \$150,000 - \$174,999

	<u>Total</u>	<u>Orig List \$</u>	<u>Final List \$</u>	<u>Sold \$</u>	<u>%</u>	<u>DOM</u>	<u>Bed</u>	<u>Bath</u>	<u>Fin SF</u>	<u>\$/SF</u>
2010	8	\$179,764	\$169,863	\$160,738	89.4%	185	3.00	2.00		
2011	11	\$173,036	\$170,782	\$163,250	94.3%	138	3.00	3.00		
2012	12	\$176,304	\$166,371	\$159,608	90.5%	225	3.17	2.33		
2013	16	\$180,456	\$170,281	\$160,056	88.7%	130	3.25	2.37		
2014	9	\$173,045	\$170,044	\$163,183	94.3%	109	3.22	2.39	2647	\$65
2015	9	\$177,161	\$165,717	\$158,208	89.3%	145	3.56	2.22	2397	\$75
2016	19	\$174,600	\$164,418	\$159,018	91.8%	192	3.35	2.21	2136	\$79
2017	16	\$178,944	\$167,913	\$160,313	90.9%	110	3.06	2.44	2413	\$75
2018	13	\$176,500	\$171,854	\$163,558	93.0%	111	3.31	2.50	2271	\$80
2019	24	\$174,504	\$170,646	\$163,996	94.2%	80	3.38	2.17	2099	\$82
20 YR AVG	11				92.6%	148	3.26	2.35		

**Information above is based on the average.*

Units Sold Per Month

	<u>Jan.</u>	<u>Feb.</u>	<u>Mar.</u>	<u>Apr.</u>	<u>May</u>	<u>June</u>	<u>July</u>	<u>Aug.</u>	<u>Sept.</u>	<u>Oct.</u>	<u>Nov.</u>	<u>Dec.</u>	<u>Total</u>
2010	0	0	0	1	1	1	3	0	1	0	0	1	8
2011	0	1	0	1	2	0	1	3	0	1	0	2	11
2012	1	0	1	0	1	2	1	1	0	1	2	2	12
2013	1	2	0	3	1	1	1	3	2	1	0	1	16
2014	0	0	1	1	1	1	0	0	4	1	0	0	9
2015	0	1	1	2	1	1	0	0	1	1	1	0	9
2016	1	0	2	0	3	2	2	3	0	2	2	2	19
2017	1	0	1	1	4	0	3	1	2	1	2	0	16
2018	1	1	1	1	3	1	0	1	0	1	3	0	13
2019	0	2	0	2	3	2	4	2	4	1	3	1	24
20 YR AVG	0.4	0.6	0.8	0.8	1.2	0.9	1.3	1.2	1.1	0.9	1.2	0.7	11.1

Mattoon: \$175,000 - \$199,999

	<u>Total</u>	<u>Orig List \$</u>	<u>Final List \$</u>	<u>Sold \$</u>	<u>%</u>	<u>DOM</u>	<u>Bed</u>	<u>Bath</u>	<u>Fin SF</u>	<u>\$/SF</u>
2010	5	\$201,060	\$199,060	\$186,150	92.6%	96	3.00	2.50		
2011	7	\$198,293	\$191,864	\$185,500	93.5%	133	3.00	2.00		
2012	2	\$206,950	\$206,950	\$193,250	93.4%	84	4.00	2.50		
2013	6	\$209,500	\$202,833	\$186,417	89.0%	207	3.33	2.58		
2014	7	\$202,136	\$198,250	\$186,786	92.4%	148	4.14	2.57	2838	\$69
2015	7	\$200,957	\$191,814	\$185,750	92.7%	197	3.57	2.43	2172	\$89
2016	12	\$200,275	\$196,017	\$187,292	93.7%	208	3.25	2.21	2273	\$88
2017	4	\$204,175	\$191,700	\$185,125	92.3%	128	3.75	2.13	2854	\$79
2018	6	\$202,400	\$192,033	\$184,483	92.1%	133	3.00	2.08	2150	\$90
2019	4	\$202,450	\$196,175	\$182,500	90.6%	39	3.75	2.13	2380	\$87
20 YR AVG	6				93.0%	143	3.51	2.41		

**Information above is based on the average.*

Units Sold Per Month

	<u>Jan.</u>	<u>Feb.</u>	<u>Mar.</u>	<u>Apr.</u>	<u>May</u>	<u>June</u>	<u>July</u>	<u>Aug.</u>	<u>Sept.</u>	<u>Oct.</u>	<u>Nov.</u>	<u>Dec.</u>	<u>Total</u>
2010	0	0	1	1	1	2	0	0	0	0	0	0	5
2011	0	0	0	1	1	1	2	1	0	0	1	0	7
2012	0	0	1	0	0	0	0	0	0	1	0	0	2
2013	0	0	0	0	3	1	0	0	0	1	0	1	6
2014	0	0	0	0	0	0	1	1	1	2	0	2	7
2015	0	1	0	0	1	1	1	0	0	1	0	2	7
2016	0	0	3	1	0	2	1	3	1	0	1	0	12
2017	1	1	0	0	0	0	0	0	1	1	0	0	4
2018	1	0	0	0	0	1	0	0	0	1	2	1	6
2019	1	0	0	0	0	1	1	1	0	0	0	0	4
20 YR AVG	0.2	0.2	0.4	0.3	0.6	1.0	0.7	0.7	0.4	0.6	0.3	0.4	5.8

Mattoon: \$200,000 - \$224,999

	<u>Total</u>	<u>Orig List \$</u>	<u>Final List \$</u>	<u>Sold \$</u>	<u>%</u>	<u>DOM</u>	<u>Bed</u>	<u>Bath</u>	<u>Fin SF</u>	<u>\$/SF</u>
2010	2	\$249,900	\$232,400	\$215,450	86.2%	276	3.00	3.00		
2011	6	\$232,608	\$226,942	\$213,475	91.8%	145	4.00	3.00		
2012	2	\$246,200	\$232,450	\$216,000	87.7%	175	3.50	2.50		
2013	6	\$219,008	\$219,008	\$210,008	95.9%	88	3.83	2.67		
2014	3	\$222,300	\$215,467	\$209,083	94.1%	142	4.00	2.67	2687	\$84
2015	1	\$258,500	\$258,500	\$210,000	81.2%	109	3.00	3.00	2778	\$76
2016	9	\$224,500	\$217,356	\$208,378	93.5%	144	3.89	2.83	2945	\$73
2017	5	\$226,960	\$224,720	\$214,690	94.6%	67	3.40	2.30	2427	\$91
2018	5	\$224,460	\$216,660	\$214,200	95.6%	123	3.40	2.50	3084	\$79
2019	8	\$230,713	\$226,400	\$216,500	93.9%	109	3.50	2.69	2492	\$91
20 YR AVG	4				91.4%	153	3.63	2.74		

**Information above is based on the average.*

Units Sold Per Month

	<u>Jan.</u>	<u>Feb.</u>	<u>Mar.</u>	<u>Apr.</u>	<u>May</u>	<u>June</u>	<u>July</u>	<u>Aug.</u>	<u>Sept.</u>	<u>Oct.</u>	<u>Nov.</u>	<u>Dec.</u>	<u>Total</u>
2010	0	0	0	1	1	0	0	0	0	0	0	0	2
2011	0	1	0	1	0	2	4	1	0	0	0	0	9
2012	1	0	0	0	0	0	0	1	0	0	0	0	2
2013	0	0	0	1	0	2	0	1	0	1	1	0	6
2014	1	0	0	1	0	0	0	0	1	0	0	0	3
2015	0	0	0	0	1	0	0	0	0	0	0	0	1
2016	1	0	0	2	0	1	1	1	1	1	1	0	9
2017	0	0	0	0	0	0	0	0	1	1	1	2	5
2018	0	0	1	0	1	0	1	0	0	1	1	0	5
2019	0	0	1	2	0	1	1	1	1	0	1	0	8
20 YR AVG	0.3	0.1	0.2	0.5	0.2	0.5	0.7	0.4	0.2	0.5	0.6	0.2	4.4

Mattoon: \$225,000 - \$249,999

	<u>Total</u>	<u>Orig List \$</u>	<u>Final List \$</u>	<u>Sold \$</u>	<u>%</u>	<u>DOM</u>	<u>Bed</u>	<u>Bath</u>	<u>Fin SF</u>	<u>\$/SF</u>
2010	0				NA					
2011	5	\$259,690	\$243,920	\$229,840	88.5%	269	4.00	3.00		
2012	8	\$261,831	\$253,044	\$237,781	90.8%	192	3.75	3.50		
2013	6	\$253,117	\$247,217	\$238,750	94.3%	186	3.50	2.33		
2014	2	\$258,400	\$253,300	\$242,000	93.7%	120	3.00	2.25	2969	\$82
2015	3	\$261,167	\$237,833	\$233,833	89.6%	191	3.33	3.17	3134	\$75
2016	6	\$249,680	\$242,580	\$233,430	94.2%	104	3.60	2.60	3250	\$74
2017	7	\$244,514	\$243,814	\$233,286	95.5%	83	3.43	2.71	3768	\$67
2018	8	\$257,663	\$251,175	\$235,126	92.0%	135	3.75	2.94	2980	\$89
2019	6	\$255,250	\$239,800	\$233,467	91.9%	109	3.67	2.33	3044	\$84
20 YR AVG	4				92.6%	147	3.72	2.83		

**Information above is based on the average.*

Units Sold Per Month

	<u>Jan.</u>	<u>Feb.</u>	<u>Mar.</u>	<u>Apr.</u>	<u>May</u>	<u>June</u>	<u>July</u>	<u>Aug.</u>	<u>Sept.</u>	<u>Oct.</u>	<u>Nov.</u>	<u>Dec.</u>	<u>Total</u>
2010	0	0	0	0	0	0	0	0	0	0	0	0	0
2011	0	0	1	0	0	1	0	1	1	0	0	1	5
2012	1	0	0	0	0	0	1	2	1	3	0	0	8
2013	0	0	1	0	1	0	1	0	1	1	1	0	6
2014	0	0	0	0	0	0	0	0	0	0	0	2	2
2015	0	0	0	1	0	0	0	0	1	1	0	0	3
2016	0	1	0	1	0	0	2	0	1	0	0	1	6
2017	0	0	0	0	0	3	2	1	0	1	0	0	7
2018	0	0	0	2	2	0	1	1	1	0	1	0	8
2019	0	0	0	1	0	1	1	1	0	1	0	1	6
20 YR AVG	0.1	0.1	0.1	0.3	0.2	0.6	0.7	0.4	0.5	0.6	0.1	0.3	3.9

Mattoon: \$250,000 - \$274,999

	<u>Total</u>	<u>Orig List \$</u>	<u>Final List \$</u>	<u>Sold \$</u>	<u>%</u>	<u>DOM</u>	<u>Bed</u>	<u>Bath</u>	<u>Fin SF</u>	<u>\$/SF</u>
2010	1	\$269,900	\$269,900	\$253,900	94.1%	32	3.00	2.00		
2011	0				NA					
2012	3	\$279,850	\$279,850	\$263,333	94.1%	65	5.00	3.00		
2013	4	\$260,450	\$260,450	\$256,750	98.6%	89	4.00	3.13		
2014	4	\$274,850	\$271,075	\$263,000	95.7%	118	3.50	3.13	4182	\$64
2015	5	\$285,360	\$281,560	\$261,800	91.8%	159	4.20	3.00	3180	\$85
2016	6	\$287,217	\$273,050	\$261,750	91.7%	105	4.00	2.92	3827	\$77
2017	0									
2018	3	\$286,333	\$275,000	\$259,000	91.5%	42	4.00	3.17	3968	\$66
2019	4	\$275,500	\$268,125	\$258,500	94.1%	89	4.00	3.00	2864	\$99
20 YR AVG	2				92.9%	122	4.05	3.31		

**Information above is based on the average.*

Units Sold Per Month

	<u>Jan.</u>	<u>Feb.</u>	<u>Mar.</u>	<u>Apr.</u>	<u>May</u>	<u>June</u>	<u>July</u>	<u>Aug.</u>	<u>Sept.</u>	<u>Oct.</u>	<u>Nov.</u>	<u>Dec.</u>	<u>Total</u>
2010	0	0	0	0	0	0	0	0	0	1	0	0	1
2011	0	0	0	0	0	0	0	0	0	0	0	0	0
2012	0	0	0	0	1	1	1	0	0	0	0	0	3
2013	0	0	1	0	0	1	1	0	0	1	0	0	4
2014	1	0	0	0	0	1	0	1	1	0	0	0	4
2015	0	1	1	0	0	0	1	1	0	0	0	1	5
2016	0	0	2	0	1	0	1	0	2	0	0	0	6
2017	0	0	0	0	0	0	0	0	0	0	0	0	0
2018	0	1	0	0	0	0	0	0	1	0	0	1	3
2019	0	0	0	0	1	0	1	0	1	0	1	0	4
20 YR AVG	0.1	0.1	0.3	0.2	0.2	0.3	0.3	0.1	0.3	0.2	0.1	0.2	2.4

Mattoon: \$275,000 - \$299,999

	<u>Total</u>	<u>Orig List \$</u>	<u>Final List \$</u>	<u>Sold \$</u>	<u>%</u>	<u>DOM</u>	<u>Bed</u>	<u>Bath</u>	<u>Fin SF</u>	<u>\$/SF</u>
2010	1	\$319,000	\$319,000	\$285,000	89.3%	141	3.00	4.00		
2011	1	\$339,500	\$339,500	\$282,000	83.1%	96	5.00	5.50		
2012	0				NA					
2013	0				NA					
2014	1	\$296,600	\$296,600	\$275,000	92.7%	118	2.00	2.50	3504	\$78
2015	4	\$306,300	\$301,575	\$283,750	92.6%	139	3.75	3.63	4337	\$66
2016	1		\$314,900	\$295,000	76.2%	492	4.00	3.20	5509	\$54
2017	1	\$294,500	\$294,500	\$280,000	95.1%	68	3.00	3.50	2680	\$104
2018	2	\$304,400	\$292,000	\$280,500	92.2%	104	4.00	3.50	3845	\$77
2019	1	\$285,000	\$279,000	\$275,500	96.7%	26	3.00	2.10	2998	\$92
20 YR AVG	1				91.3%	162	3.66	3.54		

**Information above is based on the average.*

Units Sold Per Month

	<u>Jan.</u>	<u>Feb.</u>	<u>Mar.</u>	<u>Apr.</u>	<u>May</u>	<u>June</u>	<u>July</u>	<u>Aug.</u>	<u>Sept.</u>	<u>Oct.</u>	<u>Nov.</u>	<u>Dec.</u>	<u>Total</u>
2010	0	0	0	0	0	0	0	0	1	0	0	0	1
2011	1	0	0	0	0	0	0	0	0	0	0	0	1
2012	0	0	0	0	0	0	0	0	0	0	0	0	0
2013	0	0	0	0	0	0	0	0	0	0	0	0	0
2014	0	0	0	0	0	0	1	0	0	0	0	0	1
2015	0	0	0	0	1	0	1	0	0	1	1	0	4
2016	0	0	0	0	0	0	0	0	0	0	0	1	1
2017	0	0	0	0	0	0	0	0	0	1	0	0	1
2018	0	0	0	0	0	1	1	0	0	0	0	0	2
2019	0	0	0	0	0	0	0	1	0	0	0	0	1
20 YR AVG	0.1	0.0	0.0	0.1	0.1	0.3	0.4	0.1	0.1	0.1	0.1	0.1	1.4

Mattoon: Over \$300,000

	<u>Total</u>	<u>Orig List \$</u>	<u>Final List \$</u>	<u>Sold \$</u>	<u>%</u>	<u>DOM</u>	<u>Bed</u>	<u>Bath</u>	<u>Fin SF</u>	<u>\$/SF</u>
2010	3	\$379,217	\$371,633	\$347,333	91.6%	154	4.00	3.00		
2011	4	\$497,150	\$425,900	\$408,500	82.2%	406	5.00	4.00		
2012	0				NA					
2013	5	\$383,833	\$363,200	\$353,800	92.2%	293	4.20	3.80		
2014	2	\$493,700	\$459,200	\$416,500	84.4%	524	4.50	4.25	5323	\$78
2015	3	\$380,833	\$374,167	\$346,666	91.0%	218	4.33	3.50	3872	\$92
2016	3	\$434,225	\$419,200	\$407,000	0.9241	218.33	4.3333	3.5	3273	\$136
2017	6	\$382,467	\$356,467	\$334,000	0.8733	136.83	3.8333	3.5333	4747	\$89
2018	8	\$405,288	\$394,913	\$373,563	0.9285	260	3.875	3.5625	4684	\$90
2019	6	\$430,983	\$415,233	\$382,917	0.8967	198.33	3.8333	3.75	5575	\$71
20 YR AVG	3				88.8%	278	4.24	3.70		

**Information above is based on the average.*

Units Sold Per Month

	<u>Jan.</u>	<u>Feb.</u>	<u>Mar.</u>	<u>Apr.</u>	<u>May</u>	<u>June</u>	<u>July</u>	<u>Aug.</u>	<u>Sept.</u>	<u>Oct.</u>	<u>Nov.</u>	<u>Dec.</u>	<u>Total</u>
2010	2	0	0	0	0	1	0	0	0	0	0	0	3
2011	0	0	1	0	0	0	0	0	2	0	1	0	4
2012	0	0	0	0	0	0	0	0	0	0	0	0	0
2013	0	0	1	0	0	2	0	1	0	0	1	0	5
2014	0	0	1	0	0	0	0	0	0	0	0	1	2
2015	0	0	0	0	0	0	1	2	0	0	0	0	3
2016	0	0	1	0	1	0	1	0	0	1	0	0	4
2017	1	0	1	0	0	1	0	0	0	0	1	2	6
2018	0	0	0	0	2	2	0	0	2	1	1	0	8
2019	1	1	0	0	0	0	2	1	1	0	0	0	6
20 YR AVG	0.2	0.1	0.3	0.0	0.3	0.4	0.3	0.2	0.4	0.2	0.2	0.2	2.9



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Eastern Illinois University



2017 Economic Impact Study

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Foreword

Eastern Illinois University makes a substantial economic contribution to the City of Charleston, Illinois, Coles County, the East Central Illinois region, and the entire State of Illinois. This study measures that impact using current student enrollment levels, conservative future enrollment scenarios, University expenditures and operations, tuition and fees, University employment, employee salaries, and student spending.

Term Definitions

Direct Effects: Impacts associated with operations and employment at the University.

East Central Illinois Region: The Illinois counties of Coles, Douglas, Moultrie, Edgar, Cumberland, and Champaign.

Employment: Total combined full and part-time employment.

Gross Domestic Product (GDP): The monetary value of goods and services within the target area.

Indirect Effects: Impacts to additional industries and sectors stem from the direct economic activity of the University.

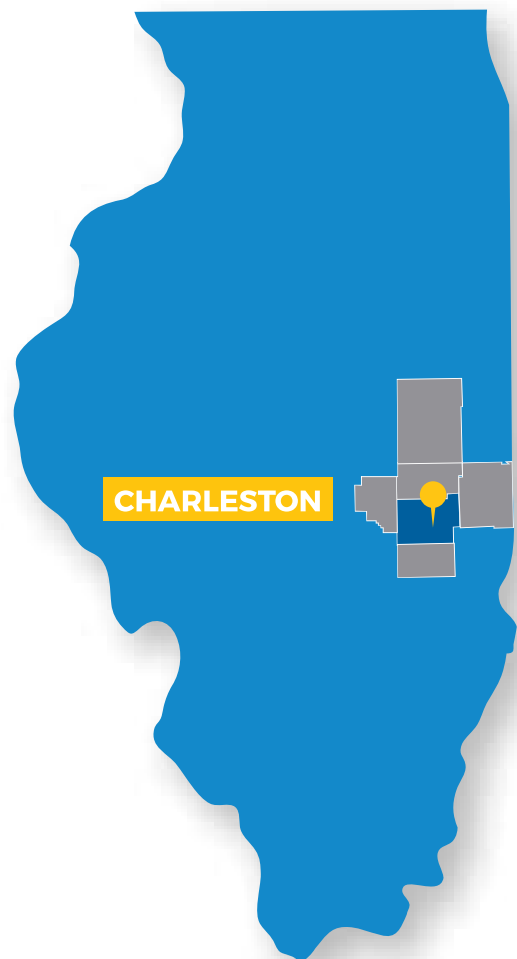
Induced Effects: Impacts and changes in household spending stem from direct and indirect demand.

Labor Income: Employee compensation (wages, salaries, bonuses, benefits, social insurance contributions) and income of sole-proprietors.

Output: Total value of production or revenues through the sale of goods and services.

Public Revenues: Annual increase in revenues for local, state, and federal entities from activities within the study area (not including property tax revenue).

Real Disposable Personal Income: The money households have available for spending after taxes.



Introduction

Eastern Illinois University has added considerable economic value to the State of Illinois for 126 years. The expenditures and activities of students, faculty, staff, alumni, visitors, and the University contribute overwhelmingly to the city and region in which EIU resides, but also contribute to the state economy. Moreover, the University creates value through its mission to increase the employability and income of its graduates and develop an educated and engaged workforce for the community.

Founded in 1895 as a teacher's college offering two year degrees, Eastern Illinois University (EIU) has expanded into a 320-acre campus with a full range of Baccalaureate and Master's degrees offered in Education, Business, Arts, Sciences and Humanities. EIU consistently ranks in the top third of Midwest universities in its class by U.S. News and World Report and has earned a strong reputation by offering a wide variety of programs taught by experienced faculty. Student graduation and retention rates are well above state and national averages and students achieve above average success after graduation.

EIU's enrollment peaked in 2006 with 12,349 graduate and undergraduate students. Unfortunately, state funding issues have affected the University and enrollment numbers. Enrollment in 2014 was 9,775 and declined to 7,415 students in 2016.

The State of Illinois entered a budget and funding crisis in 2015 which has continued through 2016 and into 2017. State appropriations to the University in 2016 totaled only 30 percent of anticipated funding. The state's budgetary crisis was a major factor in the University eliminating 363 positions, accounting for 22.6 percent of the University's workforce. It also contributed to a significant decline in enrollment. Prior to the state's budgetary impasse and drop in state funding, an enrollment plan for growth was in place and had yielded a two percent increase in the 2015 freshman class.

By the date of this Economic Impact Study, the state's budget impasse has yet to be resolved and funding for Eastern Illinois University continues to be at risk. The University launched a Vitalization Project to analyze University programs and services on viability, efficiency, sustainability and marketability. Multiple workgroups were created for this objective and the groups are making recommendations to the administration on strategic changes and targeted investments. That effort has begun to help guide the University as it adapts to external forces influencing University enrollment.

Ranked No. 5 among the Midwest's top public regional universities (2015) and consistently ranked in the top third by U.S. News and World Report.



Eastern Illinois University Impacts

STATEWIDE ECONOMIC IMPACT:

- \$503.5 million in annualized economic output
- 4,198 full and part-time employment positions
- \$244.2 million in labor income
- \$72.1 million in local state, and federal tax revenues

REGIONAL ECONOMIC IMPACT:

- \$461.8 million in annualized economic output
- 4,000 full and part-time employment positions
- \$230.6 million in labor income

COLES COUNTY ECONOMIC IMPACT:

- Student spending in Coles County is \$8.6 million for every 1,000 students enrolled at Eastern Illinois University.
- Eastern Illinois University contributes over 10% of the jobs in Coles County.
- Eastern Illinois University's average annual contribution to Real Disposable Personal Income in Coles County is 7.27%.
- Operations and activities at Eastern Illinois University contribute 7.4% annually to the Coles County Gross Domestic Product.

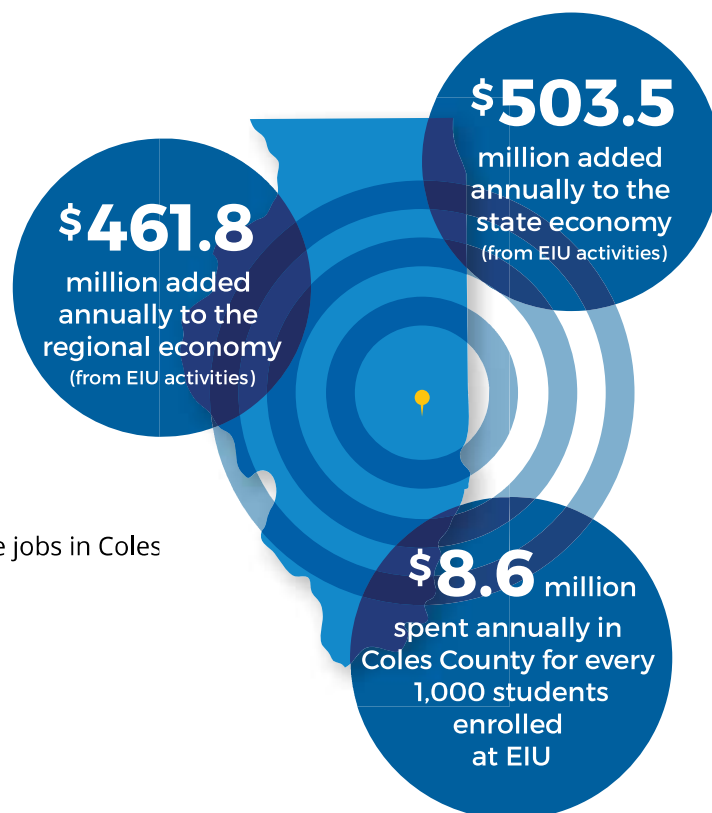


TABLE 1

Annual economic impacts in the six-county region associated with operational expenditures, employment compensation, and student spending at Eastern Illinois University in 2015.

Impact Type	Employment	Labor Income	Output
Direct Effect	2,788.9 positions	\$186.1 million	\$303.2 million
Indirect Effect	342.8 positions	\$14.1 million	\$52.6 million
Induced Effect	867.9 positions	\$30.5.million	\$105.9 million
Total Effect	3,999.7 positions	\$230.6 million	\$461.8 million

Public Revenues	
State and Local	\$22.1 million
Federal	\$44.6 million
Total	\$66.6 million

TABLE 2

Annual economic impacts on balance of Illinois associated with operational expenditures, employment compensation, and student spending within the six-county region of Eastern Illinois University in 2015.

Impact Type	Employment	Labor Income	Output
Direct Effect	0 positions	\$0 million	\$0 million
Indirect Effect	66.5 positions	\$5.1 million	\$17.4 million
Induced Effect	131.6 positions	\$8.4.million	\$24.3 million
Total Effect	198.1 positions	\$13.5 million	\$41.7 million

Public Revenues	
State and Local	\$2.2 million
Federal	\$3.3 million
Total	\$5.5 million

TABLE 3

Total annual economic impacts in the State of Illinois associated with operational expenditures, employment compensation, and student spending within a six-county region of Eastern Illinois University in 2015.

Impact Type	Employment	Labor Income	Output
Direct Effect	2,788.9 positions	\$186.1 million	\$303.2 million
Indirect Effect	409.3 positions	\$19.2 million	\$70.0 million
Induced Effect	999.5 positions	\$38.9.million	\$130.2 million
Total Effect	4,197.8 positions	\$244.2 million	\$503.5 million

Public Revenues	
State and Local	\$24.3 million
Federal	\$47.8 million
Total	\$72.1 million

Multiplier Effect

The economic impact of Eastern Illinois University is also expressed through the use of multipliers. In economics, a multiplier is a factor by which gains in total output are greater than the change in spending that caused it. More specifically for institutions such as Eastern Illinois University, a multiplier is a ratio of effect that describes the degree of change in employment, compensation, or output as influenced by institution. This measure is determined by dividing the total impacts by the number of employees, annual employment compensation, or annual operational expenditures (combined operating and employment) of the institution. EIU's regional and statewide impact multipliers for these characteristics are as follows:

- Employment multipliers: 1.71 (regional) and 1.79 (statewide)
- Employment compensation: \$1.31 (regional) and \$1.39 (statewide)
- Output multiplier: \$1.83 (regional) and \$1.99 (statewide)

Accordingly, within the six-county region, for every position generated or supported, another .71 positions is created. For every \$1 of employment compensation paid, an additional \$.31 in compensation is generated, and for every \$1 in combined operating costs expended by Eastern Illinois University, an additional \$.83 in economic output is generated or supported within the region.

Within the entire state, for every one position generated or supported, .79 additional positions are created. For every \$1 of employment compensation paid, another, \$.39 in compensation is generated, and for every \$1 in combined operating costs expended by Eastern Illinois University, an additional \$.99 in economic output is generated within the Illinois economy.

This translates as follows:

- **For every 100 persons employed by Eastern Illinois University, an additional 71 jobs are added to the region and a total of 79 are added in Illinois.**
- **For every \$10,000 Eastern Illinois University pays in labor income, an additional \$3,100 is added to the regional economy and a total of \$3,900 is added to the state's economy.**
- **For every \$100 in operating costs expended by Eastern Illinois University, an additional \$83 in economic output is generated in the region and a total of \$99 is generated within the Illinois economy.**



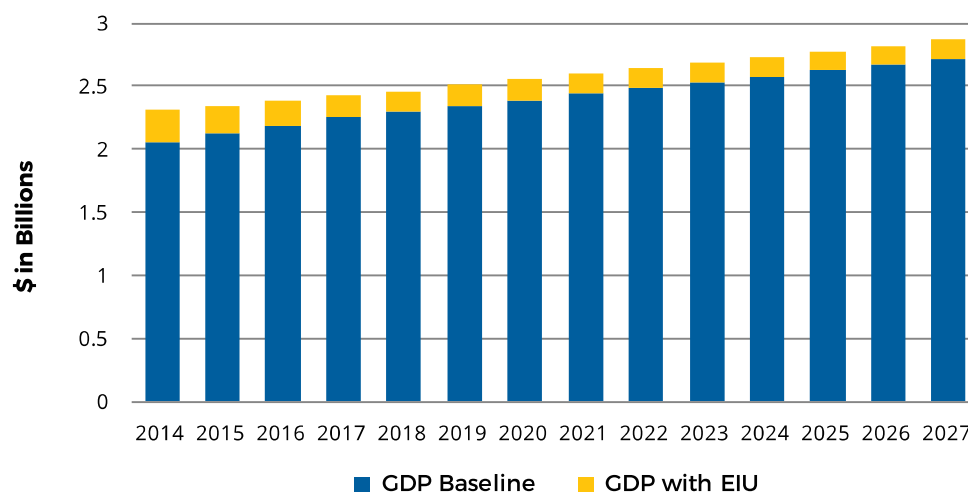
For every 100 persons employed by EIU 71 jobs are added to the region.

For every \$10,000 EIU pays in labor income, an additional \$3,100 is added to the regional economy.

Gross Domestic Product Impact in Coles County

Eastern Illinois University contributes an average of 7.4% annually to the Coles County Gross Domestic Product (GDP). Variables affecting GDP include student spending, tuition, rental income, EIU events, as well as employee salaries.

EIU GDP Contribution



**Student spending in
Coles County is**

\$8.6 million

**for every 1,000
students enrolled
at EIU.**

Student spending is a major component of county GDP. The Planning and Institutional Research Department at EIU estimates all students spend \$2,242 a year on miscellaneous items, including entertainment, personal items, motor fuel, and restaurant purchases. Students living off-campus spend **an additional** \$10,214 a year on rent, food, and other living expenses. Given the average annual amount spent for rent is \$5,000, \$5,214 is spent by off-campus students for living expenses. EIU estimates 38% of students live on-campus and 62% live off-campus. With this information, local economic impacts as a result of annual student spending were calculated in the following table.

Year	2014	2015	2016	2017
Student Misc. Spending	\$21,915,550	\$19,982,946	\$19,101,840	\$16,624,430
Off-Campus Addtl Spending	\$31,602,054	\$28,812,564	\$27,540,348	\$23,968,758
Off-Campus Housing	\$30,305,000	\$27,630,000	\$26,410,000	\$22,985,000

Year	2018	2019	2020	2021
Student Misc. Spending	\$17,729,094	\$17,936,000	\$18,496,500	\$19,057,000
Off-Campus Addtl Spending	\$24,912,492	\$25,861,440	\$26,669,610	\$27,639,414
Off-Campus Housing	\$23,890,000	\$24,800,000	\$25,575,000	\$26,505,000

Year	2022	2023	2024	2025
Student Misc. Spending	\$19,617,500	\$20,178,000	\$20,738,500	\$21,299,000
Off-Campus Addtl Spending	\$28,285,950	\$29,094,120	\$29,902,290	\$30,170,460
Off-Campus Housing	\$27,125,000	\$27,900,000	\$28,675,000	\$29,450,000

Year	2026	2027
Student Misc. Spending	\$21,859,500	\$22,420,000
Off-Campus Addtl Spending	\$31,518,630	\$32,326,800
Off-Campus Housing	\$30,225,000	\$31,000,000

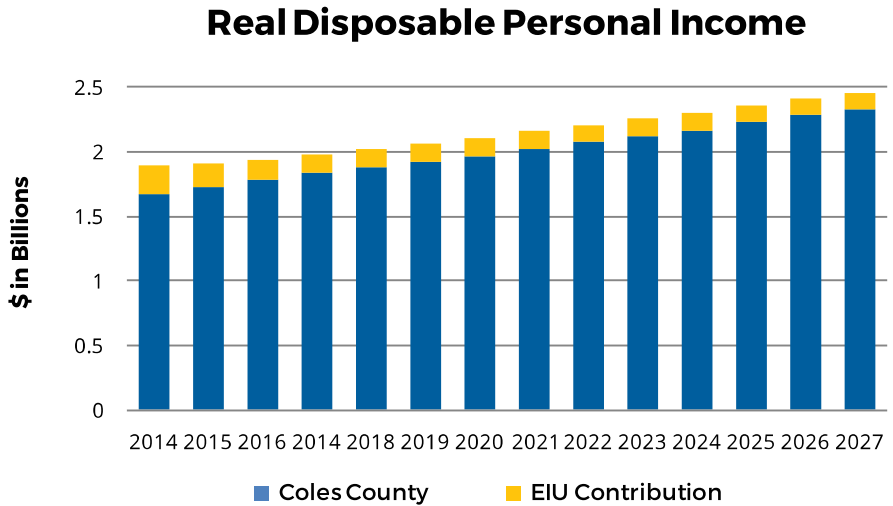


\$20 million

flows back into the Coles County economy from EIU attributed spending.
(for every 1,000 students)

Real Disposable Personal Income Impact in Coles County

Real Disposable Personal Income is income transferred back into the economy through miscellaneous purchases. EIU's average annual contribution to Real Disposable Personal Income in Coles County is 7.27%.

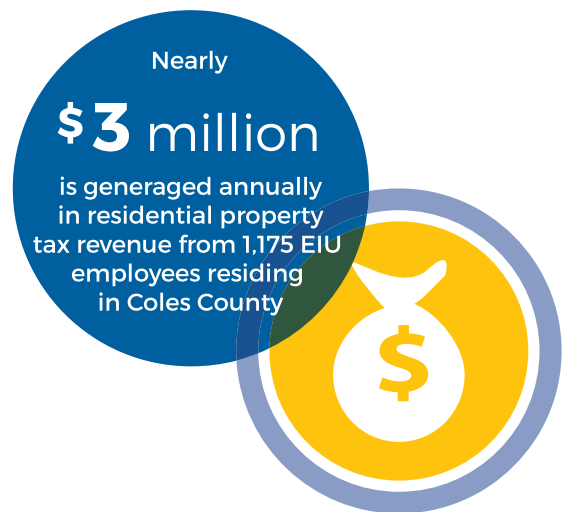


EIU's impact on Real Disposable Personal Income in Coles County is shown below in real dollars. In 2017, EIU's contribution will be \$134.4 million.

Year	2014	2015	2016	2017
EIU Contribution	\$220,208,103	\$174,575,700	\$153,091,134	\$134,451,127

Additional Economic Activity

With the increase in disposable income, additional dollars are spent for restaurant and food services, recreation, living expenses, housing expenditures (which has a positive impact on residential real estate taxes—see box below), and motor fuel purchases. For example, EIU generates an additional \$6 million spent on healthcare, an additional \$1.5 million spent on new motor vehicles, and restaurants and bars see an increase of \$4.8 million. The increase in economic activity is captured in these sectors due to student spending and EIU operations and activities.

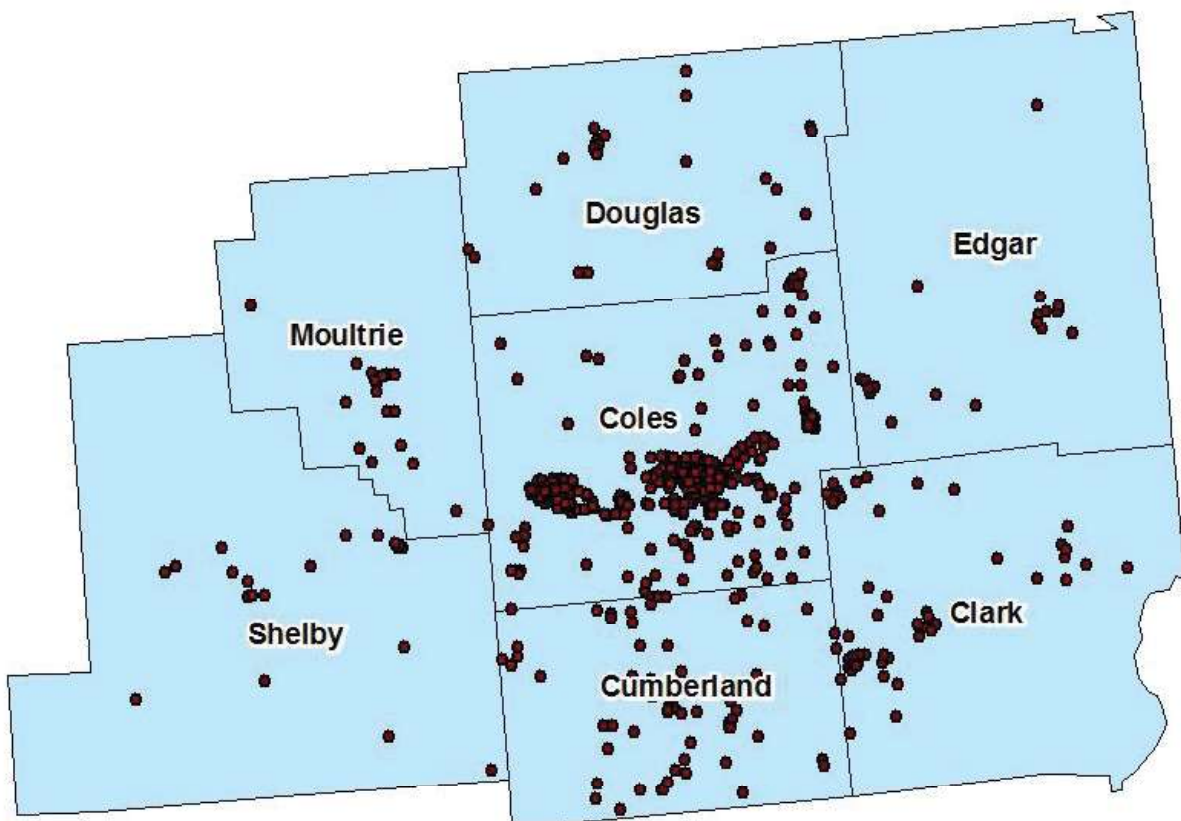


Employment Impact

During fiscal year 2015 Eastern Illinois University directly employed 2,341 full-time and part-time individuals, 1,175 of whom reside in Coles County. The multiplier effect resulted in 4,198 positions statewide, 4,000 positions in the region, and 3,523 in Coles County. The following chart identifies the University's impact on jobs in Coles County from 2014-2017.

Year	2014	2015	2016	2017
Coles County Workforce	31,926	32,443	32,906	33,343
Jobs Contributed by EIU	4,516	4,007	3,523	3,434
Contribution Percentage	14.15%	12.35%	10.71%	10.30%

1,457 individuals employed directly by Eastern Illinois University live within the seven-county region depicted below. (Each dot represents one employee).



Coles County is an employment hub for the six surrounding counties as evidenced by commuting patterns which show more of the six counties' residents work in Coles County than Coles County residents work in the six counties.

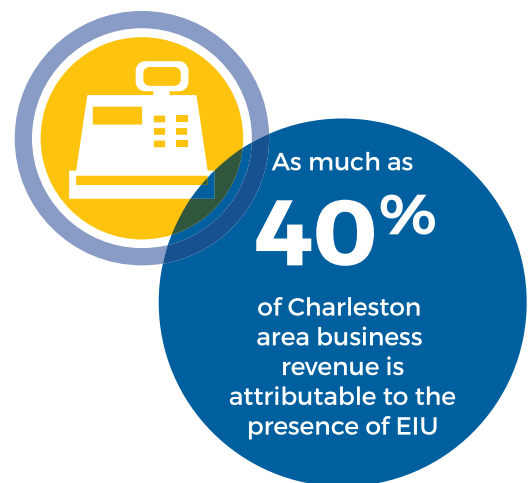
County	% of Workers Employed in the County Where They Reside
Clark	59.1%
Coles	83.5%
Cumberland	36.7%
Douglas	58.3%
Edgar	64.9%
Moultrie	58.7%
Shelby	49.8%

As EIU's enrollment increases, so does the effect on the labor market. As mentioned, EIU's presence consistently contributes over 10% percent of the jobs in Coles County. Sectors impacted include construction, professional and technical positions, administrative positions, healthcare, waste management services, arts, entertainment and recreation, food services, real estate, rental and leasing, and retail trade, among others.

The Charleston Area Chamber of Commerce surveyed members to analyze EIU's impact on local businesses. Results indicate University students, faculty, and staff, and visitors are frequent customers and loyal patrons, driving business and investment decisions. Many local businesses also employ a number of current University students, as well as alumni.

The table below represents the percentage of revenue businesses attribute to the University's presence in the community.

Percentage of Sales	Number of Responses	Response Ratio
Less than 10%	10	15.87%
10-20%	10	15.87%
21-30%	11	17.46%
31-40%	12	19.05%
41-50%	4	6.35%
51-60%	2	3.17%
61-70%	1	1.59%
71-80%	2	3.17%
81-90%	0	0.00%
91-100%	3	4.76%
*	8	12.70%
Total	63	100%



* Eight survey takers chose not to respond to this question.

Findings

- Eastern Illinois University adds \$503.5 million in economic output to the State of Illinois and \$461.8 million in economic output to the region on an annual basis.
- Eastern Illinois University contributes \$244.2 million in labor income to the State of Illinois and \$230.6 million in labor income to the region.
- Eastern Illinois University adds 4,198 jobs to the State of Illinois and 4,000 jobs to the region.
- Eastern Illinois University supports more than 10.3% of the jobs in Coles County.
- Eastern Illinois University adds \$72.1 million in local, state, and federal tax revenue, excluding property tax.
- Property tax revenue generated by direct employment at Eastern Illinois University (no indirect or multiplier effects included) is nearly \$3 million in Coles County alone.
- Every 1,000 students who attend EIU add an additional \$8.6 million to the Coles County economy.
- Real Disposable Personal Income in Coles County grows by more than \$20 million for every 1,000 students enrolled at EIU.
- EIU students who live off campus each spend an average of \$12,456 annually in Coles County. On campus students spend \$2,242 annually in Coles County in addition to tuition and fees.
- Charleston area businesses attribute up to 40% of revenue to EIU's presence.
- 1,457 EIU employees live in the seven Illinois counties of Coles, Clark, Cumberland, Douglas, Edgar, Moultrie, and Shelby.

Conclusion

The economic impact of Eastern Illinois University on the local economy is remarkable in its breadth and depth. The institution outperforms the economic impact of most industries in Coles County. For every dollar spent by the University, additional employment, revenue, and wealth are created in the county. The institution is a direct and indirect job creator and business anchor for the county and the region. The presence of the University provides opportunities for increased economic growth in the region and is also the focal point for an enhanced quality of life for the residents of the region.

Software and Methodology

IMPLAN 3.1

This report uses IMPLAN 3.1, a nationally recognized input output economic impact modeling software to examine the manner in which various economic activities associated with Eastern Illinois University impact the State of Illinois and a sub-state region. This report uses two approaches in examining the University's contributions. The first approach estimates EIU's economic impacts relative to the economy for the entire State of Illinois. The second approach utilizes a multi-region analysis that estimates the impacts of the economic activities within a six-county region in eastern Illinois surrounding EIU's Charleston campus.

The six-county region analysis examined the following economic activities associated with Eastern Illinois University:

IMPLAN Economic Impact Modeling Process

IMPLAN 3.1 generates estimates of annualized impacts on a specified geography relative to a change to an institution or industry sector within that region. The changes are introduced to an econometric matrix of trade flows, supply/demand, and purchasing coefficients that represent the regional economy.

For this study, the changes modeled are those related to various EIU-related economic and financial activities including:

- University-related employment and employment compensation;
- Annual university non-employment operating costs;
- Annual student expenditures for off-campus living expenses; and
- Annual rental and leasing for off-campus students.

Regions of Analysis

The IMPLAN 3.1 study focused on economic impacts for two regions of analysis. One region is the State of Illinois. The second region of analysis is the six-county area representing the primary area of operations and University labor shed. This region consists of Coles, Champaign, Cumberland, Douglas, Edgar, and Moultrie Counties. The results reported in this study reflect the annual economic impacts occurring within the six-county area as well as the downstream impacts on Illinois' remaining 96 counties relative to expenditures and employment within the smaller region.

Regional Economic Modeling, Inc., (REMI PI+)

The study also utilized REMI software to run simulations of Eastern Illinois University operations and expenditures against a baseline model of Coles County. The impacts discussed in the report related to Coles County were obtained from the REMI modeling.

REMI modeling began as a technology transfer company at the University of Massachusetts-Amherst and is full-service software for economic and demographic analysis at the county and state level. The REMI software has been used nationwide by state and local governments, federal agencies, consulting firms, nonprofit organizations, and academic institutions. Universities such as New Mexico State University and Montana State University have used the REMI software to measure economic impact. The REMI PI+ (Policy Insight Plus) model is a dynamic regional economic simulation model used to forecast and measure the impact of public policy changes on economic activity and demographics. The model utilizes different economic modeling methods, input-output analysis, computable general equilibrium, region-to-region trade flows, and estimation of statistical parameters from observed historical data.

Commuting Pattern Data

A third region of analysis represented the seven counties of Coles, Clark, Cumberland, Douglas, Edgar, Moultrie, and Shelby for purposes of analyzing commuting patterns and demonstrating the importance of Coles County as an employment center. Data was derived from the Bureau of the Census IL “County to County Worker Flow Files” compiled for the period 2010-2013 and made available to the Illinois Department of Employment Security in August, 2015.

Interurban Roundtable

Lincoln Prairie Grass Trail

Beautification Development Plan



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INTRODUCTION

Purpose Statement

The City of Charleston and the City of Mattoon (in Coles County) are in the process of working with the Illinois Department of Transportation (IDOT) through an Illinois Transportation Enhancement Program (ITEP) grant to make improvements to the Lincoln Prairie Grass Trail that connects the 2 cities. The trail is currently a mostly crushed limestone trail, but the ITEP grant would be used to pave the trail with asphalt and will connect the Amtrak Train Station in Mattoon with Eastern Illinois University in Charleston.

As Phase 2 of this Lincoln Prairie Grass trail improvement project, the cities are formulating a “beautification development plan” for the entire trail which includes cultural, natural, historical and recreational improvements to make the trail a transportation “experience”; while still performing its multi-modal function.

BACKGROUND

Intermodal Surface Transportation Efficiency Act / Federal Program Funds (1994)

In February 1994, the cities of Charleston and Mattoon were awarded Intermodal Surface Transportation Efficiency Act “ISTEA” funds (\$511,200) for the construction of a crushed limestone "Lincoln Prairie Grass Trail" which was completed and currently exists between the two cities.

The Lincoln Prairie Grass Trail was dedicated in 1998 by then Governor Jim Edgar. The Trail is approximately 12 miles of trail linking Charleston and Mattoon in Coles County. The trail was constructed using transportation enhancement funds (ISTEA) from the IDOT and \$61,900 from bikeway funds administered by the DNR along with local funds. The total project was estimated to cost \$639,000. The existing multi-use trail as served its purpose for nearly 20 years and has been maintained by the 2 cities over this time period as well. The crushed limestone surface has served its intended multi-use purpose, but in order to make these viable connections and in order to make the trail a feasible bicycle facility and a viable transportation alternative to motor vehicles, the cities determined that an asphalt trail is necessary.

Bikeway Plans

Charleston (1996 Charleston Tomorrow Plan, 1999 Comp Plan & 2009 Comp Plan Update) & Mattoon (2013 Comp Plan and Bikeway Plan) both have local comprehensive plans for the purpose of creating a general framework for the future growth development of the Cities. This includes considerations for alternate modes of surface transportation which have been part of local planning efforts for years. A major part of those plans is to encourage alternative modes of travel throughout the region & improving surface transportation alternatives. This long linear trail is included in Illinois Long Range State Transportation Plan (2012) as it "may be an option for transportation purposes".

Illinois Transportation Enhancement Program / Federal Program Funds (2016)

In 2016, the City of Charleston and Mattoon were awarded \$800,000 of IDOT for ITEP funds for an estimated \$1,035,000 pedestrian/bicycle facility reconstruction project. This project will extend the completed "Lincoln Prairie Grass Trail" project, originally developed in 1998, to evolve the existing multi-use recreation trail to a key transportation facility with a durable asphalt hard surface and this project will add new trail extensions (for a total of about 15.7 miles), in order to improve the existing facility, by providing needed commuter connections to regional facilities.

The primary goal is to connect the Amtrak Train Depot & Greyhound Bus Terminal in Mattoon with Eastern Illinois University in Charleston with an asphalt trail facility. The project will also have additional extensions off the main trail. These additional extensions will be at Sarah Bush Lincoln Hospital (800N to Health Center Dr), Cross County Mall (Trail via Holiday Dr), & the Lincoln/Douglas Debate Museum (Trail via E St). The project includes extending the existing trail to provide commuter connections which will evolve the existing multi-use recreation trail to a key transportation facility. This project will also connect to several bus stops throughout the County's public transportation known as "Dial-A-Ride" & EIU's "Panther Express". The opportunities created by this regional surface transportation relationship will improve efficiency, attractiveness & comfort while providing an alternative mode of transportation.

Local bikeway plans were developed as progressive, environmentally sustainable action to improve access for cyclists and pedestrians to key destinations in and around the 2 communities. In accordance with local plans, this project will improve access to vital community facilities via the trail and to encourage greater community participation in alternative modes of transportation. This project will enhance the existing transportation system by providing a viable alternative to motor vehicles to work (SBLHS), businesses, and to EIU. EIU students commuting from Chicago will be able to take the Amtrak to Mattoon and then travel only 11.7 miles to EIU, which serves a need that is missing. The project serves as a model to foster public support of the overall bikeway plans as they include: reconstructing an existing dedicated trail, converting streets to shared-use path uses, using dedicated bike lanes along a low-volume streets where feasible, and creating commuter friendly trail connections.

The majority of the trail is not accessible by vehicular traffic making the trail a safe option for pedestrian & bicycle users which will reduce auto-bicycle conflicts. At the May 17, 2016 public hearing, several people commented that safety concerns will be improved with this project. Bicyclers chose to ride on busy roads as gravel is difficult to commute on & unsafe to travel for runners; many people had near

misses with vehicles on roads as the trail is not a good commuting option as it is. The intended users are primarily bicyclists and pedestrians. Commuters will be provided an improved transportation link to workplaces, businesses, schools, EIU & shopping in the cities and the region. Below are a few excerpts from the public comments addressing safety concerns and the full comments can be found in the public hearing minutes.

Ruth A. Cooper, 76 W. Harrison Avenue, Apt. #13, Charleston:

She student-taught in Mattoon and had tried to ride her bicycle on Route #16 to Mattoon. It had a shoulder, but she realized right away that it wasn't a safe route. She had tried riding on the Old State Highway, but it wasn't bicyclist friendly. She got about a mile past the cemetery and was yelled at by motorists to get off the road. Paving the Bicycle Trail meant that it would include all cyclists as an alternative route; and the second main issue was Safety—as a cyclist on the road, the biggest safety issue she had was cars. She added that she was also a runner, and as a runner, she preferred running on paved surfaces for safety reasons.

Kurt Monk, 11474 N. Blackburn Road, Martinsville:

He was a racer, and it gave them a safe place to train. He had been chased by dogs, and was bitten last year. His wife was new to cycling, and she was nervous about the traffic. If the trail were paved, he could take his wife out there, and he could even take his little girl out there on her tricycle, so it would become really family oriented.

Greg (Co-Co) Voudrie, 28 Wintercress Lane, Mattoon:

He said he was kind of echoing the points with regard to safety. That was very important. He noted the young pedestrian who was killed on Route #16 in the prior week. In the past 4 years, he had been run off the road; it flipped him into a ditch. He had been rubbed up against by a car. He couldn't stress enough the importance of safety when out riding.

Dr. Timothy Camden, 3134 Oakwood:

He lived in Charleston but worked at the Carle Office off Lerna Road, and he would ride on the shoulder of Route #16. It was paved and relatively smooth. He rode exactly where the young woman was killed last week. If it were paved he would commute to work on it daily. He highly recommended paving the trail.

Beth Gillespie, 1214 Jackson Avenue, Charleston:

She was very excited when she learned there was a trail here. But she had to give up running on gravel—it was too rough. Her Number One concern being Safety. She said that on social media, there was at least one death a week involving a runner or bicyclist somewhere in the country.

The ITEP program requires that the trail facility that is being proposed provides a viable transportation alternative to motor vehicles and that upkeep and maintenance are provided to the facility. According to IDOT, because certain trail surfaces meet these requirements better than others, IDOT encourages the use of a more durable surface, like asphalt or concrete, which will last longer, require less maintenance and provide a surface more suitable to all users of this trail which include (but not limited to): narrow tired bicyclists, hybrid tired bicyclists, mountain bicyclists, walkers, runners and other non-motorized modes of transportation, creating a progressive and environmentally sustainable improvement.

Regional Trail Efforts

While the proposed 2016 ITEP project is requesting grant funding for a stand-alone project (from Amtrak Depot to EIU), this project will be part of a larger regional bicycle and pedestrian trail and transportation system plan.

In Mattoon, this project is part of the City's overall bikeway plan. The City of Mattoon has plans to connect this trail to the City's hotel network near the Interstate and to extend the trail west along Commercial Avenue to other destinations in and around the City of Mattoon.

In Charleston, the City is currently in the process of developing plans to link the EIU campus with 1.5 miles of bike lanes to connect EIU to Charleston's Sister City Park (located at 18th Street and Woodlawn Drive in Charleston) and then extending the trail system another 1.5 miles to the existing Lake Charleston Trail System. The City of Charleston is currently in the process of making this connection from Sister City Park to the Lake Charleston Trail System. When the trail reaches the Lake Charleston Trail System, it will connect to approximately 8 miles of newly developed biking and hiking trails around the Lake Charleston and the Woodyard Park area.

Additionally, there is a separate volunteer group that has been formed, which is in the planning and right of way acquisition phase of connecting Lake Charleston to the Fox Ridge State Park located south of Charleston.

LINCOLN PRAIRIE GRASS TRAIL BEAUTIFICATION DEVELOPMENT PLAN SUMMARY

As stated earlier, local bikeway plans were developed as progressive, environmentally sustainable action to improve access for cyclists and pedestrians to key destinations in and around the 2 communities and the region. This Lincoln Prairie Grass Trail “beautification development plan” captures those actions into cultural, natural, historical and recreational improvements to make the trail a transportation “experience”; while still performing its multi-modal function.

The trail should incorporate features that can be implemented consistently throughout the entire trail while still addressing improvements at specific sites along the trail. To illustrate those features, this plan gives ideas for common improvements along with action items for specific locations.

Features to be considered along the entire trail:

- Consistent Locations, Styles and Sizes for Signage and Mile Markers along the entire trail
- Historic and Interpretive Signage that can be illustrated seamlessly from Mattoon to Charleston
- Natural Features that are consistent along the entire trail
- Cultural Features that are consistent along the entire trail
- Recreational Features that connect and are part of the trail
- Lighting Features located in strategic locations along the entire trail
- Materials that are consistent along the entire trail where feasible
- Split Rail Fencing located in strategic locations along the entire trail

Because the Lincoln Prairie Grass Trail is shared between the City of Charleston and the City of Mattoon, each city will be responsible for the work done in each city. While there is a separation of activities, keeping a consistent themes across the trail will be critical to the entire trail experience. With this in mind, the 2 cities, along with area charitable organizations, and non-profits have formed the “Interurban Roundtable Committee” to help foster trail development ideas and pool some resources toward implementation of this plan.

This document is broken into 3 main sections that include:

- Section 1: General Considerations
- Section 2: Site Specific Improvements (East of Loxa Road / City of Charleston)
- Section 3: Site Specific Improvements (West of Loxa Road / City of Mattoon) (**pending**)

SECTION 1: GENERAL CONSIDERATIONS

Signage

- **Consistent Locations, Styles and Sizes for Signage and Mile Markers along the entire trail**

Adequate location markers and signage is important to the users experience along the trail. City markers at the Loxa Road intersection will help travelers know when they reach the jurisdictional limits of Charleston and Mattoon. These markers should be similar in nature in style and materials in order to keep consistent along the entire trail.

Mile markers should be located throughout the trail. 1.) For travelers going to Charleston, mile markers should start at the Mattoon Amtrak Station and travel east indicating the distance to BOTH the Lincoln Douglas Debate Site and also the distance to Eastern Illinois University. 2.) For travelers heading east toward Mattoon, mile markers should start at EIU and travel west indicating the distance to the Amtrak Station. To reduce clutter, mile marker signage should be shared with other Interpretative Markers located along the trail.

Interpretative Historical Markers should be located strategically along the trail. These Interpretative Markers should represent historical significance related specifically to Coles County and are explained further in the Historical Features section.

Historical Features

- **Historic and Interpretive Signage that can be incorporated seamlessly from Mattoon to Charleston**

Interpretative Historical Markers should be located strategically along the trail that represent historical importance to Coles County.

1.) Designate the Lincoln Prairie Grass Trail as an official “Looking for Lincoln” bike trail experience related to Abraham Lincoln’s life in Coles County.

Background

In partnership with the National Park Service, the City of Charleston is one of 6 Illinois communities designated as a “Gateway” to the Abraham Lincoln National Heritage Area. The “Looking for Lincoln” Heritage Coalition (LFLHC) is a consortium of Illinois communities and sites that share the legacy of Abraham Lincoln described as follows:



About Us

The Looking for Lincoln Heritage Coalition (LFLHC) is a consortium of Illinois communities and sites that share the legacy of Abraham Lincoln. The purpose of the coalition is to tell the stories about Lincoln unique to each site and each community. But Lincoln history alone is not enough. The Lincoln stories must be shared in a creative way. So, in order to create a real visitor experience each site in the LFLHC program must offer some level of interpretive programming. While focusing upon Lincoln, the coalition also encompasses the rich history of each participating community in order to create a broader context for Lincoln and his times.

The participating communities and sites are not only linked to each other, but are also tied closely to the Abraham Lincoln Presidential Library and Museum in Springfield. The Looking for Lincoln program makes it possible to extend the reach of the Library and Museum so that the museum exhibits are just the beginning of the Lincoln adventure. We want visitors to actually go to the real places where Lincoln spent time.

Abraham Lincoln National Heritage Area

The Abraham Lincoln National Heritage Area was enacted by the Congress and signed by the President on May 10, 2008. The legislation designates the Looking for Lincoln Heritage Coalition, a nonprofit 501c3 corporation, to manage the national heritage area. Abraham Lincoln National Heritage Area. Both the coalition and national heritage area cover the same 42 counties of central Illinois and share a mission to preserve, interpret and promote the heritage and culture of the area, in the context of Abraham Lincoln's life in Illinois. We seek to inform and educate, develop and interpret visitor-ready sites, create living history experiences, chronicle the evolution of the area's landscape and extend these opportunities to the largest audience possible. We seek to inform and educate, develop and interpret visitor-ready sites, create living history experiences, chronicle the evolution of the area's landscape and extend these opportunities to the largest audience possible.

The Abraham Lincoln National Heritage Area, the only heritage area named for an American President, is home to a very unique collection of American history, surrounding America's most revered President. It is most closely focused on the 30 years Lincoln lived in central Illinois, raising his family and pursuing his passion for the law and politics. During this time, we now know he was unwittingly preparing himself to become the President who would hold the Nation together during a time of unprecedented challenges, that of a Civil War, requiring enormous courage to save the Union and bind its wounds, while trying to cleanse the scourge of slavery from our national culture. He was ultimately successful in his objective but gave his "last, full measure of devotion" at Ford's Theatre in 1865. We now believe that his journey is our enduring legacy.

Vision Statement

To be the voice for the Abraham Lincoln National Heritage Area.

Mission Statement

The Looking for Lincoln Heritage Coalition is a not for profit organization dedicated to working collaboratively with local, state, and national partners across the Abraham Lincoln National Heritage Area to tell the quality stories of Abraham Lincoln's life and times to provide high quality experiences for visitors, economic opportunities for communities and to improve the quality of life for residents.

Looking for Lincoln Mile Markers and additional Interpretive Signage

Partner with the Lincoln for Lincoln Heritage Coalition to create an official Lincoln for Lincoln bike trail experience. Work with the LFLHC for marketing and other resources available for the creation and marketing related to this interpretive experience.

The approximately 20 mile round trip from the Amtrak Station in Mattoon to the Lincoln Douglas Debate Site in Charleston (and back) would allow for approximately 25 signs and mile markers that would detail Lincoln's life experiences as they relate to Coles County in chronological order. Signs 1-13 from Amtrak to the Lincoln Douglas Debate Site would illustrate his life from coming to Coles County to the 1858 debate. Signs 14-25 back from the Lincoln Douglas Debate site to the Amtrak station would illustrate his life related to Coles County during those years until his death. A sample of this story is as follows:

1. **(Start at Amtrak Station in Mattoon and head east toward Charleston)** March 10, 1830 (21 years old) Abraham Lincoln enters Coles County for the first time, with his family on ox-drawn wagons on the way to Lincoln Farm, Macon County.
2. May 1831 Thomas Lincoln returns to Coles County to settle at Buck Grove Farm and in July 1831 (22 years old) Abraham Lincoln visits Buck Grove Farm in Southern Coles County.
3. August 4, 1834 (24 years old) Abraham Lincoln is elected to the Illinois General Assembly (Whig Party) and serves for 4 terms (until early 1841) and begins studying law. In early 1835, Abraham Lincoln visits parents at Muddy Point Farm in Southern Coles County before the start of the legislative session in Vandalia.
4. September 9, 1836 (26 years old) Abraham Lincoln receives his law license and is admitted to the bar on March 1, 1837 and starts practicing law on the 8th Judicial Circuit in Illinois.
5. Fall 1840 (30 years old) Abraham Lincoln returns to Charleston to give a political speech at 14th Street north of the railroad.
6. 1841-1847 (31 years old) Abraham Lincoln practices law at the Coles County Courthouse in Charleston and frequently stayed in Charleston during the court sessions and visited his family in Coles County. August 3, 1846 (36 years old) Abraham Lincoln is elected to the US House of Representatives (Whig Party) until 1848.
7. October 16, 1847 (37 years old) Abraham Lincoln assisted the attorney's plaintiff at the Coles County Courthouse in Charleston in the famous case *Matson vs. Rutherford* regarding slavery issues.
8. March 31, 1849 (39 years old) Abraham Lincoln leaves politics to practice law. Lincoln's reputation as a lawyer during his time with the 8th Judicial Circuit earned him the nickname "Honest Abe". Abraham Lincoln returns to Charleston in 1849-1850 to visit his father.
9. January 17, 1851 (41 years old) Abraham Lincoln's father dies and Lincoln returns to Charleston on several occasions following his father's death for the next few years.
10. May 29, 1856 (47 years old) Abraham Lincoln assist in the formation of the new Republican party of Illinois. On August 8, 1856 Abraham Lincoln, a Republican Elector, spoke in Charleston on behalf of Republican candidates for president and governor with an estimated 1,000 people in attendance.
11. June 16, 1858 (49 years old) Abraham Lincoln is nominated as the Republican candidate from Illinois to oppose the Democrat Stephen A. Douglas for the United States Senate. September 7, 1858 Abraham Lincoln gives a speech in Mattoon during the political campaign.
12. (At Lincoln / Douglas Museum) September 17, 1858 (49 years old) Abraham Lincoln arrived in Mattoon and stayed overnight at the "Pennsylvania House" prior to the famous Lincoln/Douglas debate in Charleston. Following the parade from Mattoon to the Charleston Courthouse Square, on September 18, 1858 Lincoln arrives in Charleston for the debate. Lincoln's headquarters in Charleston were located at the "Capitol House" (Johnson Tavern) at the northwest corner of the Charleston Courthouse square (now known as the Linder Building). Douglas's headquarters in Charleston were across the street (6th Street) located at the "Union House" (Bunnell Tavern) on the Charleston Courthouse Square (known as the Charleston National Bank). The debate was located at the Coles County Fairgrounds and post-debate rallies for both candidates were held after the debate at the Charleston Square. The Illinois legislature choose Democrat Stephen A. Douglas for the U.S.

Senate defeating Lincoln. Abraham Lincoln won the popular in Coles County (1495 Lincoln vs. 1467 Douglas) and in Illinois, but lost in the Illinois legislature. Winning the popular vote in Illinois helped pave the way for his Presidential victory in 1860.

Enter Lincoln / Douglas Museum

13. **(Continue after Lincoln / Douglas Debate Museum and head west toward Mattoon)** April 21, 1860 (50 years old) Republicans of Coles County selected Abraham Lincoln as their choice as for President of the United States.
14. May 18, 1860 (51 years old) Abraham Lincoln is nominated to be the Republican Candidate for President of the United States.
15. November 6, 1860 (51 years old) Abraham Lincoln is elected as the 16th President.
16. December 20, 1860 (51 years old) South Carolina secedes from the Union and Mississippi, Florida, Alabama, Georgia, Louisiana and Texas.
17. January 30, 1861 (51 years old) 2 weeks before leaving for Washington D.C., President-Elect Abraham Lincoln leaves Springfield to return to Coles County for the last time. Lincoln returned to Coles County and stayed in Mattoon on January 30, 1861 (Essex / Marshall House – crossing of 2 railroads) and stayed in Charleston on January 31, 1861 (Chapman House at the 400 Block of Jackson Avenue). Lincoln visits his father's grave site at Shilo Cemetery in Coles County. This was his last visit to Coles County.
18. February 11, 1861 (51 years old) Abraham Lincoln leaves for Washington D.C.
19. March 4, 1861 (52 years old) President Lincoln delivers his first Inaugural Address.
20. April 12, 1861 (52 year old) the Civil War begins with the attack on Fort Sumter, South Carolina. Confederates under General Pierre Beauregard open fire in the fort.
21. May 1861 Illinois recruitment and training officer Captain Ulysses S Grant in Mattoon begins mustering Illinois infantry regiments for the Civil War.

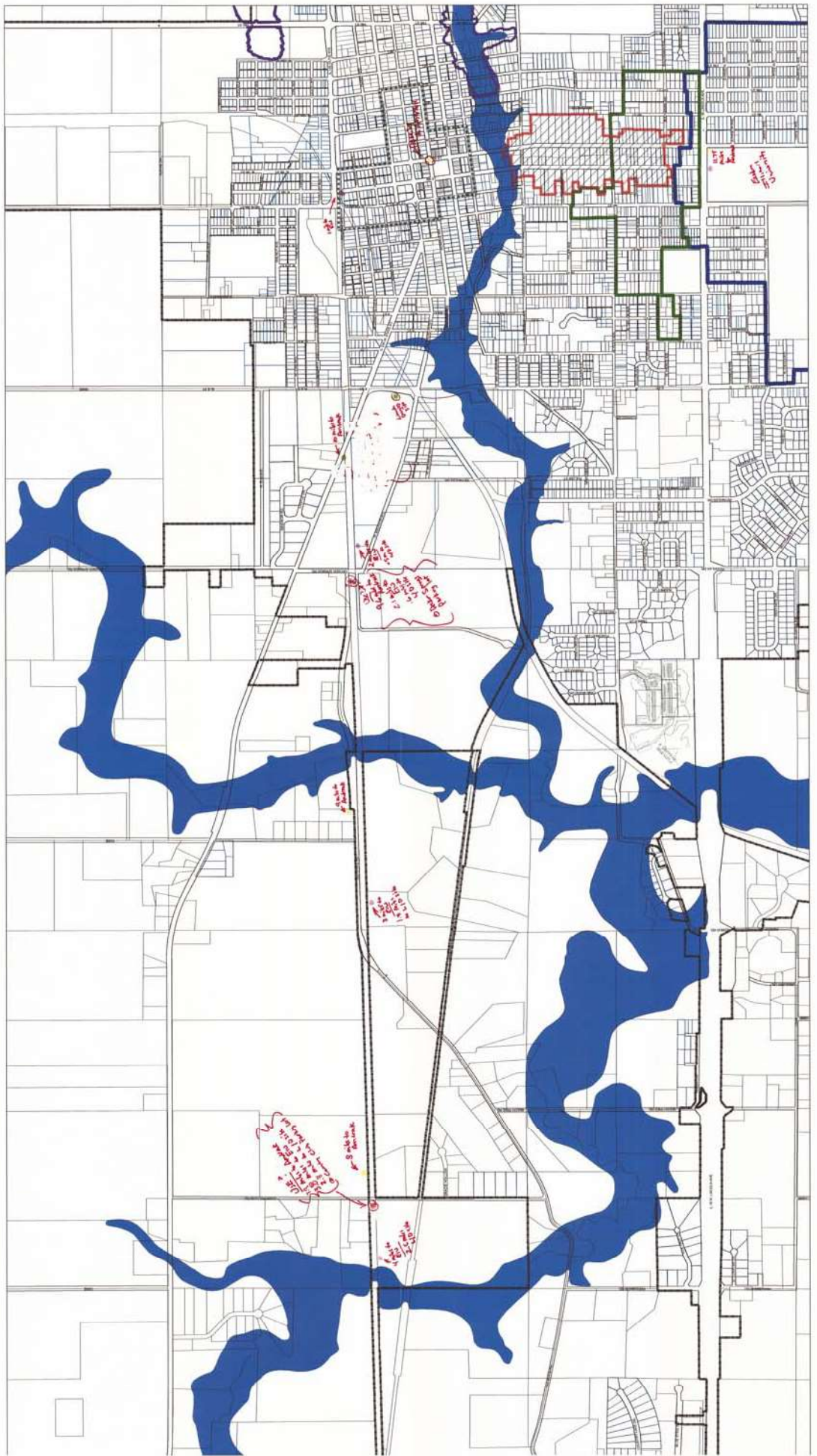
Enter Mattoon Civil War Memorial Ellipse Site in Mattoon (Civil War-era Camp Grant) / Illinois State Historical Society Marker

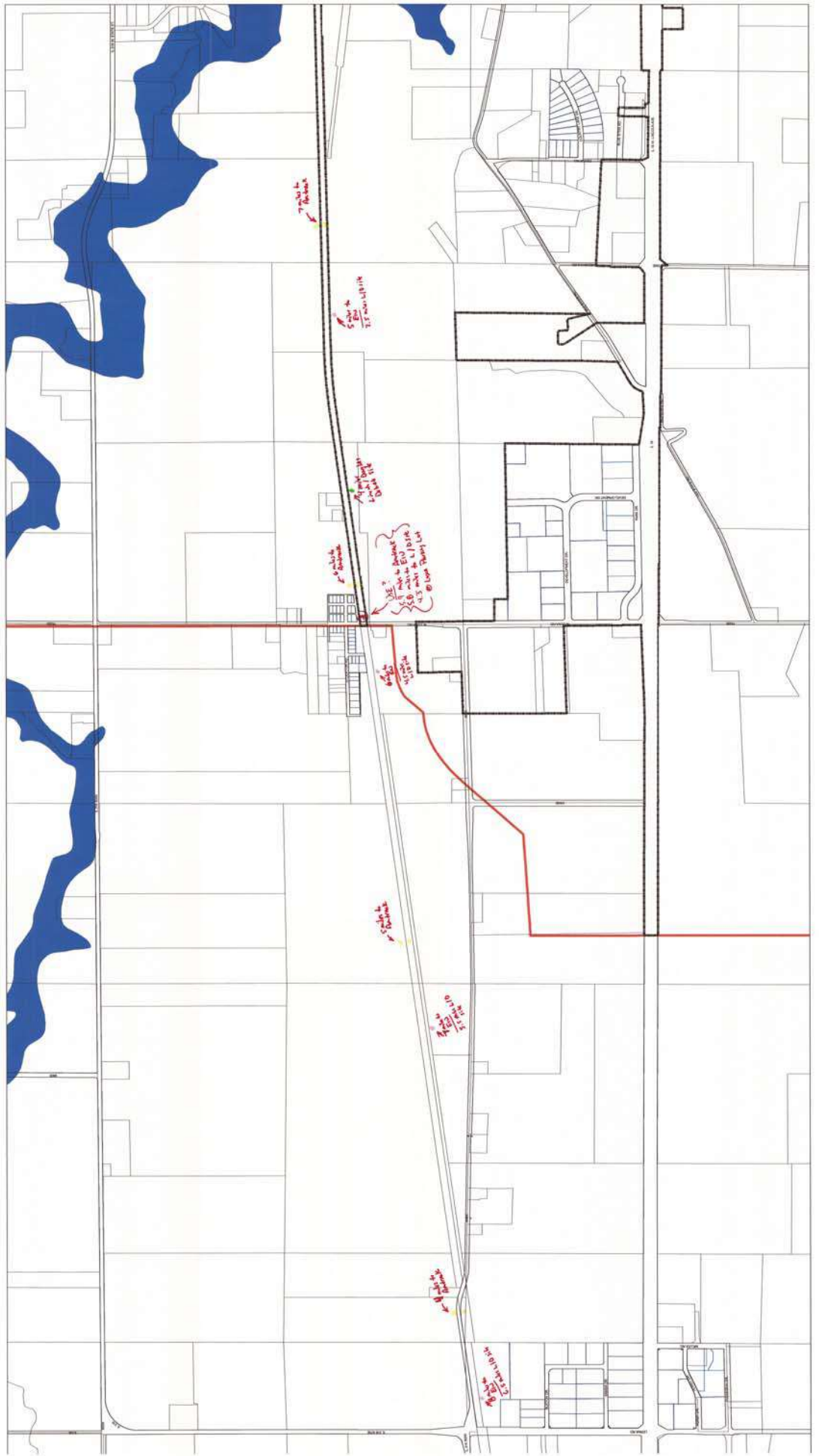
22. March 28, 1864 the Charleston Riots erupt on the Courthouse Square involving the Illinois. Charleston had been deeply divided between unionists and copperheads since the beginning of the war, and resentment of the military rose steadily after the imposition of the draft in 1863. The tension finally boiled over when an armed band of copperheads gathered at the courthouse on the morning of the 28th, intent on exacting vengeance on soldiers and "abolitionists" alike, and when a soldier of the 54th Illinois Infantry accosted a copperhead, and shots were exchanged, the spark was lit.

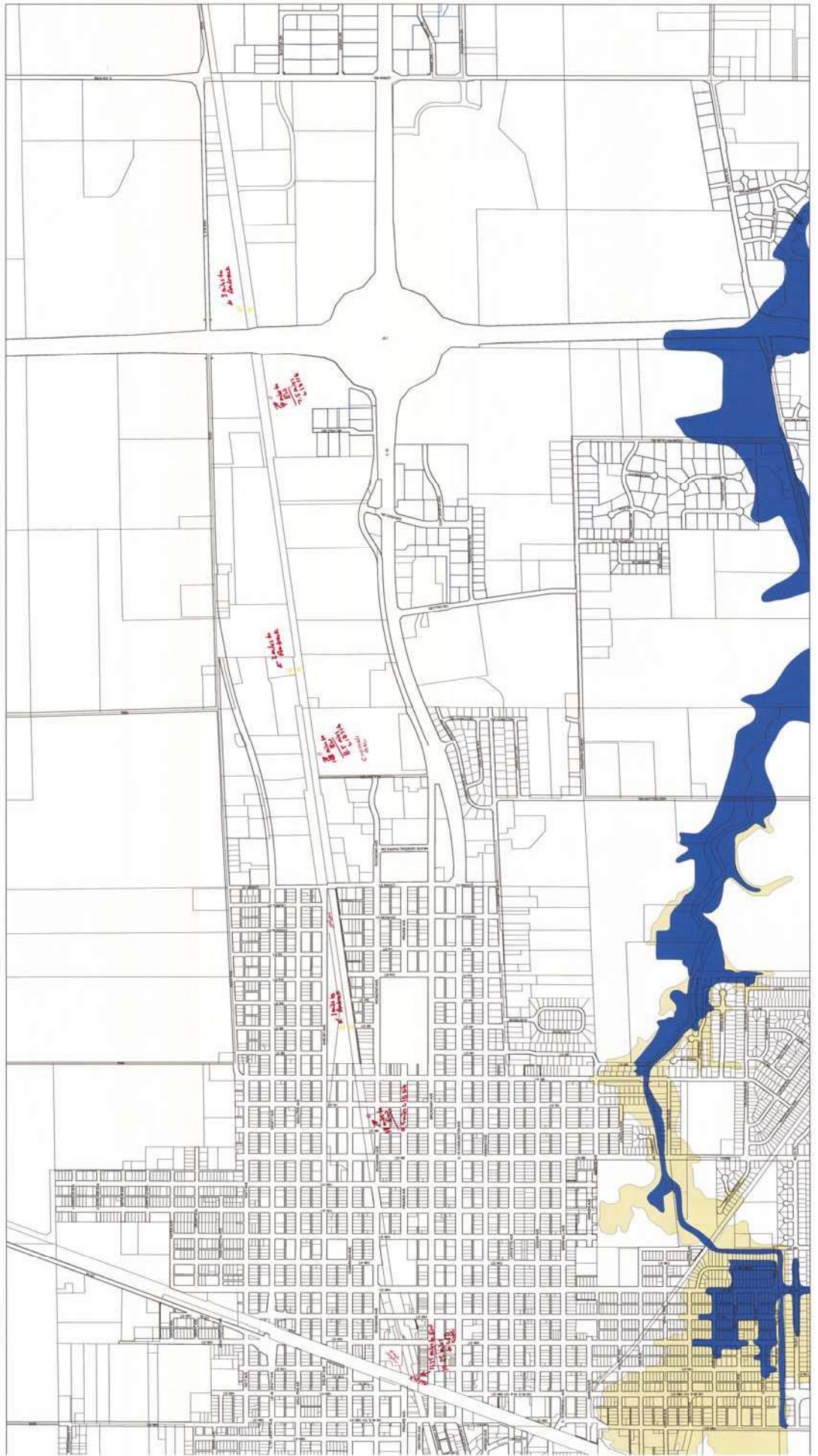
For two hours, soldiers of the 54th Illinois Infantry, supplemented by local Republican civilians, struggled violently throughout the city with marauding copperheads, trading gunfire and beatings. The arrival of reinforcements from Mattoon and the capture of several copperheads quelled the riot by about five o' clock, by which time six soldiers, two copperheads and a Republican civilian had been killed, and several more on both sides were injured. For several tense days after the riot, the army was occupied in seeking out and arresting the assailants in the riot, and during the first week of April, an inquest was held to determine culpability. Manuscripts Division William L. Clements Library, University of Michigan; Finding aid for Charleston (Ill.) Riot Records, 1864 (James S. Schoff Civil War Collection). November 4, 1864 (55 years old) Abraham Lincoln orders the release of 15 Charleston Riot prisoners held at Fort Delaware.

23. November 8, 1864 (55 years old) President Abraham Lincoln is elected to his second term as President. On April 9, 1865 General Robert E. Lee surrenders his Confederate Army to General Ulysses S. Grant at Appomattox Court House in Virginia. On June 2, 1865, the American Civil War ends. April 14, 1865 (56 years old) President Lincoln is shot at Ford's Theater and dies on April 15, 1865. On May 4, 1865 Abraham Lincoln is buried at Oak Ridge Cemetery near Springfield, Illinois.
24. April 10, 1869 Abraham Lincoln's stepmother, Mrs. Thomas Lincoln (Sarah Bush) dies at Goosenest Prairie Farm in Coles County and is buried at Shilo Cemetery with Abraham Lincoln's father, Thomas Lincoln.

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2.) Install Interpretative Historical Markers illustrating points related to the Former Interurban Train Route.

The Cities of Charleston and Mattoon were developed originally as railroad communities. One of those important railroad routes was known as the Interurban Electrical Streetcar rail line that paralleled the Big Four Railroad (now the Lincoln Prairie Grass Trail) for several miles. Construction on the streetcar line began in 1903 and the first car ran between Mattoon the Charleston Square in 1904. 1,000 people rode the line that first day which took about 30 minutes for a one-way trip. In 1910 the company was renamed to the Central Illinois Public Service Company (CIPS) and operated utility companies and 5 electrical railway systems. 25 years later, in 1928, the streetcar service between Mattoon and Charleston ended.

Points of interest along the Interurban Electrical Streetcar rail line include: stations in Mattoon and Charleston; land marker by Loxa Road; old pilings at the Charleston Country Club showing location of the Interurban Park and train station; and the crash near the Coles County Fairgrounds of August 30, 1907 that left 18 dead and 60 injured.

3.) Install Interpretative Historical Markers illustrating Historically Significant Points of Interest

Several additional historical points of interest can be found along the Lincoln Prairie Grass Trail Route from the Amtrak Station in Mattoon to Eastern Illinois University in Charleston. Interpretative Markers should incorporate signage including “QR Code Scanner” readers to attach mobile device applications in order to digitally describe the sites. These Interpretative Markers should be consider throughout this route as follows:

- Interpretative Markers around the Courthouse Square and Downtown Mattoon illustrating Abraham Lincoln’s time in Charleston and Mattoon.
- National Register of Historic Places
 - Coles County Courthouse (Charleston)
 - EIU Old Main, Pemberton Hall and Gymnasium, Health Education Building (Charleston)
 - Illinois Central Railroad Depot (Mattoon)
 - McFarland House a/k/a Dudley House (Charleston)
 - 6th and 7th Street Stone Arch Bridges (Charleston)
 - US Post Office Building (Charleston)
- Charleston Historic District (6th and 7th Street)
- Stone Arch Bridges at Cassel Creek and Riley Creek (Big Four Railroad Bridges)

Natural Features

- Natural Features that are consistent along the entire trail

Adding designated natural areas throughout the trail will be an important addition to the trail system. These area could incorporate native prairie grass areas, native plantings and native wildflower areas. Working with IDNR and local organizations to plant and maintaining these native grass and flower areas will be critical to its success. Adding these features should increase the number of native wildlife and bird encounters throughout the trail. Interpretative Markers should incorporate signage including “QR Code Scanner” readers to attach mobile device applications to describe the native areas and the wildlife that can be seen in these locations. Using local resource groups and websites like EBird.Org will allow users to get a real time information about these native areas.

Cultural Features

- Features that are consistent along the entire trail

Adding cultural components to the trail will add to the users overall experience along the route. Adding outdoor sculptures would be a great start to contribute to these cultural aspects. Using Eastern Illinois University and local artists will create the momentum toward a larger sculpture walk in the future which will be a great addition to the entire trail system. After initial and permanent outdoor sculptures are developed, a future “Sculpture Walk” should be considered at specific spots along the trail. These outdoor sculpture areas should be a focal point for gathering areas and should be well lit, protected and located at road intersections. This will allow both users of the trails to enjoy the sculpture in addition to capturing the attention of local motorists who see the sculptures from the road.

Recreational Features

- Recreational Features that connect and are part of the trail

Both cities enjoy a solid recreational activity event base and making the trail a part of those events will be a great addition. Users need to be able to bike from one field complex to the next and should be able to travel between the two cities as several baseball, softball and football fields connect along the trail. This will allow even more regional athletic events between Charleston and Mattoon. In addition, considering adding outdoor circuit stations in strategic locations will allow users to travel from station to station along the trail, while providing a new exercise component to their travels.

Lighting Features

- Lighting Features located in strategic locations along the entire trail

Lighting adds aspects to the trail that are needed for users to provide additional comfort and safety. At a minimum, lighting should be strategically located at parking lots in addition to seating and gathering areas. If possible, lighting should be considered along the entire trail utilizing the Ameren poles that are already constructed along the trail. Alternating solar panel light arms from these poles would light the entire path from Charleston to Mattoon.

Materials

- Materials that are consistent along the entire trail where feasible

Materials and colors used throughout the trail should be consistent in order to maintain a seamless route from Mattoon to Charleston. The look of these materials and colors should capitalize on features and materials already used at major points of the trail. This would include replicating the stone of the Coles County Courthouse, Eastern Illinois University and the stone arch bridges, which can be done using materials such as colored split faced block where practical. Signage and markers throughout the trail should be of the same size, style, font, color and shape. Using a consistent split rail fence will also capitalize of the historical nature of the trail as detailed in the next section. Developing an asphalt paved trail for the entire route will lay the foundation for a seamless trail experience from Charleston to Mattoon.

Spilt Rail Fence

- Split Rail Fencing located in strategic locations along the entire trail

To keep with the historic experience along the trail, spilt rail fencing should be added in strategic locations throughout the trail. This will give users the feeling of trail boundaries along with tying the historic nature of the trail as might have been represented during Abraham Lincoln's time in Coles County. These sections of split rail fence should be located near road intersections along the trail.

Marketing and Tourism

Providing a multi-modal trail and user experience is vitally important to the residents of the 2 cities and the region. In addition, bringing new users to the area to experience this trail will be a critical component to the trail's use and success. Using Charleston and Mattoon's Tourism resources to market and illustrate the trail will be a top priority before and after the development efforts. Partnering with other local, state, regional and national agencies will add a new layer of marketing and tourism opportunities to the region. This trail will be an important feature for all ages, and for all walks of life, whether you are a day-to-day traveler to and from work; or if you are historian, or an enthusiast of cultural, natural and recreational activities, we hope this trail can offer an experience that can be identified by any and all users.

Resources

- City of Charleston (Public Works, Planning and Development, Tourism, Parks and Recreation)
- City of Mattoon (Public Works, Parks and Recreation, Tourism, Arts Council)
- Charleston Charitable Foundation, Lumpkin Foundation, Mattoon Charitable Foundation
- Sarah Bush Lincoln Health Center
- Local Businesses and Local Volunteers
- Charleston Square Merchants Association
- Charleston and Mattoon Chamber of Commerce
- Charleston Historic Preservation Commission
- Coles County Historic Preservation Advisory Council (Steve Thompson)
- Cultural Sub Committee Jim Johnson, Jeffrey Lynch, Jeff Boshart
- EIU Tarble Arts , GIS Programs
- Green Thumb Groups (square park maintenance)
- State of Illinois Agencies IDOT, IDNR
- Looking for Lincoln
- Charleston Tree Commission
- Ameren Illinois (easements)

Publications

- Images of Rail Mattoon and Charleston Area Railroads (Craig Sanders 2008)
- Abraham Lincoln and Coles County Illinois (Charles H. Coleman 1955)
- Abraham Lincoln Timeline (Datesandevents.org)
- Fourth Debate: Charleston, Illinois (National Park Service)

SECTION 2: SITE SPECIFIC IMPROVEMENTS

(East of Loxa Road / City of Charleston)

Parking and Gathering Improvements at Loxa Road Intersection

- 6,600 SFT parking lot with new entrance and curbs and new striping
- 20' x 20' area for an outdoor shelter with sitting bench
- Concrete trail entry path to the east and south to connect the parking lot with the trail
- 30' x 30' area for future bathroom and drinking facility
- 150' of split rail fence on north side of trail
- 200' of buffer trees (40 short evergreen trees or arborvitaes for example)
- 150' of native wildflower plantings
- Charleston gateway signage
- Lincoln Prairie Grass Trail signage with EIU mile location marker
- Lighting
- Interurban interpretative signage
- 10' x 10' hard surface pad for outdoor sculpture with lighting
- Bike tire repair station

Background

The existing parking area at Loxa Road is in need of improvement both for parking and for gathering activities. The parking area is currently gravel and has many potholes that hold water during a large part of the year. The parking has limited designated parking spaces using only sporadic parking blocks.



Recommendations

This location should incorporate native natural features, historical features and cultural features as it is a gateway to the Charleston leg of the Lincoln Prairie Grass Trail. Improvements, including resurfacing the parking lot to a hard surface (asphalt or concrete) are needed. This will allow for improved parking and maneuvering designations including an improved accessible parking space. The area should also incorporate a shelter with bench seating.



To incorporate cultural aspects to the trail, an outdoor sculpture should be added in this high traffic location. Lighting should be added to the existing Ameren poles and a bathroom and drinking facility should be considered in the future. A row of screened trees including arborvitaes and other evergreen trees should be added on the north side of the trail in this location to buffer the residents to the north in Loxa. A native wildflower planting area should be developed to the south of the trail in this location with a split rail fence on the north side of the trail.





Signage will be important at this location which should include: 1.) a “Charleston” sign; 2.) a Lincoln Prairie Grass Trail sign (with a mile location to Eastern Illinois University); and 3.) signage illustrating the former Interurban rail line should also be added in this area.



Walking Path to the Riley Creek Stone Arch Bridge and Parking and Gathering Improvements at the Country Club Road Intersection

- Acquire 150' x 125' (18,750 SFT) of land south of the stone arch bridge from the Charleston Country Club
- 250' walking path (with bench) to the Riley Creek stone arch bridge
- 3 benches along the trail as follows: 1 north side of the trail overlooking Riley Creek, 1 on the south side of the trail overlooking Riley Creek and 1 on the south side of the trail overlooking hole 10 at the Charleston Country Club
- Bike Rack on the south side of the trail at the walking path entrance
- Lighting on the pole near Riley Creek
- 48' x 42' of permeable parking area (2,016 SFT parking lot) with new entrance
- 20' x 20' area for an outdoor shelter with sitting bench with outdoor sculpture with lighting
- 150' of split rail fence on south side of trail by new parking area
- Lincoln Prairie Grass Trail signage with EIU mile location marker
- Interurban Park and Train Station Interpretative Signage (Interurban Rail)

Background

The Riley Creek natural area and the “Big Four Railroad over Riley Creek” stone arch bridge (1863) are wonderful features along the Lincoln Prairie Grass Trail and we should find a way to showcase these features to travelers along the trail. We can capitalize on highlighting both historic and natural features in this location. People have used the grassy intersection at the Lincoln Prairie Grass Trail and the Country Club Road as make-shift parking which is not the best alternative for adequate parking at this location.



Recommendations

This location should incorporate native natural features, historical features and cultural features as another entrance option onto the Lincoln Prairie Grass Trail. Improvements, including adding a new hard surface 4 car parking lot (asphalt or concrete) at the intersection of the trail and the Country Club Road is needed. This will allow for new designated parking options, including a new accessible parking space. The parking area should also incorporate a shelter with bench seating and an outdoor sculpture location. To incorporate cultural aspects to the trail, an outdoor sculpture should be added in this location with lighting and a split rail fence on the south side of the trail.

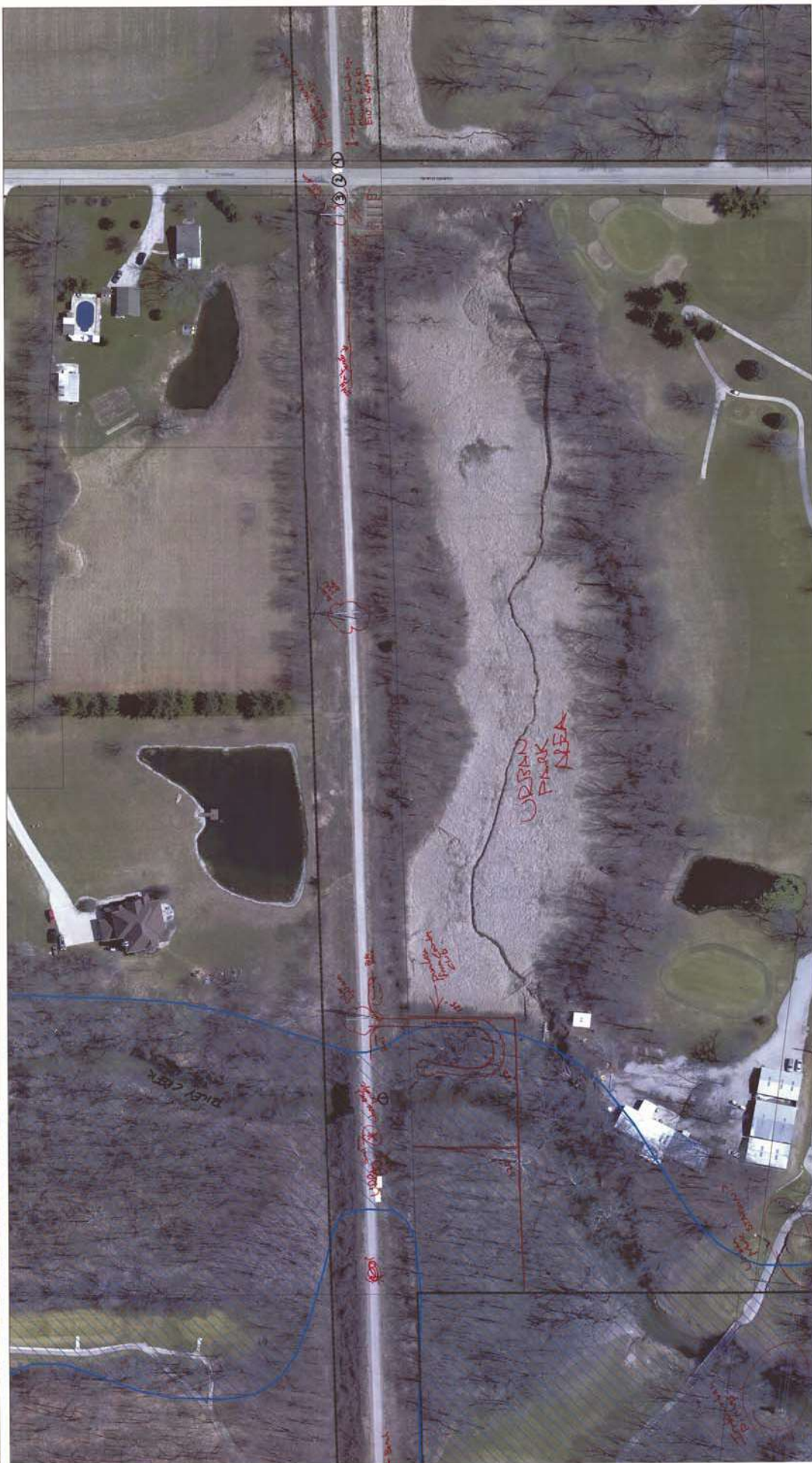
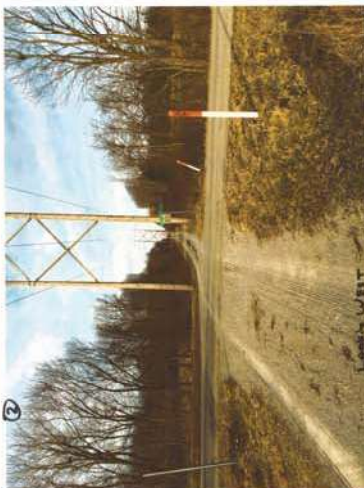


Highlighting the natural beauty around the Riley Creek stone arch bridge will be an important feature to the overall trail experience. Bench seating around Riley Creek and the Charleston Country Club will give travelers an opportunity to relax and observe the scenery. Acquiring land south of the stone arch bridge (currently owned by the Charleston Country Club) and developing a walking path down to Riley Creek, will allow users to get off their bikes and walk down to see and appreciate the stone arch bridge up close. Signage at this location which should include: 1.) a Lincoln Prairie Grass Trail sign at the Country Club Road intersection (with a mile location to Eastern Illinois University); and 2.) signage the former Interurban rail line and Interurban Park Station should also be added in this area. An interpretive trail marker for the Interurban Park Station and Park will allow people to see where an Interurban Train Station once stood as a popular recreational amenity in the County. This park location featured swimming, boating, amusement rides, baseball, balloon rides, a zoo, concerts, dances and July 4th fireworks.



Former Bridge Pilings (and Interurban Park Station)

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Sitting and Gathering Improvements at Old State Road Intersection

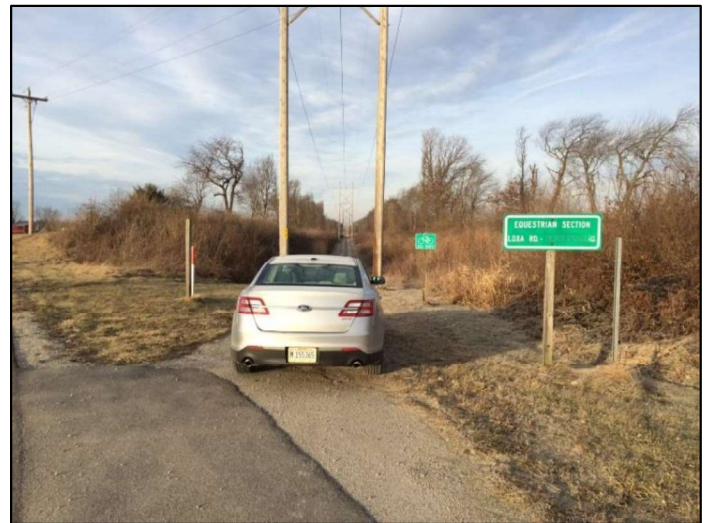
- 20' x 20' area for an outdoor shelter with sitting bench with outdoor sculpture with lighting
- 150' of split rail fence on south side of trail
- 150' of native wildflower plantings on north side of the trail

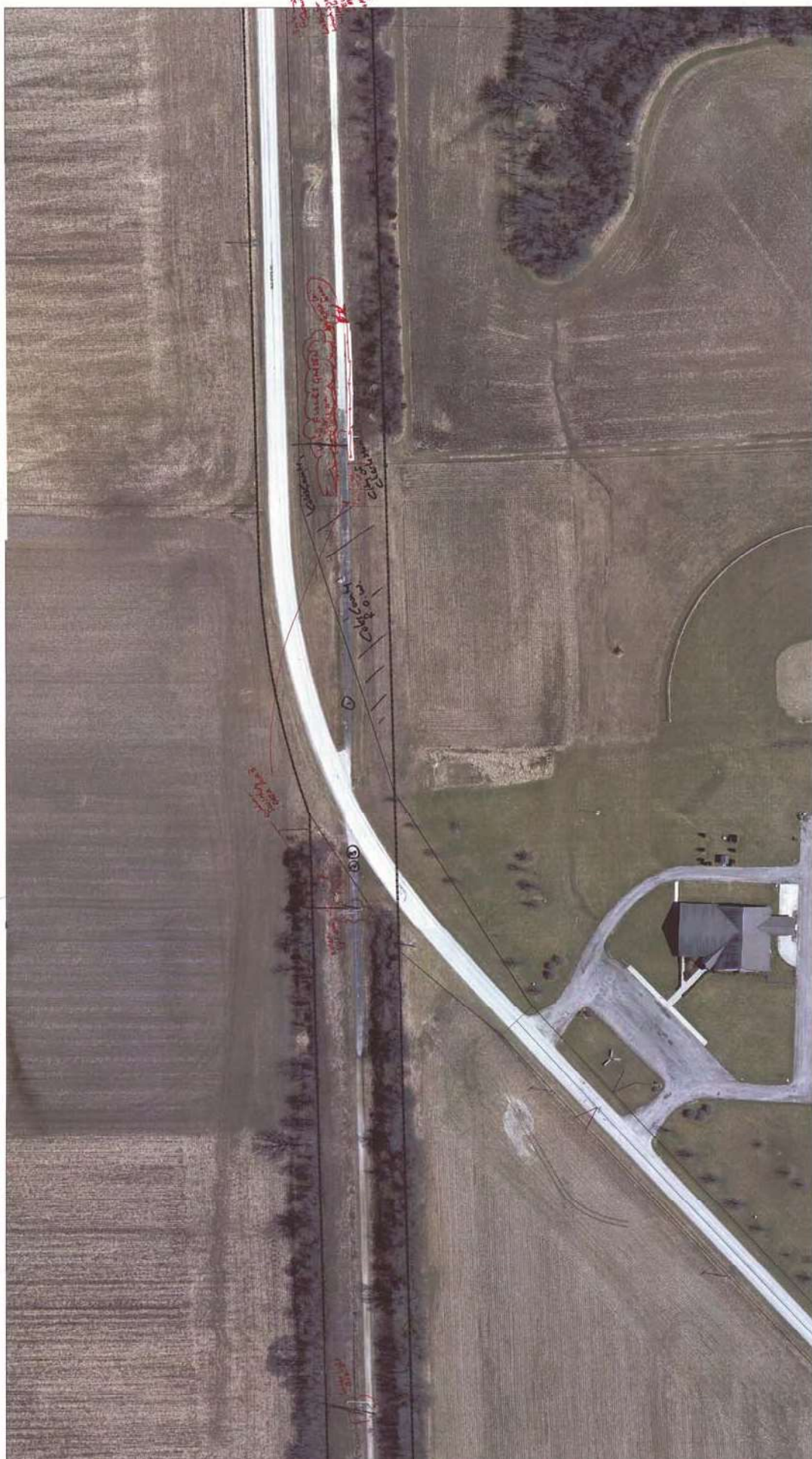
Background

The intersection at Old State Road is a highly visible traffic intersection along the Lincoln Prairie Grass Trail. This area can be used for promote cultural and natural improvements along the trail.

Recommendations

This location should incorporate native natural features and new cultural features as a high traffic intersection. The area should also incorporate a shelter with bench seating. To incorporate cultural aspects to the trail, an outdoor sculpture should be added in this high traffic location. A native wildflower planting area should be developed to the north of the trail in this location with a split rail fence on the south side of the trail.



 $1' = 40'$ 

Scenic Trail Extension at the Cassel Creek Stone Arch Bridge

- 4,500' hard surface (concrete or asphalt) trail (with bench by the bridge channel) to the Cassel Creek stone arch bridge and around natural landscape
- 1 bench along the trail as follows: 1 on the south side of the trail overlooking Cassel Creek
- 1 bench by the base of the bridge
- Lighting on the pole near Cassel Creek
- Interurban Crash Marker Signage

Background

The Cassel Creek natural area and the “Big Four Railroad over Cassel Creek” stone arch bridge (1894) are wonderful features along the Lincoln Prairie Grass Trail and we should find a way to showcase these features to travelers along the trail. We can capitalize on highlighting both historic and natural features in this location.



Recommendations

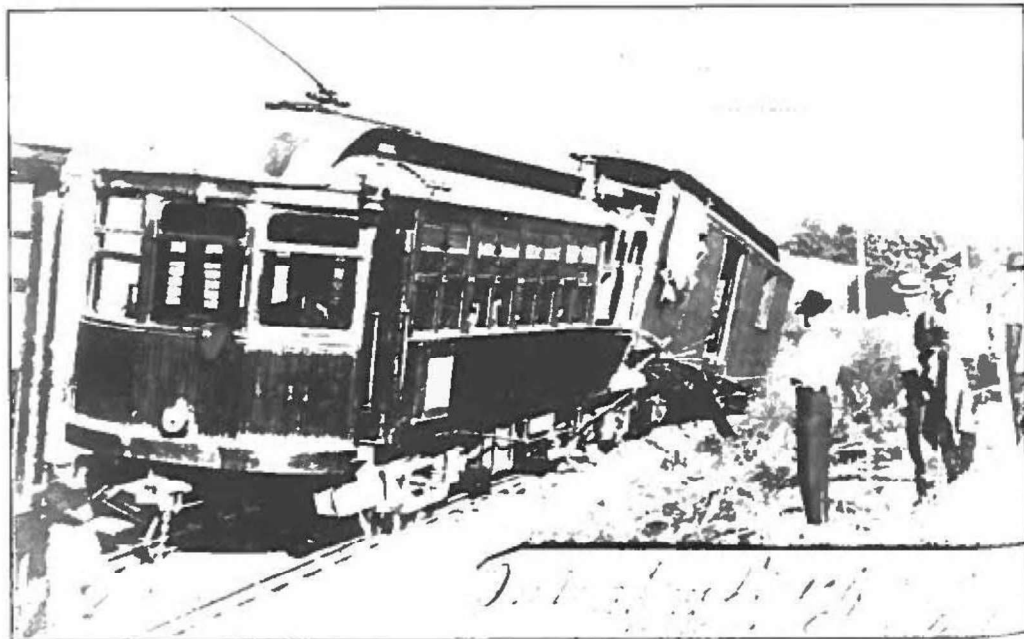
This location should incorporate native natural features and historical features on the Lincoln Prairie Grass Trail. Highlighting the natural beauty around the Cassel Creek stone arch bridge will be an important feature to the overall trail experience. Bench seating around Cassel Creek will give travelers an opportunity to relax and observe the scenery. Developing a hard-surface scenic by-pass trail down to and around Cassel Creek, will allow users to experience the area by bike or walking and will allow users to see and appreciate the stone arch bridge up close. Adding this nearly 1 mile hard surfaced trail will be a tremendous addition to the City's overall trail system plan.

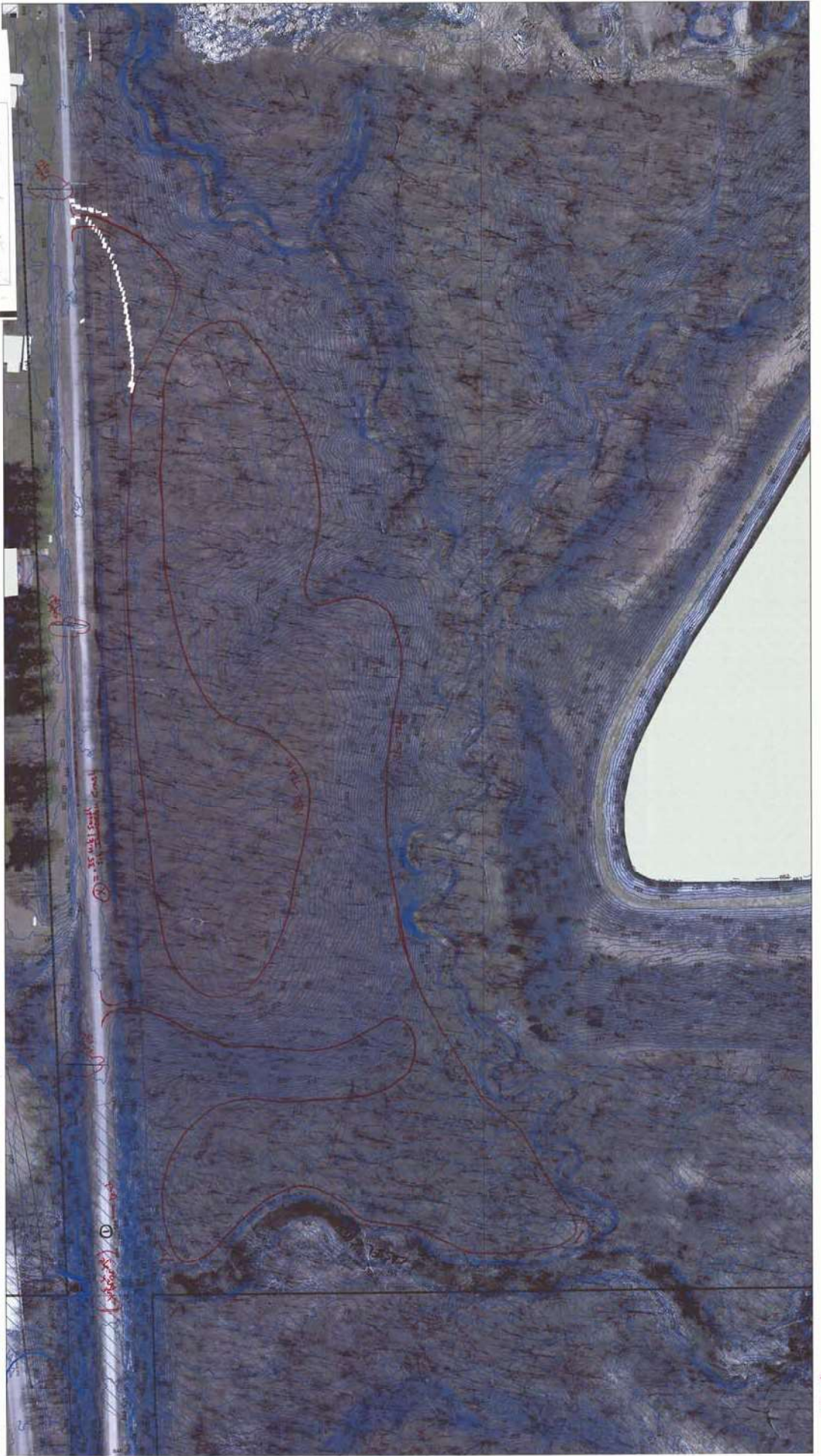


An interpretative marker should be located about 450' east of Cassel Creek highlighting the Interurban crash of August 30, 1907 that occurred about .35 miles south of the Lincoln Prairie Grass Trail. 18 residents were killed and 60 were injured as they were traveling to and from the Coles County Fair were killed in the collision, making it the worst electric train car disaster at the time.



CITC experienced three major accidents. An August 1905 accident resulted in dozens of injuries. A motorman was killed, and a passenger lost both legs when two cars collided two miles east of Mattoon on September 2, 1906. Shown is the aftermath of an August 30, 1907, collision near Cossel Creek on a curve two miles west of Charleston that left 18 dead and 60 injured. An eastbound special carrying 100 passengers to the Coles County Fair struck a westbound express car. Both were traveling at high speed, and there were no warning whistles or brake applications before the collision. Some survivors walked to Charleston to summon help. CITC blamed the motorman of the express car. To protect itself from lawsuits, CITC declared bankruptcy. (Above, courtesy of Coles County Historical Society; below, courtesy of Nancy Easter-Shick collection.)





Parking and Gathering Improvements at Decker Springs Road Intersection

- 120' x 75' of parking area (9,000 SFT parking lot) with new entrance and curbs and new striping
- 20' x 20' area for an outdoor shelter with sitting bench / 50' connection to trail
- Remove 2 entrances and improve the 3rd entrance to hard surface
- 150' of split rail fence on south side of trail
- 100' of split rail fence on north side of trail
- 300' of buffer trees (50 short evergreen trees or arborvitaes for example)
- 150' of native wildflower plantings west of parking area
- 100' of native wildflower plantings west of parking area
- Lincoln Prairie Grass Trail signage with EIU mile location marker
- Lighting
- 10' x 10' hard surface pad for outdoor sculpture with lighting
- Bike tire repair station

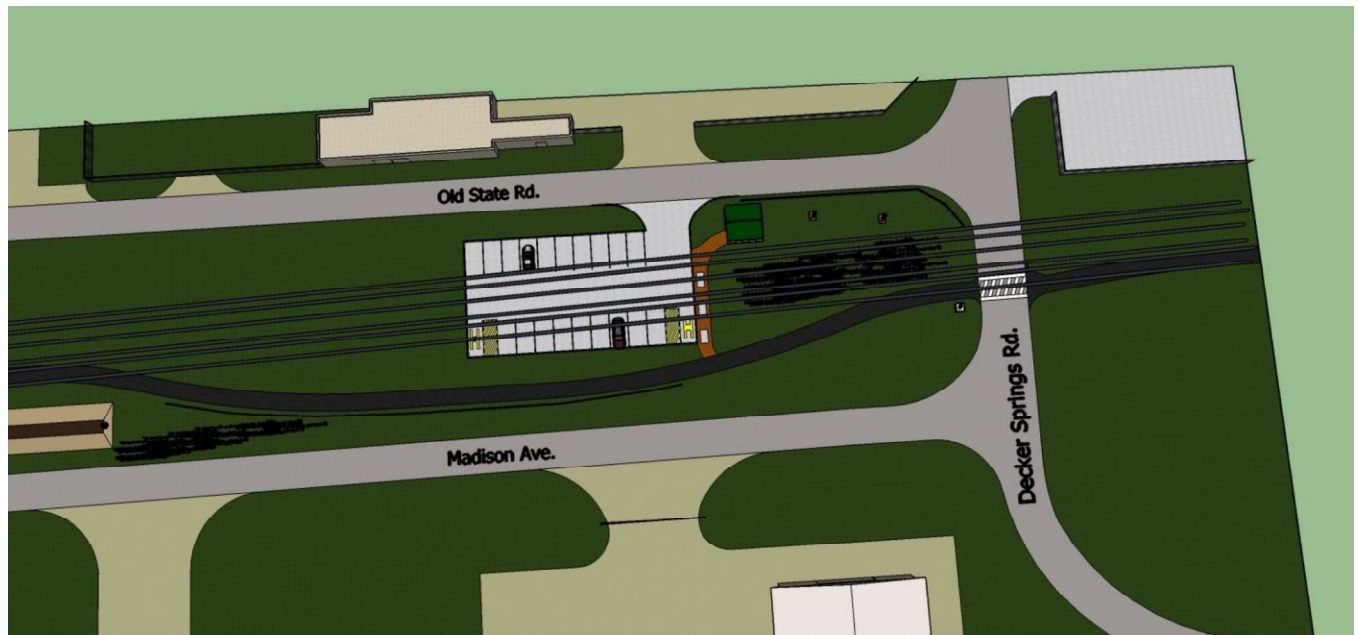
Background

The existing parking area at Decker Springs Road is in need of improvement both for parking and for gathering activities. The parking area is currently gravel and has many potholes that hold water during a large part of the year. The parking has limited designated parking spaces using only sporadic parking blocks.

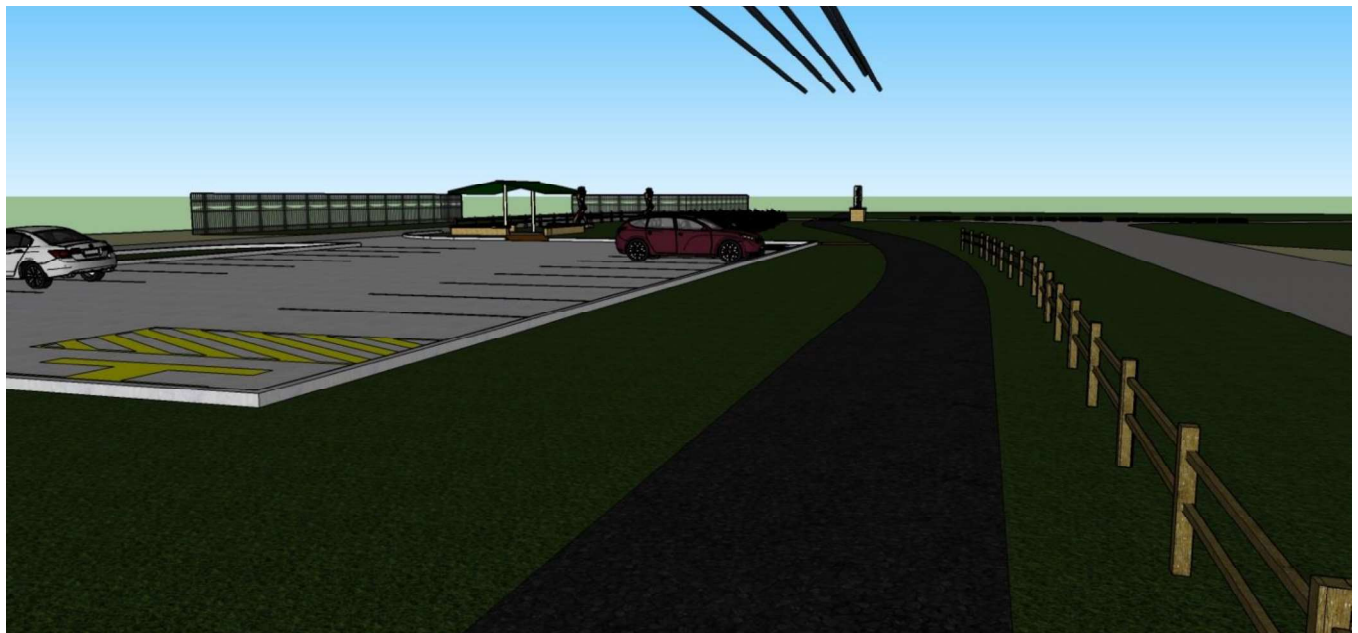


Recommendations

This location should incorporate native natural features and cultural features as it is a gateway to the Charleston leg of the Lincoln Prairie Grass Trail.



Improvements, including resurfacing the parking lot to a hard surface (asphalt or concrete) are needed. This will allow for improved parking and maneuvering designations including an improved accessible parking space. The area should also incorporate a shelter with bench seating. To incorporate cultural aspects to the trail, an outdoor sculpture should be added in this high traffic location.





Lighting should be added to the existing Ameren poles. A row of screened trees including arborvitae and other evergreen trees should be added on the north side of the trail in this location to buffer the residents to the north and west of the parking area. A native wildflower planting area should be developed on both sides of the parking area to the north of the trail. Add a split rail fence on the north side of the trail (east of the parking area) and on the south side of the trail (west of the parking area). Signage will be important at this location which should include a Lincoln Prairie Grass Trail sign (with a mile location to Eastern Illinois University).





Drainage Improvements and Set-Aside for Native Plants and Grasses from Decker Springs Road to E Street Intersections

- 1,850 lineal feet x 25 lineal feet (46,250 square feet / 1.06 acres)

Background

The south side of the Lincoln Prairie Grass Trail from Decker Springs Road to E Street is in need of drainage improvements and nature friendly improvements. The ditch holds water year round, and is a breeding ground to mosquitos and other insects. The ditch also contains invasive plants and woody growth that cause conflicts with the travel along the trail.



Recommendations

Improvements, including adding new storm sewer mains and re-grading work to the south ditch should be made to allow the water to drain appropriately and plants native to Central Illinois should be re-introduced in this area. After drainage improvements are completed, the Illinois Department of Natural Resource should be consulted to develop a plan for appropriate plants and grasses along this section and the area could be set-aside as a natural observation stops along the trail.



Natural and Cultural Improvements at E Street Intersection and New Trail to Lincoln Douglas Debate Museum

- 1,100' of new trail designation from the Lincoln Prairie Grass Trail to the Lincoln Douglas Debate Museum
- 150' of split rail fence on north side of trail, east of E Street
- 300' of buffer trees on south side of trail, to screen commercial and industrial uses west of E Street (50 short evergreen trees or arborvitaes for example)
- 150' of native wildflower plantings east of E Street
- 10' x 10' hard surface pad for outdoor sculpture with lighting east of E Street
- Remove benches and trash can from this location and relocate to the east side of the intersection.

Background

The open area on the south side of the trail and east of E Street is an open grass right of way. The area on the south side of the trail and west of E Street has some natural screening of the road and properties south of the trail. The E Street sidewalk connects to the city's junior football league fields and softball fields and is widely used by pedestrian traffic. Currently, the only way to access the Lincoln Douglas Debate Museum is to cross State Street at two locations.



Recommendations

This location should incorporate native natural features and cultural features. This area should incorporate bench seating. To incorporate cultural aspects to the trail, an outdoor sculpture should be added in this high traffic location. Lighting should be added to the existing Ameren poles. A row of screened trees including arborvitae and other evergreen trees should be added on the south side of the trail (west of E Street) to buffer State Street; and commercial and industrial properties to the south of the trail. A native wildflower planting area should be developed on the east side of E Street and on the south side of the trail as a seating and rest area. Add a split rail fence on the north side of the trail (east of E Street). Improvements, including adding a new designated trail route from the Lincoln Prairie Grass Trail south and southeast to the Lincoln Douglas Debate Museum should be added if feasible. This will allow for improved access to the Debate Museum.



Proposed New Trail Connection in Fairgrounds



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Proposed new route for 100' to 100' to 100'

18-46

Natural and Cultural Improvements between the E Street Intersection and the Division Street Intersection

- 300' of buffer trees on south side of trail, to screen commercial and industrial uses west of E Street (50 short evergreen trees or arborvitae for example)
- Remove bench and trash can from this location and relocate

Background

The grass area on the south side of the trail is an open grass right-of-way and the right-of-way on the north side of the trail is an open ditch. There are some residential and commercial buildings in the area along the trail; and an older manufacturing property adjacent to the trail on the south. The manufacturing building is known as the former Brown Shoe Factory (a 3 story brick building) which is on the south side of the trail.



Recommendations

This location should incorporate native natural features. This area should incorporate bench seating. A row of screened trees including arborvitae and other evergreen trees should be added on the south side of the trail to buffer the commercial properties to the south.



A future improvement related to the cultural aspects of the trail system could include a large wall painted mural on the north face of the Brown Shoe Factory.

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1" = 40'

Natural, Historical and Cultural Improvements between the Division Street and the 5th Street Intersection

- 75' of new trail designation from the Lincoln Prairie Grass Trail to the Seaton Field Parking Lot
- 10' x 10' hard surface pad for outdoor sculpture with lighting east of Division Street
- Seaton Field dumpster screening
- 100' of native wildflower plantings east of Division Street
- 150' of split rail fence on south side of trail, east of Division Street
- 3 benches on north side of trail
- 1 bike rack on north side of trail
- Improve the open area between the cell tower and Seaton Field for creation of tiered "hillside seating"
- 250' of buffer trees between the cell tower and Seaton Field to screen the cell tower and industrial uses to the south (25 Colorado Spruce or White Pines or similar evergreen trees)
- 250' of buffer trees between the cell tower and the Lincoln Prairie Grass Trail to screen the cell tower (50 arborvitae for example)
- 150' of buffer trees to the south of the Lincoln Prairie Grass Trail to screen commercial and industrial uses and Railroad Avenue (50 arborvitae for example)
- Remove the gravel entrance (west entrance) to the grain bins and replace with 100' x 100' (10,000 SFT) concrete entrance and approach
- 150' of buffer trees to the south of the Lincoln Prairie Grass Trail (between the grain bin entrances) to screen commercial and industrial uses and Railroad Avenue (50 arborvitae for example)
- Remove the gravel entrance (east entrance) to the grain bins
- 150' of buffer trees to the north of the Lincoln Prairie Grass Trail west of the 5th Street entrance to screen commercial and industrial uses (50 arborvitae for example)
- 100' of native wildflower plantings west of 5th Street
- 100' of split rail fence on north side of trail, west of 5th Street
- Charleston Train Depot Interpretive marker

Background

This section of the Lincoln Prairie Grass Trail is in need of much improvement. This section of the trail runs through both residential, recreational and industrial land uses. The Seaton Baseball Field is to the north of the trail in this location and industrial uses are found west of 5th Street.



Recommendations



This location should focus on incorporating natural improvements in order to make this section of the trail more appealing to the user. Beginning at the Division Street intersection and traveling west to the 5th Street intersection, natural screening and plantings should be the focus of these improvements. A native wildflower planting area should be developed on the east side of Division Street and on the north side of the trail with a split rail fence on the south side of the trail. An outdoor sculpture should be added at this intersection.

This intersection should capitalize on the Seaton Baseball Field as a destination and stop along the trail. A new path should connect the trail with the Seaton Field parking lot in order to make the facility's bathroom and water fountain an option to users of the trail. Incorporating bench seating and a bike rack will allow users to stop along the trail to enjoy baseball games being played at Seaton. Adding a new hillside seating feature with rows of evergreen screening and buffering should help separate the recreational elements from the existing commercial and industrial uses in the vicinity.



Improving the entrance to the west of the grain bins to a hard surface approach and drive; and removing the eastern gravel entrance will help improve this area as well.

Finally, to the west of the 5th Street intersection, adding another row of screening elements to the north side of the trail using evergreens to the north side of the trail with a split rail fence; and another wildflower plating area to the south will help beautify this section of the route.

An interpretative marker should be placed on the south side of the trail illustrating the former Charleston train depot (Big Four Depot) would add another historic element to the trail. The Big Four Railroad and Clover Leaf Route crossed at this location. The original depot opened in 1904 but was destroyed in 1917 because of the deadly tornado that struck the area (50 dead and 150 injured in Charleston). Work to rebuild the depot began soon after the original station was destroyed.



The Big Four Railroad began construction of a new Charleston passenger station in October 1903. Some homes were moved or demolished in 1902 to make room for the facility. Built on the site of the original depot, the new frame station cost \$10,000 and featured a general waiting room, women's waiting room, and smoking room. The station opened in 1904. (Courtesy of Nancy Easter-Shick collection.)



A devastating tornado struck Mattoon and Charleston on May 26, 1917, leaving 64 dead and 467 injured in Mattoon, and 50 dead and 150 injured in Charleston. The storm traveled nearly 300 miles through Missouri, Illinois, and Indiana, making it one of the longest-traveled tornadoes on record. The tornado destroyed the Big Four Railroad station in Charleston, as seen in this photograph. (Courtesy of Coles County Historical Society.)



Natural and Cultural Improvements East of the 5th Street Intersection

- 100' of new trail link from the Lincoln Prairie Grass Trail to 6th Street
- 10' x 10' hard surface pad for outdoor sculpture with lighting east of E Street
- Signage showing distance to EIU
- 20' x 20' sitting wall
- 100' of native wildflower plantings east of 5th Street
- 100' of split rail fence on south side of trail, east of 5th Street and west of the railroad

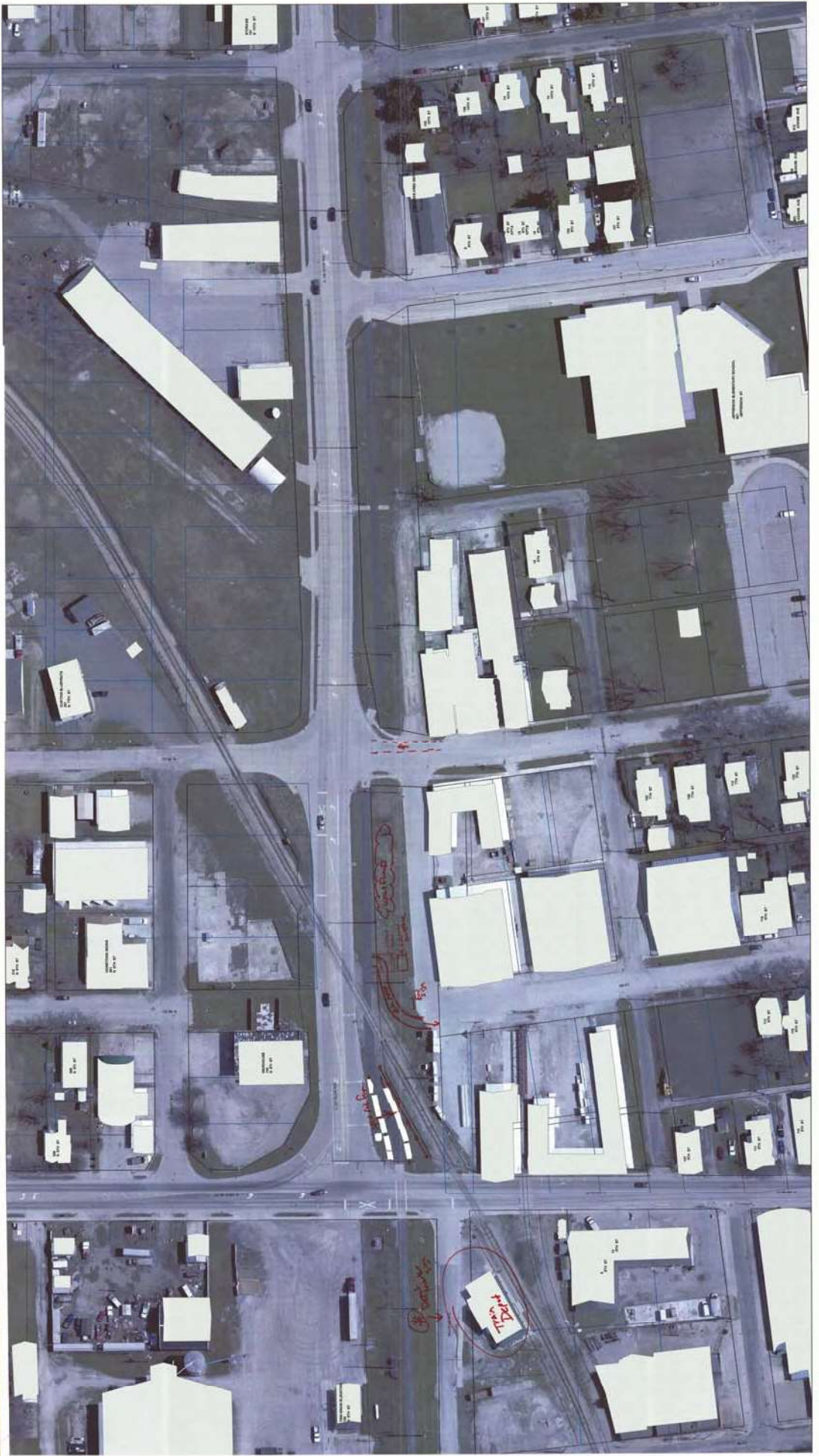
Background

There are two grass areas east of the 5th Street Intersection along the trail. The trail crosses the Eastern Illinois Railroad at this location and there is not a good connection to 6th Street from the Lincoln Prairie Grass Trail. This section of trail is about 1 mile to Eastern Illinois University.



Recommendations

This location should incorporate native natural features and cultural elements along with outdoor seating areas. A new trail connection should be made at this location to connect users to 6th Street from the Lincoln Prairie Grass Trail in order to direct the users through downtown Charleston to Eastern Illinois University. Adding a split rail fence to the west of the railroad; a wildflower planted area on the east of the sitting area; and adding an outdoor sculpture will bring new positive features to this area of trail.



100



CITY OF CHARLESTON BICYCLE PLAN

*Adopted by City Council
May 1, 2018*



City of Charleston
520 Jackson Ave
Charleston, IL 61920

Funded by: The Lumpkin Family Foundation
Prepared By: Ride Illinois



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1 Introduction/Executive Summary

Biking is a popular activity, a moderate form of exercise within the physical capabilities of most people. However, it need not be limited to weekend outings on designated trails or quiet rural roads. Although cycling is often thought of as just for recreation and exercise, nearly half (43%) of all bike trips are destination-based¹—and many more would be if better facilities existed.

Biking can be a great form of transportation, especially for short, local trips. National data indicate that 27% of all car trips are one mile or shorter; 40% are less than two miles. When cycling conditions are improved, people are more willing to use bikes instead of cars for these short trips—which benefits their health, pocketbooks and surrounding air quality.

Besides those who bicycle by choice, there are many Charleston residents – including children, many teenagers, Eastern Illinois University students, and some low-income workers – who depend on cycling as a transportation necessity. Whether for choice or necessity, transportation by bicycle is made safer and more inviting when a city designates a network of connected on-road and off-road bikeway segments throughout town.

The City of Charleston has adopted local comprehensive plans (1996 Charleston Tomorrow Plan, 1999 Comp Plan & 2009 Comp Plan Update) for the purpose of creating a general framework for the future growth development of the Cities. This includes considerations for alternate modes of surface transportation which have been part of local planning efforts for years. A major part of those plans is to encourage alternative modes of travel throughout the region & improving surface transportation alternatives. Following the County's Recreation Plan, Charleston's planning efforts continued in 1996 with the development of the "Charleston Tomorrow Strategic Plan" which was a product of local input and investment. In 1996, the Charleston Tomorrow Plan stated as its goals to "encourage use of bike trails" and "develop walk / run/ bike tours" throughout the City. In 1999 (and in its update of 2009), the Charleston Comprehensive Plan was developed which specifically included the development of pedestrian and bicycle paths which were incorporated as part of the plan's Capital Improvement Plan. The Charleston Comprehensive Plan also stated as its goals to develop pedestrian linkages between parks and other major land uses to encourage physical activity and alternative mode of travel throughout Charleston. This comprehensive bike plan addresses those transportation goals and will be incorporated into the City's Comprehensive Plan documents.

The City of Charleston has developed and will be creating a paved multi-modal transportation corridor called the Lincoln Prairie Trail (which IDOT has included in its Long Range State Transportation Plan (2012) as it "may be an option for transportation purposes") on the north side of town and to Mattoon, 6th and 7th Street bike lanes between downtown and EIU, campus area bike lanes on 4th Street and Grant Avenue, and off-road trails by Lake Charleston. The City, The Lumpkin Family Foundation, and Grand Prairie Friends are also working toward a trail connecting the city with Fox Ridge State Park. This proposed bike network will serve as critical connection points and multi-modal transportation links from Mattoon's Amtrak train

¹ 2001 National Household Travel Survey

station; and throughout Charleston to the campus of EIU to Lake Charleston, Grand Prairie Friends and Fox Ridge State Park. The trail will connect regional facilities and will provide commuter connections and enhance travel and recreational opportunities which will create a key transportation facility.

To build off these efforts, The Lumpkin Family Foundation funded Ride Illinois' work with the City to plan for bikeway networks and programs facilitating travel on two wheels throughout Charleston.

Bicycle Plan outline

Chapter 2 of this plan explains the types of on-road and off-road bicycle facilities needed for a bikeway network in Charleston. The primary target audience for the additions is the “casual adult” bicyclist, although the needs of advanced cyclists and children are both addressed. A thorough analysis is used to determine which option – if any – is appropriate for each of the “routes to study” suggested by the public at an August 3, 2017 public brainstorming workshop and otherwise. As described in Chapter 3, criteria include need, cost, technical factors, and strategies to gain public support while avoiding common bike plan pitfalls.

Chapter 4 details the specific recommendations for the bikeway network. These include an array of bikeways – mostly on-street:

- Signed bike routes, e.g., Woodlawn, 20th, McKinley, parts of Harrison and Grant
- Bike lanes, e.g., most of 9th and E Street/University, parts of Polk and Garfield, as well as Roosevelt and Woodfall
- Buffered bike lanes, e.g., 6th and 7th between downtown and EIU, south 4th, and westbound Grant
- Shared lane markings, e.g., parts of 6th and 7th, Polk, 4th, 9th, and Harrison
- Combined bike/parking lanes on most of Reynolds
- Striped “urban shoulders” on part of Garfield
- Widening of the sidewalk along 18th
- Remedying demand-actuated stoplights not triggered by on-road bicycles
- Posting wayfinding signage for the network

The chapter includes maps and tables for easier comprehension of the recommendations. It also has text with details on some key route recommendations, including Lincoln Prairie Grass Trail road crossings and other improvements, possible trail routings to Lake Charleston and Fox Ridge State Park, possible improvements on the Eastern Illinois University campus, implementation of specific bike lanes, and the transition from 4th Street to 6th/7th Streets by Lincoln. For the latter, some right-of-way acquisition is needed on the north side of Lincoln, between 6th and 7th.

Chapter 5 suggests specific road design standards on bicycle and pedestrian accommodation, as part of a “complete streets” ordinance recommendation for use when roads are reconstructed or new roads built. References are given for bike-friendly development ordinances.

Chapter 6 identifies easy-to-use (and often free) resources and strategies to leverage infrastructure investment with bicyclist education, motorist education, enforcement, and encouragement efforts. In addition, recommendations are offered on retrofitting bicycle parking where needed and adding bike parking requirements to the City development ordinance.

Chapter 7 recommends implementation strategies, which may include opportunistic and stand-alone projects in the City's Capital Improvement Program. Sample costs of various bikeway types are listed, along with funding and grant suggestions. Establishment of a Bicycle/Pedestrian Advisory Commission and designation of a staff bike/ped coordinator are described as key steps to implementation. The plan calls for an annual implementation report to track progress. Finally, Charleston's path to national Bicycle Friendly Community designation is discussed.

The appendices cover the August 3, 2017 public brainstorming workshop input, the route segment data collection and analysis spreadsheet with details for the City's implementing staff, external grant source strategies and tips, and a graphical summary of national Bicycle Friendly Community designation.

Ride Illinois would like to thank The Lumpkin Family Foundation for its generous support.

2 Bikeway Types in the Charleston Plan

Standards and Guidelines

The 2012 *Guide for the Development of Bicycle Facilities* by the American Association of State Highway and Transportation Officials (AASHTO), the Federal Highway Administration's (FHWA) Manual of Uniform Traffic Control Devices (MUTCD), and the NACTO Urban Bikeway Design Guide (NACTO) form the technical basis for the plan's recommendations.

These references are recognized by the industry as the standards for bicycle facility design. The Illinois Department of Transportation encourages communities to consult these guidelines and standards when developing bicycle plans.

After a description of the recommended network wayfinding signage, a general overview of bicycle facility options follows. More engineering details are in the publications.

Bike Network Wayfinding Signage

The recommended bicycle network of Chapter 4 will include a variety of mostly on-road and some off-road bikeway types. For each of these, bicycle network signage can serve both wayfinding and safety purposes including:

- Helping to familiarize users with the bikeway system
- Helping users identify the best routes to significant destinations
- Helping to overcome a “barrier to entry” for people who do not bicycle much but who want to get started
- Alerting motorists to expect bicyclists on the route



Figure 2.1. Recommended network wayfinding signs. Left: D1-3b Middle: D1-2c Right: D11-1c

It is recommended that Charleston adopt wayfinding conventions consistent with the MUTCD and Section 4.11 of the 2012 AASHTO bike guide. Signs should be installed on each designated on-road or off-road segment of the network. Figure 2.2 illustrates signage placement.

In general, signs should be placed where a route turns at an intersection, crosses another route, and crosses major intersections. The D1-nb series (Figure 2.1, left) is recommended, with D1-nc (Figure 2.1, center) used where destination distance is far enough to show mileages. The

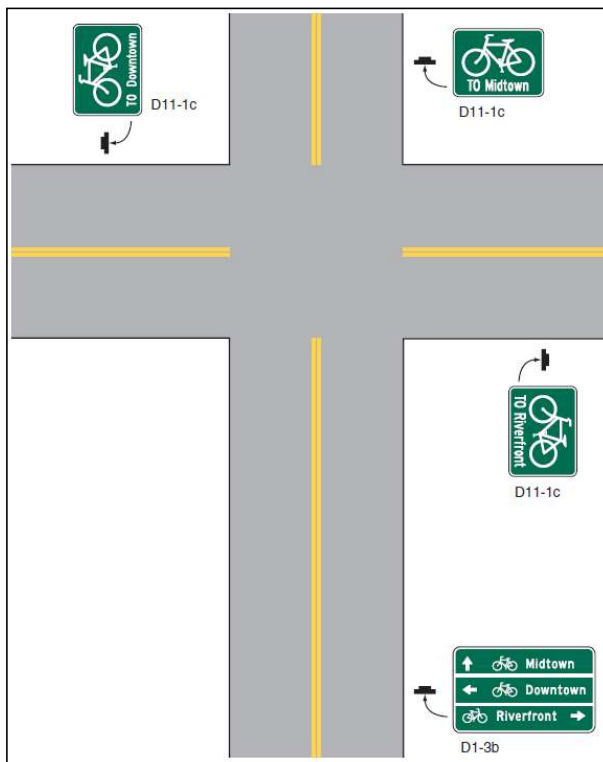


Figure 2.2. Example of signage placement.

D11-1c confirmation signs (Figure 2.1, right) should be placed periodically, too. Besides MUTCD, the NACTO guide gives detail on signage content and placement.

The City of Des Plaines, IL provides an interesting example to consider: proposed 7.5" X 4" stickers on the backs of their bikeway wayfinding signs. The city's bicycle webpage and corresponding QR code are listed. The webpage has background information – and bikeway maps.



Figure 2.3. DesPlaines QR code sticker.

Trails

Multi-use trails are physically separated from motor vehicle traffic, except at road crossings. Trails accommodate a variety of users, including pedestrians, bicyclists, and others, for both recreation and transportation purposes. Trails away from roads, on easements or their own rights-of-way, tend to be more pleasant and popular. The Lincoln Prairie Grass Trail is the best example in Charleston.



Figure 2.4. Multi-use trail on its own right-of-way

Sidepaths

Sidepaths are trails running immediately parallel to a roadway, essentially a widened sidewalk. Compared to trails on their own rights-of-way, most sidepaths have a larger fraction of use for transportation purposes.

While the physical separation from traffic provides a sense of security to sidepath users, intersections present inherent conflicts and visibility problems – especially for sidepath (and sidewalk) cyclists riding against the flow of adjacent traffic. Understanding these inherent conflicts can help in efforts to improve sidepath safety.

Figures 2.5 and 2.6 illustrate the visibility problems leading to intersection conflicts. In Figure 2.5, Car B crosses the sidepath to turn right onto the parallel street. Rarely do motorists stop at the stopline – usually stops are in the crosswalk or at the street edge, if at all. Many will look only to their left. Cyclist 2 might be seen. Cyclist 1 is much less likely to be seen.

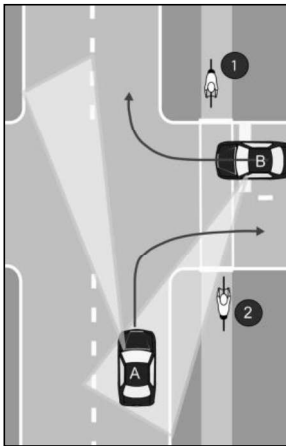


Figure 2.5. Right turns across sidepaths.

Car A turns right off the parallel road then crosses the sidepath. Again, Cyclist 2 might be seen but Cyclist 1 is less visible. Particularly where a large turning radius permits fast turns, many motorists do not yield to cyclists entering or already in the crosswalk.

In Figure 2.6, Car C looks ahead, waiting for a traffic gap to turn left, then accelerates through the turn while crossing the crosswalk. Cyclist 4 might be seen. Again, the contra-flow cyclist (3) is less likely to be seen. If the traffic gap is short, sudden stops would be difficult.

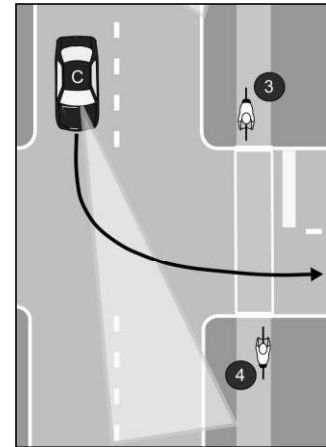


Figure 2.6. Left-turn across sidepath.

It should be noted that a contributing factor in at least some of these conflicts is disregard of pedestrian crosswalk laws and possibly traffic controls by bicyclists. Education and enforcement of both motorists and bicyclists can help somewhat in controlling sidepath problems. Chapter 6 provides some recommendations.

In addition, sidepath conflicts can be reduced through engineering by:

- Bringing the sidepath closer to the road at intersections, for better visibility during all turning motions and better stopline adherence for right-turners
- Using pedestrian refuge islands to break up major crossings and right-in-right-out entrances – right-turn corner islands (“porkchops”) are particularly effective
- Using higher visibility crosswalks – see the trail recommendations in Chapter 4
- Bicycle Signal Faces for bikeway-specific phases at signalized intersections. This treatment has Interim Approval from the Federal Highway Administration.

On-road Bikeways

Expanding Charleston’s bicycle network requires the determination of appropriate bikeway choices for various contexts.

Due to the fear of getting hit by a car from behind, many believe sidepaths or sidewalks are *always* safer than on-road bicycling. Surprisingly, this is *not* the case where there are many side streets, residential driveways, and commercial entrances – especially for “contra-flow” cyclists biking against the flow of traffic.² The visibility issues described above are a prime reason. Note that for each motorist turning motion illustrated in Figures 2.5 and 2.6, an on-road cyclist

² Moritz, W.E., “Survey of North American Bicycle Commuters: Design and Aggregate Results”, Transportation Research Board, 1997.

on the right side of the road is within the motorist's viewing area. In fact, especially in urban areas during the day or when the bike is well-lit at night, most car-bike crashes occur at intersections – not from cars striking bikes from behind³.

The AASHTO guide describes the above and other sidepath issues in discouraging their use in inappropriate locations. In general, sidepaths may be better choices than on-road bikeways for faster, busier roads without lots of crossings. Since that is not the case for most of the City's other roads, various on-road bikeway options are usually recommended in this plan.

Bike Lanes

Bike lanes are portions of the roadway designated for bicyclist use. Bike lanes are typically between five and six feet wide (including gutter pan) on each side of the road with a stripe and pavement markings. Bike Lane (MUTCD R3-17) signs are optional to supplement markings but are not recommended here. For one-way streets, bike lanes *usually* are better placed on the right side of the road. 6th, 7th, Grant, and 4th all have bike lanes.



Figure 2.7. Bike lanes (other side not shown).

Cyclists in each bike lane travel one-way with the flow of traffic. Sample results^{2,4,5} around the country for roads with bike lanes include:

- More predictable movements by both cars and bikes
- Better cyclist adherence to laws about riding on the right side of the road
- Dramatic increases in bike usage with lower car-bike crash rates



Figure 2.8. Buffered bike lanes (NACTO).

Parking is not permitted in designated bicycle lanes. When a road has bike lanes and adjacent parking, the bike lanes should be striped between the parking space and the travel lanes. When a road has bike lanes but no on-street parking, indicate the parking prohibition using No Parking (MUTCD R8-3) or No Parking Bike Lane (MUTCD R7-9) signs.

Bike lane options are evolving, to provide benefits in various situations. Buffered Bike Lanes are now accepted by the Federal Highway Administration and detailed in the NACTO Urban Bikeway Design Guide. A buffer space may be added between travel lane and bike lane, or between bike lane and curbside parking. This plan calls for Buffered Bike Lanes on some segments.

³ AASHTO Guide for the Development of Bicycle Facilities, pp. 3-8 and 3-9, 2012.

⁴ AASHTO Guide for the Development of Bicycle Facilities, p. 22, 1999.

⁵ Reynolds, C, et al., "The Impact of Transportation Infrastructure on Bicycling Injuries and Crashes: A Review of the Literature", *Environmental Health*, 2009.

Protected Bike Lanes (PBL) use bollards, curbs, or parking to separate bike lanes from travel lanes. American use of PBLs has grown significantly this decade in dense urban cores. While no PBLs are listed in the plan, they may be considered as an option – especially where intersection conflicts can be closely controlled, and motorist stop line compliance is high on cross streets and other intersections.

National standards are continually evolving on handling bike lanes at intersections. The AASHTO guide has long detailed advance merge areas and, where space allows, continuing bike lanes to intersections. New tools are colorized pavement and extensions of bike lanes *through* intersections.

Insufficient pavement width due to the presence of turn lanes may necessitate interruption of bike lanes at intersections. Where this occurs with a right-turn only lane, shared lane markings may now be used for straight-ahead bicycle travel in the right-turn lane (Figure 2.9). Where this occurs with a left-turn lane but no right-turn only lane, use shared lane markings in the center of the rightmost through lane.

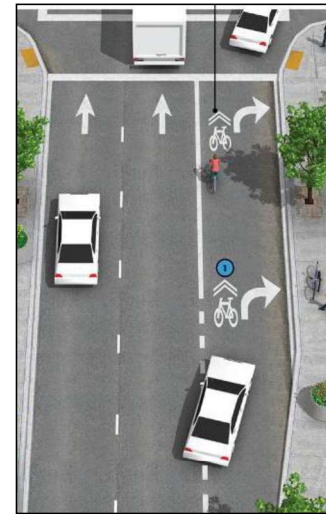


Figure 2.9. Shared Lane Markings in right-turn only lane. (NACTO)

Green-Colored Pavement may now be used to enhance the conspicuity of bicycle lanes, or extensions of those lanes at intersections. The NACTO guide provides details.

Regular sweeping is important, as bike lanes tend to collect debris.

Shared Lane Markings

Shared lane markings (aka “Sharrows”) inform cyclists of optimum lane positioning. Bicycle positioning on the roadway is important to avoiding conflicts with cars turning at intersections and doors opening on parked cars. Also, SLMs are more effective than signage alone in reminding drivers of the possibility that they will see a bicyclist in the road.

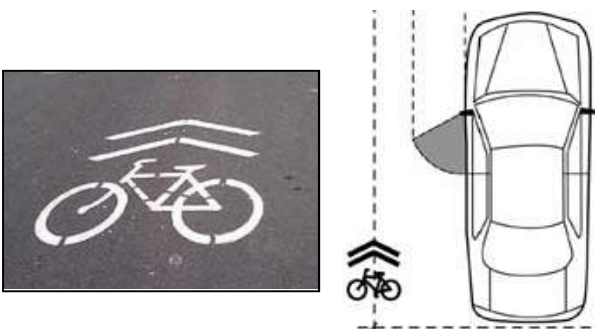


Figure 2.10. Shared Lane Marking.

Shared lane markings may only be used on streets with speed limits of 35 mph or lower. Sometimes SLMs are used in lieu of bike lanes on relatively comfortable roads that would still benefit from a higher level of guidance to bicyclists and motorists. More often, however, SLMs are a fallback treatment where there is insufficient width for bike lanes.

On roads with no permitted parking, the center of the marking shall be 4 feet (or more) from the curb. On roads with permitted and *any level* of occupied parking, the center of the marking

shall be 11 feet (or more) from the curb. SLMs that far from the curb are best at higher (>30-40%, perhaps) parking occupancies. This plan recommends SLMs for some road segments having parking and others that do not.

The markings should be placed right after an intersection and spaced at intervals of 250 feet thereafter. See MUTCD Part 9 for more installation guidance. The shared lane marking also can be used to indicate correct straight-ahead bicycle position at intersections with turn lanes, where bike lanes or combined bike/parking lanes have been temporarily dropped.

Signed Bike Routes

Some roads may be identified by signage as preferred bike routes, because of particular advantages to using these routes compared to others. These “signed shared roadways” only use the bike network wayfinding signage described above, with no pavement striping or marking. Signed Bike Routes may be appropriate where:

- There is not enough roadway width for bike lanes,
- Relatively low – but nonzero – parking occupancy makes shared lane markings less desirable, or
- Low traffic and comfortable conditions reduce the need for the cost of pavement stripes and/or markings.

A road does not require a specific geometry to be signed as a Bike Route, providing flexibility. A Bike Route may be a striped or unstriped street, or a road with paved shoulders.

Combined Bike/Parking Lanes

Some residential collector streets with wide lane widths permit on-street parking, but parked cars are sparse – under 5% or 10% occupancy – except perhaps on special occasions (“party-parking”). While this may be an opportunity for dedicated bike lanes, removal of parking on even one side may be politically infeasible – even though the wider lanes often encourage faster traffic speeds through neighborhoods.



Figure 2.11. Combined Bike/Parking Lanes.

A fallback option is to stripe off 7-8 feet (including gutter pan) for the occasional parked car. This space, essentially an “urban paved shoulder”, may be used by bikes, too. Sign the road with bike route wayfinding signage, but do not include any designated bike lane signage or pavement markings. Cyclists in this space would pass parked cars just as they do on road shoulders and unstriped roads. Benefits include:

- An increased perception of comfort by the cyclist
- Lower likelihood of the occasional parked car being hit by another car
- The traffic-calming effect of narrower lanes, i.e., slowing car speeds

“Combined Bike/Parking Lanes” (CBPLs) allow parking, but bike lanes do not. Steps should be taken to avoid confusion. Combined bike/parking lanes should use signage indicating parking permission information. As mentioned earlier, bike lanes should use “no parking” signs – where there is no adjacent on-road parking.

Three-Foot Law Signage

Nationally, the “Share the Road” sign has been falling out of favor, due to recent studies showing misinterpretation by many motorists. To deliver a clearer message, IDOT recently approved local agency use of a regulatory sign informing drivers of the state’s three-foot lateral clearance law when passing bikes. Installation should be limited to locations where the operation of the two vehicle types is demonstrating a problem or crash history. Several agencies have installed them, in partnership with Ride Illinois.



Figure 2.12. 3-ft law sign.

Three-foot law signs are recommended in this plan on some roads popular with more traffic-tolerant bicyclists riding out of town. The signs are meant to improve their safety, but the roads are not considered as part of the City’s designated bicycle network for a broader range of users.



Figure 2.12. Signal activation marking and sign.

Signal Activation by Bicycles

Both bicycles and motorcycles have difficulty activating demand-actuated traffic signals. Cars may not be present to trip the signal, or cars may be stopped too far back of a bike. Pedestrian push-button actuation, if present, is often inconveniently located for on-road bikes.

Illinois now has a law by which bicyclists and motorcyclists may treat stoplights like stop signs, after two minutes of not being detected. Engineering solutions are safer and preferred.

For existing intersections, the MUTCD-approved Bicycle Detector Pavement Marking (MUTCD Fig. 9C-7) in Figure 2.12, together with the R10-22 Bicycle Signal Actuation Sign, can indicate a detector trigger point for actuating the signal. For standard detectors, the detector’s perimeter – such as its right edge – is more sensitive to bicycles. Correct tuning of the detector may be needed, too. Alternatively, a special detector loop can be installed for bikes.

For new intersections, quadrupole loop detectors, microwave or new camera detection technology could be used, as they are more sensitive to bikes and motorcycles.

Chapter 4 includes a recommendation on this issue.

3 Guidelines For Bikeway Recommendations

Introduction

A bikeways network is comprised of routes that are particularly important because they serve key destinations and facilitate travel across barriers. Although all City streets, except where prohibited, will be used by cyclists, a designated bikeways network helps direct them to particularly favorable routes, especially for mid- and long-distance trips in town. Developing a plan for a bikeways network establishes priorities for improvements, such as striping for bike lanes, adding shared lane markings, completing sidepaths and trails, installing wayfinding signs and improving crossings.

Charleston's bikeways network was developed with a variety of inputs:

- **Public Involvement:** On August 3, 2017, a "Public Brainstorming Workshop" was attended by roughly 50 residents. The purposes of the workshop included: a) gather local resident knowledge on biking needs; b) prioritize road corridors and other routes to study for potential improvements; c) build community support for the plan and its implementation. Each attendee marked individual maps with suggestions. A group exercise followed in which top priorities from three geographic regions of the City were discussed and reported. See Appendix 1 for results.

In addition, Eastern Illinois University was part of the public involvement process through EIU's Student Senate meeting presentation on January 25, 2018, and through student comments and feedback. EIU's staff, faculty and administration were also involved in the process and were all given the same opportunity to provide feedback and comments.

- **Consultation with Staff and Steering Committee:** In addition to the workshop, two meetings were held between the consultant and the Steering Committee of the Charleston Bicycle Plan, consisting of City staff and other partners. The committee guided the project approach and the principles used in making recommendations, and extensively discussed the preliminary recommendations of the plan.
- **Bicycle Level of Service Analysis:** The Bicycle Level Of Service⁶ (BLOS) measure quantifies the "bike-friendliness" of a roadway, helping to remove a wide range of subjectivity on this issue. The measure indicates adult bicyclist comfort level for specific roadway geometries and traffic conditions. Roadways with a better (lower) score are more attractive – and usually safer – for cyclists. BLOS has been used in IDOT's bicycle maps for years, and it has been added to the Highway Capacity Manual. More information and an online calculator is at rideillinois.org/blos/blosform.htm. BLOS is

⁶ Landis, Bruce, "Real-Time Human Perceptions: Toward a Bicycle Level of Service," Transportation Research Record 1578 (Washington DC, Transportation Research Board, 1997).

used in the Charleston Bicycle Plan to measure existing and future conditions, to set on-road comfort goals for the bikeway network, and to justify recommendations.

- **Review of standards, guidelines and best practices:** The plan draws heavily from AASHTO, the MUTCD (FHWA), and NACTO, nationally recognized resources for bicycle facility design. See Bikeways Types discussion in the previous section.

Guiding Principles and Selecting Bikeway Type

The following general guiding principles were used for the plan's recommended improvements to Charleston's bikeway network.

- Plan for a target audience of casual adult cyclists. At the same time, address the needs of those who are more advanced and those who are less traffic-tolerant, including children.
- Strive for a network that is continuous, forming a grid of target spacing of ½ to 1 mile to facilitate bicycle transportation throughout the City.
- As much as possible, choose direct routes with lower traffic, ample width, stoplights for crossing busy roads – and at least some level of traffic control priority (minor collectors or higher classification) so that cyclists do not encounter stop signs at every street.
- Look for spot improvements, short links, and other small projects that make an impact.
- Be opportunistic, implementing improvements during other projects and development. An example is restriping during resurfacing. Widening a road to add an on-road bikeway will be considered as part of a major road reconstruction, but not as a standalone project.

These guidelines were used for making recommendations for specific route segments:

- Consider both on-road and off-road improvements, as described in Chapter 2. Narrowing lane width to 11-ft or 10-ft will be considered if necessary to implement an on-road bikeway on local roads with lower speed and lower truck traffic.
- Where on-road bikeways are recommended, try to achieve a BLOS rating of B or better for designation in the network – with high-C marginally acceptable if there are no other options. BLOS “B” is an appropriate goal for accommodating the casual adult bicyclist. Use wayfinding signage to indicate inclusion in the network.
- For the on-road segments designated as being in the network, raise the priority of filling sidewalk or sidepath gaps on at least one side of the road. This recognizes that children – and more traffic-intolerant adults – will ride on the sidewalk. However, sidewalks with width under sidepath standards should not be designated or marked as part of the bikeway network.
- Only in special cases should sidepaths be recommended where there are too many crossing conflicts (driveways, entrances, cross streets) or where residential front yards will be impacted. Where sidepaths are recommended, use the design techniques described above to somewhat reduce the risks at intersections.
- Where there is sufficient width and need, and speeds are moderate to low, use striping to improve on-road cyclist comfort level. Depending on available width and parking

occupancy, the striping may be in the form of either traditional bike lanes, buffered bike lanes, or combined bike/parking lanes. Where such roads have insufficient width for striping, shared lane markings or bike network wayfinding signs alone are recommended, depending on parking occupancy and assuming an on-road comfort level meeting the target BLOS.

- Use Shared Lane Marking and bike signal actuation pavement markings to indicate proper on-road bicycle position, especially where heavy bicycle traffic is expected. Shared Lane Markings should be used in straight-ahead lanes, at intersections where turn lanes require the interruption of striped bike lanes or Combined Bike/Parking Lanes.

Generating Public Support

To improve public support for plan implementation, these additional approaches are suggested:

- Achieve early, easy successes (“low-hanging fruit”) to gather momentum.
- Avoid removing on-road parking if at all possible, especially by businesses and on roads with more than very low parking occupancy. When a primary recommendation calls for the removal of any parking, list secondary, fallback recommendations as options.
- Where appropriate, use road striping to serve not only bicyclists but adjacent residents, as well. Cite the traffic calming (slowing) and other benefits of striped, narrower roads.
- Do not widen 4-5 foot sidewalks to 8-10 foot sidepath widths where at least some residential front yards would be impacted.
- Do not widen residential roads solely for bikeways.
- Work with local businesses and media to help promote the plan and highlight progress.

4 Bikeway Network Recommendations

Introduction

The Charleston Bicycle Plan proposes an expanded network of bicycle routes to facilitate travel to all sections of the City and beyond. The recommended projects in this section will also help fill gaps, tackle barriers and improve conditions to complete the network. See Chapter 3 for more information on how routes and projects were selected, and Chapter 2 for suggested Bike Network Wayfinding Signage standards to be used for each designated segment of the network.

A major caveat for the vast majority of these recommendations is that both the primary and secondary/other option recommendations assume the existing pavement width. Future reconstruction or expansion projects are opportunities to consider better bike accommodations, especially in those places where the bikeway network's comfort level target could not previously be met. Chapter 5's recommended roadway design standards could be used when widening is possible.

Understanding the Maps

The plan's maps provide a snapshot of needs and recommendations.

- **Figure 4.1) Existing Conditions – All Studied Routes, Trails and On-Road Comfort Level:** Shows *existing* on-road conditions for bicyclists on studied roads, including, but not limited to, all routes studied for the network. It also provides information on existing trails.
- **Figure 4.2) Recommended Bike Improvements - All Priorities:** Recommended on- and off-road bike facilities, including low priority projects resulting in only a minor improvement or a somewhat denser network. Includes existing bikeways.
- **Figure 4.3) Recommended Bike Improvements – High and Medium Priorities:** A subset of the map above, with low priority projects removed. Includes existing bikeways.
- **Figure 4.4) Built-out Conditions – Proposed Bike Network, Trails and On-Road Comfort Level:** Portrays how the off-road trail system and on-road bicycle level of service will change, if the recommended projects are implemented. Only those on-road segments “in the network” are shown.

Consider Polk Avenue as an example in using the maps and the spreadsheet in Appendix 2. The existing conditions map shows Polk's Bicycle Level of Service comfort level ranging from high- to low-C west of Reynolds, high-C between Reynolds and 7th, and a low-B between 7th and 9th. A BLOS of C is considered acceptable for more experienced cyclists, as is B for casual adult cyclists – the minimum target of this plan.

The recommended bikeways maps call for bike lanes on Polk from Reynolds to Division, where enough pavement width is possible for such striping. East of Division, shared lane markings are the recommendation, as is 3-foot law signage west of Reynolds. As long as consistent wayfinding signage is used, it is acceptable to vary a road's bikeway treatments according to the contexts of its segments. The implementation details for each are described in the spreadsheet.

Figure 4.1. Existing Conditions - All Studied Routes Trails and On-Road Comfort Level (BLOS)

Bicycle Level of Service (BLOS): A and B appropriate for casual adult bicyclists, C or better for more experienced, traffic tolerant cyclists. D or worse uncomfortable for all cyclists.

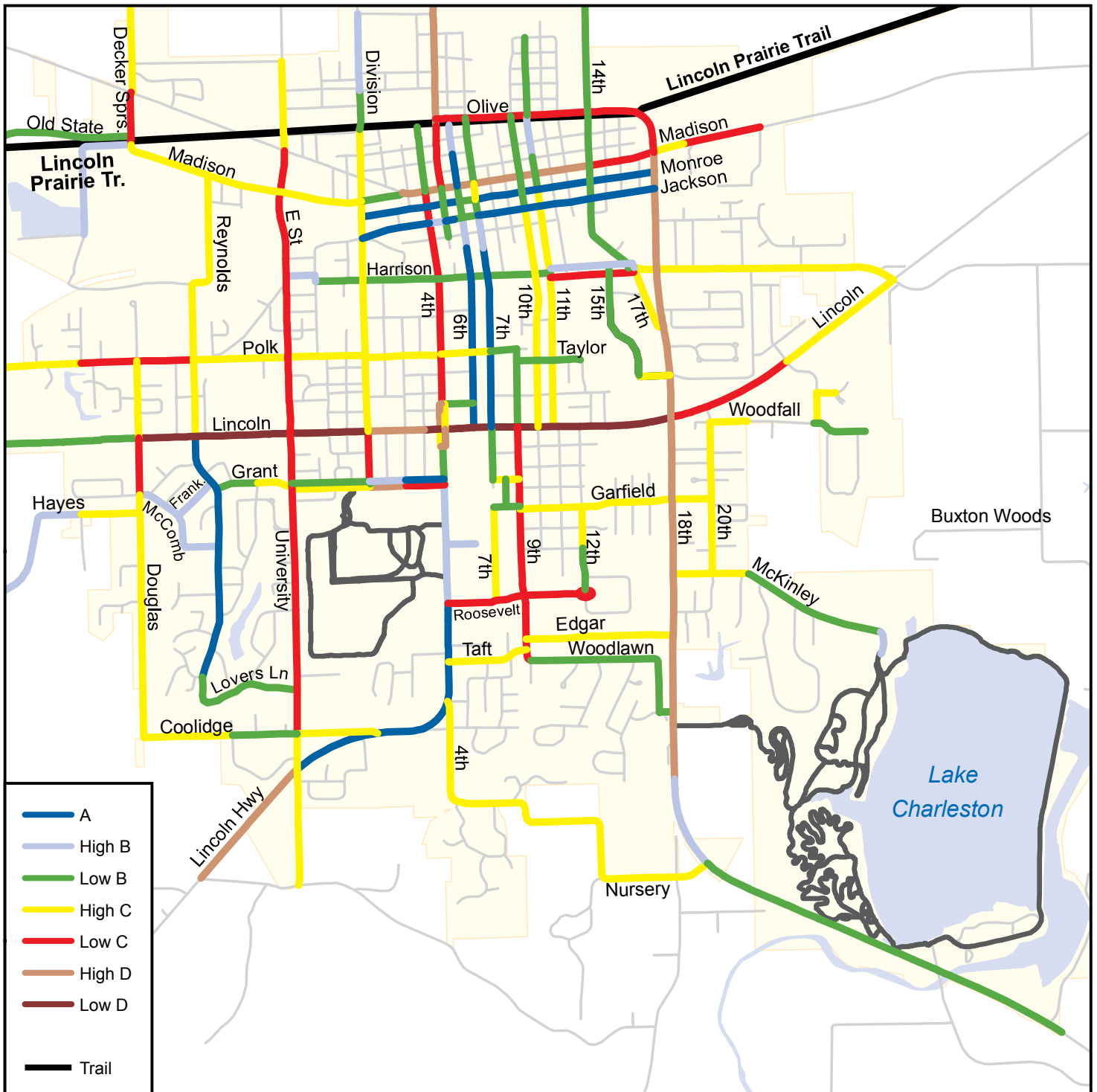


Figure 4.2

Recommended Bike Improvements

All Priorities (existing routes shown)

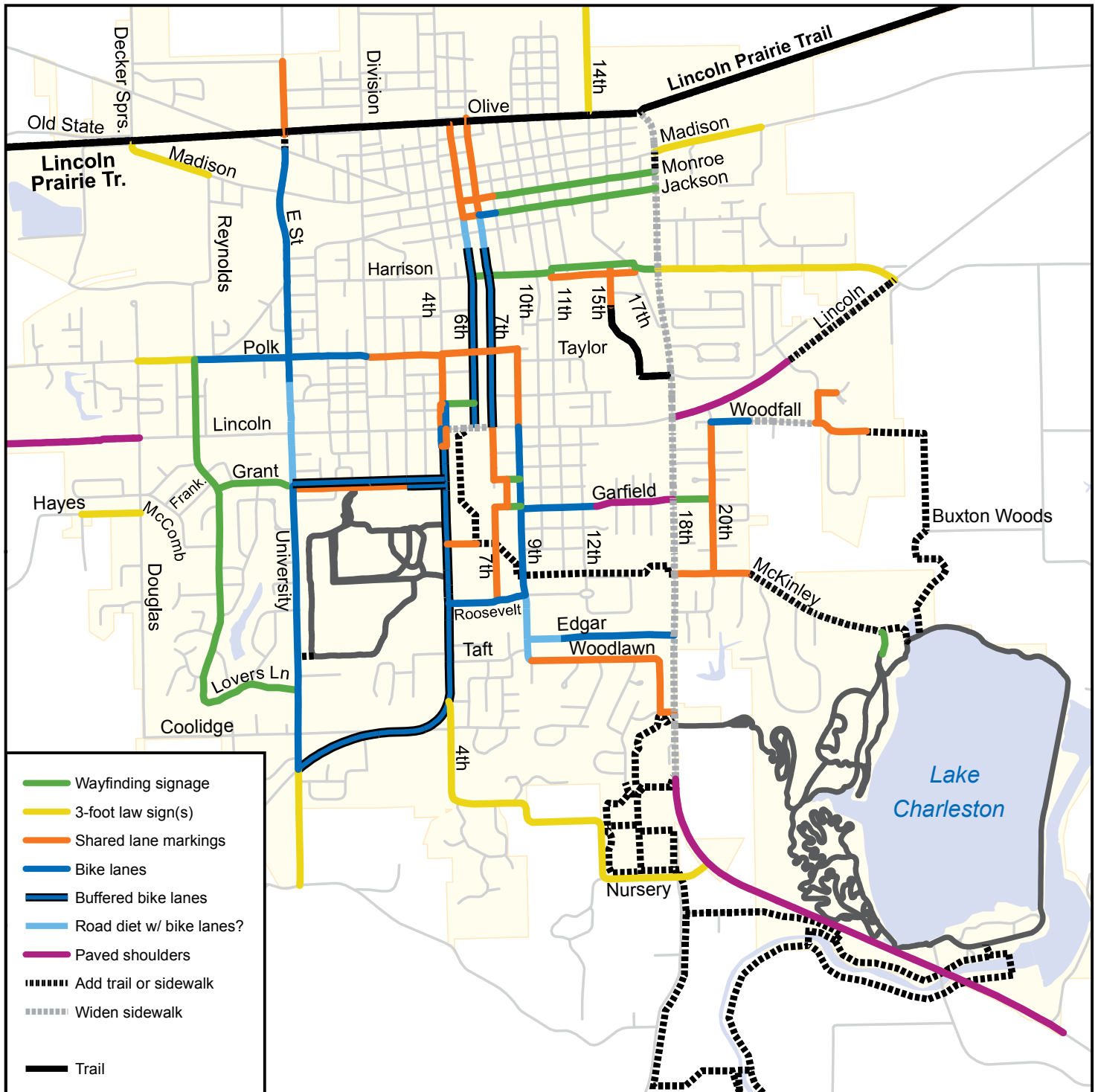


Figure 4.3

Recommended Bike Improvements

High and Medium Priorities

(existing routes shown)

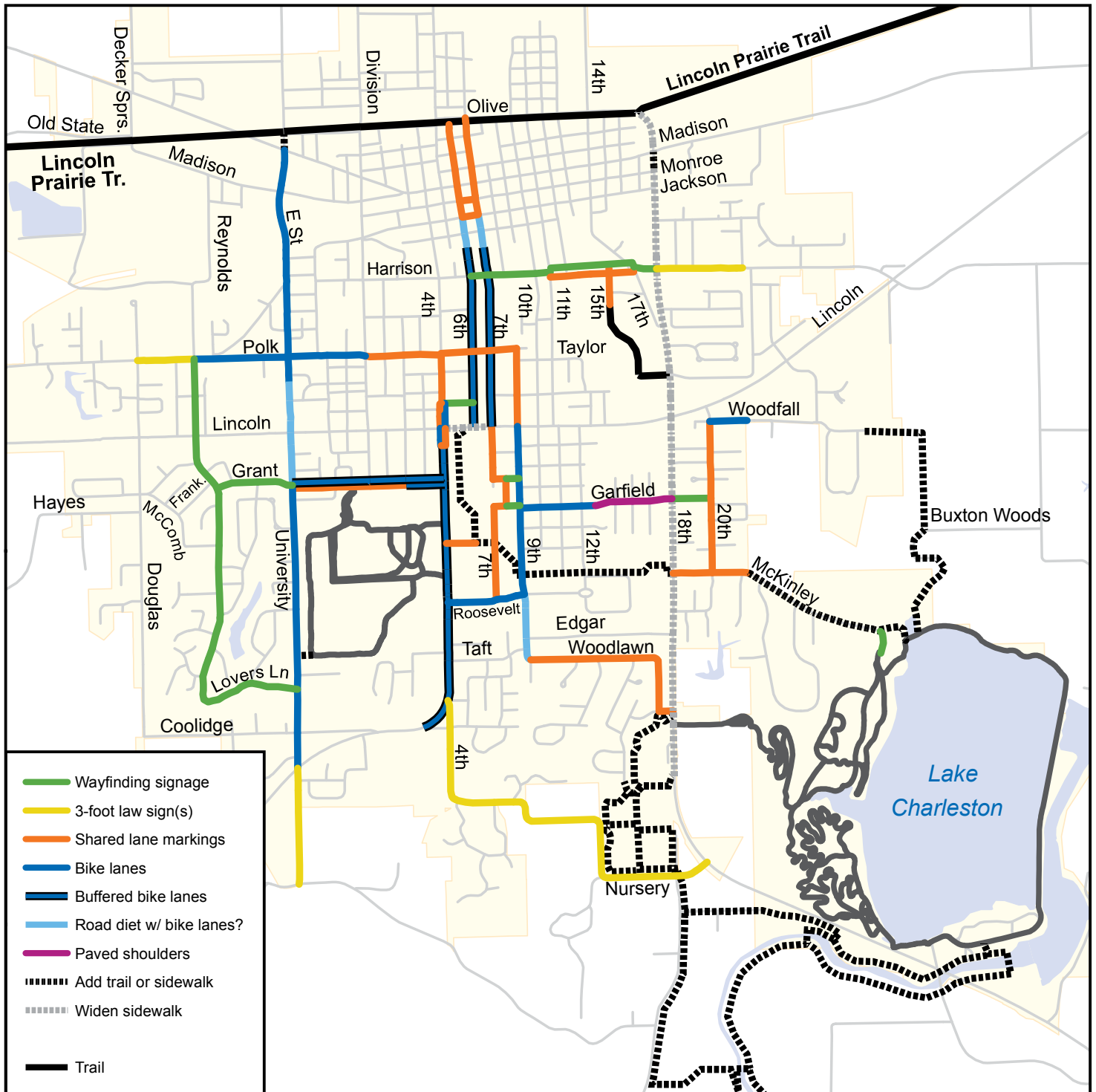
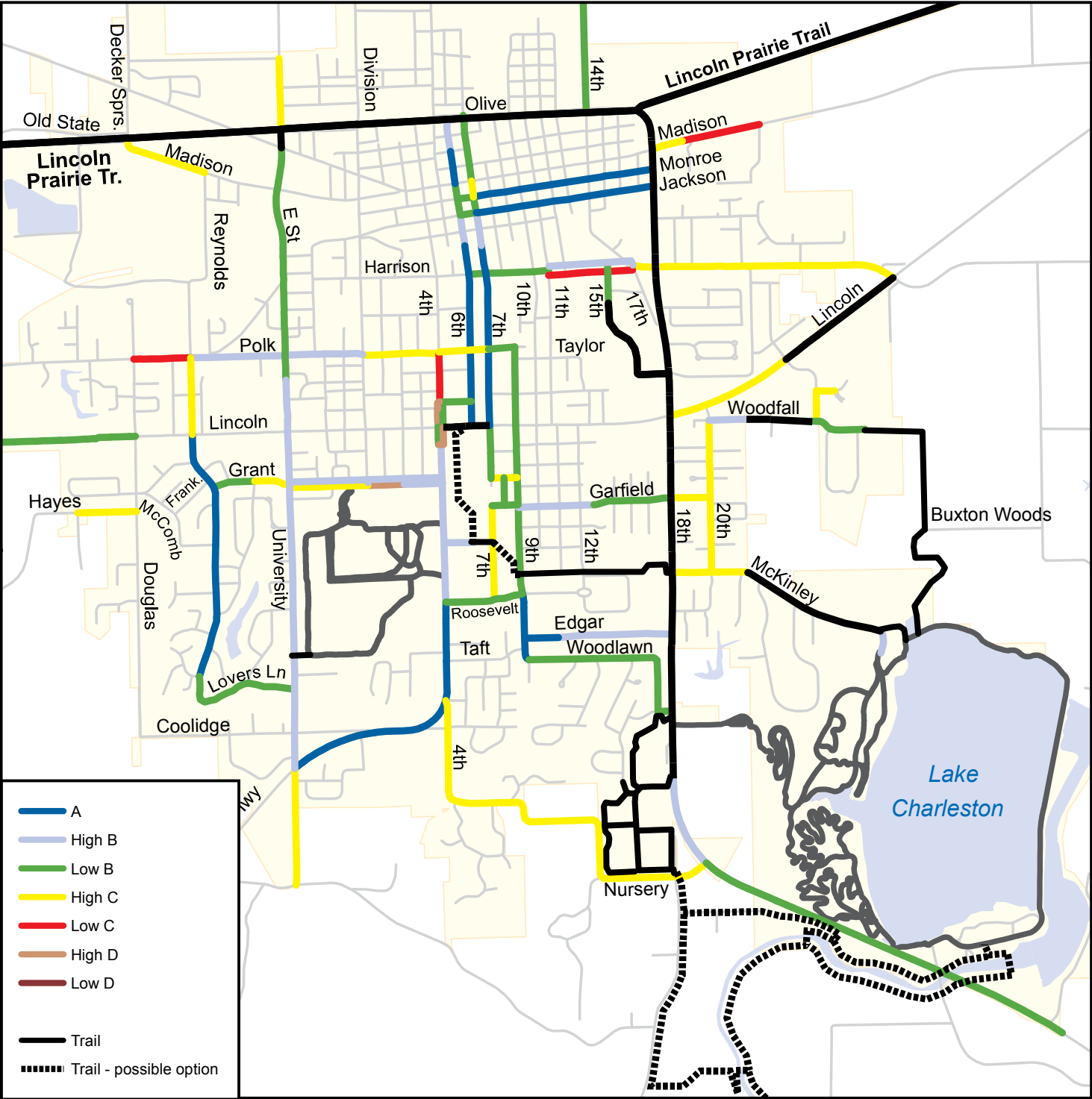


Figure 4.4 - Built-out Conditions - Proposed Bike Network Trails and On-Road Comfort Level

Bicycle Level of Service (BLOS): A and B appropriate for casual adult bicyclists, C or better for more experienced, traffic tolerant cyclists. D or worse uncomfortable for all cyclists.



The spreadsheet also indicates the priority of each segment's treatment: high for the bike lanes and shared lane markings, and medium for the 3-foot law sign. Priority is assigned primarily by network significance and public demand.

The built-out conditions map and spreadsheet show that bike lane striping would improve the Reynolds-Division segment from a high-C Bicycle Level of Service to a high-B. Shared lane markings would not significantly change comfort level, but would provide network connectivity.

Understanding the Project List

Extensive data collection on existing bicycling conditions informed the development of this plan. Most of this information, such as roadway geometry, traffic conditions, Bicycle Level of Service, sidewalk coverage, recommendation details and implementation notes, is housed in a spreadsheet that helps create the maps. See Appendix 2 for the entire dataset by road segment.

The table below summarizes recommended projects by road name, with east-west roads listed first. Table 4.1 lists high and low priority routes; Table 4.2 lists lower priority routes less important to the network. Following the tables is text on some specific, high priority areas – including potential off-road trail projects (in Eastern Illinois University and to Lake Charleston/ Fox Ridge State Park) not listed in the tables.

Table 4.1. Recommended Projects - High and Medium Priorities

Street	From (N/W)	To (S/E)	On Road Recommendation	Off Road Recommendation	Priority
Lincoln Prairie Trail	W-end	E-end		Improve crossings - crosswalks, signage	High
Olive	5th	Lincoln Prairie Trail		Improve trail crossing - crosswalk, signage	High
Madison	6th	7th		Add bike crossing warning signs	Medium
Monroe	6th	7th	Shared lane markings		Medium
Jackson	6th	7th	Shared lane markings		Medium
Harrison	6th	11th	Bike route wayfinding signage		Medium
Harrison	11th	14th	Shared lane markings (E- bound); Bike route signage (W- bound)		Medium
Harrison	14th	18th	Bike route wayfinding signage		Medium
Harrison	18th	22nd	3-Ft Law sign; future bike lanes?		Medium
Polk	Douglas	Reynolds	3-Ft Law sign		Medium
Polk	Reynolds	Division	Bike lanes		High
Polk	Division	9th	Shared lane markings		High
Buchanan	4th	6th	Bike route signage (W-bound)		High

Street	From (N/W)	To (S/E)	On Road Recommendation	Off Road Recommendation	Priority
Lincoln	4th	6th		Widen sidewalk to sidepath width (south)	High
Lincoln	6th	7th		Widen sidewalks to sidepath width; add Lead Pedestrian Interval at 6th	High
Woodfall	20th	E-end of pavement	Bike lanes		Medium
Woodfall	E-end of pavement	Hawthorne		Add trail link (medium); widen sidewalk to sidepath width (low)	Medium
Grant	Reynolds	University	Bike route wayfinding signage		Medium
Grant	University	2nd	Add buffer to W-bound bike lane; Shared lane markings E-bound		High
Grant	2nd	4th	Buffered bike lanes		High
Grant	7th	8th	Shared lane markings		High
Grant	8th	9th	Bike route wayfinding signage		Medium
Hayes	7th	8th	Shared lane markings		High
Hayes	8th	9th	Bike route wayfinding signage		Medium
Garfield	9th	250' E of 12th	Bike lanes		Medium
Garfield	250' E of 12th	18th	Stripe paved shoulders		Medium
Garfield	18th	20th	Bike route wayfinding signage	Improve 18th crossing	Medium
McKinley	18th	Hidden Lake	Shared lane markings	Improve 18th crossing	Medium
McKinley	Hidden Lake	Lake Charleston trail		Add sidepath	Medium
Roosevelt	4th	9th	Bike lanes		High
Lover's Lane	Reynolds	University	Bike route wayfinding signage		Medium
Woodlawn	9th	Salem	Shared lane markings		High
Woodlawn/ Krishire	Salem	Sister City	Bike route wayfinding signage		High
Nursery	4th	18th	3-Ft Law sign		Medium
Reynolds	Polk	Eden	Bike route wayfinding signage		Medium
E Street	Lincoln PrairieTrail	State	Shared lane markings	Add sidewalk (east); improve State crossing	High
E Street	State	N of Pierce	Bike lanes		High
E Street/ University	N of Pierce	Grant	Study road diet (lane reduction) with bike lanes		High
University	Grant	Lincoln Hwy	Bike lanes		High
University	Lincoln Hwy	Sunnydale	3-Ft Law sign		Medium
4th	Madison	Polk	Remove bike ban signs		High
4th	Polk	Buchanan	Shared lane markings (N-bound)		High
4th	Buchanan	Lincoln	Bike lane (N-bound); Shared lane markings (S-bound)		High
4th	Lincoln	1/2 blk S of Lincoln	Shared lane markings (N-bound); bike lane (S-bound)		High
4th	1/2 blk S of Lincoln	Coolidge	Stripe buffers for bike lanes		High
4th	Coolidge	Nursery	3-Ft Law sign		Medium

Street	From (N/W)	To (S/E)	On Road Recommendation	Off Road Recommendation	Priority
6th	Lincoln PrairieTrail	Railroad	Add trail link		High
6th	Railroad	Jackson	Shared lane markings (S-bound)		High
6th	Jackson	1/2 blk S of Van Buren	Remove one lane, add buffered bike lane		High
6th	1/2 blk S of Van Buren	Lincoln	Move bike lane to right side, add buffer		High
7th	Olive	Jackson	Shared lane markings (N-bound)		High
7th	Jackson	1/2 blk S of Van Buren	Remove one lane, add buffered bike lane		High
7th	1/2 blk S of Van Buren	Lincoln	Move bike lane to right side, add buffer		High
7th	Lincoln	Grant	Shared lane markings		High
7th	Hayes	Roosevelt	Shared lane markings		High
8th	Grant	Hayes	Shared lane markings		High
9th	Polk	Lincoln	Shared lane markings		Medium
9th	Lincoln	Roosevelt	Bike lanes		Medium
9th	Roosevelt	Woodlawn	Study road diet (lane reduction) with bike lanes		High
15th	Harrison	Football field	Shared lane markings		Medium
18th	Lincoln PrairieTrail	Madison		Widen sidewalk to sidepath width (west)	High
18th	Madison	Monroe		Add sidepath (west)	High
18th	Monroe	S-end of Sister City Park		Widen sidewalk to sidepath width (west)	High
20th	Woodfall	McKinley	Shared Lane Markings		Medium
<i>Off-road trails in Eastern Illinois University and the Lake Charleston/Grand Prairie Friends/Fox Ridge State Park area are described later in Chapter 4.</i>					

Table 4.2. Recommended Projects - Lower Priority

Street	From (N/W)	To (S/E)	On Road Recommendation	Off Road Recommendation	Priority
Madison	Decker Springs	Reynolds	3-Ft Law sign		Low
Madison	18th	Tree Line	3-Ft Law sign		Low
Monroe	7th	8th	Shared lane markings		Low
Monroe	8th	18th	Bike route wayfinding signage		Low
Jackson	7th	8th	Bike lane		Low
Jackson	8th	18th	Bike route wayfinding signage		Low
Harrison	22nd	Lincoln	3-Ft Law sign		Low
Lincoln	18th	Hawthorne	Widen paved shoulders		Low
Lincoln	Hawthorne	Harrison	Widen paved shoulders	Add sidewalk or sidepath (south)	Low
Bostic (Panther)	Hawthorne	Bostic Pl	Shared lane markings		Low
Woodfall	Hawthorne	E-end	Shared lane markings		Low
Hayes	Kings	Douglas	3-Ft Law sign		Low
Edgar	9th	tennis courts	Study road diet (lane reduction) with buffered bike lanes		Low
Edgar	tennis courts	18th	Bike lanes		Low
Lincoln Hwy	Coolidge	University	Stripe buffers, add markings for bike lanes		Low
E Street	Ne-Co field	Lincoln Prairie Trail	Shared lane markings		Low
14th	N-end	Olive	3-Ft Law sign		Low
Hawthorne	Bostic	Woodfall	Shared lane markings		Low

Lincoln Prairie Grass Trail Improvements

This 12-mile converted rail-to-trail between Mattoon and CR 1800E east of Charleston is to be paved within the cities with compacted limestone outside. An Illinois Transportation Enhancements Program grant will allow more of the trail to be paved. The Lincoln Prairie Grass Trail experience should be enhanced through the development of a beautification plan for the trail which will include expanded recreational, natural, cultural and historical features along this trail.

The trail has 14 road crossings with a general configuration consisting of advance W11-1 Bicycle Warning signs on the road approaches, and D11-1 Bicycle Route Guide signs with M6-4 horizontal arrows – and little to no marked crosswalk – at the crossings.

The recommendation for improved signage includes:

- Continental or ladder-style crosswalks
- At each direction at the crossings, a W11-15 combined Bicycle/Pedestrian sign with W16-7P down arrow sign – with the option of a W11-15P “TRAIL X-ING” sign between them



*Figure 4.5.
W11-15, W11-5P,
W16-7P signs.*

- For each road's approach, use the W11-15 and W11-15P signs with a W16-9P "AHEAD" sign
- All signs should be in FYG (fluorescent yellow-green) color

In addition, at several streets' northbound approaches to the trail and Olive Avenue, the Stop signs are currently placed between the trail and Olive. These would be better located directly before the trail, with painted stop lines.

A public input focus group for the trail, with a user survey and 50 interviewed respondents, generally had very positive results. Some common themes to improve the Lincoln Prairie Grass Trail experience included:

- Safety –road crossing improvements and higher perceived personal safety through lighting, call boxes, more users, and better sightlines to prevent hiding by potential criminals.
- Aesthetics – flowers, fencing, murals, etc.
- Comfort – parking, water, restrooms, benches, and wind blocking
- Space – welcome and interpretative signage; signs with distances, wayfinding, destinations/"places to go".

At this plan's August 3, 2017 public brainstorming workshop, one group included a priority of a trailhead near 6th Street. With improvements coming to the trail and the City's bike network, this is an idea worth exploring further.

Trail Options to Lake Charleston and Fox Ridge State Park

The Lumpkin Family Foundation, the Grand Prairie Friends organization, and the City of Charleston have collaborated in purchasing land and making plans to explore a multi-modal trail from the city, to Grand Prairie Friends trails, then towards Fox Ridge State Park. This would enhance the City's transportation and recreational opportunities.

The map in Figure 4.6 includes six options to head south from the city. These and an idea for a Lake Charleston trail spur were investigated at a preliminary planning level:

- Option 1: Add a new, multi-modal paved trail (shown as "A" in Figure 4.6 map) along and from McKinley to the existing trail ("B") on the north (to be paved) and east (already paved) sides on Lake Charleston. A new, paved trail would then lead to a new bridge to cross the river just west of the spillway dam ("C"), then follow an elevated "shelf" ("D") near the river's south bank, under the Bypass Road and IL130 bridges, to Grand Prairie Friends property and the proposed Fox Ridge-bound trail ("E").

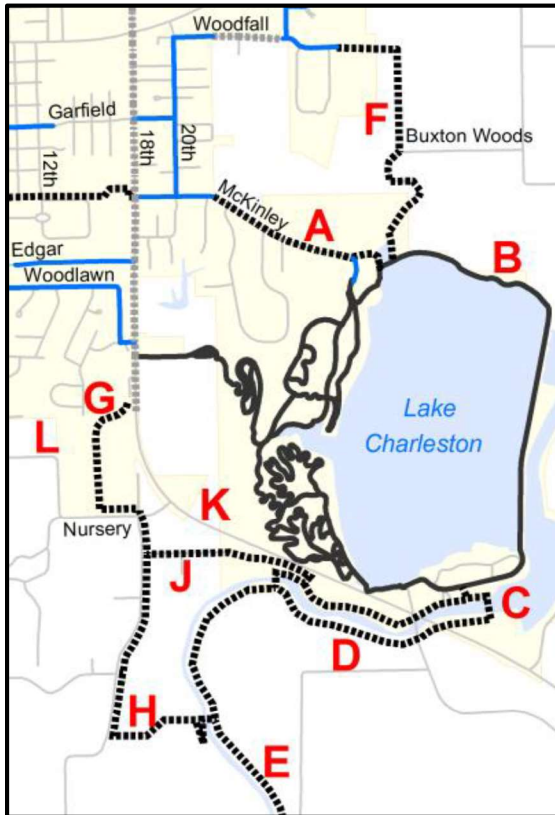


Figure 4.6: Lake, Fox Ridge Trail Options

- Option 2: A multi-modal paved trail (“F”) starting at the east end of Woodfall Drive and heading 1000 feet to the east, south an estimated 2700 feet to Buxton Woods Road, on (with wayfinding signage) or along Buxton Woods to its end, then south – through the woods and between two ravines – to the trail (to be paved) on the north side of Lake Charleston. From there, continue as described in Option 1.
- Option 3: An off-road trail extension (“G”) south from Sister City Park to the intersection of Nursery and 18th, south along the 18th Street corridor, then east (“H”) and down to the river, with a bridge crossing to the proposed Fox Ridge-bound trail.
- Option 4: The same trail from Sister City to Nursery/18th, then south along 18th, east along 600N (“J”), with a trail extending from the end of 600N down the bluff with a bridge across the river. If bridge is not feasible here, then extend the trail along the north side of the river, under the existing Bypass and IL130 bridges to connect to the new bridge shown as “C” on the map.
- Option 5: An off-road sidepath along IL130 (“K”) to Bypass Road, crossing the existing bridge and connecting to the Fox Ridge-bound trail.
- Option 6: Use the 4th Street and Nursery Road corridor (“L”) to the Nursery/18th intersection, where options 3 or 4 could be used.

It is recommended that an engineering study focus on the feasibility and cost estimates of Option 1 first, with Options 3 and 4 as backups. Option 2 would provide additional access to the trails, and could be added during site development or as a retrofit project after a separate engineering study.

Option 6’s on-road conditions (700-1100 daily traffic count, high-C Bicycle Level of Service for 4th and Nursery, plus hills and sharp turns) are not comfortable enough for a broader, off-road trail audience, and opportunities for on-road or off-road improvements of that road’s corridor seem unlikely. Option 5’s IL130 corridor topography includes a major pinch point that likely precludes an off-road sidepath. If one were possible on the east side of IL130, two crossings of the busy road would probably be required.

For backup Options 3 and 4, an off-road trail between Sister City Park and Nursery/18th looks very feasible. County Road 600N is quiet enough (estimated daily traffic count under 200) that wayfinding signage alone would suffice. However, 18th Street is not comfortable enough (traffic count 950 north, 450 south; 35mph speed limit) for on-road with wayfinding signs only,

as a broader range of users would want to use this corridor to access the Fox Ridge trail. An off-road sidepath along the east side of 18th looks feasible. The key to Options 3 and 4 is whether either option's trail can appropriately descend the slope to the river. If both can, then Option 3 could be the one alternative.

Eastern Illinois University

Figure 4.7, with map reference notes in italics below, are plan comments received from Eastern Illinois University regarding improvement generally on their property. Following each comment are the plan's recommendations, which also appear in the maps of Figures 4.2-4.3, but not in the table of projects for the City.

1 – We are interested in bi-directional [sidepath] north of Old Main. The bushes may be removed or relocated. We support the idea the City mentioned of all-way red lights to allow pedestrian and bicycle traffic at the intersections of 4th and Lincoln and 6th and Lincoln.

The plan briefly addresses possible “pedestrian scramble” signalization in “Transition from 4th to the 6th/7th Couplet,” below.

2 – Enhance the sidewalk and route from 9th St to 18th St, north along the parking lot and north of Greek Court. That route gets cyclists to 18th St without using active roadways and ends up close to McKinley Drive.

The proposed trail would require widening existing sidewalk segments to 10-ft and adding trail elsewhere. One or both parking lots between 9th and 12th could be reconfigured, with bollards or other barriers added, to create the trail from existing pavement. The segment by Greek Court could be on- or off-road, and the trail may have to jog north to avoid the Renewable Energy Center property. A crossing of 18th would be enhanced with manually-activated Rectangular Rapid Flashing Beacons (if patent issues are resolved and FHWA allows) or other actuated warning beacons. If this trail is built, the Edgar Drive recommendation lowers in priority.

3 – Enhance the existing diagonal sidewalk south of Tarble with [a bike trail]. We are interested in replacing the old white box light fixtures with the campus standard green light poles. It is a well-traveled route and extends access to the sculpture garden.

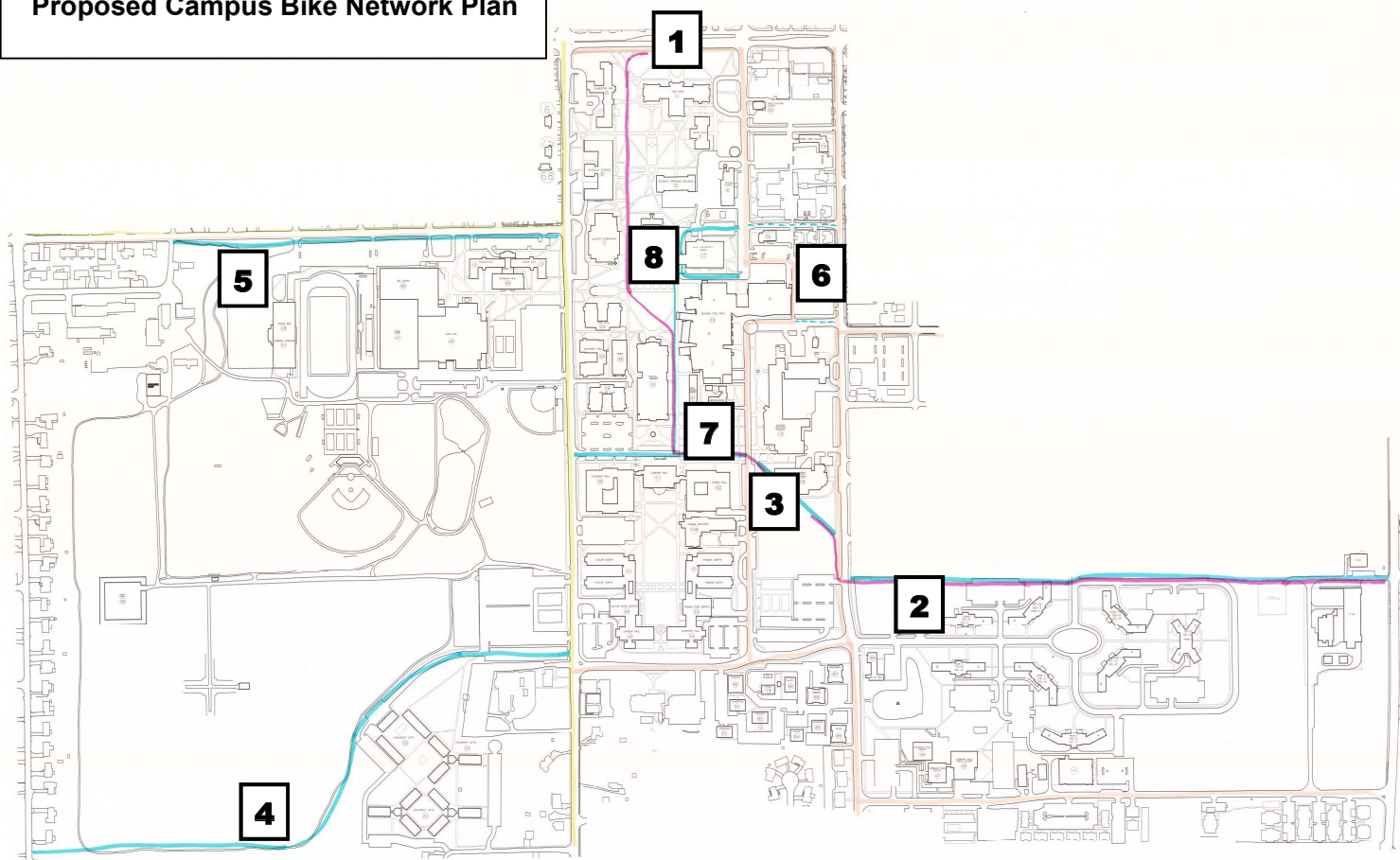
With heavy pedestrian traffic, the sidewalk would have to be widened to 10-ft (more, optimally) to designate it as a bikeway. With trees lining the sidewalk, there might not be adequate width for the widened sidewalk/trail and the required 2-ft minimum side clearances.

4 – Add access to the southwest corner of campus with a trail that extends to 4th St with a separate bike path. The walking trail is considered an athletic facility and used by walkers and joggers. A previous Master Plan shows that route as a potential future extension of Roosevelt.

The current trail's gravel surface would be maintained, but a 270-ft link would be needed to University and either a new link or designation of an interior driveway would be needed to 4th.

5 – Grant Ave., from Orchard Dr. (west) to 4th St.; consider co-locating the sidewalk and bike trail along the current sidewalk on the south side of Grant. There are concerns about the

**Figure 4.7: Eastern Illinois University
Proposed Campus Bike Network Plan**



current situation with east-bound cyclists traveling in the west-bound lane. This would get bicycles off the road in a somewhat busy area.

The plan's recommendations for Grant include buffered bike lanes on each side from 2nd to 4th. East of 2nd has a westbound buffered bike lane and eastbound shared lane markings. The on-road treatments should reduce wrong-way riding and improve on-road cyclist comfort level.

6 – There is concern about routing a path east of Doudna, through the alleyway, and suggest an alternate path out to 9th St due to congestion. University Police, students, and staff report near misses in the current configuration.

Re-routing north-south bike traffic further east to 9th has its own issues. Before making this change, further study is needed regarding the alleyway, with two possibilities being closing it off to motorized vehicles or restricting vehicles to one-way, north-to-south only.

7 – Develop a path from 4th St to 7th St along what was once Garfield Ave north of Coleman/Lumpkin/Klehm Halls. A separate path is recommended north of Klehm Hall due to pedestrian traffic on the sidewalks. It gains access to core buildings and Booth library at the clock tower.

To separate bike and pedestrian traffic, it is recommended to use Garfield between 4th and its east end, then add a 300-ft long, 10-ft wide trail between the east end and 7th. Center bollards in the center of the trail at its ends would restrict vehicular traffic. Shared lane markings could be added to Garfield, centered in the eastbound lane (away from perpendicular parking) and 4-ft from the curb westbound.

8 – There is interest in developing a path next to the north-south sidewalk that runs east of Booth Library, from the MLK Union to just south of Booth. It presents a challenge due to his pedestrian traffic and will require further review and discussion.

Optimal routing would have to be studied.

General notes:

1 – Dr. Gordon Tucker is interested in providing input toward the consideration of native grasses along the bike trails.

2 – There is support for a marked path along Garfield from 9th St to 18th St, with crossing lights/signage on 18th St, similar to those at the Sister City Park crossing.

The plan calls for bike lanes and then paved shoulders for Garfield. Similar manually-activated crossing beacons could be studied with IDOT, although Rectangular Rapid Flashing Beacons are currently unavailable due to patent issues.

Transition from 4th to the 6th/7th Couplet

This plan makes recommendations for adding stripes to buffer the 4th Street bike lanes and moving the southbound 6th and northbound 7th existing bike lanes from the left side of those streets to the right, with a buffer. The transition between these streets is critical to bicycle flow in that key area of the city, so more specificity is provided here.

For southbound cyclists heading to 4th while on 6th, approaching Buchanan:

- The primary route continues on the 5-ft bike lane of 6th, with a 2-ft buffer (parallel stripes) separating the bike lane from the 8-ft parking lane on the right side of the street.
- Approaching Lincoln, on-road parking discontinues, replaced with an 11-ft right-turn lane. Follow the AASHTO or NACTO guides for bike lane dashed striping, across which cars turning right onto Lincoln would have to merge.
- Across the Lincoln intersection, cyclists would transition to off-road, entering the (recommended to be widened to 8-10 ft) crosswalk of the intersection's west face, crossing the center median, and entering Lincoln's south side sidepath at a curb ramp.
- It is recommended that Lincoln's south sidewalk be widened to 10-ft sidepath width, not only to 4th, but also to 7th to accommodate northbound cyclists on 7th wanting to cross Lincoln by "jogging" west to the traffic signal at 6th.
- The route to 4th continues west on Lincoln's proposed south sidepath, crossing most of 4th at a crosswalk to be widened to 8-10 ft.
- Cyclists would then turn left onto 4th, where it is recommended that the 5-ft southbound bike lane start immediately past the crosswalk, using dashed lines until the south end of the pizza restaurant entrance.
- As a secondary, alternative route to the above: bike route wayfinding signage is recommended for Buchanan to 4th, with shared lane markings on 4th centered 4-ft from curb and then in the left part of the right-turn lane approaching Lincoln.

For northbound cyclists heading to 7th while on 4th, approaching Lincoln:

- The Appendix 2 spreadsheet details how the recommended buffered bike lane on 4th could be extended to roughly 175-ft south of Lincoln, where dashed merge lines and shared lane markings in the left part of the right-turn lane could make the (space-constrained) transition easier for bikes.
- Cyclists would enter Lincoln's south sidepath, continuing east to 6th. The stoplight there would have a manually-activated Lead Pedestrian Interval phase to provide people walking or biking with a couple seconds head-start in crossing Lincoln – before southbound 6th car traffic turns left across the (widened) east crosswalk.
- Once across Lincoln, cyclists would turn right onto Lincoln's north sidepath, recommended to be widened to 10-ft between 6th and 7th. This widening will require right-of-way acquisition from local businesses. If not enough right-of-way exists for the 10-ft sidepath and 1-ft clearance from barriers, the sidepath width could be narrowed as low as 8-ft. A width narrower than 8-ft would need a sign instructing cyclists to dismount and walk their bikes for that segment.
- At 7th, cyclists would cross most of the crosswalk before entering an on-road buffered bike lane heading north.

- As a secondary, somewhat less comfortable route, northbound cyclists could continue on 4th across Lincoln, where a bike lane is possible to Buchanan, shared lane markings after that to Polk. At Polk, cyclists would turn east on that designated bikeway, to reach 7th.

An additional treatment for the City and IDOT to consider at the 4th/Lincoln and 6th/Lincoln intersections is a “pedestrian scramble”, a traffic signal movement that temporarily stops all vehicular traffic, thereby allowing pedestrians to cross an intersection in every direction. One example is at Green/Wright in Champaign-Urbana.

The spreadsheet details the recommended configuration of 6th and 7th north to the Lincoln Prairie Trail, including buffered bike lanes on the right sides of the streets, shared lane markings, warning signage for drivers on Madison, and a short trail link to 6th. On the Square, the shared lane markings should be centered between parked cars on the right and left sides.

Bike Lane Implementation

The AASHTO guide says: “Bike lanes are the appropriate and preferred bicycle facility for thoroughfares in both urban and suburban areas.” Implementation of some of the plan’s bike lane recommendations (e.g., parts of Polk and Woodfall) is relatively straightforward, with sufficient pavement width under current conditions. However, other locations involve tradeoffs or other special considerations.

Reduction of lanes – “road diet.” For parts of south 9th Street and Edgar Drive, the recommendation is to study whether the continuous left-turn lane of a three-lane street can be removed, creating space for bike lanes in each direction.

For 6th and 7th Streets for 1 ½ blocks south from Jackson, the recommendation is to convert two narrow de facto one-way travel lanes to one travel lane with a buffered bike lane – while retaining parking on both side of the road.

For University/E Street for north of Pierce Avenue to Grant Avenue, the plan recommends a traffic study of a conversion from four to three lanes: one travel lane in each direction, a continuous left-turn lane – and bike lanes. The suggested cross section is 2-ft gutter, 4-ft bike lane, 2-ft buffer, and 12-ft travel lane on each side – with a 12-ft continuous left-turn lane in the middle. At Lincoln, where both northbound and southbound have one approach lane and two receiving lanes, this lane configuration seems feasible and would allow the left turn lanes to be aligned. For both the north and south approaches to Lincoln, the two stripes of the bike lane buffer would transition to a single, dashed merge line.

Each of the lane reduction recommendations above considered traffic level and utilization of the continuous left-turn lane. The plan’s recommendations regarding road diets are considered relatively conservative compared to some bicycle planning industry “rules of thumb” – and the Federal Highway Administration’s “Road Diet Informational Guide”. Still, the plan’s recommendation is for a traffic engineer to do analyses before City approval of the road diets.

Marginal width bike lanes. The pavement width of several road segments recommended for bike lanes is less than ideal, yet still meet minimum bike lane and travel lane widths. In most of these cases, a travel lane width of 10-ft would be required to make bike lanes possible.

The AASHTO bike guide calls for a 5-ft minimum bike lane width on curbed streets, except for low-speed, constrained roads with no gutter seams. Roosevelt and the east part of Edgar fit this exception, allowing for the plan’s recommendation of 10.4-ft travel lanes and 4.4-ft bike lanes.

Of AASHTO’s 5-ft minimum bike lane width, it is *recommended* that 4-ft be to the left of the gutter seam. NACTO’s guide says that 4-ft is desirable, while 3-ft is the minimum and can be used when travel lanes have been reduced to their minimum widths. That 3-ft minimum would apply to the west part of Garfield, 9th Street, and the two lane sections of E Street/University – all of which have 2-ft gutters (for 5-ft total bike lane width) and would have 10-ft travel lanes. Future reconstruction of these roads could consider the feasibility of narrowing gutter pans to 1-ft – thus allowing bike lane width to the left of the seam to meet the desired 4-ft – or slight widening of the overall road width.

In one case, east Garfield, there is not enough width to meet these bike lane minimum widths. The fallback recommendation is to simply stripe 10-ft travel lanes and 4.3-ft “urban paved shoulders” – inclusive of 1.3-ft gutter pans. No bike lane pavement markings could be added as these would not officially be bike lanes.

Pavement markings and signage. Bike lane pavement markings are sparse on the existing 4th and Grant bike lanes, and the lanes are marked with “Bike Route” signs. More frequent markings are needed. The AASHTO guide suggests markings after intersections, but does provide flexibility and further guidance. Also, it is recommended that the Bike Route signs be removed, to be replaced with bike network wayfinding signage defined in Chapter 2.

Miscellaneous

No bikes signs – and other City ordinances. It is recommended to repeal the ordinance banning bicycles on 4th Street north of Lincoln and any other street where bikes are now technically banned. The bike ban signs should be removed from 4th. Usually, a bike ban is not appropriate on non-expressway streets, and 4th – at a moderate Bicycle Level of Service comfort level of low-C, and in part proposed for the designated bike network – certainly is not appropriate for forbidding bicycle travel.

It is recommended that all bicycle regulations adopted by the City to be reviewed and to repeal bicycle related ordinances that do not align with today’s bicycle travel standards. These include:

- Repealing the requirement to use bike lanes where they exist. Bike lanes will naturally be used by most cyclists in most situations. However, there are situations for which some cyclists will choose not to do so, usually for safety reasons that are not obvious to others. It is not good practice to legislate such a requirement.

- Repealing or revising the ban on sidewalk bicycling. While sidewalk bicycling is not advised – and often less safe – in many contexts. However, in other contexts it may be the best option, especially for cyclists for are less traffic-tolerant. Towns that do ban sidewalk bicycling usually restrict the ban to adults in central business districts only.

Investigation of Traffic Signals for Bicycle Actuation. An advantage of using collector streets in a bikeway network is that these roads usually have traffic signals to aid in crossing busier, arterial roads. There is a strong possibility that these stoplights are demand-actuated for those traveling on the collectors. Bicycles must be able to actuate the traffic signals’ detectors – otherwise the routes become less useful to the network.

It is recommended that the demand-actuated signals slated for the routes of the bikeway network be field-tested for bicycle actuation. Chapter 2 lists some possible remedies.

Additional routes and fallback options. Many of the suggested “routes to study” by the public did not result in a recommendation, due to lack of feasibility, redundancy with a nearby network segment, and/or other factors. However, for a subset of these routes, the spreadsheet in Appendix 2 provides suggestions on what bikeway type(s) would be appropriate if those segments were added to the network.

In addition, the spreadsheet sometimes lists “fallback options” for routes in which it is decided not to implement the plan’s primary recommendation. In other cases, lower priority enhancements to the primary recommendation are suggested, when desired.

5 Standards for Road Design and Development

Introduction

Complete Streets refers to a way of thinking about roadways that emphasizes the safety needs of all the people who travel along and across them—whether they are in a car, on a bike, on foot, in a wheelchair, or pushing a stroller. A busy street that efficiently moves cars but provides no room for bicyclists or no convenient crossing for school children might be considered “incomplete.”

In recent years, agencies from all levels of government have developed policy and planning tools to ensure that road project designs accommodate those who walk or bike by choice or necessity. In 2010, IDOT adopted design policy changes to implement a Complete Streets law for their larger-scale road projects. That same year, the US Department of Transportation also voiced support for Complete Streets with a new bicycle and pedestrian accommodation policy statement:

“Every transportation agency, including DOT, has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems. Because of the numerous individual and community benefits that walking and bicycling provide — including health, safety, environmental, transportation, and quality of life — transportation agencies are encouraged to go beyond minimum standards to provide safe and convenient facilities for these modes.”

The National Complete Streets Coalition (smartgrowthamerica.org/program/national-complete-streets-coalition) provides resources for communities to adopt and implement a Complete Streets policy. An adopted ordinance can instruct relevant City departments to “make Complete Streets practices a routine part of everyday operations” and “approach every transportation project and program as an opportunity” to improve safety and convenience for all roadway users. A recommendation of this plan is for Charleston to develop and adopt such an ordinance.



Figure 5.1: Filling in sidewalk gaps and improving intersections helps complete a street.

Roadway Design Guideline Recommendations

By adopting this bicycle plan, the City of Charleston has established priorities for road corridors that need improvement. However, to ensure that all road projects—whether or not their corridors are addressed specifically in this plan—consider the needs of all potential travelers, the plan provides suggestions to consider as guidelines or for separate adoption into the City’s roadway design standards.

City-Maintained Roads: To implement a Complete Streets ordinance on a practical level, local road design standards may need to be modified. As a major part of that, the tables below may be used to specify appropriate bikeway accommodation and conditions for sidewalk construction. A “network route” is one that is or could be part of the designated bike network.

Table 5.1. Suggested Bicycle Accommodation in Road Designs

Minor urban 25-30 mph roads				
	<i>No parking</i>	<i>Parking <10%</i>	<i>Parking 10-30%</i>	<i>Parking >30%</i>
<i>Under 1000 ADT</i>	None	None	None	None
<i>(Network route)</i>	BR	BR	BR	BR
<i>Over 1000 ADT</i>	None	None	None	None
<i>(Network route)</i>	SLM-4 (or BL*)	CBPL	BR (and 3-ft S*)	SLM-11 (or BL*)

Arterial or Major Collector (Urban unless noted)			
	<i>2000-8000 ADT</i>	<i>8000-15000 ADT</i>	<i>Over 15000 ADT</i>
<i><35 mph</i>	BL-5 (or BBL*)	BBL (or BL-5)	BBL or SP [Note A]
<i>35-40 mph</i>	BBL or SP [Note A]	SP (or BBL) Note A	SP (or BBL) Note A
<i>>40 mph</i>	SP	SP	SP
<i>55 mph rural</i>	SH-4 (or SH-6*)	SH-6 (or SH-8*)	SH-8

- (Parentheses) indicate the secondary option.
- A secondary with an asterisk* indicates the option may be used at the higher ends of a range or where the need is greater.

BR: Bike network wayfinding signage only. D1-nb and D1-nc (n= # of destinations), and D11-1c are recommended.

SLM-4: Shared Lane Markings centered 4-ft from curb faces. Bike network wayfinding signage recommended as a supplement.

SLM-11: Shared Lane Markings centered 11-ft from curb faces (on-street parking present). Bike network wayfinding signage recommended as a supplement.

CBPL: Combined Bike/Parking Lanes, solid stripes 7-8 ft from curb faces. Parking permission indicated with signage. Bike network wayfinding signage recommended as a supplement.

3-ft S: "State Law - 3 Feet Min To Pass Bicycles" sign, which has been approved by IDOT.

BL-5: Bike Lanes of width 5-ft, with pavement stencils per AASHTO and bike network wayfinding signage recommended as a supplement.

BBL: Buffered bike lanes of 3.5 to 5-ft width, plus 1.5 to 3-ft buffers on travel and/or parking (if present) sides. May substitute with Protected Bike Lanes. Wayfinding signage supplements.

SP: Off-road sidepath trail designed per AASHTO, on at least one side of road.

SH-4, SH-6, or SH-8: Paved shoulders of width 4, 6, or 8-ft, respectively. Any rumble strips should have longitudinal breaks and a minimum 4-ft clear zone for bikes.

Note A: As the frequency of crossings (side streets, commercial entrances, driveways) increase, the choice of buffered bike lanes or sidepath moves closer to buffered bike lanes.

Table 5.2. Federal Highway Administration’s Guidelines for New Sidewalk Installation

Roadway Classification and Land Use	Sidewalk Requirements	Future Phasing
Highway (rural)	Min. of 1.525 m (60 in) shoulders required.	Secure/preserve ROW for future sidewalks.
Highway (rural/suburban - less than 2.5 d.u./hectare (1 d.u./acre))	One side preferred. Min. of 1.525 m (60 in) shoulders required.	Secure/preserve ROW for future sidewalks.
Suburban Highway (2.5 to 10 d.u./hectare (1 to 4 d.u./acre))	Both sides preferred. One side required.	Second side required if density becomes greater than 10 d.u./hectare (4 d.u./acre).
Major Arterial (residential)	Both sides required.	
Collector and Minor Arterial (residential)	Both sides required.	1.525 m (60 in)
Local Street (Residential - less than 2.5 d.u./hectare (1 d.u./acre))	One side preferred. Min. of 1.525 m (60 in) shoulders required.	Secure/preserve ROW for future sidewalks.
Local Street (Residential - 2.5 to 10 d.u./hectare (1 to 4 d.u./acre))	Both sides preferred. One side required.	Second side required if density becomes greater than 10 d.u./hectare (4 d.u./acre).
Local Street (Residential - more than 10 d.u./hectare (4 d.u./acre))	Both sides required.	
All Streets (commercial areas)	Both sides required.	
All Streets (industrial areas)	Both sides preferred. One side required.	

Note: *d.u. stands for dwelling unit*

Development Ordinances: Create development guidelines to help new developments contribute to Charleston’s efforts to become more pedestrian and bicycle-friendly. Possible topics:

Developments shall contribute to the City of Charleston’s efforts to become more pedestrian and bicycle friendly. This includes:

- *Considering bicycle and pedestrian traffic and facilities during the traffic impact analysis process.*
- *Installing bikeways as part of any required roadway improvements, per the table above, and consulting the Charleston Bicycle Plan for specifically-defined bikeway improvements.*
- *Installing sidewalks (with a minimum preferred width of 5 ft.) according to FHWA New Sidewalk installation guidelines, above.*
- *Considering pedestrian and bicycle access within the development as well as connections to adjacent properties.*
- *Considering connectivity between developments for pedestrians and bicyclists to minimize short-distance trips by motor vehicles. These can be provided as “cut through” easements in suburban cul-de-sac developments, and as part of connected street grids in traditional neighborhood development.*
- *Building out pedestrian and bicycle facilities concurrent with road construction, or in an otherwise timely manner, to prevent gaps due to undeveloped parcels.*

IDOT, County, and Other Agency Roadways: Work closely with IDOT, Coles County Highway Department, and other appropriate agencies to identify opportunities to improve roadways as part of new, reconstruction and maintenance projects. These are the most cost-efficient times to also make improvements (as needed) for those walking and biking.

Additional Policies and Ordinances: Other policies and ordinances may be adopted by the City of Charleston to make adequate bicycle and pedestrian accommodation part of standard practice for any improvement in town.

The University of Albany provides simple and specific policy text⁷ appropriate for:

- The City comprehensive plan
- Subdivision regulations and site plan review
- Zoning laws
- School board policy on Safe Routes to School

The bicycle parking section of this plan suggests modifying the parking development ordinance to include bicycle racks.

⁷ “Planning and Policy Models for Pedestrian and Bicycle Friendly Communities in New York State” by the Initiative for Healthy Infrastructure, University at Albany, State University of New York (www.albany.edu/ihl/files/NY_Planning_And_Policy_Models_iHi.pdf)

6 Other Recommendations

Introduction

Engineering improvements to the physical environment for cycling should be accompanied by work in the “other E’s”: Education, Encouragement and Enforcement. The recommendations below will raise awareness of new facilities and motivate more people to safely and comfortably bike in Charleston. Bicycle Parking is treated as a separate category, given the breadth of the topic and its relationship to both engineering and encouragement.

Bicycle Parking

Secure bicycle parking is a necessary part of a bikeway network, allowing people to use their bikes for transportation and reducing parking in undesirable places. Successful bicycle parking requires a solid bike rack in a prime location. It is recommended that the City address bike parking by adopting a development ordinance requirement and by retrofitting racks at strategic locations in town.

General bicycle parking considerations are covered below. For more details, consult *Bicycle Parking Guidelines, 2nd Edition: A Set of Recommendations from the Association of Pedestrian and Bicycle Professionals*, at www.apbp.org.

Style: A good bicycle rack provides support for the bike frame and allows both the frame and wheels to be secured with one lock. The most common styles include the inverted “U” (two bikes, around \$150-300) and “post and loop.” The preferred option for multiple spaces is a series of inverted “U” racks, situated parallel to one another. These can be installed as individual racks or as a series of racks connected at the base, which is less expensive and easier to install and move, if needed. See Figure 5.1.

Old-fashioned “school racks,” which secure only one wheel, are a poor choice for today’s bicycles (Figure 5.2). Securing both the wheel and frame is difficult, and bicycles are not well supported, sometimes resulting in bent rims.

Locations: The best locations for bike parking are near main building entrances, conveniently located, highly visible, lit at night, and—when possible—protected from the weather. When placing a bicycle rack in the public right-of-way or in a parking lot, it should be removed from



Figure 6.1. Inverted U, single (top) and in a series (bottom).

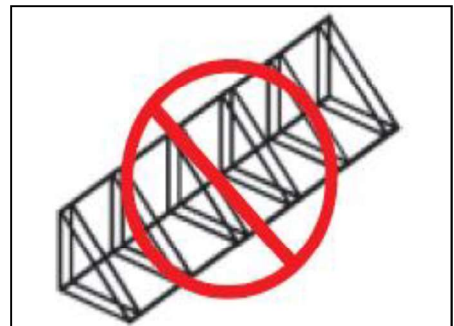


Figure 5.2. “Schoolyard” rack, not recommended.

the natural flow of pedestrians, avoiding the curb and area adjacent to crosswalks. Racks should be installed a minimum of 6 feet from other street furniture and placed at least 15 feet away from other features, such as fire hydrants or bus stop shelters.

The installation recommendations below are from the Kane County Bicycle & Pedestrian Plan:

- Anchor racks into a hard surface
- Install racks a minimum of 24-in from a parallel wall
- Install 30-in from a perpendicular wall (as measured to the closest inverted U.)
- Allow at least 24-in beside each parked bicycle for user access, although adjacent bicycles may share this access.
- Provide a 6-ft aisle from the front or rear of a bicycle parked for access to the facility.

Ordinances: Ideally, all multi-family and non-residential buildings should provide bike parking. A simple ordinance may call for one bike parking space for every 10 or 20 required car spaces, with a minimum of two spaces. The City of Naperville has a very good ordinance (Section 6-9-7) specifying bike rack standards and a detailed list of required spaces per land use. Most uses call for 5% of car spaces, with higher amounts for multi-family dwellings, schools, recreation facilities, etc. For suggestions on bike parking requirements according to land use type, consult the APBP bicycle parking guide referenced above.

The bicycle parking section in the City of Champaign's zoning ordinance (Section 37-376 to 37-379) not only specifies amount of bike parking per land use, but also bike rack type and general requirements for on-site location.

Other Retrofits: Retrofit bike parking is recommended in places of latent demand, including public buildings, recreation facilities, and commercial centers. Local bicycle advocates might be tasked with providing suggestions. Note that retrofitting racks on commercial properties and other private property will require cooperation from the property managers.

Education

There is a big educational gap – for both bicyclists and motorists – on how to legally and properly share the road. The result: avoidable crashes, too many people afraid to bike, and lots of anger and resentment. Education of both road user types is crucial to improving real and perceived bicycling safety in Charleston. Investing some resources on public outreach and education would greatly leverage the City's infrastructure investment.

Many of the safety resources listed below are free, except for the time to get and use them. Much of this time could come from volunteers.

Bicyclists: Many people are afraid to bike, or bike only on off-road trails, because of their concern about safety. Improving education can lessen these concerns and instill the skills and confidence to bike to more places around town more safely.

The following safety materials could be distributed through schools and PTAs, at public places such as City Hall and the library, and on the City's and park district's websites:

- *Bicycle Rules of the Road*, a free guide from the Illinois Secretary of State: www.cyberdriveillinois.com/publications/pdf_publications/dsd_a143.pdf
- *Bike Safety*, a free brochure from the Illinois State Police: www.isp.state.il.us/docs/5-035.pdf
- Ride Illinois' single-page summaries for children and their parents. rideillinois.org/safety/kids-and-biking-resources
- Illinois Bicycle Law cards, free from Ride Illinois. Relevant state laws, folds to business-card size. rideillinois.org/wp-content/uploads/2015/10/BikeLawCard2015.pdf

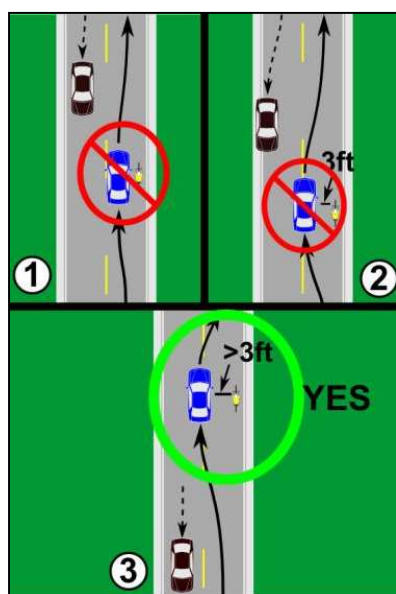


Figure 5.4. *Motorist Quiz* at www.bikesafetyquiz.com.

In addition, Illinois has a network of bicycle safety instructors, nationally-certified by the League of American Bicyclists, to teach a menu of classes for children and adults. These classes – or training of new instructors – could be conducted in Charleston. Instructors are listed at www.bikeleague.org/bfa/search/list?bfaq=illinois#education.

An online interactive resource on relevant laws and safety techniques is Ride Illinois' www.bikesafetyquiz.com. Concise quiz-based lessons are freely available for Adult Bicyclists, Child Bicyclists, and Motorists. Besides individual use, the application has functionality for easy use by schools, driver education programs, scouts, YMCAs, and more. Ride Illinois has brief text promoting the quiz, available for municipal newsletters and websites.

Motorists: Drivers not trained on car-bike interactions are much more likely to make mistakes that are dangerous to people on bikes. The following safety resources are available

from Ride Illinois, for driver education programs and existing motorists:

- The “Motorist” and “Driver Education” quizzes in the www.bikesafetyquiz.com resource mentioned above.
- “Share the Road: Same Road, Same Rights, Same Rules”, a 7-minute video available at www.youtube.com/watch?v=S1PXvxh_6MI and as a DVD

The plan recommends that local high schools and private driver education programs be encouraged to use www.bikesafetyquiz.com and/or the video and its accompanying lesson. Both resources could be added to the City website. During warmer months, the video could be shown on the local cable channel and the articles could be published for residents.

Enforcement

A vital component of a safe bicycling environment is enforcement with education to reduce common car-bike collision types.

According to Illinois law, bicyclists have both the rights and responsibilities of other vehicle users. Many cyclists do not know about the law as it applies to bikes and how following the law leads to safe cycling. Other cyclists ignore the law while riding in traffic, not only creating dangerous situations but also causing motorist resentment toward other cyclists trying to share the road safely.

Police are encouraged to stop cyclists if the situation dictates, to educate, issue warning citations, or issue tickets. Changing their behavior could save their lives. The aforementioned Illinois bike law cards are available from Ride Illinois. Also, Ride Illinois has piloted a bicycle ticket diversion program in Urbana, Champaign, and Highland Park. To reduce a ticket to a warning, offenders take the Adult Bicyclist quiz at www.bikesafetyquiz.com, emailing their completion certificate to the police department. This has been received well and is suitable for Charleston, too.

In a car-bike crash, the motor vehicle does the most damage. Some aggressive motorists intentionally harass cyclists, while others simply don't know how to avoid common crash types. As with cyclists, police are encouraged to stop motorists if needed, to educate, issue warnings, or issue tickets. An annually-conducted, brief but well-publicized targeted enforcement campaign (aka "sting") can raise community awareness about particular problem issues. Warning tickets would be issued, along with instructions to complete the appropriate www.bikesafetyquiz.com lesson.

Officers are encouraged to learn or refresh their own knowledge on the common crash types through completion of the Motorist and Adult Bicyclist quiz lessons.

Finally, police might consider replicating an earlier Hoffman Estates "bike safety kit" program. There, the police regularly noticed 50-60 mostly low-income workers, relying on their bicycles for year-round transportation to their jobs. These residents, riding at dark on busy roads, were often at risk due to a lack of bike lights and reflective clothing. Officers distributed a kit of these items when they witnessed a cyclist in that situation. This low-cost program was a much-appreciated success that could be duplicated here.

These and other enforcement ideas are detailed in the Illinois Association of Chiefs of Police's magazine: rideillinois.org/wp-content/uploads/2016/01/PoliceChiefsArticle_Spring2014.pdf

Encouragement

Suggestions for encouraging visitors or residents to explore Charleston by bicycle include:

- Creating and distributing a bicycle map – showing the trails, preferred road routes, and bicycle safety information – at public buildings and during events.
- Proclaim the City's observance of National Bike Month, Week, or Day. As part of the event, challenge residents to do the www.bikesafetyquiz.com. Have the Mayor lead by example, holding his own certificates of completion from the Adult Bicyclist and Motorist quizzes in a press release photo publicizing the event.

- On Bike to Work Day, encourage bicycling to work, errands, or other destinations. Offer token incentives, such as refreshments at City Hall or coupons for ice cream.
- Work with the school districts to observe National Bike to School Day, in early May.
- Promote Charleston as being bicycle-friendly in the City's advertising.

7 Plan Implementation

Introduction

A key recommendation of this plan is to develop a way to ensure its implementation. Continued progress will require a commitment of time and financial resources over many years. Little by little, project by project, the City of Charleston will become even more bike-friendly.

Bicycle and Pedestrian Advisory Commission and Coordinator

Perhaps the most important implementation tool is time. The plan recommends dedicating some fraction of a staff member's time as the City's Bicycle and Pedestrian Coordinator. This individual would work on plan implementation and other active transportation issues. Also, the coordinator would regularly collaborate with other City staff and relevant agencies to ensure their work conforms to the goals of the plan. Routine review of development plans and road project designs is a prime example.

In addition, the plan recommends the establishment of an ongoing Charleston Bicycle and Pedestrian Advisory Commission (BPAC), reporting to City Council or to the City Administrator/Mayor's Office. Volunteer involvement by a few energetic, knowledgeable, and dedicated residents can greatly leverage the staff time investment of the Bicycle/Pedestrian Coordinator, who would serve as the lead staff liaison to the BPAC.

BPAC membership should be limited to 4-7 residents, mostly bicyclists ranging in experience. Some may come from the bike plan's August 3, 2017 public brainstorming meeting, and/or others who have been involved locally in bike issues. If these individuals lack interest in pedestrian-only issues, too, then at least 1-2 members should specifically represent these topics. Ideally, the residents who volunteer for BPAC should have some relevant, specialized expertise – and/or be willing to work on tasks outside of the meetings.

Other BPAC members may come from other City departments (Planning/Community Development, Public Works, Parks and Recreation, Police) or relevant agencies (such as Eastern Illinois University and Charleston School District). However, it may be best for these departments and agencies to name representatives as "ex-officio" members, attending only when relevant topics are discussed. Meetings should be held every one to four months, depending on level of activity.

The BPAC should routinely be given the opportunity to provide input into these City processes:

- Capital Improvement Program – How can designs of the CIP's road projects and other capital projects implement bicycle plan recommendations or otherwise impact bicycling (and walking) positively? Also, the BPAC should propose stand-alone bike and/or pedestrian projects as priorities for the next CIP, each year.

- Site design and other development review – Provide bicycle and pedestrian perspective to the City’s review of new development or re-development projects.
- Maintenance – The BPAC should periodically review conditions on the City’s bikeway system and make prioritized maintenance recommendations.

In addition, the BPAC members should be empowered to work on several one-time and ongoing recommendations from this plan and other efforts. Examples include:

- Prioritize specific locations where bicycle parking is needed.
- Prioritize Charleston bikeways needing wayfinding signage, and specifying destination content for each sign based on general guidelines from this plan.
- “Field test” demand-actuated traffic signals along the planned bikeway network, to determine and prioritize where bicycle-actuation improvements are needed.
- Bring or apply a variety of available education, enforcement, and outreach resources – such as those detailed earlier in the plan – to Charleston.
- Act as volunteer “bicycle ambassadors” at community events.
- Lead bike-related events, such as Bike to Work Day/Week/Month or Bike to School Day.
- Head the effort to win national Bicycle Friendly Community designation, including filling out the application, and strategizing which areas need improvement.

It is strongly recommended that each commission member should have “ownership” of at least one topic or effort. This will keep members energized and ensure the commission is a net positive in City time investment.

Multi-Year Work Plan

This plan recommends a variety of strategies, from adopting policies to coordinating with other agencies, to quickly implement “high priority, ready to go” projects. One of the first steps of plan implementation should be to go through the listed recommendations and draft a five year work plan. Some projects may be components of larger road projects in Charleston’s Capital Improvement Program. Others may be stand-alone retrofit projects. Projects that do not get completed on a given year move into a future year’s work plan. Dividing plan implementation across a span of years makes it more manageable, especially in terms of funding.

Implementation Funding

Recommendations in this plan range from low-cost improvements to major capital investments. Project costs depend on myriad factors. It is usually most cost effective to address bicycling improvements as part of larger projects, instead of retrofitting. Estimates for projects are below.

- **Trail or Sidepath:** The cost of developing trails varies according to land acquisition costs, new structures needed, the type of trail surface, the width of the trail, and the facilities that are provided for trail users. Construction costs alone can run \$125,000 per

mile for a soft surface trail to \$2,000,000 or more per mile in an urban area for a paved trail.

- **Bike Lanes:** The cost of installing bike lanes on both sides of the road is estimated at \$28,000 per mile where two stripes are needed. Where four stripes are needed due to adjacent parking or buffering, the estimate is \$48,000 per mile. These costs include stripe painting, bike lane pavement markings, and wayfinding signage – but not removal of existing stripes. It is most cost efficient to create bike lanes during reconstruction or resurfacing.
- **Combined Bike/Parking Lanes:** With two stripes and no markings, combined bike/parking lanes on both sides of the road are estimated to cost \$25,000 per mile.
- **Signed Bike Routes:** Only wayfinding signs and their posts are needed. At \$200 per installation, the estimated cost is \$2,500 per mile, for both sides of the road. Sign installation can be done at any time.
- **Shared Lane Markings:** Also known as “sharrows”, the total per-mile estimate of \$4,500 per mile includes pavement markings every 250-ft plus wayfinding signage. Again, shared lane markings can be done with other roadwork.
- **Maintenance:** In addition to initial costs of bikeways, maintenance costs are ongoing.

These may be funded in a number of ways. First, the City of Charleston may dedicate an annual budget for a bicycle implementation program. If needed, one strategy may entail a smaller first year budget for the highest priority projects, as a way to build momentum for following years.

Another major builder of bikeways is developers. Plan recommendations may be implemented opportunistically when a new residential or commercial development is added.

Other opportunities include road projects by the City, Coles County, or the State. Addressing intersection improvements, bikeways, and sidewalks as part of a larger road project is substantially cheaper and easier than retrofitting. Even resurfacing work can be used to add on-road bikeway striping. In fact, it is likely that resurfacing projects will be a major component of plan implementation.

Finally, outside government funding sources can be used for bikeway retrofit projects. A number of state and federal grant programs are available and summarized in Appendix 3.

Technical Resources and Training

City staff should have access to up-to-date resources to help with the details of design and implementation. In addition to including the printed resources below in the City planner’s and engineer’s library, seek out opportunities to participate in webinars and workshops on best practices. Not only do these events provide useful information, they are an opportunity to interact with other planners and engineers grappling with similar issues.

Manuals and Guidelines:

- *AASHTO Guide for the Development of Bicycle Facilities*, 4th Edition, 2012. Available at www.transportation.org

- *Bicycle Parking Guidelines, 2nd Edition: A Set of Recommendations from the Association of Pedestrian and Bicycle Professionals*, 2010, available at www.apbp.org.
- *NACTO Urban Bikeway Design Guide*. Online at www.nacto.org.
- *Manual on Uniform Traffic Control Devices*. Online at mutcd.fhwa.dot.gov.

Websites and Professional Organizations:

- The Pedestrian and Bicycle Information Center: Offers a wealth of information on engineering, encouragement, education and enforcement, including archived webinars and quarterly newsletters: www.pedbikeinfo.org
- The Association of Pedestrian and Bicycle Professionals: provides continuing education, technical resources and an online forum for exchanging questions and ideas. www.apbp.org
- Ride Illinois: A planning and advocacy resource, with many on-line materials focused on best practices nationally as well as issues unique to Illinois: www.rideillinois.org

Bicycle-Friendly Community Designation

A goal of plan implementation should be official designation as a “Bicycle Friendly Community” (BFC). This national League of American Bicyclists award program has Honorable Mention, Bronze, Silver, Gold, Platinum, and Diamond gradations. The program comprehensively assesses a community based on Engineering, Education, Enforcement, Encouragement, and Evaluation. Appendix 5 is an infographic summarizing how Bronze and higher communities have fared in key criteria.

Winning BFC designation is not easy. However, the recommendations in this plan encompass most of the award criteria.

Ride Illinois, a longtime observer of and “local reviewer” for the BFC program, believes Charleston could achieve the Bronze level within 4 years, with steps such as:

- Adopting this plan, officially naming a Bicycle/Pedestrian Coordinator, and creating a Bicycle (or Bicycle/Pedestrian) Advisory Commission – described earlier
- Adopting a Complete Streets policy and bicycle/pedestrian friendly road design standards, such as those suggested in Chapter 5
- Adopting a bike parking ordinance
- Implementing several more high-priority segments on on-road bikeways, especially bike lane sections
- Implementing at least two of the Education recommendations from this plan
- Implementing at least one of the Enforcement recommendations from this plan



Figure 6.2.. Bicycle Friendly Community sign.

- Proclaiming Bike to Work Day, Week, or Month, with some accompanying public educational outreach

As suggested later, Bicycle and Pedestrian Advisory Commission members could lead several of these efforts.

Annual Evaluation

Another way to keep up momentum and public support is to plan for a yearly evaluation (often called the fifth “E”) and celebration of plan progress. For example, publish a yearly plan status report in conjunction with a ribbon cutting ceremony or community event, Bike to Work Day or Bike to School Day, a community bike ride, or other event. This keeps local stakeholders focused on the progress that has been made and energizes everyone to keep moving forward. Also, consider updating this plan every 5-10 years to reflect progress and reevaluate priorities.

Appendix 1

Public Brainstorming Workshop Results

On August 3, 2017, a “Public Brainstorming Workshop” was attended by roughly 50 residents. The purposes of the workshop included:

- Gather local resident knowledge on biking needs
- Prioritize road corridors and other routes to study for potential improvements
- Build community support for the plan and its implementation.

Each attendee marked individual maps with suggested “routes to study” for improvements. The map at the end of Appendix 1 shows the results of this input, with each recommended segment color-coded by the number of participants suggesting that it be considered.

A group exercise followed in which top priorities of tables from four geographic regions of the City were discussed and reported. These include:

Table 1, Northwest (north of Lincoln, west of 4th/5th Streets):

- Access to post office from E Street, north of Lincoln Prairie Trail
- E Street, to Ne-Co Fields
- Division and Walnut to North Park and Baker Field entrance road

Table 2, Northwest (north of Lincoln, west of 4th/5th Streets):

- Bad intersection at E Street and State
- Polk Avenue
- E Street and Lincoln – Starbucks/Ace Hardware area – difficult to maneuver

Table 1, Southwest (south of Lincoln, west of 4th Street):

- EIU area – bicycling signage, marking, education to maneuver through campus
- Reynolds to Douglas
- Grant, one-way bike lane, wrong way
- 4th Street – difficult by Lincoln (and getting to 6th/7th)

Table 2, Southwest (south of Lincoln, west of 4th Street):

- Reynolds – Carl Sandburg School, signs, education; continue on Lovers Lane (with speed bump removed) to University
- Douglas (and Coolidge) – widen
- Grant – only one-side bike lane, need eastbound; complete a Douglas-4th route
- 4th – Lincoln Highway – Coolidge to University

Table 1, Northeast (north of Lincoln, east of 4th/5th Streets):

- East-west connectors on Monroe and Jackson
- Sidepath along 18th from trail to the south, eventually to Fox Ridge State Park
- Bike lane around Square

- Lincoln Prairie Grass Trail trailhead by 9th
- Polk Avenue

Table 1, Southeast (south of Lincoln, east of 4th Street):

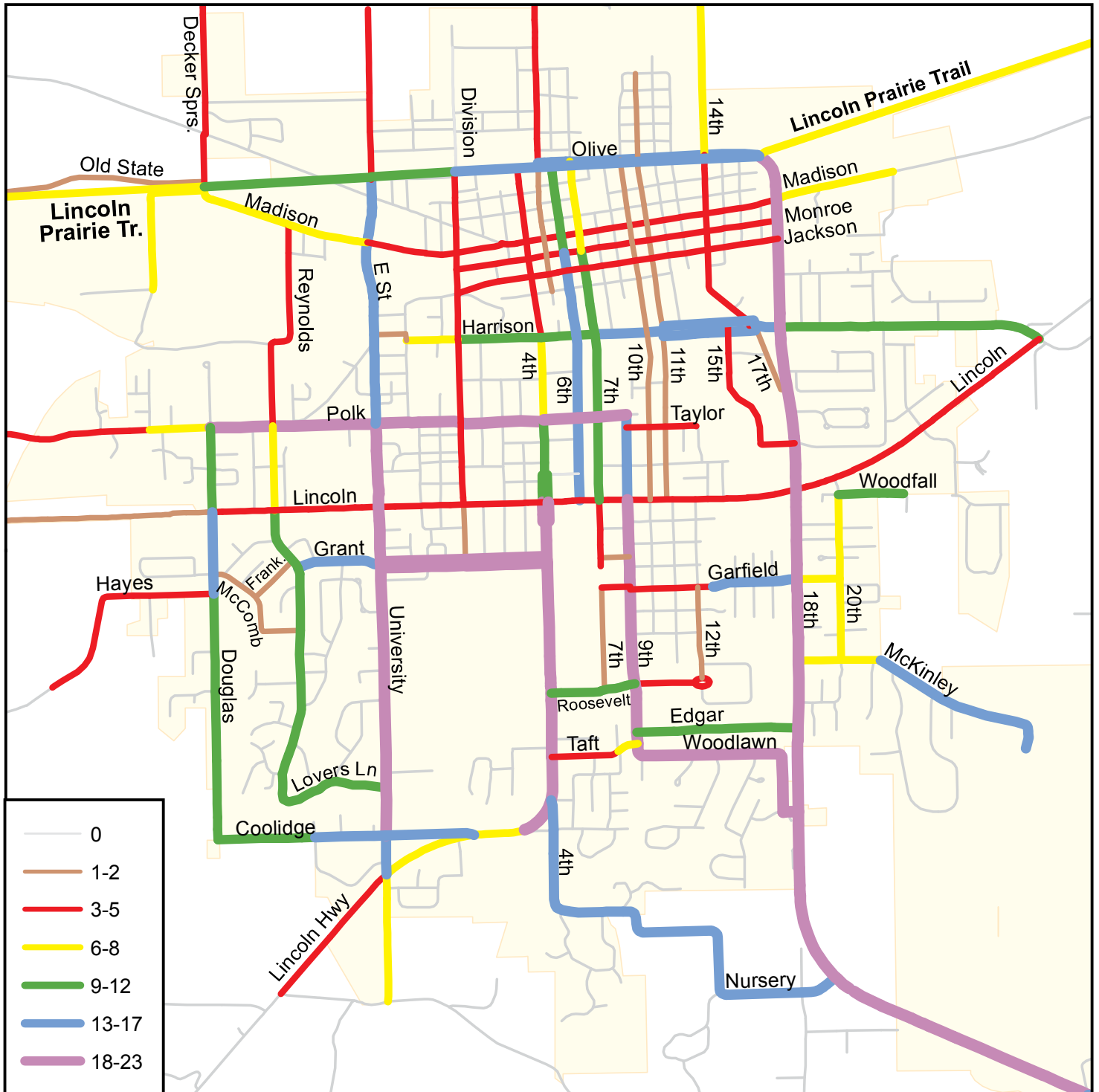
- Connect to Lake Charleston trails
- EIU students heading out to Wal-Mart – Woodfall, 20th
- Woodlawn
- Nursery

Table 2, Southeast (south of Lincoln, east of 4th Street):

- Sidepath along 18th/IL130 from Lincoln Prairie Trail to Lake Charleston and beyond
- 9th Street
- From 4th: Taft to Edgar to 18th Street sidepath
- 4th/Nursery

Routes to Study "Votes"

August 3, 2017 Public Meeting



Appendix 2: Road Segment Data

Extensive data collection on existing bicycling conditions informed the development of this plan. Most of this information, such as roadway geometry, traffic conditions, Bicycle Level of Service scores, sidewalk coverage, recommendation details and implementation notes, is housed in the spreadsheet beginning on the next page. The legend for the spreadsheet is below:

Segment Definition

Street	Street name of road segment
From (W/N)	West or North segment end
To (E/S)	East or South segment end

Existing Conditions

Lanes	Number of through lanes (excludes center/other turn lanes)
Traffic ADT	Traffic count in vehicles/day. Gray or blue indicate estimates.
Speed Limit	Posted speed limit
Lane Width	Width from lane edge (often the gutter seam/pavement edge) to next lane, in feet
Extra Width	Pavement width from outer lane edge to gutter seam/pavement edge. May include paved shoulders, parking areas, bike lanes.
Gutter Pan	Width of cement gutter pan in feet
Parking Occ%	Estimated % occupancy rate of on-street parking - excludes driveway areas. Averaged over 2-sides unless noted.
% Truck	Estimated % of heavy truck traffic
BLOS score	Bicycle Level of Service score of road segment - measure of on-road comfort level for a range of adult cyclists, as a function of geometry and traffic conditions
BLOS grade	BLOS converted to a grade range. B (or better) might be considered "comfortable" for casual adult cyclists, C (or better) for experienced cyclists
Comments	Further details
Sidewalk Status	Are there sidewalks (SW) or sidepaths (SP) on each side (N-north, S-south, E-east, W-west)

Recommendations

Primary Recommendation	Description of the recommendation (if any) considered best for this segment.
Notes and other options	Either further detail on the primary recommendation, or "fallback" recommendation(s) if the primary cannot be achieved.
New BLOS	Shown only if an on-road, primary recommendation bikeway is implemented.

Implementation

Public "Votes"	Number of 8-3-17 public brainstorming workshop attendees suggesting this segment
Priority	Recommended implementation priority of segment

Street	From (N/W)	To (S/E)	Lane s	Traffic ADT	Spd Limit	Lane Width	Extra Width	Gutter Pan	Park Occ %	% Truc k	BLOS score	BLOS grade	Comments	Sidewalk Status	Primary recommendation	Notes and Other Options	New BLOS Score	Public input votes	Priority
Old State	W-end	Decker Springs	2	650	30	11.6	0	0	0	1	2.43	B	W - turns into county road. Hill	None	None			2	
Lincoln Prairie Trail	W-end	Decker Springs													Improve road crossings	Add continental crosswalks for all trail crossings. For each road direction, add W11-15/W11-15P/W16-9p sign assembly in advance and W11-15/W16-7p at (or very near) Xing. All signs would be better in MYP color.		6	High
Lincoln Prairie Trail	Decker Springs	E Street													Improve road crossings	See above		9	High
Lincoln Prairie Trail	E Street	5th St													Improve road crossings	See above		12	High
Lincoln Prairie Trail	5th St	18th St													Improve road crossings	See above		15	High
Lincoln Prairie Trail	18th St	E-end													Improve road crossings	See above		8	High
Olive	5th	Lincoln Prairie Trail	2	3300	30	13.5	0	0	0	3	3.35	C	3 lanes. 39' total, 12' center lane. Concrete. No Xwalk at trail (could add median island), just W11-1 advance signs.	S-SP, N-SW	Improve trail crossing	See above		15	High
18th	Lincoln Prairie Trail	Madison	2	3300	30	13.5	0	0	0	3	3.35	C	3 lanes. 39' total, 12' center lane. Concrete. Narrow sidewalk.	W-SW	Widen W-SW to sidewalk width	Only medium priority because (narrower) sidewalk exists.		20	High
Madison	W-end	Decker Springs	2	150	30	9	0	0	0	1	1.95	B	Undeveloped	None	None			6	
Madison	Decker Springs	Reynolds	2	600	30	9.6	0	0	0	1	2.60	C		None	3' law sign	E-bd just past Decker Springs recommended.		6	Low
Madison	Reynolds	E Street	2	1250	30	10.3	0	0	0	1	2.90	C	County fairgrounds N. Wider/concrete at/near E Street	S-SW	None	3' law sign by Decker Springs suffices.		8	
Madison	E Street	B Street	2	1250	30	10	0	0	0	1	2.93	C	Diagonal RR in E St intersection. Cemetary N.	E-SW	None	3' law sign by Decker Springs suffices.		5	
Madison	B Street	Division	2	1250	30	11.5	0	0-pvd	10	1	2.88	C		Both	None	3' law sign by Decker Springs suffices.		5	
Madison	Division	State	2	450	25	11.5	0	0-pvd	10	1	2.17	B	E-bd only. 20mph. Used parking bays by school. S-side parking only.	Both	None			4	
Madison	State	4th	2	8900	30	11	0	1	0	2	3.98	D	IDOT road. Businesses	Both	None			4	
Madison	4th	7th	2	7000	30	12	0	1.5	0	2	3.74	D	IDOT road. 3 lanes, businesses.	Both	Add warning signs	W11-15, W16-7P (FYG) warning signs on Madison at 6th and 7th.		4	Medium
Madison	7th	11th	2	7000	30	11.2	0	0-pvd	0	2	3.84	D	IDOT road.	Both	None			4	
Madison	11th	14th	2	5500	30	11.2	0	0-pvd	0	2	3.71	D	IDOT road.	Both	None			4	
Madison	14th	18th	2	5000	30	15	0	0-pvd	0	2	3.17	C	IDOT road. Carriage SWs.	N-SW; S-SW most	None	Enough room for bike lanes 4-11		4	
Madison	18th	500' E of 18th	2	2450	30	11.2	2	2	0	3	2.95	C	IDOT road. E-bd 11+6' shldr. W-bd 11.5+2' shld+2' gutter.	N-SW	3' law sign	Only one E-bd sign recommended, near 18th. State route, so must wait for IDOT to approve usage on their roads.		6	Low
Madison	500' E of 18th	Tree Line	2	2450	30	10.9	1.5	1	0	3	3.14	C	IDOT road. 21' 6" total. E-bd 10'9"+2' paved shldr+6' gravel. W-bd curbed 10'9"+1' shldr+1' gutter and N-SW.	N-SW	3' law sign	Only one E-bd sign recommended, near 18th. State route, so must wait for IDOT to approve usage on their roads.		6	Low
Monroe (W-bd)	Division	4th	1	500	30	29.2	0	0-pvd	60	1	0.63	A	29'2" total, 14'6" lane. Parking both sides, lighter W. Stop at 4th.	N-SW; S-SW most	None			3	
Monroe (W-bd)	4th	5th	1	600	30	29.2	0	0-pvd	40	1	0.23	A	29'2" total. Parking both sides, but off-street lots keeps occupancy low. Stop at 4th.	N-SW; S-SW most	None	If denser network desired and 4th added north of Polk, add bike route wayfinding signage.		3	
Monroe (W-bd)	5th	6th	1	850	30	20.7	8	1	40	1	0.00	A	38' 8" total includes 1' gutters. Marked parking stalls both sides, but off-street parking N.	Both	None	If bikeway desired: Bike lane 5.7' between 15' travel lane and marked parking on R (N) side. Upgrading parking hashes to a second stripe is optional. If no bike lane, bike route wayfinding signage.		3	
Monroe (W-bd)	6th	7th	2	1400	25	13.8	8	1.5	100	1	2.35	B	20mph. On square. Diagonal parking (not long enough) N-side (right). S-side (left) parallel parking. 37'2" total not including diagonal.	Both	Shared lane markings	Center SLMs between parking on L and R sides. If lane striping forces a different location, use the leftmost part of the right lane.		3	Medium
Monroe (W-bd)	7th	8th	2	650	25	10.5	8	0-pvd	40	1	1.24	A	37' total. Marked parking stalls both sides. Right turn lane.	Both	Shared lane markings	In left part of right-turn lane - see NACTO guide graphic (combined bike lane/turn lane section). Bike route wayfinding signs are a close backup.		3	Low

Street	From (N/W)	To (S/E)	Lane s	Traffic ADT	Spd Limit	Lane Width	Extra Width	Gutter Pan	Park Occ %	% Truc k	BLOS score	BLOS grade	Comments	Sidewalk Status	Primary recommendation	Notes and Other Options	New BLOS Score	Public input votes	Priority
Monroe (W-bd)	8th	18th	1	650	25	30	0	0-pvd	10	0.5	0.00	A	Parking both sides, higher further W (30%?). No stop signs until square. Sidewalk gaps 16th-18th. ADT 750 E, 400 W.	Most	Bike route wayfinding signage	If a denser network is desired, otherwise, start W-bd designation at 8th. Stripping off 8' parking on one or both sides could be done to reduce speeding, but % occupancy too high for right-side striped-off area to be considered as an ideal "combined bike/parking lane".		3	Low
Jackson (E-bd)	Division	2nd	1	450	25	20	0	0-pvd	10	0.5	1.21	A	Parking N-side only.	S-SW; N-SW most	None			3	
Jackson (E-bd)	2nd	4th	1	450	25	27.5	0	1.3	40	0.5	0.26	A	Brick (much of sidewalks, too).	Both	None			3	
Jackson (E-bd)	4th	5th	1	750	25	14	8	0-pvd	80	1	1.96	B	30' total. Parking stalls both sides.	Both	None	If bikeway desired and 4th north of Polk added: SLMs centered 11' from R (S) curb. Bike route wayfinding signs are a close backup.		3	
Jackson (E-bd)	5th	City Hall	1	750	25	17.6	7.6	1.3	60	1	0.77	A	355" total includes gutters. Parking stalls both sides.	Both	None	If bikeway desired and 4th north of Polk added: SLMs centered 11' from R (S) curb. Bike route wayfinding signs are a close backup.		3	
Jackson (E-bd)	City Hall	6th	2	750	25	10	0	0-pvd	0	1	2.48	B	Right lane is turn lane.	Both	None	If bikeway desired and 4th north of Polk added: SLMs in left part of right-turn lane.		3	
Jackson (E-bd)	6th	7th	2	1050	25	13.8	8	1.3	100	1	2.20	B	20mph. On square. Diagonal parking (not long enough) E-side (right). W-side (left) parallel parking. 37' total not including diagonal.	Both	Shared lane markings	Center SLMs between parking on L and R sides. If lane striping forces a different location, use the leftmost part of the right lane.		3	Medium
Jackson (E-bd)	7th	8th	2	950	25	19.8	8	0-pvd	30	1	0.00	A	Marked parking stalls both sides.	Both	Bike lane 5.8-14	Bike lane between travel lane and marked parking on R (S) side. Stripe on travel lane side. Upgrading from parking hashes to second stripe, between bike lane and that parking, is optional. If no bike lane, bike route wayfinding signage.		3	Low
Jackson (E-bd)	8th	18th	2	800	25	30	0	0-pvd	30	0.5	0.00	A	Parking both sides, higher further W (30%?). No stop signs after square.	S-SW; N-SW most	Bike route wayfinding signage	If a denser network is desired. Otherwise, stop E-bd designation at 8th. Stripping off 8' parking on one or both sides could be done to reduce speeding, but % occupancy too high for right-side striped-off area to be considered as an ideal "combined bike/parking lane".		3	Low
Harrison	E Street	C Street	2	150	30	9	0	0	0	0	1.81	B	uncurbed	None	None	If bikeway desired, bike route wayfinding signage recommended.		2	
Harrison	C Street	Division	2	375	30	9	0	0	0	0	2.27	B	uncurbed	None	None	If bikeway desired, bike route wayfinding signage recommended.		7	
Harrison	Division	4th	2	750	30	14	0	0-pvd	20	0	2.31	B	Parking higher (W-bd) by Kiwanis Park, no parking E-bd. Bad E-bd sightline at 4th (tree), w/ 2-way stop.	S-SW; N-SW some	None	If Division and Harrison bikeways desired, bike route wayfinding signage recommended, with W11-15, W16-7P (FYG) warning signs on 4th.		11	
Harrison	4th	6th	2	850	30	11	0	0.8	0	0	2.48	B	Concrete.	Both	None	If Division and Harrison bikeways desired, bike route wayfinding signage recommended, with W11-15, W16-7P (FYG) warning signs on 4th.		12	
Harrison	6th	7th	2	850	30	14	0	0-pvd	0	0	2.11	B	Uphill E-bd, no parking. W-bd parking ok but unused.	Both	Bike route wayfinding signage			12	Medium
Harrison	7th	11th	2	1300	30	14	0	0-pvd	10	0	2.46	B	No parking E-bd. W-bd 30%, esp. by church. No parking both sides 9th-11th.	Both	Bike route wayfinding signage	Can supplement no parking sections with 4' shared lane markings, if desired.		15	Medium
Harrison (E-bd)	11th	14th	2	1450	30	9	0	1.5	20	0.5	3.19	C	Center striping (unlike W of here). By high school, much wider lane - for diagonal parking?	N-SW	Shared lane markings 4'	BLOS lower, so SLMs justified here. E-bd only, and only until widens by high school.		15	Medium
Harrison (W-bd)	11th	14th	2	1450	30	10	6.5	1.5	20	0.5	1.59	B	See above. No extra width parking stripe 11th-12th.	N-SW	Bike route wayfinding signage	Striped off shoulder acts as a "combined bike/parking lane" due to low occupancy.		15	Medium
Harrison	14th	18th	2	1300	30	13	0	1.2	0	0.5	2.53	C	Unsignalized Xing of 18th. Some stone shoulders.	N-SW	Bike route wayfinding signage	Could be supplemented with 4' SLMs, as a low priority. W11-1, W16-2P (FYG) advance warning signs on 18th.		15	Medium
Harrison	18th	22nd	2	1450	30	10	0	0	0	0.5	2.93	C	Uncurbed, some stone shoulders.	N-SW	3' law sign, future 4-10 bike lanes?	Add E-bd 3' law sign. If possible in future, pave 4' of shoulders, mark as bike lanes.		10	Medium

Street	From (N/W)	To (S/E)	Lane s	Traffic ADT	Spd Limit	Lane Width	Extra Width	Gutter Pan	Park Occ %	% Truc k	BLOS score	BLOS grade	Comments	Sidewalk Status	Primary recommendation	Notes and Other Options	New BLOS Score	Public input votes	Priority
Harrison	22nd	Lincoln	2	750	30	10	0	0	0	0.5	2.60	C	900 ADT W, 600 E. Uncurbed, some stone shoulders. Modified share the road sign.	None	3' law sign	Replace W-bd Share the Road with 3' law sign.		10	Low
Polk	Lincoln	Fox Crest	2	750	30	10	0	0	0	1	2.67	C	ADT 600 W, 850 E. Uncurbed. Center stripes.	None	None			5	
Polk	Fox Crest	Douglas	2	1500	30	10	0	0	0	1	3.02	C	Uncurbed	None	None	3' law sign by Reynolds suffices.		6	
Polk	Douglas	Reynolds	2	1800	30	10	0	0	0	1	3.12	C	Uncurbed	S-SW	3' law sign	Add one sign W-bd after bike lane ends.		19	Medium
Polk	Reynolds	E Street	2	2400	30	14	0	1	0	1	2.78	C	Concrete. Some hills.	S-SW	Bike lanes 5-10		1.76	21	High
Polk	E Street	Division	2	2700	30	15	0	0-pvd	0	0.5	2.62	C	Paved. Carriage S-SW.	S-SW	Bike lanes 5-10		1.75	20	High
Polk	Division	4th	2	2050	30	12.2	0	2	0	0.5	2.86	C	ADT 1950 E, 2150 W. Carriage N-SW.	N-SW	Shared lane markings 4'	If no SLMs, then E-bd 3' law signage past Division (plus bike route wayfinding signs).		20	High
Polk	4th	6th	2	1350	30	11	0	2	0	0	2.72	C	Carriage N-SW	N-SW	Shared lane markings 4'			21	High
Polk	6th	7th	2	1250	30	11.9	0	0	0	0	2.58	C	Concrete. Carriage N-SW	N-SW	Shared lane markings 4'			22	High
Polk	7th	9th	2	750	30	11.9	0	0	0	0	2.32	B	Concrete. Carriage N-SW	N-SW	Shared lane markings 4'			20	Medium
Taylor	9th	10th	2	450	30	8.8	0	0-pvd	0	0	2.38	B	Concrete	Both	None	If bikeway desired, bike route wayfinding signage recommended.		3	
Taylor	10th	13th	2	450	30	10	0	0-pvd	0	0	2.27	B	2-way stops at 10th, 11th	Both	None	If bikeway desired, bike route wayfinding signage recommended.		3	
Buchanan	4th	6th	2	500	30	10	0	0-pvd	0	0.5	2.39	B	30' total. Nearly 100% parking E-bd, no parking W-bd.	Both	Bike route wayfinding signage, W-bd only	Option from S-bd 6th to S-bd 4th. Could supplement W-bd with SLM 4'.		0	High
Lincoln	W-end	Douglas	4	15800	55	12	6	0	0	2	2.29	B	IDOT road. Divided. Deep ditches.	None	None	Any future rumble strips should leave >4' of clear zone R of the rumbles.		1	
Lincoln	Douglas	Reynolds	4	19800	40	11	0	0-pvd	0	2	4.26	D	IDOT road. 5 lanes. 52' total. 4' sidewalks.	Both	None	Use any opportunity to widen sidewalks on Lincoln, throughout town.		3	
Lincoln	Reynolds	University	4	19800	35	11	0	0-pvd	0	2	4.17	D	IDOT road. 5 lanes. 52' total. 4' SWs. Right-turn lane at University.	Both	None	See above.		4	
Lincoln	University	Division	4	20300	35	11	0	0-pvd	0	2	4.18	D	IDOT road. 5 lanes. 52' total. 4' SWs.	Both	None	See above.		4	
Lincoln	Division	3rd	4	20700	35	13	0	0-pvd	0	2	3.95	D	IDOT road. 5 lanes. 71' total includes 9' W-bd: right-turn lane by Division, (mostly unoccupied) parking by park, unused buffered further E.	Both	None	See above.		5	
Lincoln	3rd	4th	4	21800	35	11	0	0-pvd	0	2	4.22	D	IDOT road. 66' total widens by 6th. Raised median 5.5' also widens E. Left-turn lanes.	Both	None	See above.		5	
Lincoln	4th	6th	4	21800	35	11	0	0-pvd	0	2	4.22	D	IDOT road. 66' total widens by 6th. Raised median 5.5' also widens E. Left-turn lanes.	Both	Widen S-SW to sidepath width	To become the primary option from N-bd 4th to N-bd 7th or from S-bd 6th to S-bd 4th. Also, 4th, 6th intersection improvements as suggested to IDOT.		5	High
Lincoln	6th	7th	4	21800	35	11	0	0-pvd	0	2	4.22	D	IDOT road. 76' total. Raised median 15'. E-bd left turn lane.	Both	Widen both sidewalks to sidepath width. Add LPI signal phasing at 6th.	N-sidepath (requires ROW acq) to become the primary option from N-bd 4th to N-bd 7th. S-sidepath to get to 7th - direct 7th users to cross at light at 6th. Manually-activated Lead Pedestrian Intervals at traffic signal at 6th to reduce conflicts with turning cars.		4	High
Lincoln	7th	9th	4	21800	35	12	0	0-pvd	0	2	4.10	D	IDOT road. Varying total, raised median width. Left-turn lanes, E-bd right-turn lane at 9th.	Both	None			5	
Lincoln	9th	18th	4	17200	35	11	0	0-pvd	0	2	4.10	D	IDOT road. 5 lanes. 52' total. 4' SWs. Raised median, left turn lanes by 18th.	Both	None			4	
Lincoln	18th	20th	4	12200	45	12	3	0	0	2	3.07	C	IDOT road. Raised or painted median. 5' E-bd shoulder (by right-turn lane) but pinch points at intersections. W-bd shoulder 3' paved + extra gravel width.	S-SW	Widen paved shoulders to 4' or more	In future roadwork, remove shoulder width pinch points at intersections, and add paved width of W-bd shoulder.	2.69	4	Low
Lincoln	20th	Hawthorn	4	12200	45	12	3	0	0	2	3.07	C	IDOT road. 5 lanes with left turn lanes and painted median, 60' total. Right-turn lane by Hawthorn.	S-SW	Widen paved shoulders to 4' or more	In future roadwork, remove shoulder width pinch points at intersections, and add paved width of W-bd shoulder.	2.69	3	Low
Lincoln	Hawthorn	Harrison	4	4700	45	12	3	0	0	2	2.59	C	IDOT road. Transitions from 4 to 2 lanes excluding turn lanes. 5' shoulders, E-bd <4' bike lane and right-turn lane approaching Harrison.	None	Widen paved shoulders, add sidewalk or sidepath	In future roadwork, add paved width for 4' or more consistently. As developed, add sidewalk or sidepath (high priority).	2.21	3	Low
Bostic (Panther)	Hawthorne	Bostic intersection	2	1150	30	11.5	0	1	0	0.5	2.65	C	CLTL estimated 37' total.	Both	Shared lane markings 4'	Wayfinding signs alone could suffice, as is. Need for SLMs rises, if developed to increase traffic.		0	Low
Woodfall	20th	E-end of pavement	2	3400	30	14.9	0	1.2	0	1	2.83	C	Much off-street parking. Back entrance to mall, Walmart	N-SW	Bike lanes 5.1-11		1.71	12	Medium
Woodfall	E-end of pavement	W-end of gap											Dirt driveway	None	Add trail link			0	Medium
Woodfall sidewalk	W-end of gap	E-end of gap											Gap in the road, but sidewalk exists.	N-SW	Widen sidewalk to sidepath width			0	Low

Street	From (N/W)	To (S/E)	Lane s	Traffic ADT	Spd Limit	Lane Width	Extra Width	Gutter Pan	Park Occ %	% Truc k	BLOS score	BLOS grade	Comments	Sidewalk Status	Primary recommendation	Notes and Other Options	New BLOS Score	Public input votes	Priority
Woodfall	Hawthorne	E-end	2	800	30	13.5	0	1	0	0.5	2.22	B	Parking in back alleys	Both	Shared lane markings 4'	Wayfinding signs alone would suffice, as is. Need for SLMs and priority rise, if trail to Lake Charleston built or developed to increase traffic.		0	Low
Franklin	McComb	Reynolds	2	400	25	14	0	0-pvd	0	0.5	1.63	B	20mph.	None	None	If Douglas bikeway desired, bike route wayfinding signage recommended here.		1	
McComb	Douglas	Franklin	2	700	30	19.1	0	0-pvd	20	0.5	1.60	B	20mph.	W-SW	None	If Douglas bikeway desired, bike route wayfinding signage recommended here.		2	
McComb	Franklin	Reynolds	2	1000	30	19.1	0	0-pvd	20	0.5	1.78	B	20mph.	W-SW	None			1	
Grant	Reynolds	Meadowlake	2	1250	30	14.3	0	0-pvd	0	1	2.41	B		Both	Bike route wayfinding signage	Supplement with 4.3-10 paved shoulders (or 4' SLMs) - low priority		15	Medium
Grant	Meadowlake	University	2	1900	30	14.3	0	0-pvd	0	1	2.62	C		Both	Bike route wayfinding signage	Supplement with 4.3-10 paved shoulders (or 4' SLMs) - low priority		15	Medium
Grant (E-bd)	University	Division	2	2750	30	12.1	6.9	1	80	1	2.78	C	Concrete. Hashed parking, low usage in summer.	Both	Shared lane markings 11'	Not enough room for a bike lane, so center shared lane markings 11' from curb.		22	High
Grant (W-bd)	University	Division	2	2750	30	12	3	1	0	1	2.21	B	Concrete. 36' total incl. 1' gutters.	Both	Buffered bike lane 4.5-1.5-10	Add a second stripe dividing the 12' lane into a 10' lane and 1.5' buffer for the 4.5' (incl. gutter) bike lane. Add proper signage and pavement markings, to reduce wrong-way riding.	1.63	22	High
Grant (E-bd)	Division	2nd	2	4100	30	19.7	0	0-pvd	100	1	3.56	D		Both	Shared lane markings 11'	Not enough room for a bike lane, so center shared lane markings 11' from curb.		23	High
Grant (W-bd)	Division	2nd	2	4100	30	12	4.3	0-pvd	0	1	1.91	B		Both	Buffered bike lane 4.8-1.5-10	Add a second stripe dividing the 12' lane into a 10' lane and 1.5' buffer for the 4.8' bike lane. Add proper signage and pavement markings, to reduce wrong-way riding.	1.76	23	High
Grant (E-bd)	2nd	4th	2	4450	30	11.5	0	0-pvd	0	1	3.41	C	32' total, incl. gutters.	Both	Buffered bike lane 4.5-1.5-10	Restripe road for each side for 10' travel lanes, 1.5' buffers, and 4.5' (incl. gutters) bike lanes.	1.87	23	High
Grant (W-bd)	2nd	4th	2	4450	30	16.3	4.3	0-pvd	0	1	0.97	A	Bike Route sign. 32' total, incl. gutters.	Both	Buffered bike lane 4.5-1.5-10	Restripe road for each side for 10' travel lanes, 1.5' buffers, and 4.5' (incl. gutters) bike lanes.	1.87	23	High
Grant	7th	8th	2	1450	30	12.3	0	0	0	0.5	2.68	C	No parking	Both	Shared lane markings 4'	Backup: bike route wayfinding signage		2	High
Grant	8th	9th	2	1450	30	12.3	0	0	0	0.5	2.68	C	No parking	Both	Bike route wayfinding signage	Could use shared lane markings, but want to differentiate 7th and 8th alley route from 9th. If alley route not accepted, use SLMs to 9th.		2	Medium
Hayes	W-end	Kings	2	150	30	9.5	0	0	0	1	1.90	B	Curves, trees	None	None	W-bd 3' law sign before Kings suffices.		5	
Hayes	Kings	Douglas	2	950	30	10.3	0	0	0	1	2.76	C	Modified Share the Road sign	N-SW	3' law sign	Replace W-bd Share the Road with 3' law sign.		5	Low
Hayes	7th	8th	2	650	30	13.4	7.5	1	100	1	2.20	B	Dead end for cars at Doudna Fine Arts Center, but road bends S with bollards (could be used by bikes). Parking lots. Perpendicular parking not included in Park Occ%.	Both	Shared lane markings	Center E-bd SLM to keep bikes away from perpendicular parking. W-bd could use SLMs or wayfinding signage alone.		1	High
Hayes	8th	9th	2	650	30	13.4	7.5	1	100	1	2.20	B	Slight jog at 9th. Parking lots. Perpendicular parking not included in Park Occ%. Full parallel parking W-bd shown.	Both	Bike route wayfinding signage	Could use shared lane markings, but want to differentiate 7th and 8th alley route from 9th. If alley route not accepted, use SLMs to 9th.		1	Medium
Garfield	4th	dead end	2	400	25	13.8	0	1	0	1	1.71	B	Perpendicular parking S.	Both	Shared lane markings	Centered in E-bd lane to avoid perpendicular parking; 4' from curb for W-bd. EIU jurisdiction. Contingent on trail built to 7th.			Medium
Garfield	9th	250' E of 12th	2	2600	30	13	0	2	0	1	2.96	C		Both	Bike lanes 5-10	See text about gutter width and backup option of simply striping as paved shoulders.	1.80	10	Medium
Garfield	250' E of 12th	18th	2	2200	30	13	0	1.3	0	1	2.87	C	Concrete	Most for both	Paved shoulders 4-10	Stripe 10' lanes, 3' (+1.3' gutter) shoulders, but no bike lane markings or signs.	2.10	13	Medium
Garfield	18th	20th	2	1000	30	10.5	0	0	0	0.5	2.69	C	Some stone shoulders. Unsignalized at 18th.	N-SW	Bike route wayfinding signage	W11-1, W16-2P (FYG) advance warning signs on 18th. Supplement with 4' SLMs is low priority.		7	Medium
McKinley	18th	20th	2	1300	30	11.4	0	0	0	0.5	2.73	C		S-SW	Shared lane markings 4'	Backup: bike route wayfinding signage. This segment only if Greek Court trail built (with Xing improvements) at 18th.		8	Medium
McKinley	20th	Hidden Lake	2	1300	30	11.4	0	0	0	0.5	2.73	C		S-SW	Shared lane markings 4'	Backup: bike route wayfinding signage		8	Medium
McKinley	Hidden Lake	road bend	2	450	30	10.7	0	0	0	0.5	2.27	B	Many trees. Cars speed here.	None	Add sidepath	Traffic count, BLOS suggest wayfinding signage alone would suffice, but speeding - and trail access - raise sidepath need. High priority is this becomes main route to lake, Fox Ridge.		14	Medium

Street	From (N/W)	To (S/E)	Lane s	Traffic ADT	Spd Limit	Lane Width	Extra Width	Gutter Pan	Park Occ %	% Truc k	BLOS score	BLOS grade	Comments	Sidewalk Status	Primary recommendation	Notes and Other Options	New BLOS Score	Public input votes	Priority
McKinley	road bend	Lake Charleston trail	2	100	30	10.7	0	0	0	0.5	1.50	B		None	Bike route wayfinding signage	If proposed sidepath and trail to lake completed, signage from trail's departure to road's end would suffice.		14	Medium
Roosevelt	4th	7th	2	4750	30	14.8	0	0	0	1	3.01	C	Concrete	S-SW	4.4-10.4 Bike Lanes	Allowable width for concrete w/o gutter pan.	2.26	12	High
Roosevelt	7th	9th	2	4550	30	13.8	0	0	0	1	3.13	C	Concrete. 3 lanes. 397" total.	S-SW	4.4-10.3 Bike Lanes	4.4' bike lanes; other three lanes 10.3' each.	2.26	12	High
Roosevelt	9th	12th	2	2450	30	12.8	0	2	10	0.5	3.00	C	No parking except a few marked stalls. Bad gutter seams.	Both	None	If bikeway desired, bike route wayfinding signage is recommended.		3	
Edgar	9th	tennis courts	2	2000	30	12.5	0	0	0	1	2.89	C	Concrete. 36' total. 3 lanes.	Both	Study feasibility of 3-to-2 lane road diet w/ buffered bike lanes	If center left turn lane is not needed, restripe for buffered bike lanes 5 (incl. gutter)-2-11. Fallback option SLM 4'. If Greek Court trail built, this may be redundant.	1.02	10	Low
Edgar	tennis courts	18th	2	2000	30	14.8	0	0	0	1	2.57	C	Concrete. No parking.	S-SW	4.4-10.4 Bike Lanes	Allowable width for concrete w/o gutter pan. If Greek Court trail built, this may be redundant.	1.83	10	Low
Lover's Lane	Reynolds	University	2	650	25	9.7	0	0	0	0.5	2.38	B	In park. 15mph. Speed bumps - W-bd edge gap ok for bikes, E-bd could be widened.	None	Bike route wayfinding signage	Widen E-bd speed bump gap for bikes		11	Medium
Taft	4th	8th	2	2200	30	13	0	2	0	0.5	2.80	C	Concrete. "Gutter seam" very narrow. No parking.	N-SW	None	If bikeway desired, bike route wayfinding signs adequate. Or, bike lanes 5-10 possible - see text about gutter width and backup option of simply striping as paved shoulders.		5	
Taft	8th	9th	2	2200	30	13	0	2	0	0.5	2.80	C	Concrete. "Gutter seam" very narrow. No parking.	N-SW	None	If bikeway desired, bike route wayfinding signs adequate. Or, bike lanes 5-10 possible - see text about gutter width and backup option of simply striping as paved shoulders.		6	
Woodlawn	9th	Village	2	1500	30	14.4	0	0-pvd	0	0	2.34	B	Parking not allowed	S-SW; N-SW most	Shared lane markings 4'	Backup: bike route wayfinding signage alone		19	High
Woodlawn	Village	Salem	2	900	30	14.4	0	0-pvd	0	0	2.08	B	Parking not allowed	S/W SW; most N/E	Shared lane markings 4'	Backup: bike route wayfinding signage alone		19	High
Woodlawn	Salem	Krishire/ Sister City	2	900	30	14.4	0	0-pvd	5	0	2.15	B		S/W SW; most N/E	Bike route wayfinding signage			19	High
Krishire	Woodlawn	18th	2	900	30	14.4	0	0-pvd	5	0	2.15	B	Parking allowed E of Salem	S/W SW; most N/E	Bike route wayfinding signage	Sister City Park entrance eastern limit of signage.		19	High
Nursery	4th	18th	2	800	30	9.9	0	0	0	1	2.71	C	Curves, some hills	None	3' law sign	E-bd soon after 18th.		13	Medium
Coolidge	Douglas	Quail Run	2	650	30	9	0	0	0	0	2.55	C	Hilly, forested. Uncurbed.	None	None	If bikeway desired (with Douglas), bike route wayfinding signs adequate.		11	
Coolidge	Quail Run	University	2	850	30	14	0	0	0	0	2.11	B		None	None	If bikeway desired (with Douglas), bike route wayfinding signs adequate.		13	
Coolidge	University	Lincoln Hwy	2	1600	30	10	0	0	0	0	2.91	C	Uncurbed.	None	None			13	
Lincoln Hwy	Coolidge	University	2	1500	30	12.3	5	0	0	1	1.04	A	Shoulders, not signed Bike Route.	None	Buffered bike lanes	Could sign and mark bike lanes as-is. Then at next resurfacing, restripe for 4.3(bike lane)-2(buffer)-11, also helping to slow traffic.		8	Low
Lincoln Hwy	University	S -end	2	2650	55	10.7	0	0	0	1	3.58	D		None	None	Southwest from town, 375' segment from Sunnydale to 600N often used.		5	
Decker Springs	N-end	State	2	650	30	9.1	0	0	0	1	2.69	C	ADT 850 S, 450 N. One hill.	None	None	If desired, add one N-bd 3' law sign.		4	
Decker Springs	State	Lincoln Prairie Trail	2	1050	30	10	0	0	0	3	3.18	C	Industrial. D11-1 w/ arrows at trail Xing, W11-1 in advance.	None	None			3	
Douglas	Polk	Lincoln	2	1050	30	10.5	0	0	0	0	2.65	C	Uncurbed. ADT 950 N, 1150 S.	None	None	If bikeway desired, bike route wayfinding signage adequate, although SLM 4' possible.		11	
Douglas	Lincoln	McComb	2	2700	30	11.5	0	1.5	0	0	3.01	C			None	If bikeway desired, SLM 4' recommended.		14	
Douglas	McComb	Hayes	2	2700	30	13	0	2	0	0	2.83	C	Concrete. Douglas segment with most bike use, per Strava.	W-SW	None	If bikeway desired, 5-10 bike lane feasible, SLM 4' recommended, bike route wayfinding signs as backup.		15	
Douglas	Hayes	Woodbury Ridge	2	1500	30	9.5	0	0	0	0	2.93	C	Small park. Sidewalks where residential.	Most SW	None	If bikeway desired, bike route wayfinding signage adequate, although SLM 4' possible.		12	
Douglas	Woodbury Ridge	Coolidge	2	750	30	9.5	0	0	0	0	2.57	C	Small park. Sidewalks where residential.	Most SW	None	If bikeway desired, bike route wayfinding signage adequate, although SLM 4' possible.		12	
Reynolds	Madison	Cobble	2	600	30	9.4	0	0	0	0.5	2.54	C	Big S-bd downhill to Cobble. Sight lines. One-way bridge with traffic signal.	None	None			4	
Reynolds	Cobble	Polk	2	600	30	9.2	0	0	0	0.5	2.56	C	Big S-bd uphill from Cobble.	None	None			4	
Reynolds	Polk	Fillmore	2	1100	30	11	0	1.6	0	0.5	2.69	C	Carriage SW. 19" curb E-side only.	E-SW	Bike route wayfinding signage			6	Medium
Reynolds	Fillmore	Lincoln	2	1100	30	10.3	0	0	0	0.5	2.76	C		E-SW	Bike route wayfinding signage			6	Medium

Street	From (N/W)	To (S/E)	Lane s	Traffic ADT	Spd Limit	Lane Width	Extra Width	Gutter Pan	Park Occ %	% Truck	BLOS score	BLOS grade	Comments	Sidewalk Status	Primary recommendation	Notes and Other Options	New BLOS Score	Public input votes	Priority
Reynolds	Lincoln	Grant	2	1400	30	16	8	0-pvd	5	0.5	0.00	A	Carriage W-SW. N-bd L-turn lane @ Lincoln.	W-SW	Bike route wayfinding signage	Existing stripes, w/ low parking occupancy, creates "Combined Bike/Parking Lane".		11	Medium
Reynolds	Grant	McComb	2	1900	30	11.3	8	0-pvd	5	0.5	0.77	A	Carriage SWs.	Both	Bike route wayfinding signage	Existing stripes, w/ low parking occupancy, creates "Combined Bike/Parking Lane".		10	Medium
Reynolds	McComb	Meadowlake	2	1250	30	11.3	8	0-pvd	5	0.5	0.56	A		W-SW; E-SW some	Bike route wayfinding signage	Existing stripes, w/ low parking occupancy, creates "Combined Bike/Parking Lane".		12	Medium
Reynolds	Meadowlake	Eden	2	850	30	11.3	8	0-pvd	5	0.5	0.36	A	ADT 950 N, 700 S.	W-SW	Bike route wayfinding signage	Existing stripes, w/ low parking occupancy, creates "Combined Bike/Parking Lane".		12	Medium
E Street	Ne-Co field	Lincoln Prairie Trail	2	1150	30	9.5	0	0	0	1	2.94	C	Uncurbed. Trail Xing has Bike Route sign w/ arrows (D11-1, M6-4), no Xwalk.	SW 1 side	Shared lane markings 4'	SLMs are low priority since sidewalk to Ne-Co for kids already exists.		5	Low
E Street	Lincoln Prairie Trail	State	2	1150	30	9.5	0	0	0	1	2.94	C	Uncurbed.	None	Shared lane markings 4'; add sidewalk	Difficult intersection at State. Consider manually-activated beacon or RFRB and crosswalk (with north side landing) on W-face of intersection.		17	High
E Street	State	Madison	2	4750	30	13	0	2	0	1	3.26	C	ADT 4550 N, 4950 S. Tough Xing @ State. Skew RR Xing at Madison. Carriage SW further S.	W-SW	Bike lanes 5-10	See text about gutter width and backup option of simply striping as paved shoulders.	2.11	17	High
E Street	Madison	Polk	2	4750	30	13	0	2	0	1	3.26	C	ADT 4550 N, 4950 S. Tough Xing @ State. Skew RR Xing at Madison. Carriage SW further S.	W-SW	Bike lanes 5-10	See text about gutter width and backup option of simply striping as paved shoulders.	2.11	21	High
E Street	Polk	N of Pierce	2	7500	30	13	0	2	0	1	3.49	C		W-SW; E-SW some	Bike lanes 5-10	See text about gutter width and backup option of simply striping as paved shoulders.	2.34	22	High
E Street	N of Pierce	Lincoln	4	7500	30	11	0	2.3	0	1	3.38	C	Widens near Lincoln for S-bd L-turn lane, that doesn't align w/ N-bd L-turn lane. 52'6" total w/ gutters.	W-SW; E-SW some	Study feasibility of a 4-to-3 lane road diet with bike lanes	See text about possible configurations.	1.69	22	High
University	Lincoln	Grant	4	7450	30	11	0	2	0	1	3.38	C	4 lanes, but N-bd inner becomes L-turn lane by Lincoln. 52' total w/ gutters. Carriage SWs.	Both	Study feasibility of a 4-to-3 lane road diet with bike lanes	See text about possible configurations.	1.69	23	High
University	Grant	Coolidge	2	3350	30	13	0	2	0	1	3.09	C	ADT 3500 N, 3200 S. Concrete.	W-SW	Bike lanes 5-10	See text about gutter width and backup option of simply striping as paved shoulders.	1.93	23	High
University	Coolidge	Lincoln Hwy	2	2050	30	13	0	2	0	1	2.84	C	Concrete.	W-SW	Bike lanes 5-10	See text about gutter width and backup option of simply striping as paved shoulders.	1.68	14	High
University	Lincoln Hwy	Sunnydale	2	500	30	9	0	0	0	1	2.56	C	ADT 650 N, 450 S. Uncurbed.	None	3' law sign	One S-bound sign, just S of Lincoln Hwy.		7	Medium
Division	Maple	Vine	2	200	30	10.5	0	0	0	0	1.80	B		Some W-SW	None			0	
Division	Vine	Railroad	2	750	30	10.5	0	0	0	0	2.47	B	S-bd W11-1 for trail, then Bike Route (with arrows) sign at trail - no Xwalk. Park E. Wider, curbed by Railroad.	W-SW	None	If bikeway spur desired to North Park and Baker Field (via Walnut), bike route wayfinding signage adequate, although SLM 4' possible		0	
Division	Railroad	State	2	1000	30	9.5	0	0	0	0	2.72	C	Uncurbed. RR Xing. W11-1 pre-trail.	None	None	If bikeway desired, bike route wayfinding signage adequate, although SLM 4' possible.		4	
Division	State	Harrison	2	2000	30	12	0	1	0	0	2.80	C	2200 ADT S, 1750 N. 6' carriage SW. Concrete S of Jackson, asphalt N. State unsignalized, crossing just ok.	E-SW	None	If bikeway desired, bike route wayfinding signage adequate, although SLM 4' possible.		4	
Division	Harrison	Pierce	2	2400	30	13.9	0	0-pvd	0	0.5	2.72	C	Carriage SW	W-SW	None	If bikeway desired, bike route wayfinding signage adequate, although SLM 4' possible.		4	
Division	Pierce	Lincoln	2	2400	30	14.7	0	0-pvd	0	0.5	2.61	C	42'8" total: N-bd 13' angle parking (well used)+15' lane; S-bd 14'6". Carriage SW. S-bd right turn lane at Lincoln. Park E.	W-SW	None	If bikeway desired, center SLMs in N-bd travel lane. S-bd bike route wayfinding signage is adequate, although SLM 4' (or even 5-10 bike lane with slight N-bd narrowing) possible.		4	
Division	Lincoln	Grant	2	3550	30	13.3	0	1.7	40	0.5	3.45	C	EIU S-end. Sidewalk only one side at a time. No parking N-bd; S-bd ok but not overnight. Stoplight at Lincoln. Parking occupancy of two sides averaged.	E-SW most, W-SW some	None	If bikeway desired, SLM 11' recommended.		2	
4th	Railroad	Madison	2	300	30	11.7	0	0	20	0	2.09	B	Access to trail N-end. Rougher surface condition, brick at N-end. RR Xing. 125 ADT N.	Both	None	If bikeway desired, recommend bike route wayfinding signage		3	
4th	Madison	Jackson	2	2600	30	11	0	1	0	1	3.20	C	Bikes banned on road, per signs.	Both	Remove bike ban signs	If bikeway desired, recommend SLM 4'.		5	High
4th	Jackson	Harrison	2	3200	30	12	0	1	0	1	3.19	C	No bikes. Hills down to creek. Sidewalk ADA issues.	W-SW; E-SW most	Remove bike ban signs	If bikeway desired, recommend SLM 4'.		5	High
4th	Harrison	Polk	2	3600	30	12	0	1	0	1	3.25	C		Both	Remove bike ban signs	If bikeway desired, recommend SLM 4'.		7	High
4th	Polk	Buchanan	2	4100	30	12	0	0-pvd	0	1	3.31	C		Both	Shared lane markings 4', N-bd only	Not enough room for bike lane. N-bd only, as S-bd uses Buchanan from 6th.		10	High
4th (S-bd)	Buchanan	Lincoln	2	5850	30	11.1	0	0-pvd	0	1	3.60	D	By IL16: left turn, straight, right turn lanes 11.1' each; total 49'3".	Both	Shared lane markings 4'	Not enough room for bike lane. Approaching Lincoln, SLMs should go in left part of right-turn lane - see NAGTO guide graphic (combined bike lane/turn lane section).		11	High
4th (N-bd)	Buchanan	Lincoln	2	5850	30	16	0	0-pvd	0	1	2.93	C	S-bd by IL16: left turn, straight, right turn lanes; N-bd 16'	Both	Bike lane 5-11		2.01	11	High

Street	From (N/W)	To (S/E)	Lane s	Traffic ADT	Spd Limit	Lane Width	Extra Width	Gutter Pan	Park Occ %	% Truc k	BLOS score	BLOS grade	Comments	Sidewalk Status	Primary recommendation	Notes and Other Options	New BLOS Score	Public input votes	Priority
4th (S-bd)	Lincoln	1/2 blk S of Lincoln	2	6550	30	16.7	0	1.3	0	1	2.88	C	20mph. 51' total. S-face of Lincoln intersection has 5' curb cuts and bad jog on W-side.	Both	Bike lane 5-11	Start S-bd bike lane just past Lincoln's S crosswalk, with the bike lane line dashed from the crosswalk to the far end of Jerry's Pizza entrance.	2.07	18	High
4th (N-bd)	Lincoln	1/2 blk S of Lincoln	2	6550	30	11	0	1	0	1	3.67	D	20 mph. E-SW 5'10" w/ buffer <5', too narrow for sidepath.	Both	Shared lane markings	Not enough room for bike lane. Restripe painted median to extend bike lane (5-11, no buffer) to extend N to 175' S of Lincoln stopline. N of there, use merge dash lines for right-turn lane, with SLMs in left part of it.		18	High
4th	1/2 blk S of Lincoln	Grant	2	6550	25	12	4	1.5	0	1	2.08	B	20 mph. Bike lanes (Bike Route sign, BL marking - sparse).	Both	Buffered bike lanes 5.5-1.5-10.5	Add a second stripe dividing the 12' lane into a 10.5' lane and 1.5' buffer for the 5.5' (incl. gutter) bike lane. Add proper signage and pavement markings	1.55	18	High
4th	Grant	Roosevelt	2	8000	25	12.7	5.3	0	0	1	1.54	B	20 mph. Bike lanes (Bike Route sign, BL marking - only 1/side, whole length). L-turn lanes N-bd @Grant, S-bd @Roosevelt but BLs continuous. Ped Xings. Concrete.	Both	Buffered bike lanes 5.3-2-10.7	Add a second stripe dividing the 12.7' lane into a 10.7' lane and 2' buffer for the 5.3' bike lane. Add proper signage and pavement markings, to reduce wrong-way riding.		21	High
4th	Roosevelt	Taft	2	2950	30	12.7	5.3	0	0	1	1.22	A	W-SW to Harding, E-SW to Taft. No curbs S of Harding.	Some	Buffered bike lanes 5.3-2-10.7	Add a second stripe dividing the 12.7' lane into a 10.7' lane and 2' buffer for the 5.3' bike lane. Add proper signage and pavement markings, to reduce wrong-way riding.		23	High
4th	Taft	Coolidge	2	2950	30	12.7	5.3	0	0	1	1.22	A	W-SW to Harding, E-SW to Taft. No curbs S of Harding.	Some	Buffered bike lanes 5.3-2-10.7	Add a second stripe dividing the 12.7' lane into a 10.7' lane and 2' buffer for the 5.3' bike lane. Add proper signage and pavement markings, to reduce wrong-way riding.		23	High
4th	Coolidge	Nursery	2	1000	30	9.9	0	0	0	1	2.83	C	Edge falls off.	None	3' law sign	S-bd soon after Coolidge.		16	Medium
5th	N-end	Railroad	2	4500	35	12	0	2	0	3	3.85	D	3 lanes. 35' total + 2' gutters.	W-SW	None			3	
5th	Railroad	Madison	2	4350	30	14	0	1.7	0	1	3.08	C	Left turn lane, stoplight @ Madison. Carriage SWs	Both	None			2	
5th	Madison	Van Buren	2	900	30	12.7	0	1.7	0	1	2.46	B		Both	None			2	
6th	Lincoln Prairie Trail	Railroad									0.76		Currently does not exist		Add trail link			11	High
6th	Railroad	Adams	2	200	30	13	0	0	0	2	1.82	B	Stops at RR tracks, no access to trail or Olive. Adams-Railroad business area.	Some	Shared lane markings, S-bd only	Center in middle of S-bd lane. Fallback is wayfinding signage alone.		11	High
6th	Adams	Madison	2	400	25	22	0	0.7	40	1	1.05	A	20mph. ADT 275-550.	Both	Shared lane markings, S-bd only	Centered 11' out in S-bd lane. Fallback is wayfinding signage alone.		11	High
6th	Madison	Monroe	2	800	25	10.3	6.5	1.5	80	1	2.22	B	20mph. Gutters 1', 2'. Marked parking.	Both	Shared lane markings 11', S-bd only	Also, add W11-15, W16-7P (FYG) warning signs on Madison.		11	High
6th (S-bd)	Monroe	Jackson	2	1350	25	13.8	8	1.5	100	1	2.33	B	20mph. On square. Diagonal parking (not long enough) W-side (right). E-side (left) parallel parking. 37'2" total not including diagonal.	Both	Shared lane markings	Center SLMs between parking on L and R sides. If lane striping forces a different location, use the leftmost part of the right lane.		14	High
6th (S-bd)	Jackson	1/2 blk S of Van Buren	2	1300	25	10	8	0-pvd	40	1	1.68	B	ADT 1250 N, 1500 S. 20mph.	Both	Remove one lane, add buffered bike lane	L-to-R: 8 (parking)-13 (travel lane)-5 (bike lane)-2(buffer)-8(parking). If travel side buffer also added: 8-12-2-4-2-8. If kept 2 lanes, SLM 11'.	1.57	14	High
6th (S-bd)	1/2 blk S of Van Buren	Harrison	1	1550	30	17	5.2	0-pvd	0	1	0.19	A	Bike Route sign, but not at start. "Bike lane" left side, striped parking lane right (20% occupied).	Both	Move, buffer bike lane	Move bike lane to the right side, add solid line buffer. 15 (lane)-5 (bike lane)-2(buffer)-8 (parking). Option: if travel lane buffer also added, then 14 (lane)-2 (buffer)-4 (bike lane)-2 (buffer)-8 (parking).	0.25	14	High
6th (S-bd)	Harrison	Polk	1	1550	30	17	5.2	0-pvd	0	1	0.19	A	Bike Route sign, but not at start. "Bike lane" left side, striped parking lane right (20% occupied).	Both	Move, buffer bike lane	See above	0.25	15	High
6th (S-bd)	Polk	Lincoln	1	2200	30	17	5.2	0-pvd	0	1	0.37	A	"Bike lane" L side, striped parking lane right (20%). Last 100 ft. BL and parking lane drop, R and L turn lanes.	Both	Move, buffer bike lane	See above. Near Lincoln: 11 (right-turn lane)-5 (bike lane)-15 (left-turn lane). Add manually-activated Lead Pedestrian Interval N-bd from S-SP at Lincoln.	0.42	15	High
7th	Olive	Madison	2	650	30	14.6	0	0-pvd	25	1	2.37	B	S-bd parking only. Bike Route sign before Railroad St, meant for trail. No Xwalk at trail.	Both	Shared lane markings 11', N-bd only	Perhaps parking % too low for SLM 11' to look reasonable. If so, wayfinding signage only.		8	High
7th	Madison	Monroe	2	1150	25	9.9	8	0-pvd	100	1	2.71	C	35'8" total.	Both	Shared lane markings 11', N-bd only	Also, add W11-15, W16-7P (FYG) warning signs on Madison.		8	High

Street	From (N/W)	To (S/E)	Lane s	Traffic ADT	Spd Limit	Lane Width	Extra Width	Gutter Pan	Park Occ %	% Truc k	BLOS score	BLOS grade	Comments	Sidewalk Status	Primary recommendation	Notes and Other Options	New BLOS Score	Public input votes	Priority
7th (N-bd)	Monroe	Jackson	2	1150	25	14	7.9	1.3	100	1	2.22	B	20mph. On square. Diagonal parking (not long enough) E-side (right). W-side (left) parallel parking. 372" total not including diagonal.	Both	Shared lane markings	Center SLMs between parking on L and R sides. If lane striping forces a different location, use the leftmost part of the right lane.		12	High
7th (N-bd)	Jackson	1/2 blk S of Van Buren	2	1400	30	10.2	6.7	1.3	30	1	1.80	B	Parking needed more by square.	Both	Remove one lane, add buffered bike lane	L-to-R: 8 (parking)-13 (travel lane)-5 (bike lane)-2(buffer)-8(parking). If travel side buffer also added: 8-12-2-4-2-8. If kept 2 lanes, SLM 11'.	1.55	12	High
7th (N-bd)	1/2 blk S of Van Buren	Harrison	1	1400	30	17.2	5.2	0-pvd	0	1	0.09	A	"Bike lane" L side (no markings), striped 8' parking lane right (20%), 30'4" total. Bike Route sign needed at start.	Both	Move, buffer bike lane	Move bike lane to the right side, add solid lane buffer. 15 (lane)-5 (bike lane)-2(buffer)-8 (parking). Option: if travel lane buffer also added, then 14 (lane)-2 (buffer)-4 (bike lane)-2 (buffer)-8 (parking).	0.19	12	High
7th (N-bd)	Harrison	Polk	1	1400	30	17.2	5.2	0-pvd	0	1	0.09	A	"Bike lane" L side (no markings), striped 8' parking lane right (20%), 30'4" total. Bike Route sign needed at start.	Both	Move, buffer bike lane	See above	0.19	15	High
7th (N-bd)	Polk	Lincoln	1	1400	30	17.2	5.2	0-pvd	0	1	0.09	A	"Bike lane" L side (no markings), striped 8' parking lane right (20%), 30'4" total. Bike Route sign needed at start.	Both	Move, buffer bike lane	See above	0.19	12	High
7th	Lincoln	200' S of Johnson	2	1000	30	14.6	0	1	0	1	2.25	B	In-street planters stop N-bd.	E-SW	Shared lane markings 4'	Could use just signage, but SLMs for consistency. Shared lane marking direct around planters.		3	High
7th	200' S of Johnson	Grant	2	1000	30	12.8	0	1	0	1	2.50	B	33'6"x1' gutters include 100% N-bd parking but not 100% S-bd perpendicular parking. Dead-end S.	E-SW	Shared lane markings	Shared lane markings centered 11' from N-bd curb, center of S-bd lane. Wayfinding signage a backup, but best to keep cyclists away from parked cars.		3	High
7th	Hayes	Roosevelt	2	2150	30	12	0	2	0	1	2.99	C	In-street planters stop N-bd. Concrete. 100% perpendicular parking (not included in lane width).	E-SW	Shared lane markings centered	In the center of the lanes. Wayfinding signage a backup, but best to keep cyclists away from parked cars. SLMs direct around planters.		1	High
8th	Grant	Hayes	2	500	30	9	0	0	0	0	2.42	B	Narrow alley adjacent to E-side of Fine Arts Center, more of an aisle for parking lots.	None	Shared lane markings 4'	S-bd 4' from poles, not building. Study whether to accept this route (possible traffic restrictions, if so) - if not, use Grant, 9th, Hayes instead.		1	High
9th	Polk	Lincoln	2	1000	30	11.8	0	0	0	0	2.48	B	Concrete. ADT 750 N, 1350 S.	E-SW; W-SW most	Shared lane markings 4'	Bike route wayfinding only may suffice, but SLMs for route consistency.		17	Medium
9th	Lincoln	Garfield	2	6900	30	13	0	2	0	1	3.45	C	Asphalt. N-bd R-turn lane @ Lincoln.	Both	Bike lanes 5-10	See text about gutter width and backup option of simply striping as paved shoulders. If bike lanes, start S-bd at Lincoln. N-bd SLMs in the left side of right-turn lane nearing Lincoln.	2.30	21	Medium
9th	Garfield	Roosevelt	2	5900	30	13	0	2	0	1	3.37	C	Concrete. L-turn lane @Roosevelt.	Both	Bike lanes 5-10	See text about gutter width and backup option of simply striping as paved shoulders. Near Roosevelt, see 9th from Roosevelt-Woodlawn recommendation.	2.22	22	Medium
9th	Roosevelt	Woodlawn	2	3700	30	12	0	2	0	1	3.26	C	CLTL 39' total: 2-12-11-12-2. Lower ADT (2050) S-end.	W-SW; E-SW most	Study feasibility of 3-to-2 lane road diet w/ buffered bike lanes	If center left turn lane not needed, buffered bike lanes 5.5 (incl. gutter)-2-12. Failback option SLM 4'.	1.10	19	High
10th	Olive	Monroe	2	550	30	11	0	0	0	0	2.26	B	No Xwalk at trail; N-bd W11-1 warning sign well before.	Some	None			2	
10th (S-bd)	Monroe	Jackson	2	550	30	11	0	0	0	0	2.26	B		Some	None			2	
10th (S-bd)	Jackson	Lincoln	2	750	30	11.6	0	0	30	0	2.66	C	ADT 650-850 averaged. Parking W-side only.	W-SW; E-SW most	None			1	
11th	Poplar	Olive	2	250	30	12.5	0	2	40	0	2.11	B		Most	None			1	
11th	Olive	Jefferson	2	325	30	13.3	0	0	10	0	1.85	B	Trail issues: no crosswalk, N-bd stop sign after (not before). W11-1 N-bd warning sign well before.	E-SW	None			1	
11th	Jefferson	Monroe	2	1000	30	11.8	0	0	0	0	2.48	B	1000 ADT N of Madison, 325 N.	SW 1-side	None			1	
11th (N-bd)	Monroe	Lincoln	2	850	30	11.6	0	0-pvd	30	0	2.72	C	ADT 750-900.	W-SW	None			1	
12th	Garfield	Cleveland	2	1100	30	9.5	0	0	0	0	2.77	C		None	None	If bikeway desired, bike route wayfinding signage is recommended.		1	
12th	Cleveland	Greek Court	2	800	30	12.9	0	1.7	0	0	2.23	B	Prominent gutter seams. No parking.	Both	None	If bikeway desired, bike route wayfinding signage is recommended.		1	
14th	N-end	Olive	2	550	30	11	0	0	0	0	2.26	B	Uncurbed, rural.	None	3' law sign	N-bd 3' law sign 1 blk after Olive.		7	Low
14th	Olive	Harrison	2	350	30	10	0	1	0	0	2.14	B	Poor surface condition S. One side SW. 2-way stops @ Jackson, Monroe, Madison. Same trail crossing signage (W11-1 advance; BR and no Xwalk at).	Some E/W-SW	None			4	
17th	Harrison	18th	2	400	30	9.5	0	0	0	2	2.56	C	Middle school access S-end (some S-SW).	Some	None			2	

Street	From (N/W)	To (S/E)	Lane s	Traffic ADT	Spd Limit	Lane Width	Extra Width	Gutter Pan	Park Occ %	% Truc k	BLOS score	BLOS grade	Comments	Sidewalk Status	Primary recommendation	Notes and Other Options	New BLOS Score	Public input votes	Priority
15th	Harrison	Football field	2	600	25	10.5	0	0	0	0.5	2.26	B	20mph. High school football field W. No parking.	E-SW	Shared lane markings 4'	While not consistent with sidepath trail to the south, SLMs consistent with on-road Harrison to the north - and E-SW is available.		3	Medium
15th	Football field	Smith	2	600	25	11.5	0	0	0	0.5	2.15	B	20mph. High school W, middle school E. No parking. E-SP spur to middle school.	W-SP; E-SW some	None			3	
Smith	15th	18th	2	1600	25	11.5	0	0	0	0.5	2.65	C	20mph. High school S. No parking. N-SP to middle school.	N-SP	None			3	
18th	Madison	Monroe	2	7400	35	13.1	0	1.7	0	2	3.77	D	IDOT road. 3 lanes. 38'2"+20" gutters.	E-SW	Add W-sidepath	Closes gap, instead of two street crossings.		21	High
18th	Monroe	Harrison	2	7400	35	13	0	1.7	0	2	3.78	D	IDOT road. 3 lanes. 37'+20" gutters. 4' sidewalks w/ some ramps, poor Xwalks, many bikes on W-SW.	W-SW; E-SW some	Widen W-SW to sidepath width	Includes better ramps, crosswalks. Low priority since (narrower) sidewalk exists, plus cost. Also, add W11-1, W16-2P (FYG) advance warning signs before Harrison.		21	High
18th	Harrison	Lincoln	2	9300	35	13	0	1.7	0	2	3.89	D	IDOT road. 3 lanes. 37'+20" gutters. Some sidewalk ramps, poor Xwalks, many bikes on 4' W-SW (4.5' E-SW). Raised median, right & left turn lanes by Lincoln.	W-SW; E-SW most	Widen W-SW to sidepath width	Includes better ramps, crosswalks. Low priority since (narrower) sidewalk exists, plus cost.		22	High
18th	Lincoln	Garfield	2	10200	40	13.8	0	1.6	0	2	3.93	D	IDOT road. 3 lanes. 38'8"+18" gutters. Some sidewalk ramps, poor Xwalks, bikes on 4.5' sidewalks. Raised median, right & left turn lanes by Lincoln.	Both	Widen W-SW to sidepath width	Includes better ramps, crosswalks. Low priority since (narrower) sidewalk exists, plus cost. Also, add W11-1, W16-2P (FYG) advance warning signs before Garfield.		22	High
18th	Garfield	McKinley	2	8050	40	13.8	0	1.6	0	2	3.81	D	IDOT road. 3 lanes. 38'8"+18" gutters. Some sidewalk ramps, poor Xwalks, bikes on 4.5' sidewalks.	Both	Widen W-SW to sidepath width	Includes better ramps, crosswalks. Low priority since (narrower) sidewalk exists, plus cost.		21	High
18th	McKinley	Edgar	2	7750	45	13.5	0	2	0	2	3.90	D	IDOT road. 3 lanes. 38'+2' gutters.	W-SW	Widen W-SW to sidepath width	Includes better ramps, crosswalks. Low priority since (narrower) sidewalk exists, plus cost.		20	High
18th	Edgar	S-end of Sister City Park	2	6000	45	13.5	0	2	0	2	3.77	D	IDOT road. 3 lanes. 38'+2' gutters. Xwalk with RRFB at park, trail.	W-SW	Widen W-SW to sidepath width	Includes better ramps, crosswalks. Low priority since (narrower) sidewalk exists, plus cost.		21	High
IL 130	S-end of Sister City Park	Nursery	2	5500	55	12	8	0	0	2	1.62	B	IDOT road. 3 lanes. 34'+8" paved shoulders.	None	None	Off-road is potential (but difficult) fallback option to Lake Charleston, Fox Ridge		21	
IL 130	Nursery	Bypass (Lake Charleston)	2	5200	55	12	5	0	0	2	2.30	B	IDOT road. Transitions from 3 lanes (8' shoulders) to 2 lanes (10' shoulders) to 2 lanes (5' shoulders), N to S.	None	None	Off-road is potential (but difficult) fallback option to Lake Charleston, Fox Ridge		18	
IL 130	Bypass (Lake Charleston)	S-end	2	5200	55	12	5	0	0	2	2.30	B	IDOT road.	None	None	Off-road is potential (but difficult) fallback option to Lake Charleston, Fox Ridge		13	
20th	Woodfall	Garfield	2	1700	30	10.5	0	0	0	0.5	2.96	C		W-SW	Shared lane markings 4'	Backup: bike route wayfinding signage		7	Medium
20th	Garfield	McKinley	2	950	30	10.5	0	0	0	0.5	2.67	C		W-SW	Shared lane markings 4'	Backup: bike route wayfinding signage		8	Medium

Appendix 3

Summary of Major Funding Sources

Some of the most commonly used funding sources for bicycle projects are listed below.

Illinois Transportation Enhancements Program (ITEP)

- Federal source with 80% federal/state, 20% local cost shares.
- Administered by IDOT. Calls for applications are now every two years, in Fall during odd-numbered years.
- ITEP is one component of the federal Surface Transportation Block Grant Program (STBGP), along with Safe Routes to School, Recreational Trails Program, and sub-allocated STBGP dollars administered by Illinois' five largest urbanized regions.
- IDOT's Fall 2017 ITEP program is estimated to have \$40M in funding. There are other eligible uses, but the vast majority of funding has been used for bicycle-related projects.
- High funding demand to supply ratio (6:1 to 10:1, on average).
- Emphasis on transportation potential and inclusion in a larger, officially-adopted plan.

With more stringent federal engineering standards and review processes, this source is better suited for significant (\$400K to \$1M+) bikeway projects and those requiring substantial engineering work, such as bridges. In part to accommodate the tremendous demand, medium-sized projects are usually funded more than very large projects. Almost all ITEP bikeway grants have funded off-road trails and sidepaths. However, in at least two recent examples – including Effingham – a single ITEP grant is funding implementation of a significant fraction of the planned on-road bikeway network in a town. This could be an opportunity for Charleston in the future.

Illinois State Bike Grant Program

- State source for off-road trails and bikeways, with 50% state, 50% local cost shares and a \$200K grant (\$400K project) limit.
- Reimbursement grant administered annually (March 1) by IDNR.
- Pre-2007 average of \$2.5M per year, with a \$200K limit (except for land acquisition projects). After a five year hiatus due to the State's financial crisis, the program was reinstated in 2013 and 2014 with \$1M in grants. **However, the grant program has once again been put on hold due to the state's financial situation.**

Much simpler process and standards as these remain local, not IDOT/federal, projects. Good for simpler projects and those that can easily be phased. Many agencies prefer these over ITEP/TAP, even though the cost share is higher, due to grant administrative burden and costs. However, the likelihood of this grant program returning soon looks low.

Recreational Trails Program

- Federal source with 80% federal/state, 20% local cost shares.
- Administered by IDNR. Annual March 1 deadline.
- \$1.5M per year. About half is dedicated for non-motorized, off-road trails emphasizing underserved user types. \$200K limit (except for land acquisition projects).
- Much less competitive, with application demand usually not much more than grant supply.

This has been an underutilized source. Because of the decline of the Illinois State Bike Path Grant program, more standard multi-use (bike) trails are getting funded recently. A good target range is \$100-200K, or small trail projects.

Illinois Safe Routes to School program

- Federal source with 80% federal/state, 20% local cost shares; reimbursable grants. SRTS is a component of Surface Transportation Block Grant Program funding.
- Most funds go to pedestrian and/or bicycle infrastructure improvements within two miles of schools serving any K-8 grades, with some funding for education and encouragement programs for the same grades.
- Administered by IDOT.
- The last application cycle, for \$6M, occurred in 2014. There is talk of a 2018 cycle.
- Past demand to supply ratio was 2:1. Non-infrastructure grants have been much less competitive.

Sidewalk/sidepath, trail link, and road crossing projects fare well under the SRTS program.

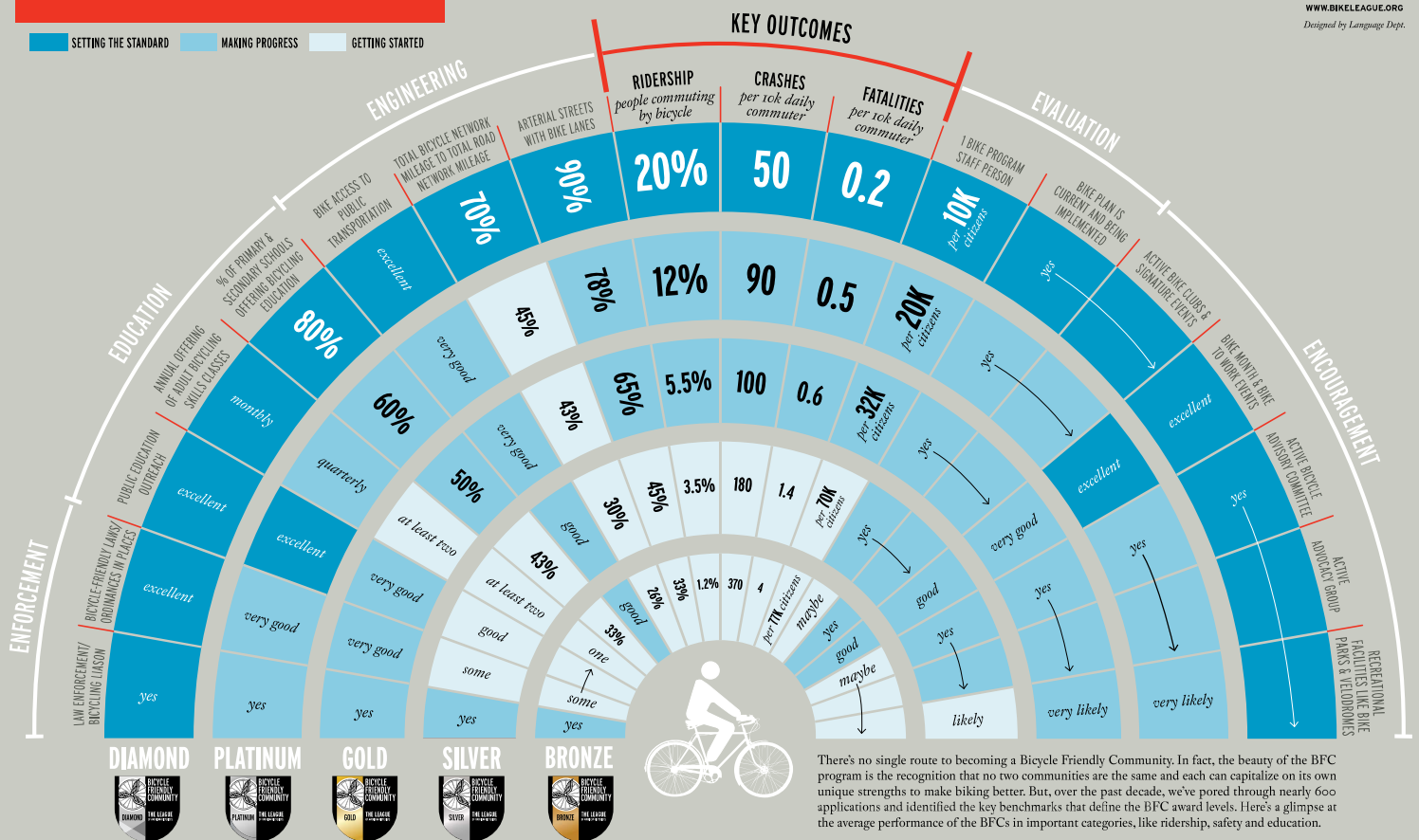
Non-Government Sources

Private foundations, local businesses and individual donors can be another resource, especially for high profile projects. The Lumpkin Family Foundation has actively supported future trail access to Fox Ridge State Park – as well as this plan. In nearby Effingham, at least \$500K in private, community donations have served as the 20% local agency match for millions of ITEP and other dollars building the TREC trail system.

THE BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

Appendix 4 - Building Blocks of a BFC

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LAKE CHARLESTON

Master Plan

February 2014



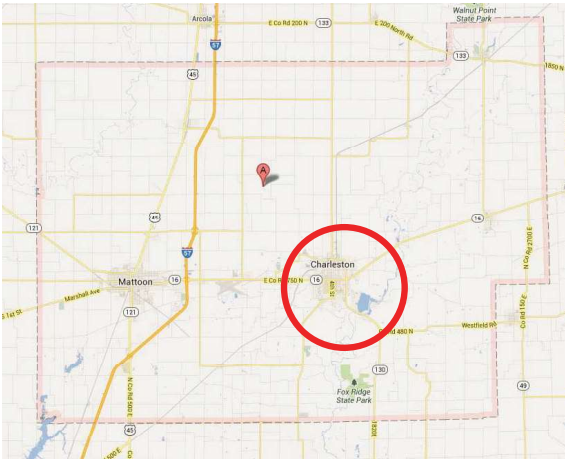
SITE ANALYSIS

CONTEXT

STATE



COUNTY



CITY



Conclusion:

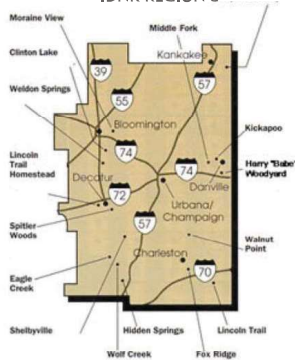
- 1. Lake Charleston represents one of the most significant recreational resources in east-central Illinois.
- 2. Lake Charleston is the largest lake in Coles County.

LAKE CHARLESTON’S RELATIONSHIP TO REGIONAL RECREATION

IDNR REGIONS



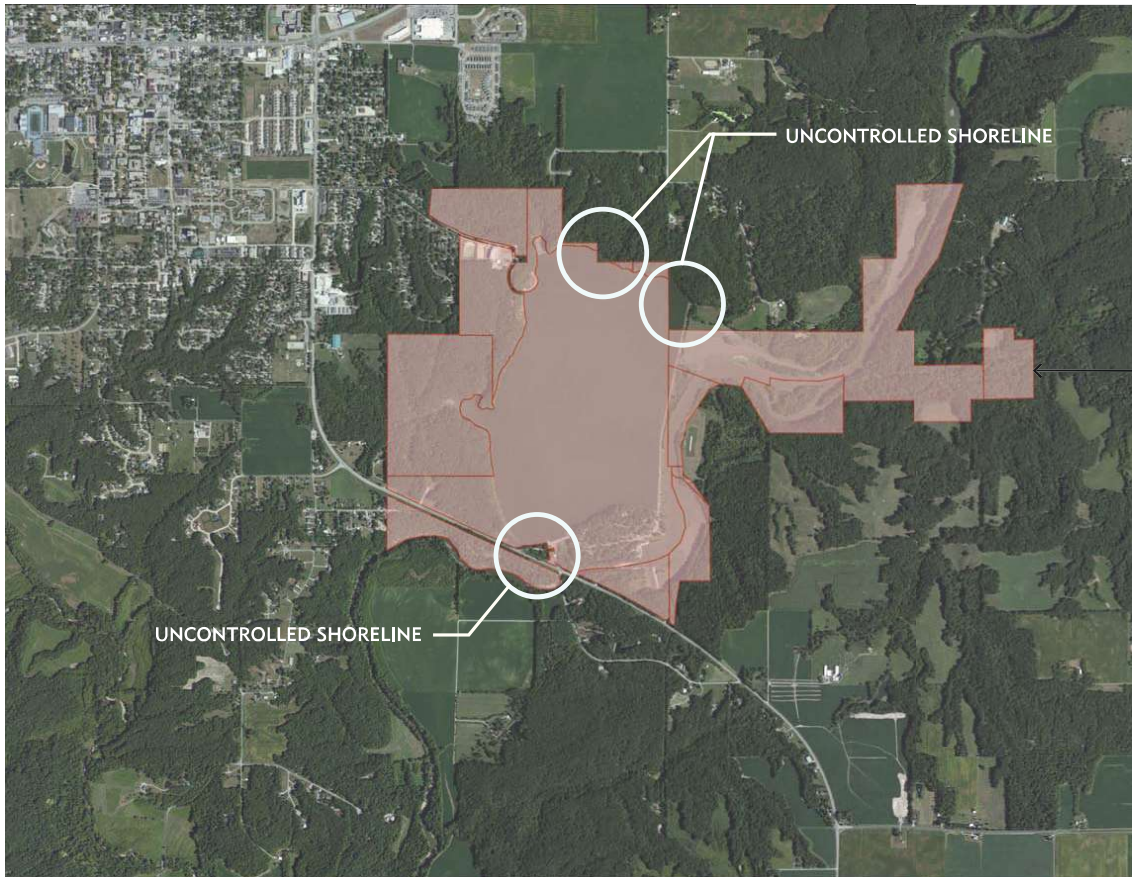
IDNR REGION 3



IDNR REGION 3 - REGIONAL PROGRAMMING OFFERED

Recreational Resources, IDNR Region 3	Regional Programming Offered																									Area (Acres)	Notes
	Boat	Boat	Boat	Boat	Boat	Boat	Boat	Boat	Boat	Boat	Boat	Boat	Boat	Boat	Boat	Boat	Boat	Boat	Boat	Boat	Boat	Boat	Boat	Boat	Boat		
Clinton Lake State Recreation Area																										9300	
Eagle Creek State Recreation Area																										2200	
Fox Ridge State Park																										2064	
Harry "Babe" Woodward State Natural Area																										1104	
Hidden Springs State Forest																										1700	
Inquisitor State Wildlife Area																										1480	
Kickapoo State Recreation Area																										2842	
Lincoln Trail State Park																										1023	
Lincoln Trail Homestead State Memorial																										162	
Middle Fork State Fish and Wildlife Area																										2700	
Moraine View State Recreation Area																										1687	
Shelbyville State Fish and Wildlife Area																										6200	
Spartan Woods State Natural Area																										203	
Walnut Point State Park																										671	
Weldon Springs State Park																										550	
Wolf Creek State Park																										725	
TOTAL IDNR R3 ACREAGE																										35171	

- Conclusion:
- 1. The region offers many traditional recreational programming opportunities, but there is an opportunity at Lake Charleston to offer unique adventure-based programs in order to create a distinct brand for the park and the community.
 - 2. The Lake Charleston recreational area is of a scale that rivals state parks.



PROPERTY OWNERSHIP

965 ACRES TOTAL OWNED BY
CHARLESTON ADJACENT TO LAKE
(for all shaded land north of SR 130)-

- LAKE IS 440 ACRES
- LAND IS 525 ACRES
- APPRX 200 ACRES IS CONTIGUOUS
TO RESIDENTIAL AREAS

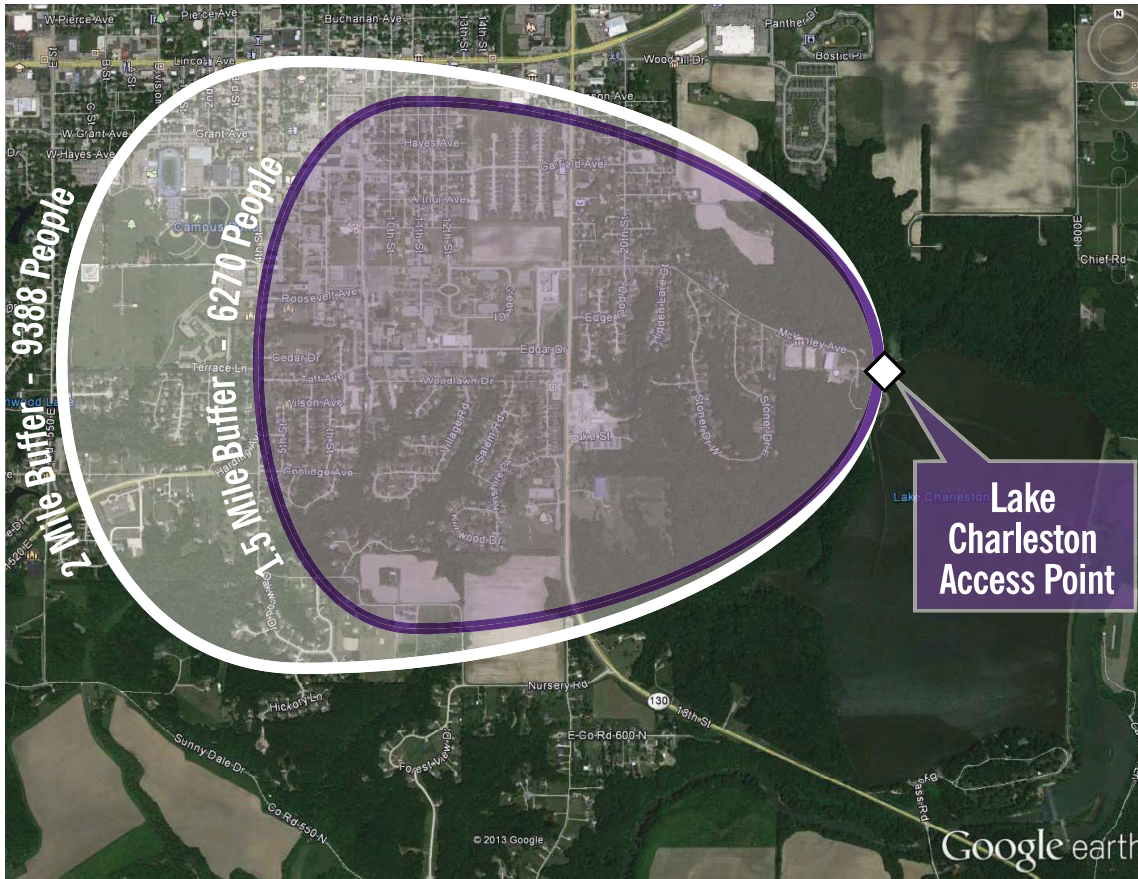
Conclusion:

Charleston does not control 100% of the
Lake Charleston shoreline.

Securing control of the entire shoreline and
some portion of the adjacent land would mean
providing access to 965 acres of recreational
area to the citizens of Charleston, and would
enhance this resource as a regional attraction.



BIKE/PED ACCESS



SERVICE POPULATION



EXISTING PARKS

BACKGROUND

Lake Charleston is located on the Embarras River in Coles County in east-central Illinois. The main stem of the Embarras River originates in the City of Champaign and flows in a southerly direction to Lake Charleston.

The drainage area of the Embarras River upstream of the Riverview Dam at Lake Charleston is 786 square miles and drains parts of Champaign, Vermillion, Douglas, Edgar and Coles Counties. There are no other major lakes or dams in the watershed upstream of Lake Charleston.

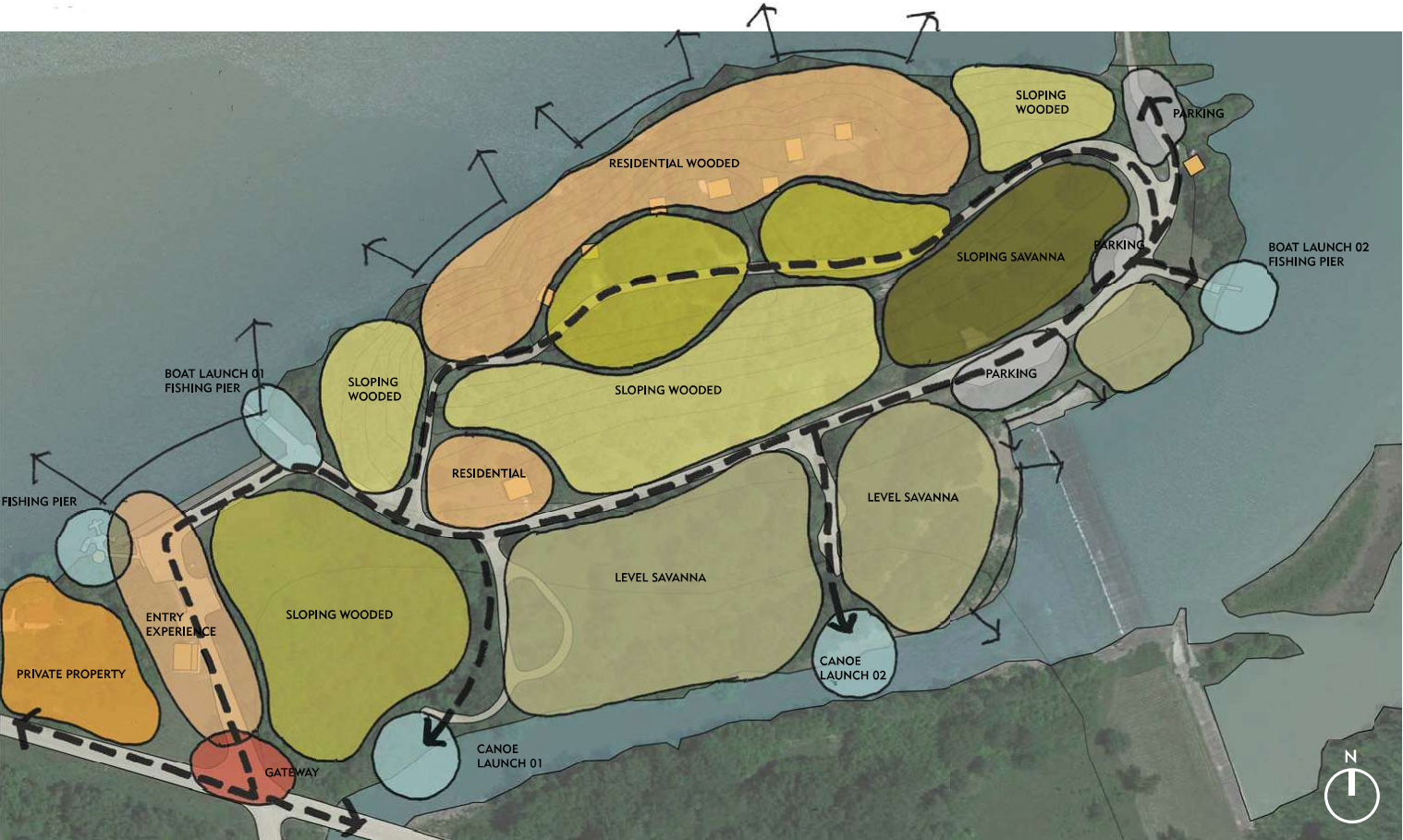
Lake Charleston serves as the sole source of water supply to the City of Charleston and Eastern Illinois University. The lake was initially created by construction of a dam across the Embarras River in 1947. The dam consists of two earth embankments and a 420-foot long overflow spillway.

In 1982 the City of Charleston constructed a dike across the lake to form a side channel reservoir which could hold water at an elevation 8 feet higher than the old lake. This increased the water supply. At the same time, the Embarras River was diverted away from the side channel reservoir in order to reduce the sedimentation rate.

Water is now pumped from the old lake bottom outside of the dike to the side channel reservoir to maintain adequate water supply for the city. (From Channel Scour Induced by Spillway Failure at Lake Charleston, Illinois by Demissie, Bogner, Tshrintzis and Bhowmik, 1986).

The current planning effort has been brought about by land use changes on the Peninsula, or Lake Island Tract. Several families and individuals have leased land on the north side of the peninsula since the 1950s. In 1992, the City Council voted to have all leases renewed until 2009, at which time the land would be transformed into a recreational area. The residents and the City have been engaged in a legal dispute for several years regarding this transition. One objective of the plan is to identify potential ways that the Lake Island Tract can become a regional recreational destination and thereby inform the conversation about land use transition.







View From Dam A



Dock and Boat Launch 3



Red Barn



Landscape Character, Lower Park



Spillway



Landscape Character, Upper Park



Pump House

GOALS

- Create pedestrian and cyclist connection(s) between Lakeview Park, Woodyard Conservation Area and the Lake Island Tract.
- Provide pedestrian access throughout the peninsula
- Minimize vehicular access in favor of peds/bikes
- Create link between residential areas and the three recreational areas
- Improve the basic function and appearance of the Peninsula (objective?)
- Increase the program offerings on the Peninsula (objective?)
- Identify the best use of the north side of the peninsula at the time that the land use transition occurs
- Make the recreational experience on the Peninsula so compelling it will justify the land use transition being pursued by the City

PROGRAM

Basic Requirements

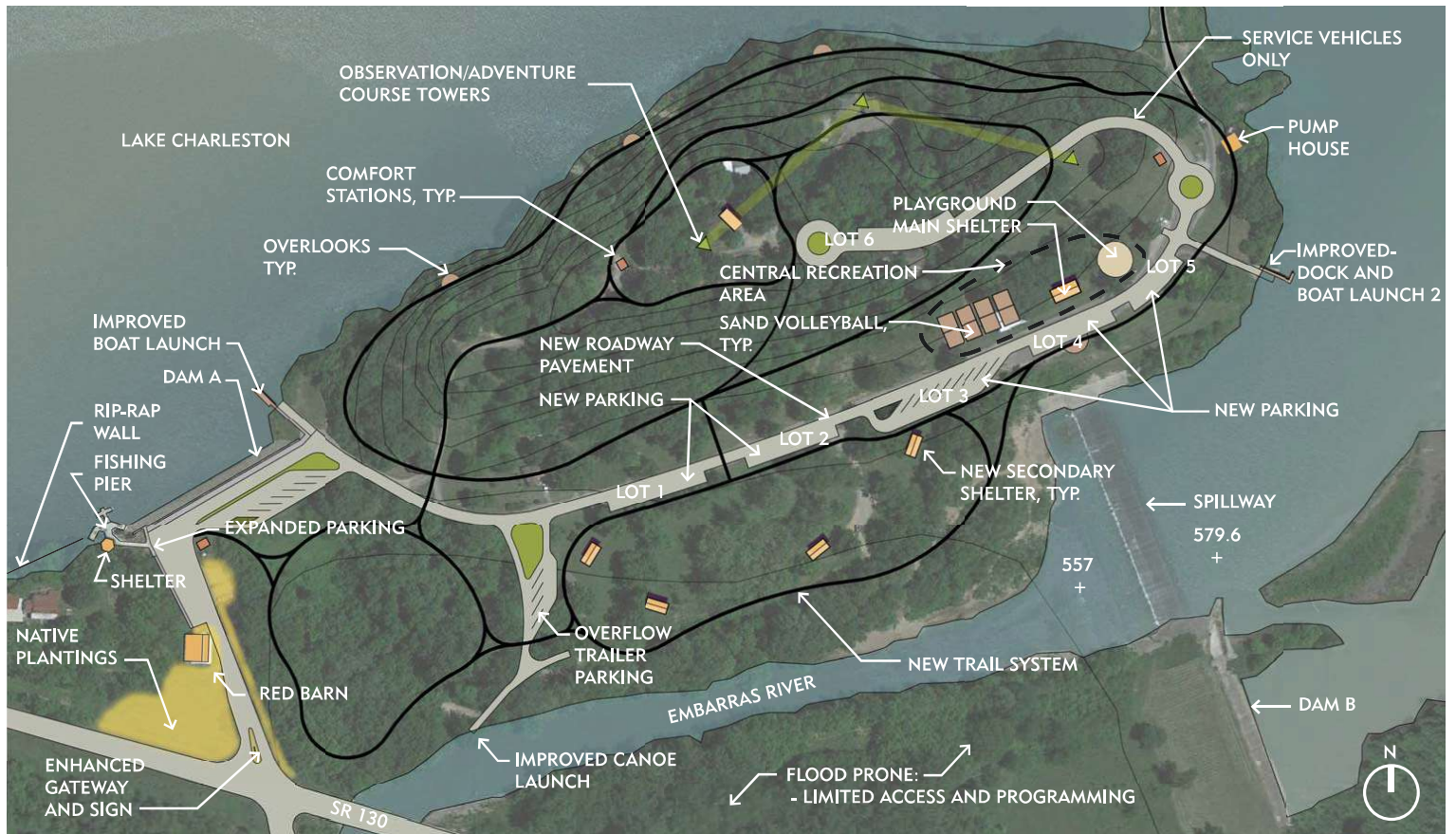
- Canoe/Boat Launch Improvements
- Designated Fishing Areas
- Large Shelter
- Modest Restroom Facilities
- Nature Playground
- Sand Volleyball
- Sledding Hill
- Trails - hiking and x-country skiing

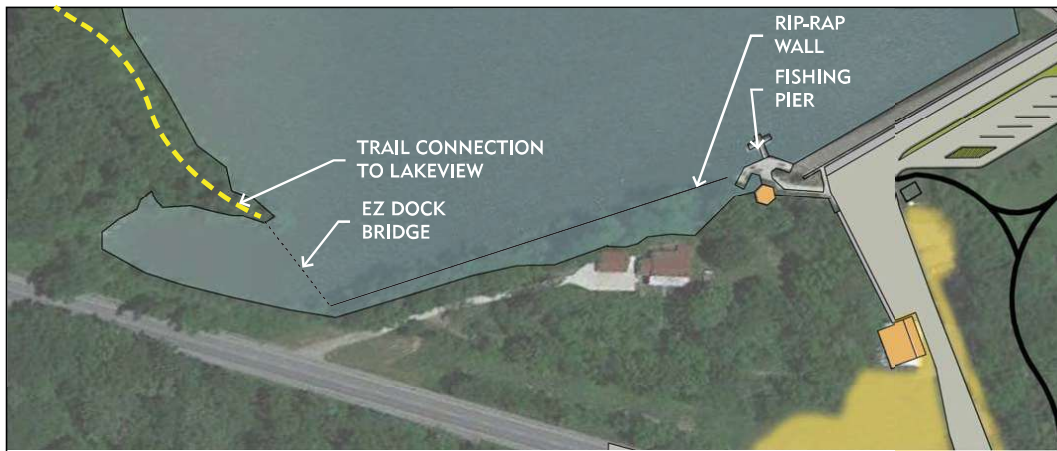
Unique/Regional Attraction Possibilities

- Adventure Course/Zipline (potentially run by private vendor)
- Archery Range Camping (Boy Scouts/Girl Scouts)
- Mountain Bike Trail
- Music Venue
- Observation Tower
- Outdoor Ice Skating Facility
- Paintball (private vendor)



MASTER PLAN







TRAIL SYSTEM

EXISTING TRAIL SYSTEM

A well established and well maintained single track trail system for both hikers and bikers exists within Lakeview Park. The two main loops of the system are generally flat and easily accessible with spurs from the main loops that offer more advanced travel with steeper switchbacks, and access to the lower wetlands. The route offers opportunities for views out to the lake and beyond that could be enhanced with tree removals or viewing platforms. The trail ends at the wetland noted as C on the illustration. With low water levels in the fall, the wetland is easily crossable on existing deer paths.

CONNECTING TRAIL SYSTEM

The trail system shown is an example of potential new trails to complete the connection from Lakeview through Woodyard and to a southerly point to cross Lake Charleston for access to the Lake Island Tract. Further study is needed to determine the necessity of a permanent structure to cross the wetland. This structure could be a simple boardwalk or similar to the footbridges that currently exist within the park. In the spring or after heavy rains this area may be inundated with water making it inaccessible without the aid of a simple boardwalk or footbridge to cross the low points. After crossing the wetland the terrain is steep but access to the higher elevations is accessible with a series of switchbacks. The higher elevations are generally flat and tend to be good for trail layout.

KEYNOTES

- A. Wayfinding. While the trail is easy to find from the parking lot a kiosk with trail information, including a permanent trail map, and trail rules is needed. Permanent trail markers along the route with trail designation and distances would enhance the experience. Current trail wayfinding efforts have become unreadable over time.
- B. A high vista of over Lake Charleston and to the Lake Island Tract is offered. Creation of a viewing area is recommended.
- C. Location of wetland crossing via footpaths, boardwalk or footbridge.
- D. Connection and creation of trail head and trails to Woodyard.
- E. Termination of the trail system with a connection point to cross the cove via installation of an EZ Dhaoock system for access to the Lake Island Tract.

LEGEND

- Existing Trail — — — — —
- Future Trail — — — — —



Single Track Trail



Trail Wayfinding



High Vista



Approach to Wetland



Wetland



Wetland Crossing



Upper Elevation Terrain



Approach to South Connection



Approach to South Connection



PHASING

As part of the master plan process a schedule of implementation of the different features has been created. The schedule is broken into phases that are grouped together with like elements. Below is a brief description of the amenities in each phase.

Phase 1

Phase 1 will focus on smaller efforts that will make an immediate visual and usage impact for a lower investment.

1. As part of the 2013/14 budget staff is planning to remove the docks at the river and the lake and replace them with EZ Dock floating dock units. These units are the same as was installed at the pavilion. Cost: \$20,000
2. To better announce the entry to the park a portion of the existing asphalt will be milled and replaced and a new entry sign will be added. Cost: \$23,825
3. To limit patron vehicular access to the levee a gate will be installed at the top of the road leading down to the levee. Access will remain for city vehicles but the gate will stop cars from parking at the bottom of the incline. Cost: \$2,000

Phase 1 Total: \$45,825

Phase 2

Phase 2 focuses on a central recreation area with a larger investment. This recreation area, located in roughly the same location as the previous shelter, will offer different amenities that will attract different demographics and serve to activate usage at the peninsula. In order to reactivate the peninsula area, the elements proposed in this phase would be most effective if done at one time rather than in separate phases.

1. The main shelter for the park is located in this area with an attached double comfort station which consists of men's and women's facilities. Due to the nature of the surrounding environment it was determined that a vault system is the best option as opposed to a septic and more cost efficient compared to running a sanitary line to the site. Cost: \$180,884
2. To attract families to the peninsula a large playground is proposed. By purchasing the play equipment through the U.S. Communities program and installing it with city forces the city would be able to better maximize the money expended. Cost: \$125,000
3. 4 sand volleyball courts are proposed. These courts could be programmed for volleyball leagues during the week or weekend and utilized by patrons who are using the shelter when leagues are not occurring. Cost: \$28,425
4. Site furnishings; benches, drinking fountains, grills, picnic tables and trash receptacles. Cost: \$15,746
5. Site utilities; electric and water service. Cost: \$20,000

Phase 2 Total Cost: \$370,054

Phase 3

To provide park users opportunities to use other parts of the park for gatherings a series of 5 smaller secondary picnic shelters, each with picnic tables are proposed.

Phase 3 Total Cost: \$176,791

Phase 4

As part of ongoing facility maintenance the ramps at the lake and the river would be removed and replaced.

Phase 4 Total Cost: \$48,526

Phase 5

The condition of the existing road is very poor in some locations and is wider than it needs to be for the purpose it serves. This phase is to only mill and resurface the existing road but consideration should be given to making the road narrower.

Phase 5 Total Cost: \$171,105

Phase 6

In order to alleviate the overflow parking during certain peak usages times on the lake, like crappie season, overflow parking is proposed near the lake boat launch. This asphalt parking lot will require a large amount of fill that will be supplied by city forces.

Phase 6 Total Cost: \$122,500

Phase 7

As the park begins to develop, users will have a need to park at various points around the park rather than at the peninsula or the lake parking lots. To provide for that need a series of 6 total parking lots are proposed. These lots stretch from the west to the east with one being located at the highest point of the peninsula.

Phase 7 Total Cost: \$285,000

Phase 8

Additional overflow trailer parking is proposed near the area that currently serves as the canoe launch.

Phase 8 Total Cost: \$113,440

Phase 9

To further the City's ownership of land adjacent to the lake to form a cohesive boundary it is proposed that the property that abuts the entry be purchased.

Phase 9 Total Cost: Market Value

Phase 10

To attract a diverse group of users to the park and take advantage of its natural features, which are unique to the Central Illinois area, an observation tower is proposed. The area is a popular destination for birders from around the region, many whom travel to different locations when rare birds are sighted. The accessible tower would be placed at the highest point on the Lake Island Tract with permanent binoculars and telescopes mounted on it. Some amount of tree clearing and an accessible path to the tower would be needed. To further use the tower as an attraction staff could organize events such as “Bald Eagle Days” when the birds are nesting in the area.

Phase 10 Total Cost: \$258,000

Phase 11

In order to create an attraction that appeals to both local and regional users, an Adventure Course/Zipline is proposed. There are many variations of this type of attraction and variations of management types. An ideal situation would be for the city to team with EIU and a private management company in this effort.

1. Adventure course/Zipline. An adventure course offers different obstacles and routes with ziplines running between towers. Cost: \$500,000
2. Remove the existing road up to the top of the peninsula and install new roadway with an access gate at the bottom of the hill. Cost: \$482,350
3. Miscellaneous storage for ropes, harnesses, etc. Cost: \$15,000
4. A double comfort station, similar to the one used at the main shelter, would be placed at the top of the peninsula to serve users of the course. Cost: \$85,000

Phase 11 Total Cost: \$1,082,350

Phase 12

To achieve the long range goal of connecting the different park properties to the Lake Island Tract with paths, an EZ Dock system is proposed to cross the cove west of the pavilion. The EZ Dock bridge would connect to the rip-rap wall that is part of the ongoing shoreline protection projects within the water treatment plant. The rip-rap portion is a budget item within the water treatment plant's budget and not reflected in this cost.

Phase 12 Total Cost: \$40,400

Phase 13 - Ongoing

There are two parts of the long term maintenance of the facility that are viewed as ongoing and do not have specific dollar amounts associated with them but are important facets to the overall usage and health of the park system. Those elements are a cohesive, connected trail system and vegetation maintenance.

To facilitate the long range goal of connecting the Lake Island Tract, Lakeview Park and the Woodyard Conservation Area through a system of walking/biking trails it is recommended that the city implement an annual trails strategy. This strategy would include;

1. Maintaining existing paths through clearing brush, trees, etc.
2. Improving trail signage within the trail system
3. Closing off existing trails that the city does not desire
4. Create new trails through the Woodyard Conservation Area and coordinate efforts with the proper state authorities
5. Include public groups in the planning process such as mountain bikers and hikers. Brendan Lynch of Bike N Hike is a good resource for this effort.

6. Work with local groups to organize trail work days
7. Annual budget amount for trail maintenance

The Lake Island Tract is a highly diverse ecosystem with many micro environments occurring within its borders and adjacent properties, ranging from river flood plain to uplands and everything in between. If properly managed, the Lake Island Tract in particular, has the potential to attract a very diverse set of plants and animals and become a destination to visitors. To ensure this environment is protected and enhanced it is recommended the city implement a long range vegetation plan. Some of the items addressed in such a plan would include;

1. Removal of invasive species, such as Honeysuckle.
2. Removal of lawn in areas that are not used for recreation and replaced with native prairie plantings. This will also help to reduce costs associated with mowing.
3. Where possible add aquatic plantings along the shoreline of the lake to encourage fish cover.
4. Begin a program of prescribed burns to return the woodlands to a healthy state.

IMPLEMENTATION PHASING SUMMARY

Phase 1

Install gate at entrance to levee
Mill & Resurface entry pavement from Highway 130
New Entry Sign
Upgrade dock to EZ Dock system at the lake (2013/14) budget
Upgrade dock to EZ Dock system at the river (2013/14 budget)

Phase 1 Total \$45,825

Phase 2

Benches (5)
Comfort Station - Double
Drinking Fountain (2)
Electric Service
Grills (4)
Picnic Tables (12)
Playground
Sand Volleyball Courts (4)
Main Shelter
Trash Receptacle (3)
Water Service

Phase 2 Total \$370,054

Phase 3

Picnic Tables (20)
Secondary Shelter (5)

Phase 3 Total \$176,791

Phase 4

Lake Ramp Removal and Replacement
River Ramp Removal and Replacement

Phase 4 Total \$24,263

Phase 5

Mill & Resurface Main Park Road

Phase 5 Total \$171,105

Phase 6

Asphalt Parking Lot for Lake Boat Launch
Fill Soil for Parking Lot - by City Forces

Phase 6 Total \$122,500

Phase 7

Secondary Parking Lot 1
Secondary Parking Lot 2
Secondary Parking Lot 3
Secondary Parking Lot 4
Secondary Parking Lot 5
Secondary Parking Lot 6

Phase 7 Total \$285,000

Phase 8

Overflow Trailer Parking

Phase 8 Total \$113,440

Phase 9

Property Acquisition of Neighboring Property	
Phase 9 Total	Market Value

Phase 10

Observation Tower	
Permanent Binoculars (4)	
Permanent Telescopes(4)	
Tree Clearing	
Accessible Path to Tower	
Phase 10 Total	\$258,000

Phase 11

Adventure Course/Zipline	
Remove Existing Residential Road	
Construct New Road to Tower	
Access Gate	
Miscellaneous Storage	
Comfort Station - Double	
Phase 11 Total	\$1,082,350

Phase 12

EZ Dock Bridge System Across Cove to Rip-Rap Wall (Rip-Rap Wall is a future project coordinated and funded through the Water Treatment Plant)	
Phase 12 Total	\$40,500

Phase 13

The following items are an annual occurrence. As such no specific dollar amounts have been associated with them. It is anticipated that work days can be established with various user groups

- Maintain existing paths
- Improve trail signage
- Close existing undesirable trails
- Create new trails through the Woodyard Conservation Area
- Inclusion of public hiking and biking groups
- Organize trail work days
- Annual trail maintenance budget



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