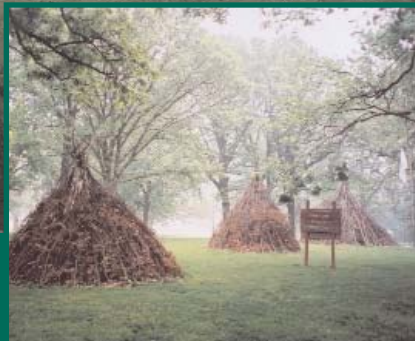


Logan County Greenways Plan



December, 2006

LOGAN COUNTY REGIONAL GREENWAYS PLAN

Prepared By

Logan County Regional Planning Commission
Greenways Committee

With Technical Assistance from
McLean County Regional Planning Commission
115 East Washington Street #M103
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December, 2006

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Executive Summary

The Logan County Regional Greenways Plan is a local effort to guide future planning for greenways and open space in Logan County. The greenways movement arose from the need to address the nation's urban and environmental problems while meeting the need for recreation and open space. Greenways are bands of open space that provide habitat for wildlife, preserve routes for species migration, filter pollutants from water, and enhance scenic and aesthetic qualities. In many instances, greenways expand recreational as well as social, cultural and economic opportunities.

The Logan County Regional Greenways Plan identifies a vision and recommends a course of action to achieve a county-wide system of greenways. This document presents a vision and suggests recommendations as well as a description of the process used to develop the plan. The document also highlights County greenways resources and suggests how to utilize these resources.

The Illinois Department of Natural Resources developed planning guidelines and provided technical and financial assistance for the local planning effort. The Logan County Comprehensive Planning Committee assigned a steering committee comprised of its membership to provide input in the greenways planning process. The Comprehensive Planning Committee was comprised of representatives from local government, education, business and concerned citizens. The result is a greenways plan that reflects a wide-range of interests and perspectives.

The vision presented in the Logan County Regional Greenways Plan reflects national and statewide greenways initiatives as well as those of County residents. The greenways plan takes into account the national vision presented by the President's Commission on American Outdoors. It also promotes the concept for an statewide connection of trails and open spaces as promoted by

the Illinois Department of Natural Resources. In this spirit of cooperation, the planning and steering committees shaped a series of goals and objectives to guide the development and implementation of the regional greenways plan. Goals and objectives were established for the areas of: Conservation, Environment and Natural Resources; Parks, Recreation, and Open Space; Implementation, Management and Coordination; Legal Issues and Education Issues. These goals and objectives combined with national and state visions helped formulate the final regional greenway planning document.

This report also presents a series of conclusions that reflect the County's natural and man-made features which have implications for greenways planning. Logan County has a significant number of natural, scenic and man-made resources that should be preserved and integrated into a regional and county-wide greenways system. These include but are not limited to: Salt Creek, Kickapoo Creek, Sugar Creek, Deer Creek, Kickapoo Creek Park, Madigan Fish and Wildlife Area, Memorial Park (Lincoln), Chestnut-Beason Park and road and railroad rights-of-way throughout the County. The Route 66 Corridor provides an established and famous corridor that could be used as a primary connector for a future trails system in the County. A State Trail is already being discussed and proposed that would utilize Route 66 as a primary artery. The plan incorporates these and other appropriate features either as designated future greenways or as origins and destinations between greenways.

The plan identifies sixty-nine priority future greenways for possible development countywide. A potential greenway is considered a future priority greenway if it exhibits at least one of the ten beneficial features described in Chapter 4. Eighteen greenways with six or more beneficial features were identified and described in the text of the report.

For sake of analysis and maximum planning coverage, the County was divided into five planning areas: Lincoln Urban Area, Northeast Logan, Northwest Logan, Southeast Logan and Southwest Logan. In the Lincoln Urban Area, major priority greenways were suggested to include the Madigan Fish and Wildlife Area, Kickapoo Creek Park, the Lincoln Lakes area and the Route 66 Corridor. In Northeast Logan County, it was suggested Sugar Creek, Kickapoo Creek and Deer Creek be highly considered for more potential development as greenways. Sugar Creek was also seen as a primary greenway for the Northwest section of the County. In Southeast Logan County, the water bodies of Salt Creek, Deer Creek and Lake Fork were targeted as primary sites for greenway development. In Southwest Logan County, Salt Creek and Lake Fork were targeted as major priority greenways along with the Route 66 Corridor.

In order for this plan to be effective, it must be implemented. Methods available to aid in the implementation of the plan include regulatory ordinances and various acquisition, ownership and financial strategies. Most of these methods require cooperation or participation by landowners and private citizens. The implementation chapter also describes implementation responsibilities for federal, state and local governments as well as interested citizens and organizations. The plan also stresses the need for continued coordination of plans, programs and projects between these entities in order to meet the objectives of the greenways plan.

Required actions will be necessary to carry out plan recommendations. The official adoption of the regional greenways plan by local governments is required. It may also be necessary to appoint a management or coordinating committee to help guide regional planning staff in any plan implementation. Regional planning staff assigned to assist in plan implementation will work with the appropriate management or coordinating committee to determine strategies for any land acquisition, ownership or financing and perform any

reviews of the plan to measure progress or target additional greenways projects. Public education and public relations is another recommended activity for those charged with implementing the greenways plan. It is recommended the Logan County Regional Planning Commission provide staff and technical support to the management agency or committee charged with coordinating greenways activities.

Government entities may be called on to provide financial support to fund particular greenways projects within respective jurisdictions and meet local match requirements for federal and state grants as available. Local governments are urged to consider the regional greenways plan in any community planning and should encourage local developers to include greenways concepts in any new developments. Any regulatory ordinances dealing with greenways and open space should be reviewed and updated if necessary in order to assist with plan implementation.

The preparation of the greenways plan is an important first step in realizing a vision for greenways in Logan County. Dedication and hard work in addition to appropriate follow-up actions will be necessary to achieve the desired results of the plan.

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Introduction

CHAPTER 1

A future challenge for Logan County will be to balance the need for economic growth with the need to preserve natural areas. Preserving the natural environment can create open space and recreational opportunities that complement economic development and protect the habitat of plant and animal species. The Regional Greenways Plan provides a guide for the preservation and development of open space and recreational corridors to enhance the local quality of life and thus support the retention and expansion of economic activity.

OPEN SPACE, GREENWAYS AND TRAILS

Open space can be interpreted to mean different things to different people. Simply, it is the unbuilt environment. An accepted definition of open space is any undeveloped piece of land adding ecological, scenic or recreational value, usually in an urban area. Open space can be public or private. It can include any parcel or area of land or water that is improved or unimproved. Open space is used for the preservation of natural resources, the managed production of resources, outdoor recreation, or for maintaining and improving public safety. Functional open space, agricultural land, retention/detention areas, floodways and floodplains can all be considered open space.

A greenway is a linear open space or linear park that may accommodate pathways used for foot traffic and/or non-motorized vehicles. It can also be a corridor composed of natural vegetation. Typically, greenways are planned along creeks, streams or rivers and managed as natural environments, or as sidewalks and bikeways along landscaped streets. Greenways are also used to create

connected networks of open space that include traditional parks and other natural areas. Greenways can also be used for recreation and conservation.

For the purpose of this document, a trail is commonly defined as any linear route for travel. In common usage, a trail is either a paved or non-paved pathway used for non-motorized transportation, access or recreation. Trails are commonly used by hikers, joggers, bicyclists and rollerbladers for recreation or non-motorized travel. The use of greenways and trails should always be encouraged since they can be utilized as an alternative form of transportation that promotes healthy lifestyles.

UTILIZATION OF GREENWAYS

In many cases, greenways have a connection between open space and active recreational areas. Sometimes, the two function together as when greenways and trails connect parkland. At other times, greenways provide a more passive function, connecting natural areas, forests, and waterways. Greenways also promote harmony between the natural and the built environments. Designating areas as greenways can be an effective way of defining valuable natural, scenic or sensitive areas that should be protected.

UTILIZATION OF TRAILS AND ROUTES

Various types of trails and routes can also be considered greenways. Trails are paths or routes designated for non-motorized transportation. Opportunities to bicycle, run or walk are the primary uses for trails. Trails can be placed in either urban or rural settings. Trails can be dirt, paved, cindered, or natural. They are often located along street or road

rights-of-way, on abandoned railroad lines or through designated open or natural areas. Where traffic counts are low, trails have been marked to share the road with motorized vehicles.

Walking paths are intended for pedestrians only and are for more passive uses. Paths can be narrower than a trail and the surface is a hard compacted soil or consists of wood chips or similar product. Paths are usually placed in wooded or secluded areas where people can walk leisurely or study nature at their own pace.

Some areas have included equestrian trails into greenway systems. These are trails designated for horseback riding. These trails are located in open areas or wind through woods. The surfaces are usually the same as those of walking paths. Equestrian and bike trails have been constructed parallel to one another but with each having its own surface.

Some communities include driving routes in greenway systems. Driving routes are existing roadways that receive a special designation due to some attraction or quality. These routes may be designated for topography, vegetation, waterways, views or historical value. Such routes can include historic elements as a connection to the designation.

Routes for motorized vehicle use not applicable to normal street use can also be considered part of a greenways system. However, such uses or facilities are usually private in nature, although sometimes public facilities are provided. These include off-street areas where all-terrain vehicles (ATV's), motocross or go-carts can be operated in a controlled environment.

A HISTORY OF THE GREENWAYS MOVEMENT

The need to nationally address important ecological and recreational issues gave rise to the greenways movement. Government agencies at all levels, in cooperation with interested citizens and organizations, have collaborated in researching and meeting on envi-

ronmental threats and concerns regarding open space and recreational availability.

With assistance from the Illinois Department of Natural Resources (IDNR), the Northeastern Illinois Regional Greenways Plan developed by the Northeastern Illinois Planning Commission (NIPC) and the Openlands Project was the first cooperative effort by public and private organizations to create a regional greenways plan in Illinois. Since then, IDNR has offered financial and technical assistance to other planning organizations in the state to prepare regional greenways plans.

THE REGIONAL GREENWAYS PLAN

The Logan County Greenways Plan presents a vision and framework for establishing a regional system of greenways in the County. The plan presents goals and objectives and identifies the County's greenways resources and priority future greenways, which should be considered for possible protection and development. Possible greenway linkages with other regions are also explored.

The plan also recommends a course of action for implementing future priority greenways. Ownership and acquisition strategies are part of the implementation plan. These strategies involve voluntary participation of landowners, possible use of legal options or establishing local ordinances. Funding options for preservation and development of greenways are also outlined. These funding options may include grant development programs available through federal, state, local or private agencies and endowments.

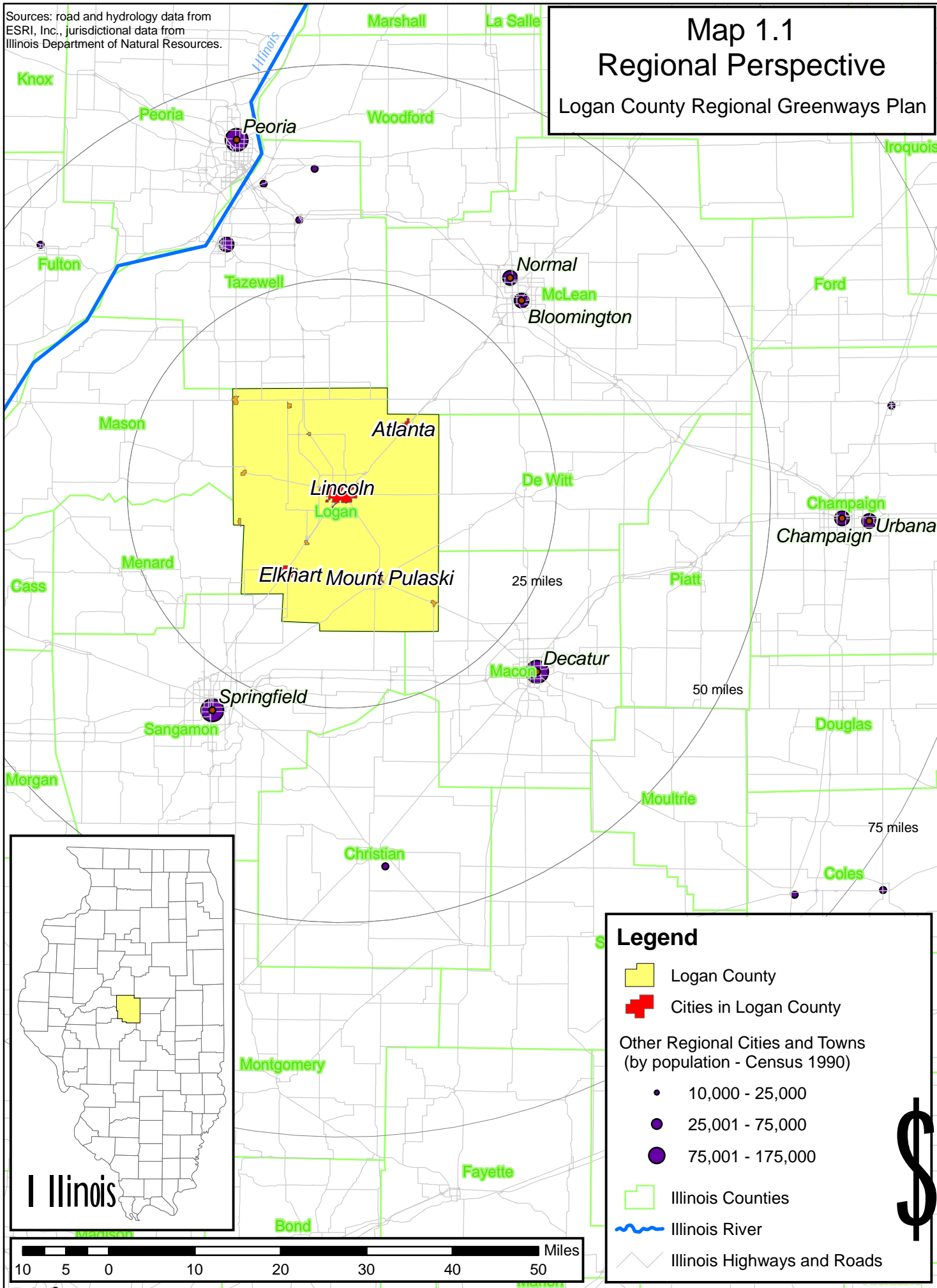
HOW THE PLAN WAS DEVELOPED

The plan was developed in cooperation with the Logan County Comprehensive Plan and Greenways Steering Committee. Members of the Comprehensive Plan Committee included representatives of the following communities, agencies or institutions:

Sources: road and hydrology data from ESRI, Inc., jurisdictional data from Illinois Department of Natural Resources.

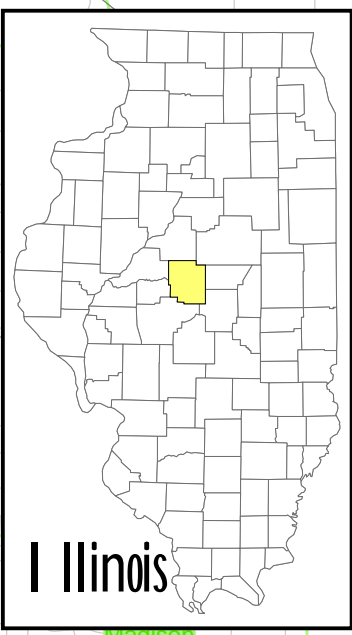
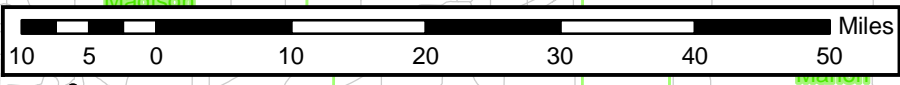
Map 1.1 Regional Perspective

Logan County Regional Greenways Plan



Legend

- Logan County
- Cities in Logan County
- Other Regional Cities and Towns (by population - Census 1990)
 - 10,000 - 25,000
 - 25,001 - 75,000
 - 75,001 - 175,000
- Illinois Counties
- Illinois River
- Illinois Highways and Roads



City of Atlanta, City of Lincoln, City of Mt. Pulaski, County of Logan, Lincoln Christian College and Seminary, Village of Elkhart, Lincoln/Logan Economic Development Council, and the Logan County Regional Planning Commission.

During development of the plan, members of the Comprehensive Plan Committee met regularly to review and discuss items relevant to the greenways plan, including existing and anticipated future development patterns, local and regional transportation patterns, and County points of interest. Future growth areas and greenway needs were identified based on comprehensive planning activities. An inventory of the County's greenway resources was completed and evaluated to determine priorities for future greenway development. Implementation was a major consideration and is addressed in the final chapter of this document. Various methods, strategies and responsibilities are presented along with recommended actions for carrying out the plan.

LIMITATIONS AND USE OF THE PLAN

The Logan County Regional Greenways Plan presents a vision and provides a guide for actions in support of the vision. The report summarizes research findings, presents goals and objectives, identifies greenway resources, prioritize greenway development, describes available implementation and funding strategies, and recommends a course of action to follow in carrying out the greenways plan. Implementation of the plan will require a strong local commitment in support of those actions.

THE NATIONAL VISION

An increasing number of Americans share the vision of a national network of open spaces. The national greenways movement began during the era of the Civil War. Frederick Law Olmstead is credited with beginning the greenways movement in the United States. His “linear” open space design for the College of California (later the University of California) in Berkeley in 1865 proposed open space linkages with the City of Oakland. Although the idea was only partially brought to fruition, the concept of greenways eventually became widely accepted and was put into use in many parts of the country. By utilizing public land acquisition, the National Park Service provided the impetus necessary to further the national greenways movement. Many urban areas introduced greenways into the planning process and were soon followed

by smaller towns and villages.

The greenways movement remains vital today, due in part to the physical, social and economic problems that are present in larger urban areas and older suburbs. Each year, millions of acres of land are consumed by development and urban sprawl. Some of this new development is done without considerations for providing necessary open space or a design for social or cultural interaction. A significant amount of modern-day development has been done without attempting to achieve a sense of community.

The lack of federal resources for open space projects has mobilized people of all walks of life to champion the greenways movement. The modern greenways movement seeks to preserve linear bands of open space, which are less expensive to acquire and benefit the highest percentage of people. Greenway linkages can foster a sense of community by linking together neighborhoods and other



All Veterans Park, Lincoln

points of interest where people are known to interact with one another and with nature. These linkages can also provide habitat for various plant and animal species that promote ecological stability. Greenways can also provide passive recreational opportunities.

THE ILLINOIS GREENWAYS MOVEMENT

The Illinois Department of Natural Resources (IDNR) provides financial assistance to regional planning commissions to assist in the financing of regional greenway plans. This document is an example of that financial assistance. IDNR's regional greenway planning process requires broad based public support and input. The agency provides technical support for greenway planning and provides grant assistance for acquisition and development of greenway and trail projects. In some cases, IDNR acquires, develops and manages greenways. The Illinois Department of Transportation (IDOT) through SAFETEA-LU has also provided significant funding assistance for transportation related projects. Many of these projects have made important contributions to greenway development and preservation in Illinois.

IDNR PLANNING GUIDELINES

The IDNR suggests to keep the following in mind when considering or planning greenway projects:

- Recreational trails should provide the people of Illinois with opportunities to enjoy physical and social activities and provide opportunities to experience the natural, cultural and scenic amenities of trail corridors.
- Trails should reflect landscapes typical of the state's different regions and should provide a pleasurable, non-polluting alternative to automobile travel for short trips.
- Trails should be economic assets to the communities they pass or intersect and should

contribute to the quality of life in Illinois.

- Greenways and trails should be developed through partnerships among federal, state, regional and local units of government, constituent organizations and trail users.
- Trails should link communities and their parks and extend from cities into the countryside. They should connect to Illinois' diverse regions and with trails in neighboring states.
- A network of trails should evolve throughout the length and breadth of Illinois, easily accessible to all Illinoisans for their use and enjoyment.

GOALS AND OBJECTIVES

Local support for greenways is evident by the membership and activities of the Logan County Comprehensive Plan Committee and Logan County Greenways Steering Committee. The Committee membership comes from diverse backgrounds and comprises a number of organizations and agencies that support the development and preservation of open space, greenways and trails. These organizations include but are not limited to: Logan County Highway Department, Lincoln/Logan Economic Development Council, Logan County school districts, Lincoln Christian College and Seminary, local recreation and bike enthusiasts, and county business leaders. Others involved in greenways activities also include staff and officials of local governments.

The Committee has identified a series of goals and objectives to guide the development and implementation of the Logan County Regional Greenways Plan. Goals and objectives were developed for the five broad categories of (1) Conservation, Environment and Natural Resources; (2) Parks, Recreation and Open Space; (3) Implementation, Management and Coordination; (4) Legal Issues; and (5) Educational Issues. The goals and objectives for each of these categories are presented in the following pages.

CONSERVATION, ENVIRONMENT AND NATURAL RESOURCES

Goal

- Protection of environmentally-sensitive areas.

Objectives

- Development of criteria and mechanisms for identifying environmentally sensitive areas.
- Identification of linkages between environmentally sensitive areas in urban and rural areas.
- Prioritize environmentally sensitive areas.

Goal

- A regional system of greenways that protects sensitive environmental areas and promotes conservation of habitat and endangered species.

Objectives

- Local programs and measures that encourage the preservation of existing natural areas as potential greenways, increase environmental awareness and promote sound conservation practices.
- Preservation of interconnected greenways as a means to preserve habitat and provide a buffer from human activity.

Goal

- Conservation of greenspace as a consideration in the review of development projects.

Objective

- Ordinances that require developers to dedicate resources to the park and open space system.

Goal

- Development of additional trails and greenways to enhance natural areas.

Objective

- Identification of stream valleys, drainage ways and other bodies of water in the County's urban areas that should be protected.

Goal

- Preservation of cultural and historic areas.

Objectives

- Identification of areas that have a cultural or historical significance.
- Identification of cultural or historic sites that can be linked to greenways.

Goal

- A healthy, clean and attractive environment in which to live, work and enjoy.

Objectives

- Safe and abundant supplies of groundwater and surface waters in Logan County as sources of potable drinking water, irrigation, and industrial and recreational uses.
- Environmentally compatible use of flood-prone lands and wetlands.
- Management of non-point sources of pollution by filtering and storing storm runoff from impervious surfaces such as buildings, roads and parking lots and using vegetative ground cover to filter runoff and control soil erosion.
- Integration of open space and outdoor recreation into community and economic development plans.
- Utilization of open space for multiple purposes through the development and/or preser-

vation of greenways. These would include: nature and forest preserves; historic, cultural and archeological sites; public and private outdoor recreation areas and ecological sensitive habitats.

- Preservation of the identity and character of communities by enhancing natural and rural landscape settings and scenic vistas.
- The use of incentives to encourage private land owners to make wise land use and environmental management decisions.

PARKS, RECREATION AND OPEN SPACE

Goal

- A regional park system that provides for a variety of active and passive recreational activities.

Objectives

- Sufficient parks and open space to accommodate the needs of existing and future county residents. (recommend 10 acres of developed parkland/open space per 1,000 population).
- A reasonable number of facilities to accommodate both active and passive recreational needs.

Goal

- A regional park system that is interconnected by a system of greenways and trails.

Objective

- Public and private development of specialized outdoor recreational facilities linked to greenways and trails.

Goal

- Intergovernmental coordination for the planning of parks, greenways and trails.

Objective

- Develop a mechanism for continuing dialogue that supports regional cooperation and coordination in the planning and provision of parks and open space.

Goal

- Develop and preserve open space and recreational facilities that are accessible to all residents.

Objectives

- A plan and capital improvements program that supports the development of public and private open space.
- A process for the review and monitoring of area needs for parkland.
- Retention of open space for recreation, wildlife habitat and historical and archeological preservation.
- Preservation of a sufficient quantity and variety of open space to meet the recreational, aesthetic and ecological needs of the County.
- Environmentally compatible land uses in floodplains and areas adjacent to waterways and other natural open space systems.
- Preservation of historical sites and landscapes, the study of archeological sites and the expansion of conservation areas.
- The use of greenways to establish municipal growth boundaries and recreation corridors in order to provide a buffer for adjacent land uses. An example would be to establish buffers between farms and municipal growth areas.
- The use of creative techniques to preserve permanent open spaces such as conservation easements which maintain private property values.
- Dedication of open space and recreational land in subdivisions.
- Development of a recreation/open space plan.

IMPLEMENTATION, MANAGEMENT AND COORDINATION

Goal

- Reservation of land for greenways as a consideration in the review of development and redevelopment projects.

Objectives

- Identification of development standards for greenways.
- Identification of potential greenways link-ages.
- Restoration standards for greenways that maximize conservation opportunities.

Goal

- Reservation of land for natural areas for public and private use.

Objectives

- Dedication of land for natural areas in new developments.
- A process that encourages conservation of natural areas through innovative means such as conservation easements.

Goal

- A coordinated system of trails and greenways.
- A management entity that includes representatives from local government to promote coordinated implementation of the greenways plan.
- A process that integrates the interests of private landowners into the implementation of the greenways plan.

Goal

- A program for funding the acquisition, development and maintenance of greenways.

Objective

- Capital improvements programming to help implement the greenways plan.

Goal

- Beautification of private development.

Objective

- Provision of parks, trails and open space in developing areas.

LEGAL ISSUES

Goal

- Utilize a variety of "legal tools" in developing or reserving land for greenways and trails.

Objective

- An evaluation of conservation districts, conservation easements, utility easements, and other mechanisms for greenways in Logan County.

Goal

- Use of abandoned railroad rights-of-way for greenways and trails.

Objective

- Cooperation and coordination with railroad companies in the acquisition of existing or

future abandoned railroad rights-of-way.

Goal

- A spirit of cooperation in the reservation of land and the implementation of open space and greenways.

Objective

- A mechanism that provides an opportunity for a continuous open dialogue and exchange of information with interested citizens, government agencies, private developers or landowners adjacent to potential greenway sites.

EDUCATION ISSUES

Goal

- Public education on the benefits of greenways to the environment in terms of improved air and water quality, the local economy, aesthetics and the overall quality of life.

Objectives

- Identification of how greenways contribute to environmental preservation.
- Identification of the target audiences and methods to reach each member.

Greenway Resources

CHAPTER 3

Greenway resources are natural and man-made features that may provide opportunities for developing greenways. Topographic features, waterways, flood plains, wetlands, vegetation and wildlife habitat are natural features that can enhance opportunities for greenway development. Urbanization, protected open space, existing and planned trails, roads and rights-of-way are man-made features that may also represent opportunities for greenways. The natural and man-made greenway resources of Logan County are identified in the chapter for consideration in developing greenways and greenway linkages throughout the County.

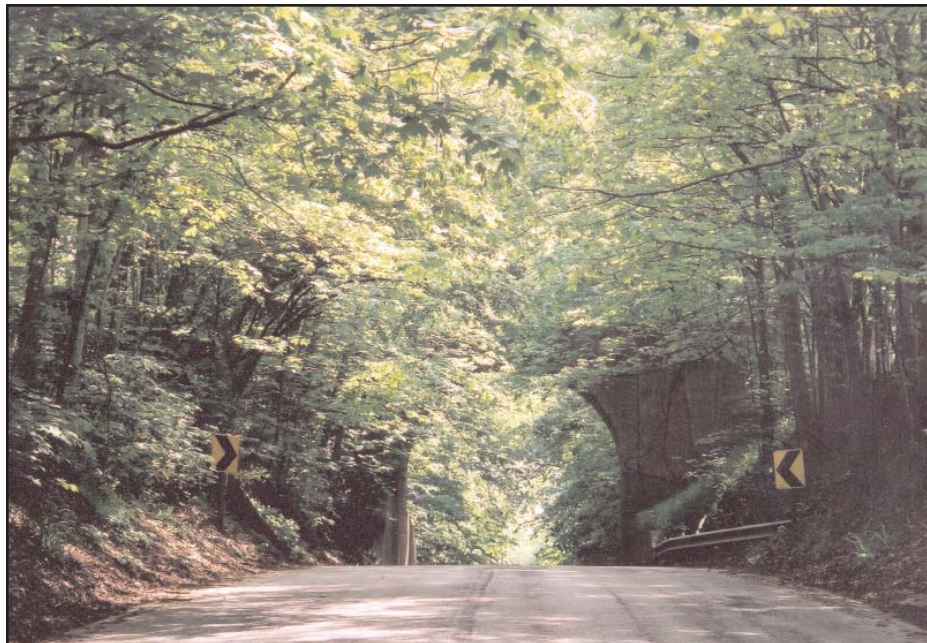
NATURAL FEATURES

Logan County is located in the geographic center of Illinois and encompasses 618 square miles. It has a maximum elevation of

771 feet. The Logan County terrain was formed during the glacial period. The County is blessed with rich agricultural soils with the majority being Ipava-Sable-Tama which is dark and predominately level. Some areas of the County are subject to elevation changes along drainage areas, knolls and degraded moraines. Logan County features several streams and waterways that wind through all portions of the County. Some of these water bodies provide vital connections to waterways in other neighboring counties and assist in preserving Logan County's natural ecology.

Waterways and Flood Plains

The network of major streams and tributaries in Logan County include: Salt Creek, Kickapoo Creek, Sugar Creek and Deer Creek. Smaller networks include: Lake Fork and its tributaries, Clear Creek and



Arch Bridge near Elkhart

Prairie Creek are smaller and less significant water bodies.

Salt Creek

Salt Creek flows into eastern Logan County from Aetna Township and travels west until merging with Lake Fork. It runs north and converges with Deer Creek near the southern edge of the City of Lincoln and then flows to the confluence of the Sangamon River in eastern Sangamon County (see Map 3.1). In the early 1900's, some portions of the creek were straightened and deepened in order to decrease the occurrences of flooding and to increase the water flow of the creek. This alteration of the stream created the Lower Salt Creek tributary.

Historically, Salt Creek carried a significant amount of silt from agricultural operations. However, this silt flow has a tendency to drop during the winter months causing the creek to appear less muddy.

Salt Creek has always been considered an important natural water body for Logan County. Some portions of the creek are not channeled. The creek is heavily forested in

some areas, particularly in the upper reaches in the eastern portion of the County. It is a primary passive recreational area for County residents and is home to various species of fish, birds and mammals.

Kickapoo Creek

Kickapoo Creek flows into northeast Logan County from DeWitt County and then to the southwest. It meets Salt Creek just north of County Street 1400 North and east of County Avenue 700 East near the border of Broadwell and West Lincoln townships. The Kickapoo converges with Clear Creek near Atlanta and Salt Creek near Lincoln (see Map 3.1). Although not officially endangered, portions of the Creek are believed to have environmental issues that merit monitoring. The Creek also flows into Kickapoo Creek Park just north of Lincoln.

Sugar Creek

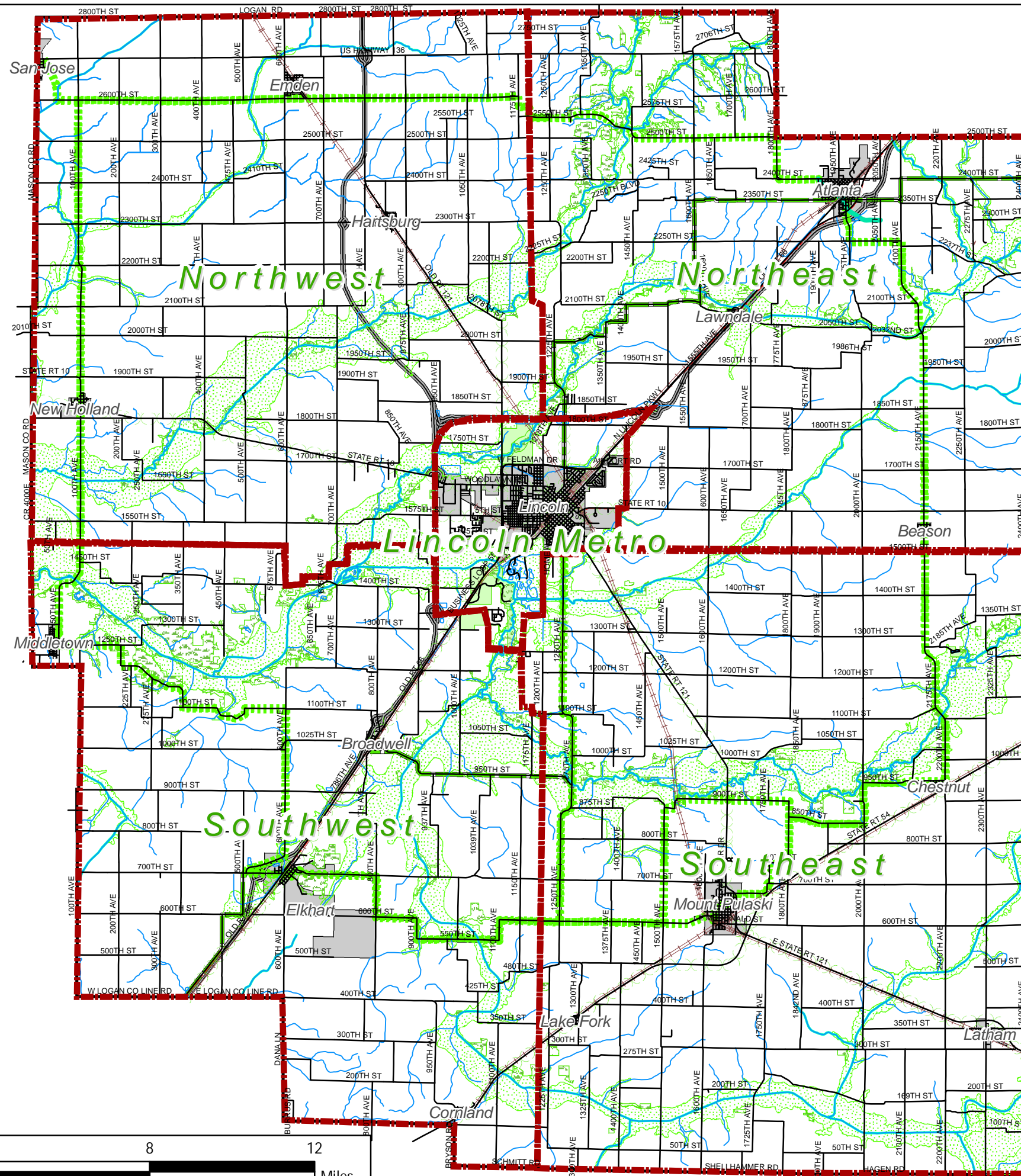
Sugar Creek extends from the northeast to the southwest through Eminence, Orvil, West Lincoln and Sheridan Townships.



Salt Creek near Mt. Pulaski

Logan County Regional Greenways Plan

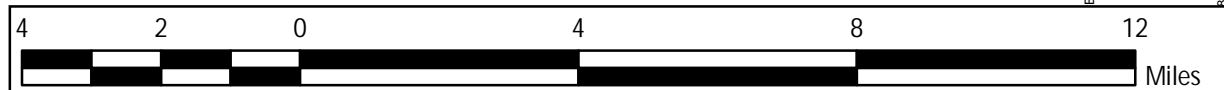
Map 3.1 Greenway Resources



Legend

-  Greenway Planning Areas
-  Rivers and Streams
-  Railroads
-  Abandoned Railroads
-  300' Stream Buffer
-  Wooded Areas
-  Greenway Area
-  Regional Parks
-  Greenways - Roads
-  Potential Bicycle Route
-  Route 66 Trail Location
-  Streets and Roads
-  Old Route 66
-  Interstate Highway
-  Cities and Towns
-  County Boundary

Sources: street and road data from Logan County Highway Department; hydrology from U.S. Geological Survey and aerial photography provided by Logan County Regional Planning Commission; jurisdictional boundaries from City of Lincoln, City of Atlanta, City of Mt. Pulaski, Village of Elkhart and Logan County; additional data based on aerial photography provided by Logan County Regional Planning Commission.



**Table 3.1
ENDANGERED AND THREATENED SPECIES
Logan County, Illinois**

Common Name	State Status	Habitat	Habitat Details
Henslow's Sparrow	Endangered	Prairies, grasslands, and savannas	Tallgrass prairies, agricultural grasslands, pine savannas
Ear-Leafed Foxglove	Endangered	Prairie	Prairie pastures, formerly cultivated farm fields, roadsides and flood plains

Source: Illinois Department of Natural Resources, Illinois Natural Heritage Database 2005

The creek runs into Logan County from McLean County (see Map 3.1). The upper reaches of the creek in northeast Logan County feature significant patches of forest along its banks that provide natural areas and habitat for wildlife.

Deer Creek

Deer Creek flows into Logan County from DeWitt County. The water body meanders through the northeast and central region of Logan County until it converges with the Salt and Lake Fork Creeks near the Edward R. Madigan Fish and Wildlife Area just south of Lincoln. The creek is channeled from State Route 121 and to the west (see Map 3.1). Deer Creek is recognized as having some of the best recreational fishing in the County.

Other Waterways

Several smaller and man-made waterways are also present within the County. Lake Fork is a man-made creek and is sterile several times during the year. It flows in a south to southeasterly direction from Lincoln and has two tributaries (Lake Fork South and Lake Fork North) in the southeastern portion of the County.

Prairie Creek flows through Orvil and Prairie Creek Townships on the northwest side of the County.

Clear Creek in Atlanta Township is a tributary of Kickapoo Creek. Pike and Wolf Creeks in southwest Logan County do not have a high consistency of water flow throughout the year and are not considered major waterways.

**Table 3.2
Logan County Population Trends and Preliminary Projections by Municipality, 1960-2025**

Jurisdiction	1960	1970	1980	1990	2000	2005	2010	2015	2020	2025
City of Atlanta	1,568	1,640	1,807	1,616	1,649	1,670	1,700	1,725	1,775	1,800
Village of Broadwell	173	159	183	146	169	170	175	180	190	200
Village of Elkhart	418	435	493	475	443	460	480	500	525	550
Village of Emden	502	552	527	459	515	520	525	530	540	550
Village of Hartsburg	300	363	379	306	358	360	370	375	380	390
Village of Latham	389	361	564	482	371	370	360	350	340	330
City of Lincoln	16,890	17,582	16,327	15,418	15,369	15,500	16,000	16,500	17,000	17,500
Village of Middletown	543	626	503	436	434	435	430	425	420	420
City of Mount Pulaski	1,689	1,677	1,783	1,610	1,701	1,725	1,760	1,790	1,825	1,850
Village of New Holland	314	321	295	330	318	320	315	310	305	300
Village of San Jose*	595	681	784	519	696	720	750	775	800	825
Logan County	33,656	33,538	31,802	30,798	31,183	32,000	32,500	33,000	33,500	34,000

*also located in Mason County

Source: U. S. Census Bureau and McLean County Regional Planning Commission



Deer Creek

Flood Plains

The flood plains of the County's waterways can be utilized as green or open space during periods of dry weather. Hiking and bicycle trails have been built in or adjacent to flood plains in various regions of the country depending on the local circumstances. Flood plains can also be utilized as passive recreation areas and as greenway corridors. When protected, flood plains provide natural habitat for flora, fauna and all types of wildlife. Residential or commercial development in a flood plain should be discouraged. Flood plains play an important ecological function by supporting the sustainability of a stream network. The County's principal flood plain is shown on the greenway resources map.

Tree Cover and Vegetation

Logan County is not extensively forested. Tree cover is generally confined to limited areas around the County's stream network. The most significant tree cover is located in north and west central Logan County. In

northern Logan County, a forested area around Sugar Creek and its West Fork tributary is densely covered with species of oak, hickory and sugar maple trees. The other concentration of forested area is located in Corwin Township near Middletown in the Salt Creek watershed. This area is considered a savannah habitat. Sommers Woods is the primary grove in this area and features a variety of tree species. Other tree cover is confined to riparian areas, protected parklands, or sporadic areas not suited for agricultural pursuits.

Wildlife Habitat

Greenways and natural areas can function to preserve and restore natural cover and vegetation that can benefit wildlife populations by providing routes for migration. Like most areas of Central Illinois, Logan County is known to have a healthy population of deer, squirrels, rabbits, raccoon, fox, opossum and skunks. Bird species include: geese, ducks, pheasants, wild turkeys, hawks, owls and songbirds. Many species of fish common to Central Illinois such as catfish, bluegill, bass, crappie and sunfish can all be found in County

waterways. Reptiles and amphibians such as various species of snakes, frogs and toads can be found in the County as well. Vegetation, tree cover and water bodies provide places for these species to live and prosper by providing adequate food sources and cover necessary for wildlife survival.

Populations of animal and plant species should be monitored since they are important in maintaining the natural order of nature in the County. Thus far, Logan County is fortunate to have only one animal and one plant species on the state's endangered species list, the Henslow's Sparrow and the Ear-Leafed Foxglove (see Table 3.1).

URBAN GROWTH

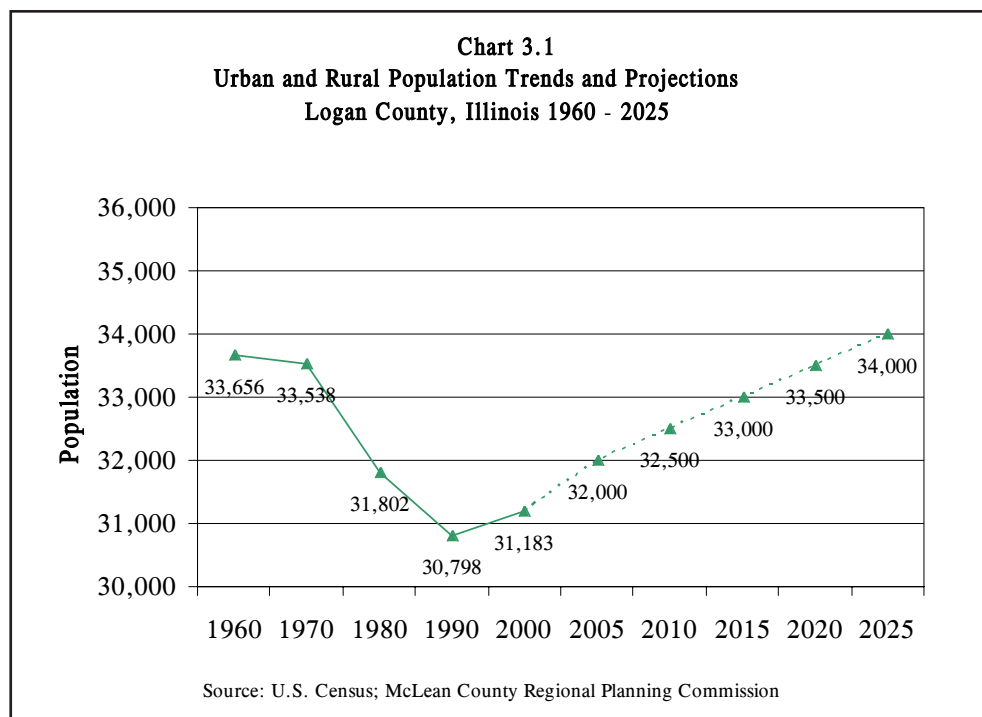
Urban growth areas present both challenges and opportunities for greenway preservation and development. If unchecked, urban growth can result in the loss of open space and opportunities for greenway development. However, construction activity can also bring opportunities for greenway development by incorporating new trails, restoring and protecting waterways, and providing parks and other

open space in new developments. Progress has been made in many urban areas in developing greenways and trails by requiring dedications of land or cash in lieu of land for park and recreational purposes as part of the approval process for new subdivisions.

In this way, population growth and land use development can influence the development of greenways and trails. In urbanized areas, attempts are made to place greenways and trails that connect destinations within the community such as parks, schools, shopping and employment centers. Greenways should be located to provide such connectivity as well as provide a recreational function. Local trends are examined next to access the potential impact of these factors in greenway development in Logan County.

Economic Growth

A vibrant economy can generate the necessary tax revenues for financing public amenities and services, such as greenways, that are needed to support long-term community growth. Many of these public amenities are supported by public tax dollars. Therefore,



it is important Logan County continue to be proactive in improving its economy by encouraging economic development. The presence of established manufacturing, health care, service and agricultural industries along with a proactive business recruitment strategy provides reason for optimism regarding the area's economic vitality. Companies such as Eaton Corporation/Cutler Hammer, Precision Products, International Coal Group and Saint-Gobain Containers are examples of manufacturing companies that provide a solid employment base. Other service-based operations such as the Logan and Lincoln Correctional Center and Abraham Lincoln Memorial Hospital provide significant employment.

Good schools at the primary and secondary levels can maintain and attract population and economic growth. The County has eight public school districts as well as other private options at these levels. Having institutions of higher learning (Lincoln College, Lincoln Christian College and Seminary, and Heartland Community College) provides additional educational opportunities that create significant economic and quality of life benefits for the community.

In the less urbanized areas of the County, agricultural ventures are still important in driving the local economy. Logan County has some of the world's most productive farmland and agriculture is likely to remain an important sector of the local economy.

Population Growth

A significant portion of the County's population is concentrated in the City of Lincoln. Just over 15,000 of the County's 31,000 residents live in Lincoln (see Table 3.2). However, in recent decades modest population gains have occurred in smaller municipalities such as Mt. Pulaski, Atlanta, Elkhart, Hartsburg, Emden and San Jose. The trend for moderate population growth in these smaller communities as well as Lincoln is expected to continue. Population projections

show a modest increase in the County's urban population and a stable rural population up to the year 2025 (see Chart 3.1).

Although population growth can present challenges for open space preservation and greenways development, it can also create opportunities. New development can be designed to incorporate greenways and trails or features that have often been overlooked in previous developments. Moreover, population growth is usually accompanied by economic development, which can increase tax revenues to help fund the amenities.

Land Use Development

The majority of residential and commercial development in Logan County is expected to occur in and around the City of Lincoln. Low to medium residential uses are expected to comprise most of the development activity in the smaller communities of the County. Lincoln's residential and commercial development continues to reach out to the limits of the I-55 Corridor, particularly on the west side of the City. The recent opening of the Sysco distribution facility and other projects in this area of Lincoln bode well for its future.

The 2006 Logan County Regional Comprehensive Plan projects Logan County's population will reach 34,000 by 2025. This population increase will mean approximately 2,817 new residents for the County who will require housing and community services. The analysis of this data estimates the number of new residential units required in Logan County to house this population increase will be slightly over 1,000. This will require approximately 300 acres of additional land for development, which will directly impact the challenges and opportunities for greenways as noted above. The Logan County Comprehensive Plan should be used as a guide for future land use development including greenways.

PUBLIC OPEN SPACE

Public open space is land owned by public entities and accessible to the general public. Logan County features a mix of state, regional and municipal parks that provide active and passive recreational opportunities for public use. These facilities offer great potential in serving as linkages in a regional network of greenways within the County.

Urbanized Areas

Lincoln

Most of Logan County's urbanized public open space is located in or near the City of Lincoln. There are ten municipal parks of various sizes located within Lincoln. These include neighborhood and community parks. The more notable of these parks are: Memorial Park (42 acres) at Memorial Park Road, Mayfair Park (one square block) at Southgate Street and Allison Avenue, Melrose Park (one square block) at Adams and 13th Street, Postville Park (one square block) at Fifth and Washington, Exchange Club Park

(one square block) at Monroe and 21st Street and Lehn and Fink Park (one square block) at Pekin and Beason Street.

Scully Park and Latham Park are located within the downtown. Scully Park has many playground amenities for smaller children and a large water fountain which helps identify it as a public gathering place during warm weather months. Latham Park is located across from the public library. It features play equipment and a Spanish-style gazebo as its centerpiece. Latham Park is designed for people to take advantage of passive recreational pleasures such as walking and reading.

Memorial Park on the City's west side is adjacent to the private Elks Golf Club. It features large wooden shelters for family activities and has two ball fields, tennis courts and play equipment. All of Lincoln's municipal parks have playground equipment. Melrose Park on the City's near west side has picnic facilities as well as Postville Park on the southwest side. Postville Park is located on the site where Russell Post established the town of Postville. The park has a replica of a circa mid-1800's building and is designated as a state historical site. Lehn and Fink Park is the only neighborhood park that features a ball



Exchange Club Park, Lincoln

field. Exchange Club Park also has a hard surface basketball court.

Trails and greenways could be considered for the Lincoln College campus and adjoining neighborhoods. Lincoln also has an attractive downtown that lends itself as a destination location and features two small community parks in the immediate area that provide a natural connectivity for any future greenways.

The privately-owned Lincoln Lakes area in the southwestern portion of the urban area is a natural greenways connection. Another potential greenway area is Memorial Park and Elks Golf Course that are adjacent to one another on the city's southwest side. There are also greenway possibilities on the southeast side of Lincoln where Lincoln Community High School, YMCA and the Lincoln Park District facilities are part of the same neighborhood.

Mt. Pulaski

Mt. Pulaski has four parks within its municipal boundaries. The four parks are: Veteran's Park, Frazier Park, North Park and East Park. Veteran's Park is one of the largest of the community's four parks and is located on Mt. Pulaski's north side. It has large areas for organized recreational activities such as soccer, football, baseball and softball. The park also features a running track located around the perimeter of the soccer/football field. It features public restroom facilities and a concession stand that is open during most organized activities. Near Veteran's Park is North Park. North Park could be considered a community or neighborhood park. It has sheltered picnic areas, basketball and tennis courts plus playground equipment.

Frazier Park is situated on the south side of Mt. Pulaski on Spring Street. It has a regulation baseball facility and is used for passive recreation. East Park is located near Mt. Pulaski Elementary School. The park is home to Mt. Pulaski's public outdoor swimming pool. The park features a large sheltered picnic area and has playground equipment.

Mt. Pulaski's parks and downtown area represent potential destinations for consideration in developing a local trail system, which could eventually connect to a regional trail or greenway system. Two rail corridors also provide a future opportunity for additional trail or greenway development. The rail corridors, if rendered inactive, could provide an additional area for trail development within the community.

Atlanta

Atlanta City Park comprises one square block. It has a public bandstand, playground equipment, horseshoe pits and two hard surface basketball courts. The City also has a municipal baseball/softball complex that features a regulation size baseball/softball field and three additional ball fields. The City of Atlanta has plans to expand the sports complex. Expansion plans include the addition of a skateboard park and creating a smaller park adjacent to the complex that will encourage more passive recreational activities. Route 66 Park is a small park near the Old Route 66 Corridor and is located in the middle of the City across from the library and museum. Atlanta also is home to the North Greens Golf Course, a public nine-hole golf course.

The City also has a potential greenways corridor with portions of Old Route 66 intersecting the Village. There are two rail corridors, one running southwest to northeast (Union Pacific/AMTRAK) and the other west to east (Conrail) that could be used for future trails or greenway connections if appropriate opportunities arise. The Conrail line is no longer operational. The City also has tourist locations with the Paul Bunyon statue downtown, its historic library and the Hawes Grain Elevator and Museum which is adjacent to the Union Pacific rail line. Other downtown attractions include the historic Palms Grill and the Library Museum Annex which is on the National Historic Register. These potential tourist attractions should be integrated into any future greenways and trail planning for

the City.

Elkhart

The Village is located in the southwest portion of the County near Interstate 55. The most notable natural feature of Elkhart is Elkhart Hill which is 771 feet above sea level and is the highest point in Logan County. The village has a small park and ball field which also serves as part of the elementary school complex. Opportunities do exist to take advantage of the Old Route 66 Corridor which intersects the community. Elkhart Hill also has potential for passive recreation but may be limited due to private ownership. County Highway 11 also intersects the community and extends north and south.

Others

Several of Logan County's smaller communities have at least one small park. Chestnut has two small community parks. A monument in the park near the business district designates it as the geographic center of the State of Illinois. New Holland also has the New Holland Legion Park which features play areas, playground equipment and areas for picnicking.

Rural Logan County parks located outside Logan County municipalities include the Edward R. Madigan Fish and Wildlife Area, Kickapoo Creek Park, both located just outside of Lincoln, Chestnut-Beason Park located in eastern Logan County east of County Highway 6 between the communities of Chestnut and Beason (see Map 3.1).

The Edward R. Madigan Fish and Wildlife Area is located just outside Lincoln to the south and is the County's only state park. The State of Illinois acquired the land for a state park in 1970 from the Department of Mental Health. Development of the park began in 1971. It was called Railsplitter State Park before its name was changed in 1995. The park encompasses 974 acres and offers

passive recreational opportunities. Activities at the park include: bird watching, fishing, canoeing, hiking, picnicking and horseshoes. The park has many different species of trees and features the largest sycamore tree in Illinois. The park is also home to many species of wildlife including deer, raccoons, pheasant, quail, rabbit and hawks among others.

Kickapoo Creek Park is 2,000 acres and is located just northwest of the Lincoln city limits. The park has many natural features including a fitness/walking trail. There are several shelters for picnic activities. Various species of wildlife roam the park at several points. Kickapoo Creek Park also serves as a nature preserve.

Chestnut-Beason Park is approximately equidistant from the communities of Chestnut and Beason. The park is located just off of County Highway 6. The park's centerpiece is a pond located in the middle of the facility that is used for fishing. It also has several picnic shelters. The park is primarily utilized for passive recreational opportunities.

SEMI-PUBLIC OR PRIVATE OPEN SPACE

Semi-public or private open space usually requires that payment be rendered for use or may have use restrictions associated with the facility. These facilities include golf courses and parks not owned by government agencies.

Although not principally designed for this purpose, golf courses can provide needed habitat for flora and fauna. Some courses feature areas of dense forest, natural vegetation, and natural or man-made water bodies in which certain species of plants and animals can thrive. Such features can contribute to enhancing the environment while providing an active recreational activity for local citizens. Elks Golf Course is Lincoln's only golf course and is private.

Private or corporate recreation areas are also considered semi-public or private open space. These include sportsman's clubs,

private fishing facilities, and parks operated by private companies or agencies. The Lincoln Sportsman's Club in Logan County is a private facility and is located near Edward R. Madigan Fish and Wildlife Area just off of Old Route 66. The Lincoln Lakes area is another example of private open space. It features boating for small watercraft, swimming and fishing for its residents.

CURRENT PLANNING ACTIVITIES

Local trail enthusiasts and community leaders are in the initial stages of conceptualizing possible county-wide trails for Logan County. One trail concept would follow the Old Route 66 Corridor with possible connections to other regional trail systems conceived for McLean County to the north and Sangamon County to the south. Other discussed trail concepts would utilize existing County roads that would connect at desirable areas on all four sides of the County.

Trail supporters in the City of Lincoln have drawn up conceptual trail routes that would establish a pedestrian/bike trail throughout the City. These concepts would

connect the City on all sides. Possible connections and destinations would include: Lincoln Christian College, the Heritage-In-Flight Museum, utilizing the LDC complex and connections to Memorial Park and Kickapoo Creek County Park. The trail could also feature a regional conduit by using Old Route 66 that could eventually connect to the City of Atlanta in the northeast portion of the County. All trail planning should be done with the intent for connectivity and creating a workable network.

RAILROADS

A number of active and inactive railroads are currently present within Logan County. These lines may offer some potential for trail development. Inactive railroad rights-of-way can sometimes be obtained by local governments or agencies to be developed for greenways and trails. The status of Logan County railroads is summarized in the following paragraphs.



Union Pacific tracks, Elkhart

Active Logan County Rail Lines

Several active rail lines sit within Logan County. The County is currently serviced by rail lines operated by the Union Pacific Railroad and the Canadian National/Illinois Central Railroad (CNIC). The Union Pacific line which is utilized by Amtrak for passenger service traverses the County from northeast to southwest and generally extends parallel to U.S. Route 66. The Union Pacific rail line intersects or passes near the communities of Elkhart, Broadwell, Lincoln, and Atlanta.

Two lines of the CNIC are also active within the County. A shorter CNIC line extends southwest to northeast adjacent to State Route 54 from Cornland through Mt. Pulaski and onto Chestnut before entering DeWitt County. Another CNIC line extends from the northwest to the southeast intersecting the communities of Emden, Hartsburg, Lincoln, Mt. Pulaski and Latham. This line tends to extend adjacent to Illinois State Route 121.

Inactive Logan County Rail Lines

The Illinois Central Gulf line which extended west and east across the County from New Holland to Lincoln and onto Beason was abandoned several years ago. Most of the old line was sold to land owners who owned property adjacent to the line. A majority of this property has been converted into cropland again. There are also some interurban rail lines in Lincoln that were abandoned some time ago as well. There is also a short band of abandoned track in Eminence and Atlanta Townships that was owned and operated by Conrail but is no longer operational. This portion of track extended through the northeastern section of the County in a northwest-east direction intersecting the City of Atlanta. The portion of Union Pacific track that goes through Atlanta is owned by the City. In addition, there was an abbreviated section of ICG track that was abandoned

sometime ago near Middletown but has since been removed. These former rail corridors may provide an opportunity for future greenways development.

ROADWAYS

Street and road rights-of-way can provide opportunities to develop trails. When rights-of-way are sufficiently wide, it is sometimes possible to develop off-road trails within the rights-of-way to make trail connections and expand the trail system. It is also possible to develop over-the-road trails when traffic volumes are relatively low and site destinations are adequate. The rural and local roads discussed earlier may offer some potential as connectors for other greenways and trails that are officially designated as such for recreational purposes. However, it is unlikely these roads would be signed for this purpose due to potential liability concerns. Among the state and interstate highways, Route 66 appears to offer the greatest potential for on and off-road trails. These roadways are summarized in the following paragraphs.

Route 66

U.S. Route 66 was among the most significant national highways in America. First commissioned in 1926, the highway extended more than 2,000 miles from Chicago to Los Angeles. Within Logan County, Route 66 extends in a northeast to southwest direction from Atlanta to just southwest of Elkhart. In addition to Atlanta and Elkhart, it also traverses through the communities of Lawndale, Lincoln and Broadwell. The highway was decommissioned in 1977 and replaced by Interstate 55. The new Interstate primarily skirts around the communities that Route 66 intersected.

Like many areas of the state, Route 66 was developed into a two-lane or four-way lane divided highway. Route 66 has basically been used for regional or by-pass travel by

local Logan County residents. Some of the southbound lanes remain, but most are abandoned and closed to motorized traffic.

Route 66 remains a nostalgic cruising route for many people from around the world. Tourists from across the country and around the world come to the United States annually to experience the pleasure and history of Route 66. Many municipalities and counties around the country, including McLean County to the north, are taking advantage of the appeal of this historic roadway by making it a greenway connection and tourist destination.

Interstate 55

This is the primary interstate route from Chicago to Los Angeles that replaced Route 66 when it was decommissioned in 1977. Most of Interstate 55 parallels the Old Route 66 route. Interstate 55 was designed to by-pass smaller communities in exchange for faster travel. Its merit as a trail or greenway connector is being debated and evaluated by many local and state governments.

Interstate 155

Route I-155 connects Interstate 55 on the south near Lincoln with Interstate 74 on the north near Morton. The route runs parallel to State Route 121 in the northern portion of Logan County. I-155 does not directly intersect any Logan County communities, although it passes near the Villages of Hartsburg and Emden.

Illinois Route 121

State Route 121 has long connected Logan County from northwest to southeast. The highway begins near I-155 and U.S. Highway 136 east of Emden and intersects the communities of Hartsburg, Lincoln, Mt. Pulaski and Latham. It has been a popular route for Logan County residents to reach

Macon County and the City of Decatur. The two-lane highway is still frequently used.

U.S. Highway 136

The highway extends in an east/west direction across northern Logan County. The only municipality it intersects within the County is San Jose. Emden is situated just to the south of U.S. 136 at County Highway 22. The highway crosses several water bodies including Sugar Creek, the West Fork of Sugar Creek, Prairie Creek and Prairie Creek Ditch.

Illinois Route 10

Illinois Route 10 extends in a somewhat winding east-west direction across the central portion of the County. The route basically shadowed the old Illinois Central Gulf Railroad tracks that traversed in the same direction but has since been abandoned and removed. The route extends through the communities of New Holland and Lincoln and also passes just north of Beason.

State Route 54

State Route 54 extends along the CNIC Railroad line in the southeast portion of the County. It goes through the communities of Cornland, Lake Fork, Mt. Pulaski, and Chestnut. Chestnut is at the geographical center of the State of Illinois. State Route 54 intersects Route 121 in the southern end of Mt. Pulaski. It is a primary route to Clinton in DeWitt County.

INTER-REGIONAL CONSIDERATIONS

Logan County's proximity to a significant number of small and medium-sized metropolitan areas present an opportunity to connect potential greenways and trails from Logan County to these areas. Highways, flood

plains, railroads, and existing trails are all potential avenues that could provide greenway connections to other neighboring communities and counties. Development of the trail and greenway system within Logan County will provide a basis for greenway connections beyond the Logan County boundaries.

Bloomington-Normal

The rights-of-way along U.S. Route 66 or other state or county roads may offer some potential to connect trails or greenways from Logan County to McLean County. The concept of the State Route 66 Trail conceived in 2005 by the League of Illinois Bicyclists, Illinois Department of Natural Resources and Illinois Department of Transportation continues to be discussed. This pedestrian/bicycle route could be connected to the Historical Route 66 Bikeway in McLean County near the Village of McLean.

Logan County community leaders have already been participating on regional and state committees that are discussing a State Route 66 Trail. Route 66 preservation efforts offer opportunities to use the historical highway corridor as a greenway that could provide statewide benefits while promoting local tourism opportunities.

The Union Pacific rail corridor that runs adjacent to U.S. Route 66 and is also used by Amtrak represents a possible trail opportunity over time that may be used in the absence of Route 66. This opportunity has also been referenced on previous pages of this document.

Water bodies such as Salt Creek, Sugar Creek and Kickapoo Creek flow through both Logan and McLean Counties. Efforts to preserve and protect these waterways in both counties offer potential for greenways connections between the counties and could help improve water quality, preserve plant and wildlife habitat, provide passive recreational opportunities and reduce the potential for flooding.

Springfield

U.S. Route 66 and Interstate 55 corridors provide some of the same opportunities for connections to the south as mentioned earlier for the north. Extending a trail or creating a greenway south to Sangamon County has the same merit as exploring connections into McLean County. The parallel rail corridor also extends southward. The Lincoln heritage is also shared by Sangamon and Logan Counties and could provide additional opportunities for trail connections and tourism. Both counties have Lincoln and other historical points of interest. The Sangamon River is one of the region's largest waterways and may also provide an opportunity for establishing a natural greenway connection with Sangamon County.

Decatur

Potential greenway connections to Macon County are more limited. State Route 121, which intersects several Logan County communities, is one possibility. An active CNIC rail line also runs adjacent to the state route in many areas. Further study would be required to determine the feasible use of these facilities for possible greenway connections with Macon County.

Peoria

Route I-155 which begins just north of Lincoln and provides a connection to the Peoria area from Interstate 55 may have some potential as a greenway corridor but obstacles to usage would have to be overcome. The route passes near the Logan County communities of Hartsburg and Emden in the northern portion of the County. The route runs close to State Route 121 and eventually connects to I-74 at Morton in Tazewell County. Potential for bikeways and natural areas along this corridor would have to be further explored in context with state policies regarding the usage

of interstate highway rights-of-way.

SUMMARY AND CONCLUSIONS

Logan County has many natural and man-made features that offer varying degrees of potential for integration into a regional system of greenways. These include: Edward R. Madigan Fish and Wildlife Area, Kickapoo Creek Park, Memorial Park, inactive railroad corridors, Route 66 Corridor, Salt Creek, Sugar Creek, Kickapoo Creek, Deer Creek, the Elkhart Hill Area and various other historical sites located throughout the County. The expected growth of the County’s larger communities could also provide opportunities for integrating greenways and trails into new development.

Priority Future Greenways

CHAPTER 4

Priority future greenways are defined for the purposes of this study as existing or proposed greenways that exhibit at least one of the following beneficial features:

1. Multiple communities or large segments of the population directly benefit from the greenway. The greenway must benefit or serve more than one community or neighborhood.
2. A new or existing greenway or trail segment completes an existing greenway or trail.
3. An addition to a greenway or trail creates a new connection between an existing greenway or trail.
4. The greenway preserves or creates wildlife habitat and migration paths for threatened, endangered or rare species. The greenway is also large enough to sustain high quality plant and animal life.
5. The greenway preserves water quality or has an ecological function. Examples include flood plains, which provide for water storage and recharge, streamside forests and filter strips. Both streamside forests and filter strips improve water quality by trapping and preventing pollutants and sediment from reaching waterways.
6. The greenway prevents or protects residential and commercial areas threatened by flood damage.
7. The greenway serves as buffers to provide protection for habitat, or connects to natural areas that assist in the buffering of natural areas from development. These buffers can also provide a location for environmental education, research or casual nature observation or photography.



Memorial Park, Lincoln

Exhibit 4.1
BENEFICIAL FEATURES OF PRIORITY GREENWAYS
Logan County, Illinois

GREENWAY	MAP #	Benefits Multiple Communities	Completes Greenway	Creates Connection	Assists Wildlife	Preserves Water	Prevents Flood Damage	Buffers Preserves	Scenic & Historic Area	Provides Trail Opportunity	Implementation Potential	Number of Beneficial Features
LINCOLN URBAN AREA		LU										
Interstate 55	LU-1	*		*					*	*		4
Allison Lake	LU-2			*	*	*	*			*	*	6
Commerce Park Area	LU-3			*	*				*	*	*	5
1100 East Avenue	LU-4	*	*	*				*	*	*	*	7
Route 10/121	LU-5	*		*					*	*	*	5
Kickapoo Street	LU-6			*						*	*	3
Fifth Street	LU-7			*					*	*	*	4
Memorial Park	LU-8		*	*	*		*			*	*	6
Madigan Fish & Wildlife Preserve	LU-9	*	*	*	*	*	*	*	*	*	*	10
Lincoln Lakes Area	LU-10		*	*	*	*	*	*		*	*	8
Kickapoo Creek Park	LU-11	*	*	*	*		*	*	*	*	*	9
Old Route 66 Corridor	LU-12	*	*	*	*				*	*	*	7
Union Street	LU-13			*					*	*	*	4
State Street	LU-14			*					*	*	*	4
Pekin Street	LU-15			*					*	*	*	4
Nicholson Avenue	LU-16			*				*	*	*	*	5
Lincoln College Campus	LU-17	*		*					*	*	*	5
City of Lincoln Trail	LU-18	*		*					*	*	*	5
Kankakee Street	LU-19			*					*	*	*	4
Wyatt Avenue	LU-20	*		*						*	*	4
LCHS/Lincoln Park District	LU-21			*						*	*	3
Lincoln Christian College Campus	LU-22	*		*					*	*	*	5
1400 North Street	LU-23			*					*	*	*	4
NW COUNTY		NW										
Prairie Creek & Tributaries	NW-1	*			*	*	*			*		5
U.S. 136	NW-2	*		*					*	*		4
2600 North Street	NW-3	*		*					*	*	*	5
I-155 Corridor	NW-4	*		*					*	*	*	4
Sugar Creek & Tributaries	NW-5	*		*	*	*	*			*	*	7
Interstate 55	NW-6	*		*					*	*		4
1100 East Avenue	NW-7	*		*					*	*	*	5
Illinois Route 10	NW-8	*		*					*	*	*	5

**Exhibit 4.1 (cont.)
BENEFICIAL FEATURES OF PRIORITY GREENWAYS
Logan County, Illinois**

GREENWAY	MAP #	Benefits Multiple Communities	Completes Greenway	Creates Connection	Assists Wildlife	Preserves Water	Prevents Flood Damage	Buffers Preserves	Scenic & Historic Area	Provides Trail Opportunity	Implementation Potential	Number of Beneficial Features
NE COUNTY		NE										
U.S. Route 136	NE-1	*		*					*	*		4
Sugar Creek/West Fork	NE-2	*		*	*	*	*		*	*	*	8
City of Atlanta Trail	NE-3			*					*	*	*	4
North Greens Area	NE-4	*		*	*		*			*	*	6
Old Route 66 Corridor	NE-5	*	*	*					*	*	*	6
Interstate 55	NE-6	*		*					*	*		4
Kickapoo Creek	NE-7	*		*	*	*	*		*	*	*	8
2150 East Avenue	NE-8	*		*					*	*	*	5
Deer Creek	NE-9	*		*	*	*	*		*	*	*	8
Illinois Route 10	NE-10	*		*					*	*		3
SE COUNTY		SE										
Deer Creek	SE-1	*		*	*	*	*	*	*	*	*	9
Illinois Route 121	SE-2	*		*						*		3
1250 East Avenue	SE-3	*		*					*	*	*	5
CNIC Rail Corridors	SE-4	*		*					*	*	*	5
Salt Creek & Tributaries	SE-5	*		*	*	*	*		*	*	*	8
1500 East Avenue	SE-6	*		*					*	*	*	5
Illinois Route 54	SE-7	*		*					*	*	*	4
Downtown Mt. Pulaski	SE-8	*		*					*	*	*	5
Lake Fork & Tributaries	SE-9	*		*	*	*	*		*	*		7
Hunter Slough	SE-10	*			*	*	*			*		5
1800 East Avenue	SE-11	*		*					*	*	*	5
2150 East Avenue	SE-12	*		*					*	*	*	5
950 North Street	SE-13	*		*					*	*	*	5
SW COUNTY		SW										
1250 North Street	SW-1	*		*					*	*	*	5
50 East Avenue	SW-2	*		*					*	*	*	5
100 East Avenue	SW-3	*		*					*	*	*	5
Pike Creek	SW-4	*			*	*	*			*		5
1100 North Street	SW-5	*		*					*	*	*	5
Salt Creek & Tributaries	SW-6	*		*	*	*	*		*	*	*	8
Interstate 55	SW-7	*		*					*	*		4
Old Route 66 Corridor	SW-8	*	*	*					*	*	*	6
Union Pacific Rail Corridor	SW-9	*		*					*	*	*	5
Elkhart Hill Area	SW-10			*	*				*	*		4
Wolf Creek	SW-11				*	*	*					3
600 East Avenue	SW-12	*		*					*	*	*	5
600 North Street	SW-13	*		*					*	*	*	5
700 North Street	SW-14	*		*					*	*	*	5
Lake Fork & Tributaries	SW-15	*		*	*	*	*	*	*	*	*	7

8. Protects important scenic vistas and historic areas from development.
9. Provides an area that is suitable for trail development which could result in improved access to trails, open space or recreational facilities.
10. The trail or greenway has potential for implementation. There is not any apparent "use" conflicts, ownership issues or major design problems that would prevent the trail or greenway from being developed.

The County's greenway resources were evaluated on the basis of the above criteria. The higher the number of beneficial features identified, the higher the priority. However, changing circumstances may alter the priority rating. This sometimes occurs when a railroad abandonment becomes imminent or other trail development opportunities arise.

Each priority greenway is listed in Exhibit 4.1 along with its corresponding beneficial features and map number. The locations of natural priority greenways within the County are graphically illustrated in Map 4.1.

The following text describes priority future greenways that were determined to have at least six beneficial features. The characteristics of each greenway are summarized, whereas implementation methods will be discussed in Chapter 5.

In order to better facilitate analysis, the County was divided into the following planning areas: Lincoln Urban Area, Northwest Logan County, Northeast Logan County, Southeast Logan County and Southwest Logan County. Planning area maps are also included in this chapter that show geographic locations of these priority greenways.

LINCOLN URBAN AREA

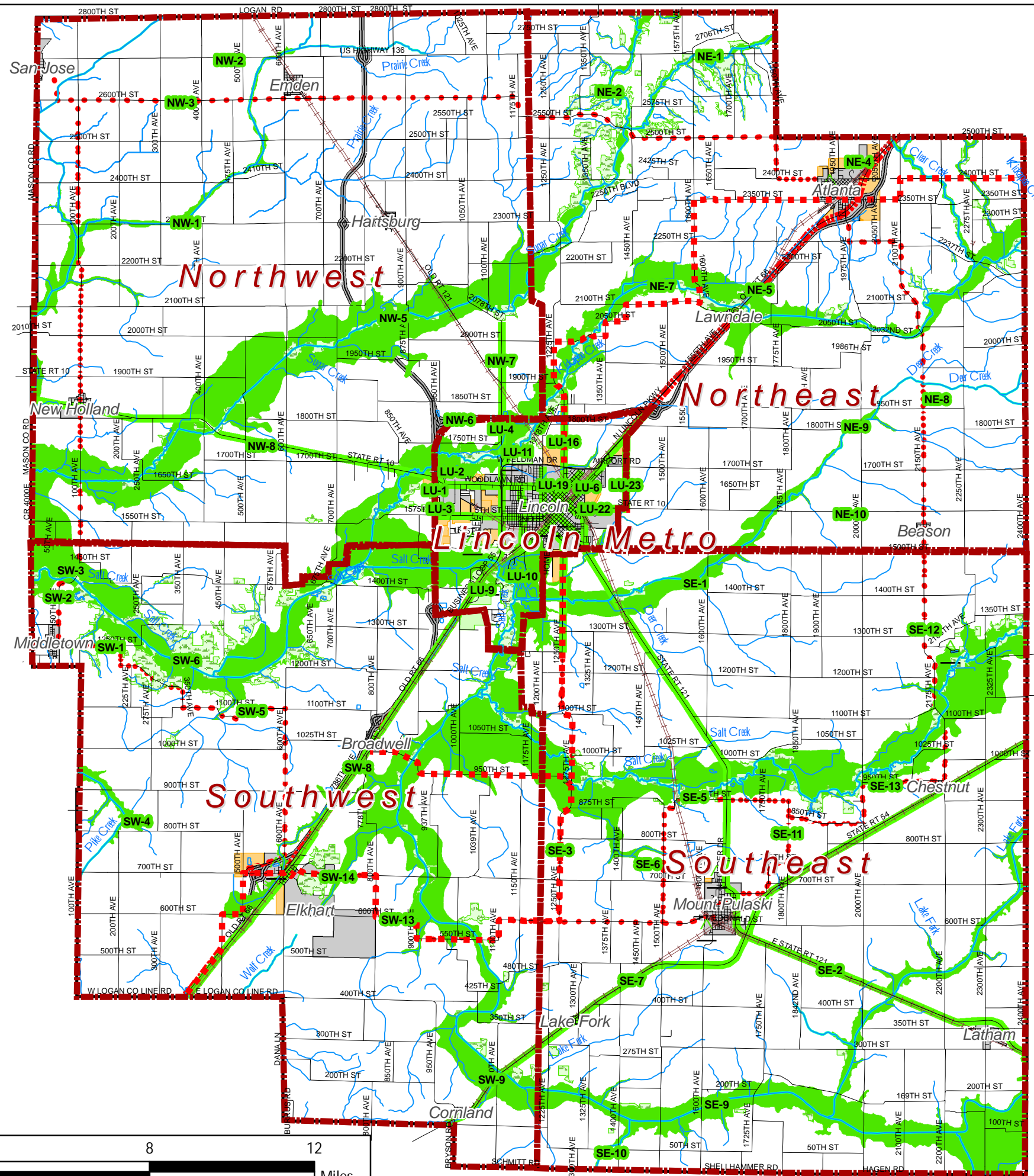
Of the twenty-four priority greenways identified for the Lincoln Urban Area, seven were determined to provide at least six beneficial features. These include: Madigan Fish and Wildlife Area, Kickapoo Creek Park, Lincoln Lakes Area, Route 66, Allison Lake, Union Pacific/Amtrak Rail Corridor, and Memorial Park (see Exhibit 4.2). Each of these is discussed in more detail and in the



Kickapoo Creek Park

Logan County Regional Greenways Plan

Map 4.1 Greenways Plan



Legend

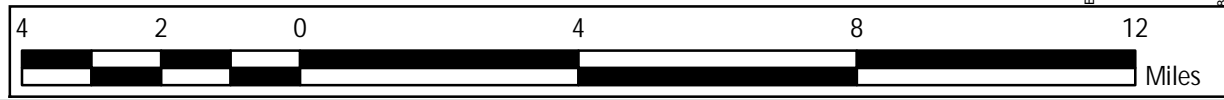
Greenway Features

- NW-1 Priority Future Greenways
- ▬ Greenway Corridors
- ▬▬▬▬ Proposed Long Range Route 66 Trail
- ▬▬▬▬ Proposed Route 66 Interim Trail
- ⋈⋈⋈⋈ Proposed County Loop Trail
- Parks
- Wooded Areas
- ▬ Rivers and Streams
- ▬▬▬▬ Greenway Planning Areas

Other Features

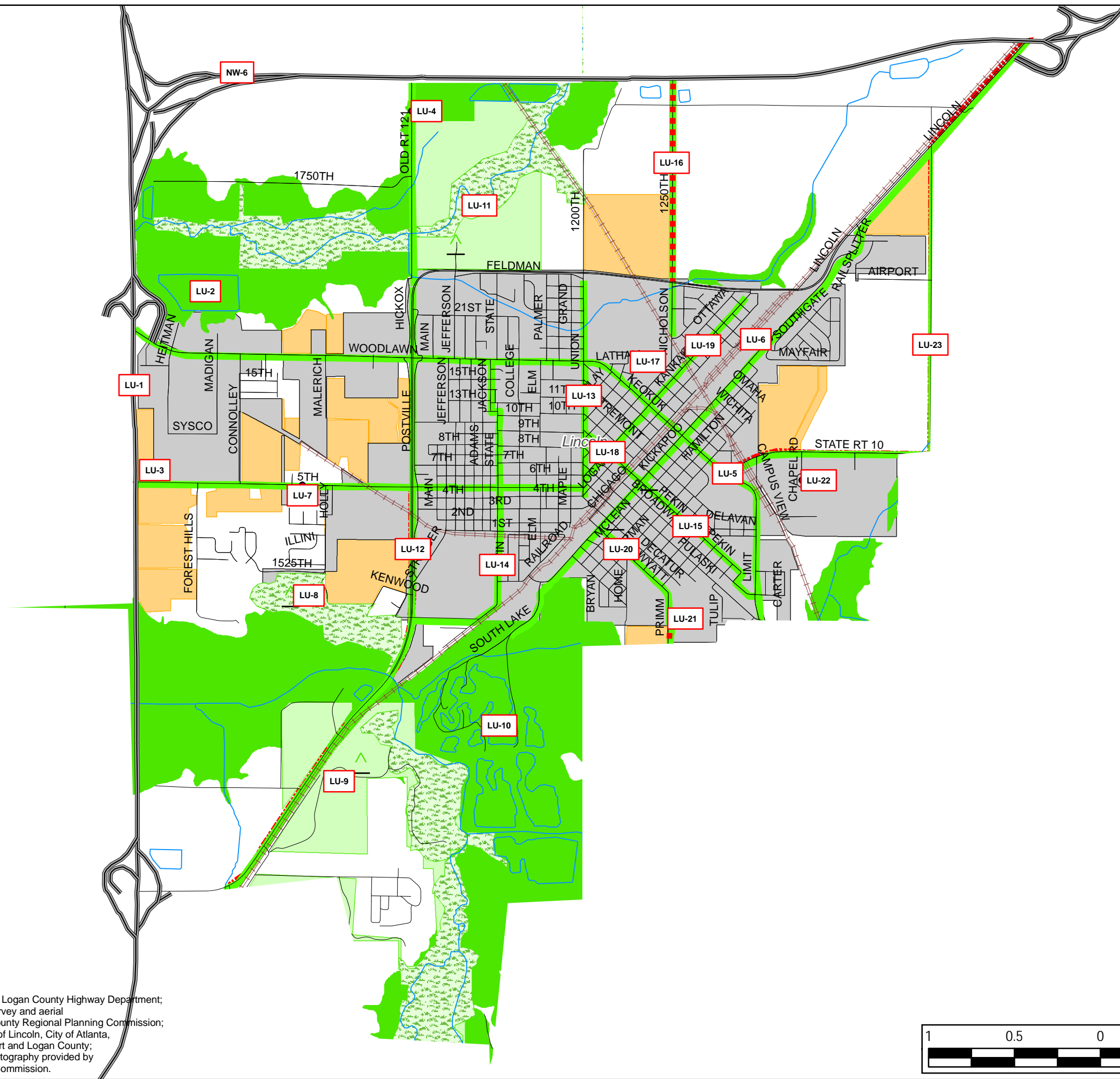
- ▬ County and Local Roads
- ▬▬▬▬ Interstate Highway
- ▬▬▬▬ Railroads
- Cities and Towns
- Municipal Growth Areas
- ▬ County Boundary

Sources: street and road data from Logan County Highway Department; hydrology from U.S. Geological Survey and aerial photography provided by Logan County Regional Planning Commission; jurisdictional boundaries from City of Lincoln, City of Atlanta, City of Mt. Pulaski, Village of Elkhart and Logan County; additional data based on aerial photography provided by Logan County Regional Planning Commission.



Logan County Regional Greenways Plan

Map 4.2 Lincoln Metro Planning Area Greenways Plan



Legend

Greenway Features

- NW-1 Priority Future Greenways
- Greenway Corridors
- Proposed Long Range Route 66 Trail
- Proposed Route 66 Interim Trail
- Proposed County Loop Trail
- Parks
- Wooded Areas
- Rivers and Streams

Other Features

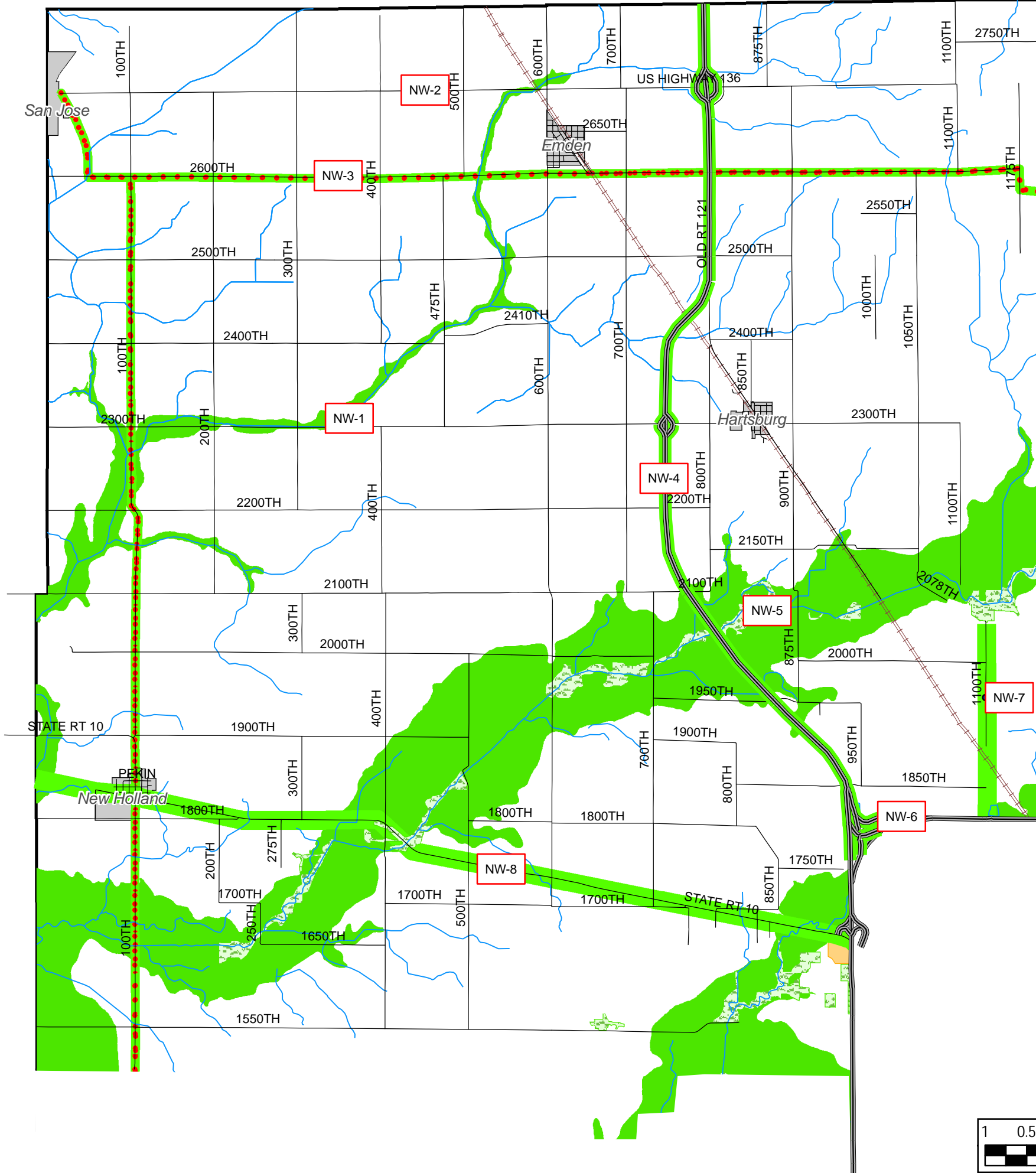
- County and Local Roads
- Interstate Highway
- Railroads
- Cities and Towns
- Municipal Growth Areas
- County Boundary

Sources: street and road data from Logan County Highway Department; hydrology from U.S. Geological Survey and aerial photography provided by Logan County Regional Planning Commission; jurisdictional boundaries from City of Lincoln, City of Atlanta, City of Mt. Pulaski, Village of Elkhart and Logan County; additional data based on aerial photography provided by Logan County Regional Planning Commission.



Logan County Regional Greenways Plan

Map 4.3 Northwest Planning Area Greenways Plan



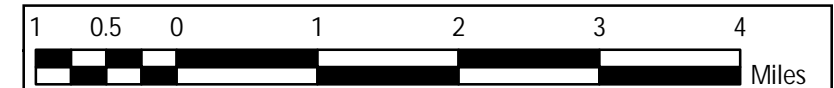
Legend

Greenway Features

- NW-1 Priority Future Greenways
- Greenway Corridors
- Proposed Long Range Route 66 Trail
- Proposed Route 66 Interim Trail
- Proposed County Loop Trail
- Parks
- Wooded Areas
- Rivers and Streams

Other Features

- County and Local Roads
- Interstate Highway
- Railroads
- Cities and Towns
- Municipal Growth Areas
- County Boundary



Sources: street and road data from Logan County Highway Department; hydrology from U.S. Geological Survey and aerial photography provided by Logan County Regional Planning Commission; jurisdictional boundaries from City of Lincoln, City of Atlanta, City of Mt. Pulaski, Village of Elkhart and Logan County; additional data based on aerial photography provided by Logan County Regional Planning Commission.

order of their priority features.

Madigan Fish & Wildlife Area

Logan County's lone state park is located just southwest of the City of Lincoln (see Map 4.2). Designed as a refuge for wildlife, the park is also a place to embrace recreational activities such as fishing, canoeing, hiking and horseshoes. The park is scenic with a variety of tree and plant species throughout its 900 plus acres. A portion of Salt Creek also meanders through the park as it flows to the west. The significant natural cover and wetlands are positive features associated with this potential greenway. Its location adjacent to Route 66 and Lincoln Lakes also makes it a natural connector for a larger system of potential trails and greenways that could be developed.

The establishment of the park as a natural area is important to maintain. The Fish and Wildlife Area is not only important to maintain for its intended purpose but should be considered a priority greenway for its example of fostering land stewardship and ecological education.

Kickapoo Creek Park

Kickapoo Creek Park is the largest park in the County. Besides having all the amenities present that would qualify it as a high priority greenway, the park also has a strategic location just to the north of the City of Lincoln (see Map 4.2). Kickapoo Creek flows into the park and is a primary natural feature. The park was also designed as a preservation area for flora and wildlife. A portion of Route 66 borders the park on the south, making it a natural connection and destination for trails.

Lincoln Lakes Area

Although a private development, the Lincoln Lakes Area could be used as an important connection for extending or completing a greenways system on Lincoln's south and southwest sides. Lincoln Lakes is located just outside Lincoln's corporate limits on the south and is just east of Edward Madigan Fish and Wildlife Area, Logan County's only state park (see Map 4.2). It also accounts for over fifty percent of Logan County's pond acreage.



Madigan State Park near Lincoln

The subdivision was connected to the public street system when it was built.

Its location would easily connect to the Madigan Fish and Wildlife Area and a potential trail along Route 66 on the south end of Lincoln. A portion of Salt Creek meanders close by the area. There are also possibilities for future trail development that could take advantage of the area's geography and the connections it provides to natural sites nearby. Lincoln Lakes also has several appealing natural features that establishes it as a primary location for future greenway development. However, plans for this area should involve the property owners of the Lincoln Lakes development.

Route 66

Route 66 provides significant opportunities for greenway development (see Map 4.2). The Route continues to be an attractive international tourist destination and corridor with little sign of slowing. As the state bike-way trail system develops over time, the corridor is planned to become the primary connector for a statewide trail that will further

enhance leisure and tourism opportunities. The route is also a natural connector for potential local greenways or trails that may be planned. It could also be utilized to connect to regional trail systems within or outside Logan County as more greenways and trails are developed in the future.

Allison Lake

Allison Lake is a significant man-made water body that is located east of Interstate 55 and north of Highway 121 in northwest Lincoln (see Map 4.2). It is appealing as a potential future trail connection. The lake is also an important drainage area and provides important habitat for wildlife.

Memorial Park

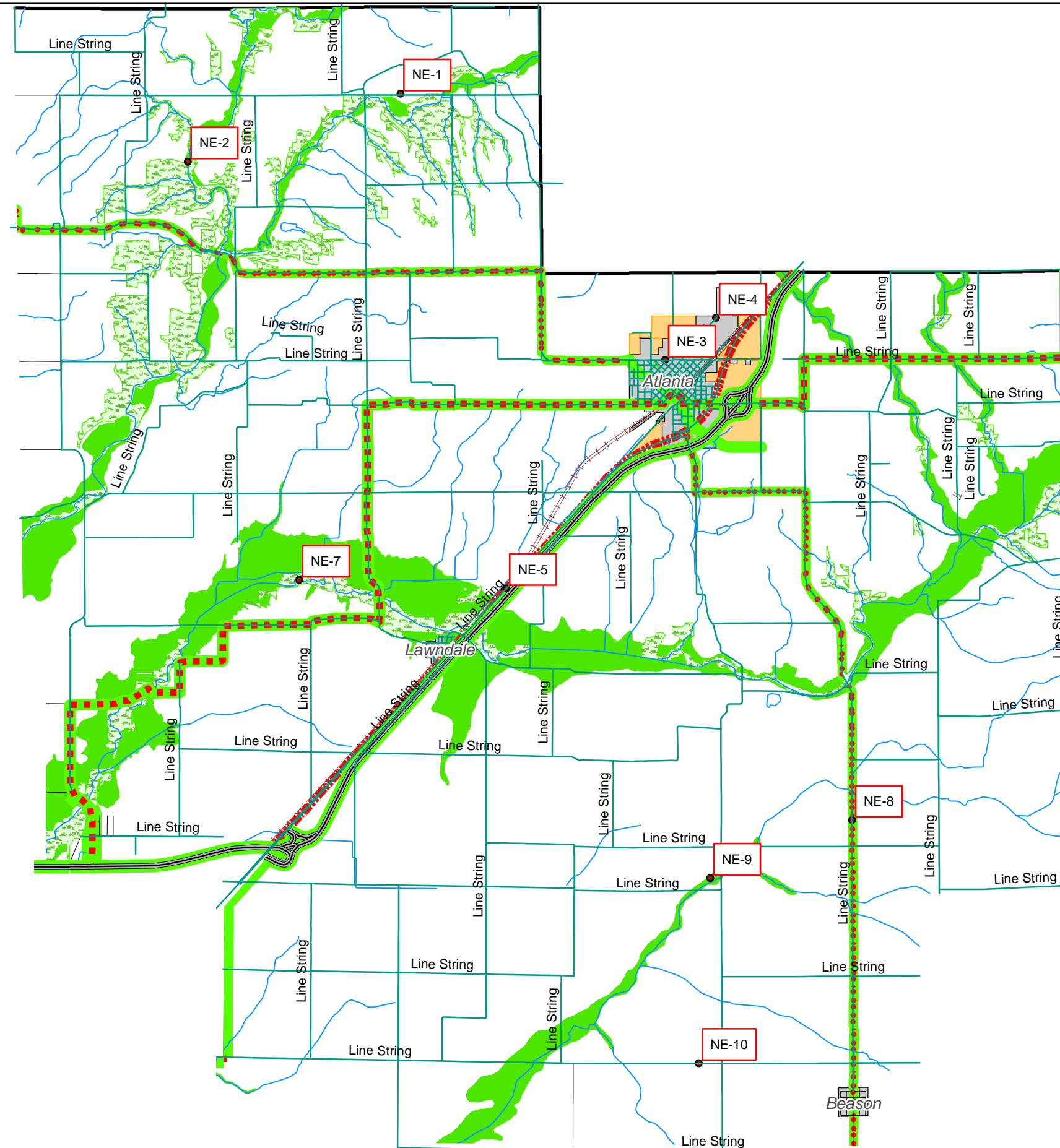
Located on the southwest side of the urban area, Memorial Park is the City's largest urban park (see Map 4.2). Its location and attributes make it a natural destination and connection with other open spaces in the area that include: Elks Golf Course, Old Union Cemetery, and Route 66. It is also located



Route 66 near Atlanta

Logan County Regional Greenways Plan

Map 4.4 Northeast Planning Area Greenways Plan



Legend

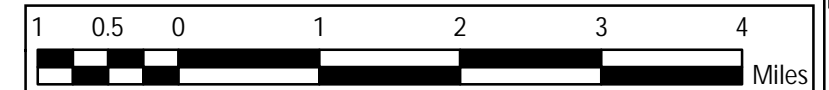
Greenway Features

- NW-1 Priority Future Greenways
- Greenway Corridors
- Proposed Long Range Route 66 Trail
- Proposed Route 66 Interim Trail
- Proposed County Loop Trail
- Parks
- Wooded Areas
- ~ Rivers and Streams

Other Features

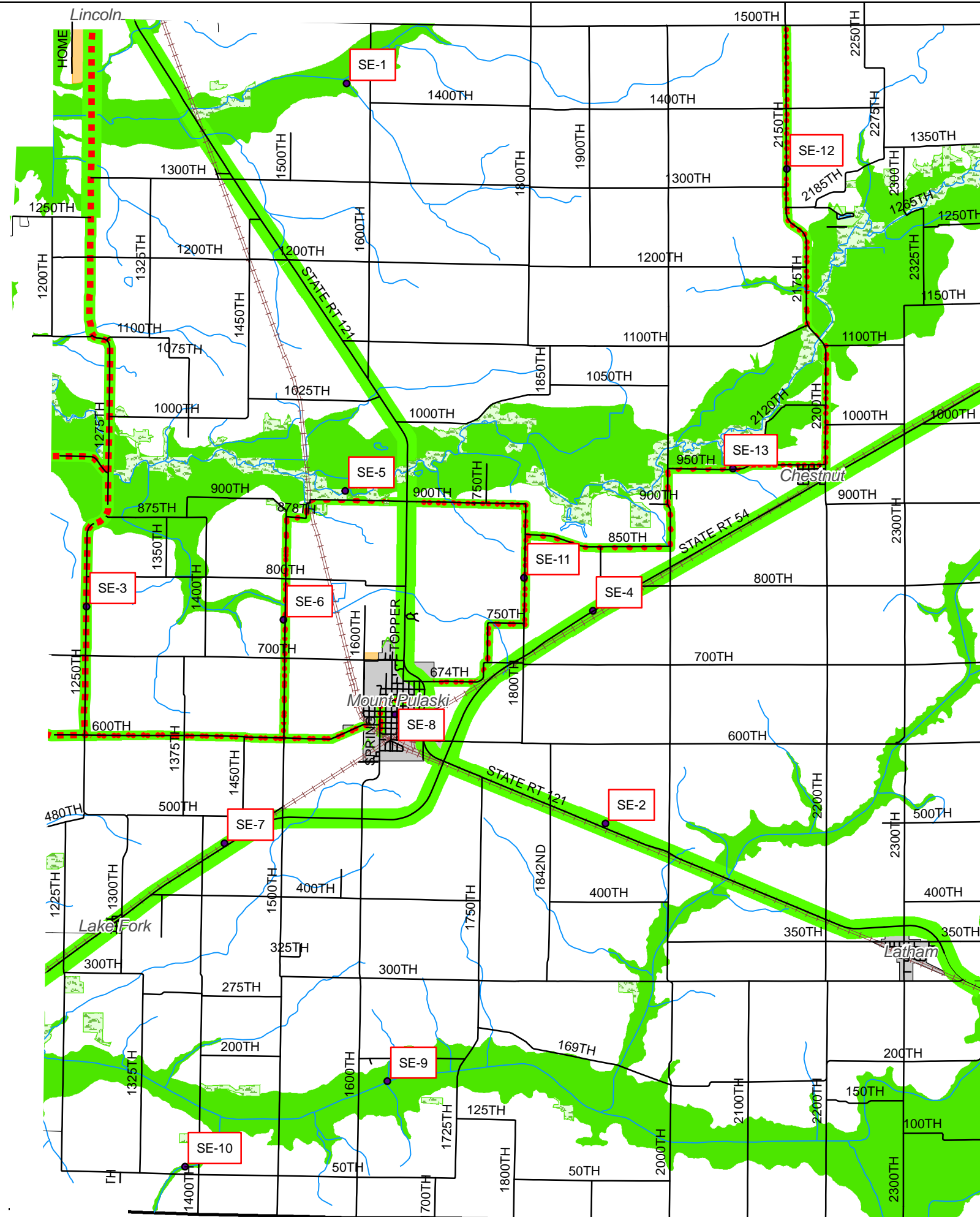
- County and Local Roads
- Interstate Highway
- Railroads
- Cities and Towns
- Municipal Growth Areas
- County Boundary

Sources: street and road data from Logan County Highway Department; hydrology from U.S. Geological Survey and aerial photography provided by Logan County Regional Planning Commission; jurisdictional boundaries from City of Lincoln, City of Atlanta, City of Mt. Pulaski, Village of Elkhart and Logan County; additional data based on aerial photography provided by Logan County Regional Planning Commission.



Logan County Regional Greenways Plan

Map 4.5 Southeast Planning Area Greenways Plan



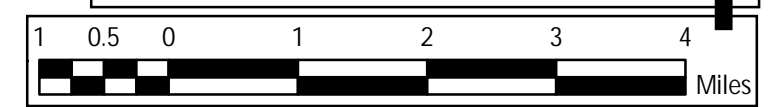
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Greenway Features

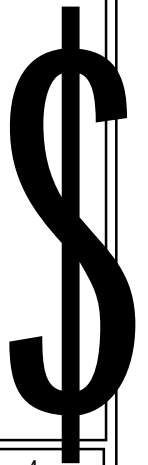
- NW-1 Priority Future Greenways
- Greenway Corridors
- Proposed Long Range Route 66 Trail
- Proposed Route 66 Interim Trail
- Proposed County Loop Trail
- Parks
- Wooded Areas
- Rivers and Streams

Other Features

- County and Local Roads
- Interstate Highway
- Railroads
- Cities and Towns
- Municipal Growth Areas
- County Boundary



Sources: street and road data from Logan County Highway Department; hydrology from U.S. Geological Survey and aerial photography provided by Logan County Regional Planning Commission; jurisdictional boundaries from City of Lincoln, City of Atlanta, City of Mt. Pulaski, Village of Elkhart and Logan County; additional data based on aerial photography provided by Logan County Regional Planning Commission.



near a private elementary school and is within short distance of the Madigan Fish and Wildlife Area to the southeast and Commerce Park to the northwest. Memorial Park should be considered as a primary destination for greenway connectivity in the future. It is also located near one of the primary targeted growth areas for the urban area.

NORTHWEST LOGAN COUNTY

This area of Logan County features few potential greenway corridors that could be considered priority. However, a portion of Sugar Creek does flow into West Lincoln and Sheridan Townships (see Map 4.3). Other townships in this sector include Prairie Creek and Orvil.

Sugar Creek and Tributaries

Sugar Creek flows from McLean County into Logan County from the northeast to the southwest and bisects Illinois Route 10 and I-155 in this quadrant (see Map 4.3). The creek is considered a vital waterway and should be preserved as a priority greenway. It is important for flood prevention and could provide for a number of potential greenway linkages along its path. The creek is also important to the ecology of the County by providing natural drainage and wildlife habitat.

NORTHEAST LOGAN COUNTY

The Northeast portion of Logan County includes the townships of Eminence, Atlanta, Oran and a significant portion east of Lincoln beyond the City of Lincoln urban area (see Map 4.4). Six greenways were determined to have six or more beneficial features for this area. These include: Sugar Creek/West Fork, Kickapoo Creek, Deer Creek, North Greens Area, Clear Creek, and the Route 66 Corridor.

Sugar Creek/West Fork

Sugar Creek/West Fork in the Northeast could become a vital link in a regional greenway system. McLean County has already designated Sugar Creek among its important potential greenways and is considering it as part of its future trail system. It is an important waterway with a significant amount of timber along its route in this portion of Logan County.

Kickapoo Creek

This stream flows east into Logan County from DeWitt County (see Map 4.4). Kickapoo Creek passes near or through several natural areas in the County and connects with others in neighboring counties. Naturalists throughout the area and the state have targeted the creek for preservation due to its importance in maintaining flora and fauna indigenous to the State of Illinois and potential environmental issues that are associated with the creek. It is a stream that assists greatly in the process of groundwater recharge along its path.

Land owners along its path should be encouraged to engage in conservation practices through the USDA Conservation Reserve Program or applicable programs. Conservation easements or transfer of development rights may also be appropriate tools in preserving the creek.

Deer Creek

Deer Creek flows into Logan County at Oran Township from DeWitt County (see Map 4.4). The creek has been recognized as possessing some of the best habitat in the State of Illinois for maintaining species of fresh water fish. The creek has many important features that contribute to its priority ranking (see Exhibit 4.1). The water levels of the creek remain stable throughout the year, and it flows through and near significant natural

areas. It eventually flows into Salt Creek just south of Lincoln.

North Greens Area

The North Greens Area is located in the northeast portion of Atlanta and includes the North Greens Golf Course and the surrounding open areas (see Map 4.4). It is adjacent to Route 66 and the Union Pacific Railroad line and has significant potential for future trail development. The golf course could provide for wildlife habitat by planting trees and natural native prairie grass species as improvements to the course are made over time. A trail system could also be developed in the adjacent residential development.

Clear Creek

Located in Atlanta Township, the creek serves as a tributary of Kickapoo Creek and also intersects Old Route 66 near the Logan County/McLean County border (see Map 4.4). The creek has enticing potential as a trail or trail connector while possessing many natural features. The creek is also

important in contributing to the natural drainage system of the area and assists in wildlife preservation.

Route 66 Corridor

The Route 66 Corridor and its potential for greenway and trail development also extends into this section of the County (see Map 4.4).

SOUTHEAST LOGAN COUNTY

Southeast Logan County includes the townships of Aetna, Chester, Mount Pulaski and Laenna and Lake Fork (see Map 4.5). Deer Creek is a greenway designated for priority status in this sector, but its value has already been discussed in the previous text. Salt Creek and Lake Fork are two other waterways in this area that should be considered for priority status (see Exhibit 4.1).

Salt Creek

This proposed greenway flows from



North Greens Golf Course, Atlanta

DeWitt County on the east into Aetna Township. This is a waterway with regional importance. It is not only a primary waterway of Logan County but is an important tributary for Clinton Lake in DeWitt County which is home to a nuclear power facility. Salt Creek also flows through two state parks (Weldon Springs State Park in DeWitt County and Madigan Fish and Wildlife Area in Logan County). The stream has historical significance to Logan County and is important to its residents for a variety of reasons. It has been a primary recreation area for countless years and is important in maintaining the natural ecology of the area. The creek helps maintain the water quality in the several bodies of water into which it flows. It is significant for assisting in the prevention of flooding and providing and maintaining wildlife habitat. Its future potential as a greenway and greenway connector is obvious, and steps should be taken to maintain this status. The creek also boasts several scenic vistas along its path.

Lake Fork

Lake Fork is a creek with a significant tributary system. The north fork of the creek flows in a northeast to southwest direction from Laenna Township to Lake Fork Township (see Map 4.4). Lake Fork basically follows an east to west flow in Lake Fork and Mt. Pulaski Townships until veering north into Elkhart Township. Not considered a large waterway by most standards, Lake Fork does have some potential to be utilized as a natural area if a need arises. It is important since it connects to other neighboring counties (DeWitt and Macon) and also connects to other major waterways (Salt and Deer Creeks) and natural areas throughout the County.

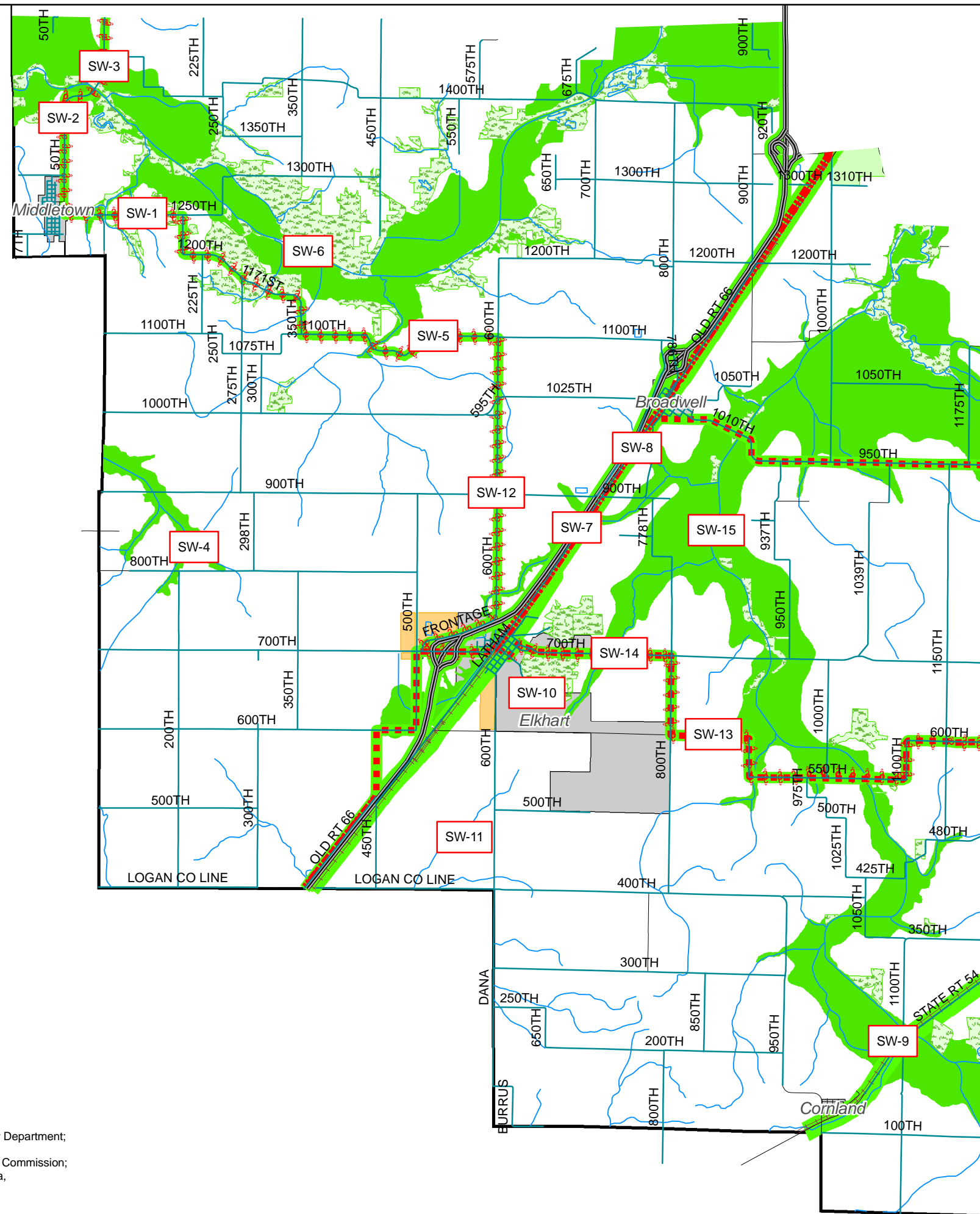
SOUTHWEST LOGAN COUNTY

Elkhart, Broadwell, Corwin and Hurlbut Townships make up the Southwest section of the Logan County planning area.

Primary areas to consider for priority greenway status include the Route 66 Corridor, Salt Creek and Lake Fork and its tributaries. All of the beneficial features of these potential greenways have been addressed elsewhere in this document.

Logan County Regional Greenways Plan

Map 4.6 Southwest Planning Area Greenways Plan



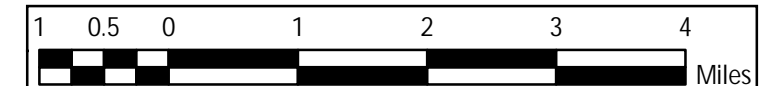
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Greenway Features

- NW-1 Priority Future Greenways
- Greenway Corridors
- Proposed Long Range Route 66 Trail
- Proposed Route 66 Interim Trail
- Proposed County Loop Trail
- Parks
- Wooded Areas
- Rivers and Streams

Other Features

- County and Local Roads
- Interstate Highway
- Railroads
- Cities and Towns
- Municipal Growth Areas
- County Boundary



Sources: street and road data from Logan County Highway Department; hydrology from U.S. Geological Survey and aerial photography provided by Logan County Regional Planning Commission; jurisdictional boundaries from City of Lincoln, City of Atlanta, City of Mt. Pulaski, Village of Elkhart and Logan County; additional data based on aerial photography provided by Logan County Regional Planning Commission.

Implementation

5 CHAPTER

The Logan County Greenways Plan creates a vision, examines resources and identifies future priority greenways. The document is intended to serve as an advisory guide for public and private actions concerning greenway preservation and development within Logan County. The Logan County Comprehensive Plan and Greenways Committee developed goals and objectives and evaluated important background information. Considered in the Logan County Comprehensive Greenway Plan analysis were existing development patterns, future growth areas and existing greenway resources and future needs for greenways. Priority future greenways were also identified. In fulfilling the purpose of the plan as a guide for the region-wide development and preservation of greenways, this chapter provides a summary of the available methods and responsibilities for implementation and concludes with a plan of action.

METHODS AND STRATEGIES

There are several methods and strategies available to aid in the implementation of proposed greenways. These include the use of regulatory ordinances and a variety of acquisition, ownership and financial strategies. Each of these is summarized in the following paragraphs.

Regulatory Ordinances

Regulatory ordinances provide a legal framework for actions to implement proposed greenways. Zoning and subdivision regulations and the official map are examples of regulatory measures that can be utilized to guide development, including greenway preservation and development.



Kickapoo Indian Village, Memorial Park

Zoning Ordinances

The zoning ordinance is one of the most effective means of implementing a land use

plan. It is an important tool for greenways planning and development as well by restricting development along streams and zoning for public use areas. Logan County and most of

EXHIBIT 5.1
Summary of Acquisition Strategies for Greenways

METHOD	EXPLANATION	ADVANTAGES	DISADVANTAGES
Management Agreements	Agreements between agency and land owner for a specific purpose	Avoid purchase and other options, gain desired rights with minimal debate.	Only applicable with current landowner. It could be revoked at anytime.
Land Leases	Short and long-term land rental.	Low cost use of land. Landowner receives income and retains control of property.	Leases do not provide equity and affords limited control. Does not assure protection.
Permits & Licenses	For fee agreements that specify specific uses. Time frames are usually involved.	An equitable arrangement that is specified to uses.	It is time and resource-base limited. Does not provide a long-term method of protection.
Right Of Public Access Easements	Provides the public with the right to access and use a parcel of land for a specific purpose. Land use is usually limited to a defined area.	Avoids need to purchase land from the owner. Provides right of public access and use. Excellent for greenways.	Can be time limited. Usually restricts other uses. Does not prevent owner from exercising other property rights.
Conservation Easements	A partial interest in property usually for purpose of protecting natural resources, Public access not always a component.	Inexpensive method for protection of natural resources. Landowner retains all other property rights and land remains on tax roll.	Public access is usually restricted. Easement must be enforced. Easement may lower resale value.
Preservation Easements	Same as conservation easement. Most useful for historic landscapes.	Defines protection of historic elements of landscape.	Can restrict public access. Must be enforced.
Joint Use Easements	Accommodates multiple uses within one easement type.	Provides opportunity to combine several public interests with one agreement. Easier for landowner to understand one request than multiple requests.	Can be difficult for all landowners to agree to multiple uses along an entire greenway corridor. A rejection by a single landowner can jeopardize the entire request.
Fee Simple Purchase	Outright purchase of full title to land and all rights associated with its use.	New landowner has full control of land. Allows for permanent protection and public access.	Cost of purchase may be outside local ability. Removes land from tax rolls.
Donations & Gifts	A donation by landowner of all or partial interest in the property. Land usually managed by private preservation organization.	Provides permanent protection without public expenditures. Tax benefits to seller.	Receiving agency must be able to accept donation and be capable of managing land.
Purchase & Lease Back	Full title is purchased then leased back to previous owner. Subject to restrictions.	Essentially land banking. Income is derived from lease payments. Owner is not displaced.	Lease may restrict public access. Land must be leased for appropriate uses.
Bargain Sale	Process is part donation and part sale. Property is sold at less than fair market value.	Tax benefits to seller. Difference in sales price is considered charitable gift.	Seller must be agreeable to terms of sale. Bargain price may be inflated.
Option Or First Right of Refusal	Owner agrees to provide first right of purchase to designated agency or individual.	Secures future right of purchase. It provides time frame to negotiate terms with seller.	Does not ensure that owner will sell or sell for a reasonable price.
Purchase Of Development Rights	Local or state government purchases the rights of more intensive land use from current owner.	Landowner derives financial benefit from selling rights. Lower property value reduces taxes.	Can be a costly endeavor.
Eminent Domain & Condemnation	The right of government to take private property for public purpose upon payment of just compensation. Can be exercised for recreational purposes in some states.	Provides tool for acquiring essential or dangerous properties. Usually done if other options are not possible or acceptable.	Costly and can create a negative perception of government and the concept of greenways. Only recommended as a last resort.
Installment Sale	Allows for buyer to pay for property over time.	Can lower taxes for seller if transaction seller-financed. Buyer can negotiate better sale terms.	Long-term financial commitment usually up to thirty years. Mortgage lien usually involved.
Land Exchange	Swapping of developable land for property with high conservation value.	Relatively cost free if trade parcel is donated. Reduces capital gains tax for original owner.	Owners must be willing to swap land that is of comparable value. Can be time consuming.
Exaction	As a condition of obtaining subdivision approval, local government requires developers to pay a fee or dedicate land to a municipal trust for open space.	New construction and development pays for its impact on open space. Good method during high-growth periods.	Acquisition funds depend on the specific development. Difficult to calculate fair costs. Not effective during recessionary periods.
Transfer Of Development Rights	Under legally established program, owner can transfer development rights from one property to another designated to support increased density.	Cost of preservation absorbed by property owner who purchases rights. Allows local government to direct density and growth away from sensitive landscapes.	Difficult to implement and can be considered controversial. Often difficult to identify areas where increased density is desirable. Must be established by legislation.
Cluster Development	Permits high density development in parts of subdivision to protect sensitive lands.	Flexible and negotiable with landowner and developer. Can reduce construction and infrastructure costs.	Open space may not be linked. Processing time for development may be increased.
Performance Zoning	A zone defined by permitted impacts as opposed to permitted uses.	Development occurs based on comprehensive environmental strategy.	Criteria can be hard to establish. Development plans more expensive to prepare.

its communities have zoning ordinances in place.

Subdivision Regulations

Subdivision regulations can be another effective means for implementing greenway recommendations. Subdivision regulations set standards for street design, sidewalks, utilities and community facilities. Subdivision regulations can positively affect the overall patterns and quality of development. These regulations may also require land dedication or a "fee in lieu of land" for parks, open space or trails in newly developed areas. Storm water detention basins may also be required through these regulations that can also be designed to serve a recreational facility component as well. Subdivision regulations can also provide standards for greenway and trail development.

Official Map

The official map gives a municipality or local government body the means to reserve land designated for public purposes for a one-year period from the time that such land is subdivided. The map identifies the approximate locations for future public facilities, which may include parks, greenways and trails. By doing so, it serves notice that the municipality or other applicable government body intends to acquire the designated land for the stated purpose.

Acquisition Strategies

The acquisition process is sometimes the difficult aspect of implementing a greenways plan. A variety of acquisition options are available for consideration. Some of these are widely accepted and often used with success. A number of less common but innovative options are also available and may be effective in certain situations. Potential acquisition strategies have been identified by the

Conservation Fund, a national nonprofit land and water conservation organization that protects land through partnerships. Identified strategies are summarized in Exhibit 5.1. This table can serve as a reference guide when considering the acquisition of land for greenways.

Ownership Strategies

With determining how to acquire a particular greenway, another important aspect must be addressed: who will own it? There are three avenues of ownership—private, public or mixed ownership. If the greenway will be used for a recreational purpose or is used as a mode of transportation, local government would be the likely owner. However, if the greenway serves an environmental purpose such as wetlands protection, wildlife habitat protection, or stream preservation, a private entity such as a land trust may be the most appropriate owner of the greenway. There may be instances where multiple or joint ownership of a greenway will occur, particularly for regional greenway systems or where implementation and management costs are a burden for one entity. A number of potential ownership strategies have been identified in Exhibit 5.2 as a guide for ownership considerations.

Financial Strategies

Even the most well conceived plans for the acquisition, implementation and management of greenways will fail if financial resources are not available or a strategy has not been developed to pay for the greenway. A plan must be developed to ascertain the cost of a greenway, what program or organization will fund it, and the method of obtaining funds. There are two fundamental types of greenway funding sources—the public sector and the private sector. Public sector funding sources have been identified and summarized in Exhibits 5.4 and 5.5. Private sector funding sources have also been identified and summa-

ized by the Conservation Fund in Exhibit 5.3. These tables provide a reference source for review when considering funding possibilities for specific greenways.

IMPLEMENTATION RESPONSIBILITIES

A coordinated effort will be required to achieve the goals and objectives of the Regional Greenways Plan. Government agencies, private organizations, individuals and public-private partnerships may all be part of the equation for successful implementation.

EXHIBIT 5.2
Suggested Comparative Ownership Strategies

METHOD	EXPLANATION	ADVANTAGES	DISADVANTAGES
PRIVATE OWNERSHIP			
Individual Landowners	Adjacent landowners retain full title to land and provide for greenway through easements.	Property owners retain title to land. Large funds for land purchase not needed. Land remains on the tax rolls.	Easements can restrict certain types of greenways activities depending on the landowner.
Land Trusts & Non-Profit Organizations	A national or regional non-profit organization can acquire and hold land until a local land trust has been established or is able to finance acquisition.	A non-profit organization can finance an immediate acquisition and hold property until a land trust has been established or has acquired funds.	If a land trust does not exist, a community must establish one. A land trust needs solid support, funding and the ability to manage land.
Corporate Landowners	Corporation provides for greenway as part of the development process.	Greenway is provided at no expense to local taxpayer. Managed by corporation.	Corporation may restrict use of greenway to the public or may choose to deny access.
PUBLIC OWNERSHIP			
Local Governments	Acquisition by county or municipality.	Local government can be more flexible about the type of open space it requires.	Limited local funds and expertise limit the number of acquisitions.
State Governments	Acquisition by state agencies such as Department of Environmental Protection; Office of Parks, Recreation and Historical Preservation; Department of Environment, Health and Natural Resources.	Statewide bond acts can provide significant funding resources for important open space acquisitions throughout a state. Provides revolving loan funds to leverage non-profit activity.	Government may miss acquisition opportunities due to long time frame for acquisition approval.
Federal Governments	Acquisition by National Park Service, Forest Service, U.S. Fish & Wildlife Service or Bureau of Land Management.	Acquisition is at federal level thus eliminating financial obligation for locality.	Acquisitions are limited due to agencies' specific criteria for acquisition. Acquisitions need Congressional authorization.
MIXED OWNERSHIP			
Public/Private Ownership	A private nonprofit organization can help to implement government programs by acquiring and holding land until a public agency is able to purchase.	A nonprofit organization can enter the real estate market easier than government and can sell to government at less than fair market value if property was acquired through bargain sale.	Must have public agency willing and able to buy within reasonable time frame.
Public/Public Ownership	Multi-jurisdictional partnership between local, state, and federal agencies. Inter-agency projects.	Combining strengths of agencies enables greenway development to occur.	Development and management structure can be cumbersome. Partnership may not be equal.
Private/Private Ownership	Government works with private sector to implement greenway	Private sector can realize tax benefits from participation. Cost share good for public.	Cost equity and management could be cumbersome.

SOURCE: The Conservation Fund, Greenways: A Guide to Planning, Design, and Development, 1993.

Responsibility for implementing the plan lies with governments (local, state and federal), private developers, private landowners, interested citizens, interest groups, and the Logan County Regional Planning Commission. Intergovernmental cooperation should be encouraged in any plan implementation efforts.

Government

Implementing the Regional Greenways Plan will require participation from local, state and federal governments.

Federal Government

The policies of the federal government

**EXHIBIT 5.3
Private Sector Funding Sources**

TYPE	EXPLANATION	ADVANTAGES	DISADVANTAGES
Foundation Grants	Foundations, usually private or corporate, provide grant money for greenway related projects.	Variety of foundations creates a wealth of possible funding opportunities	Foundation grants may have strict guidelines regarding use of funds and project scope
Company Grants	Corporations provide grants of funds and resources for greenway related projects. Corporations provide financial support and often volunteer employee time as well.	Corporations seek out community service projects such as greenways.	Corporate giving for these types of projects are often committed quickly and there may be competition for funds.
Individual Donors & Memberships	Funding derived from individual fundraising campaigns or through membership drives through nonprofit organizations which solicit members as a way to raise money and support for projects.	Excellent method for raising funds and building support for a greenways organization and its projects.	Membership or nonprofit organizations may require significant time and effort investments in order to succeed.
Planned Giving, Life-Income Gifts, and Bequests	This is a strategy to create a plan to address the donation of gifts while the donor is alive after he or she dies. These types of gifts involve a donor granting a greenway nonprofit organization or land trust ownership in a stock. The grantor receives earnings from the stock while he or she is alive. After death, the principle and earnings of the stock go to the nonprofit organization or land trust. A donor may bequest money in a will.	These techniques can be useful in protecting private land that has important greenway features. This strategy can offer tax and investment advantages to the donor and also the recipient.	Can be complex issues. These gifts usually require financial and legal expertise.
Service Clubs	Organizations that perform community service activities or sponsor projects such as greenways. Examples of service clubs include the Lions Club, Rotary Club, Kiwanis Club, etc.	Service clubs can sponsor fundraising activities and provide volunteers and publicity.	Getting commitment from a service club to assist in a greenways project can be difficult.
Special Events & Fundraisers	These events are designed to raise funds through activities such as benefit dinners, races, tours and related activities.	Special events and fundraising can be successful in raising money and creating publicity for greenways.	These activities can require significant time and resources and may not provide a significant return.

Source: The Conservation Fund

have a major influence on the development of greenways nationally. The federal government provides funding programs to assist local governments in developing greenway systems and to individual landowners to encourage conservation practices. These funding programs may come directly from federal agencies such as the United States Department of Agriculture or may be distributed through state agencies such as the Illinois Department of Natural Resources (see Exhibit 5.3).

State Government

State government has the responsibility of interpreting federal policy and applying it to state agencies and local government. State government must address the need for greenways and offer resources to local governments to encourage the development of greenway plans and projects on a local or regional level. A significant portion of funding for greenway

projects in Logan County will likely come from grant programs. These include programs sponsored by the Illinois Department of Natural Resources (IDNR) and the Illinois Department of Transportation (IDOT). The state provides technical assistance to local governments for developing greenways.

Local Government

Local government has the major responsibility for implementing the Regional Greenways Plan. Logan County and its municipalities have taken an important step in developing the greenways plan. Upon completion of the plan and the public input process, the Logan County Regional Greenways Plan should be adopted as official policy for greenway development within the respective governmental jurisdictions of Logan County. The greenways plan should also be considered in the evaluation of future development projects

EXHIBIT 5.4
Public Sector Funding Sources

Source	Explanation	Advantages	Disadvantages
Direct Loan Agency Fund	Public agencies provide funding and sponsor the greenway. Usually, agencies are parks & recreation departments or public works/engineering departments.	Substantial funding can usually be contributed for greenways and such agencies can commit future funding & support.	Selling the project to elected officials, general public, etc. Also stiff competition for funds among agencies.
State & Federal Grant Programs	Federal and state governments offer grant programs to government agencies and non-profit organizations for greenway acquisition and development.	Wide variety of grant programs available. Can tailor to a specific need or purpose.	Competition for funds, regulation and red tape.
Public Agency/Joint Venture	Public agencies enter into a partnership to fund a greenway project.	Agencies can receive benefits from joint ventures. An example is a trail within a water reclamation district sewer line right of way.	Some highway, flood control sewer projects and utility corridors may not be compatible with a greenway.
Joint Development Techniques	The use of funds for private real estate development in conjunction with new public facilities.	New sources of tax revenue and other benefits are created through public/private cooperative agreements.	Development and management may be cumbersome.
Public Finance	Financing through special taxes, taxing districts, bonds or tax increment financing.	Can be excellent method of raising considerable revenue for greenway projects.	Additional taxes and special taxing districts can be unpopular methods of raising revenue.

SOURCE: The Conservation Fund

EXHIBIT 5.5
Local Government Public Financing Techniques

Source	Explanation
Special Tax	A special tax can include: special sales tax, sales tax on specific goods, hotel/motel tax, or special tax on real estate transactions.
Improvement Districts	Method of raising revenue for a greenway by establishing a special taxing district. The assessment is usually a property tax that is levied within the district. Revenues are used for funding improvements in a specific geographic area.
Special Assessment Districts	Used for projects such as street improvements, outdoor plazas, landscaping and park improvements.
Selling Bonds	Common finance approach; public sector borrows money. Most communities have limits on the amount of debt that can be incurred.
General Obligation Bonds	These bonds are repaid with general revenue income that a community receives through tax revenues. It can be a controversial process.
Revenue Bonds	Revenues that are generated by financed projects pay for these bonds. These are best used when financing greenway amenities such as fee-for-use facilities.
Tax Increment Financing (TIF)	A TIF pays off a bond from the increased revenue generated on property adjacent to a public improvement such as a greenway.

Source: The Conservation Fund

so that provisions are made for greenways. Local government should also be prepared to provide funding support for continued planning, coordination and development of greenways. Local government will likely be involved in the acquisition, implementation and management of certain greenways.

Private Developers

Private developers should consider the Regional Greenways Plan and make every effort to incorporate greenway concepts and designs into their developments. Dedication requirements may also be used to support greenway development.

Private Landowners

Voluntary efforts on the part of private landowners can assist in preserving natural areas and waterways. Private landowners should be encouraged to take advantage of various state and federal programs that provide financial incentives to landowners who implement conservation practices. Many potential greenways tend to be located on private property. Every effort should be made to include this constituency in the greenway planning and implementation process. This should include educating landowners about conservation, watershed practices and programs to encourage their participation.

**EXHIBIT 5.6
Natural Resource Management Incentives**

PROGRAM	CONTACT	LANDOWNERS ELIGIBILITY	TERM	MINIMUM ACREAGE	PURPOSE					
					Natural Area, Habitat Preservation	Open Space & Recreation	Wetland & Water Restoration	Soil Conservation	Farmland Preservation	Forestry
Cost Share Programs										
Ag Conservation	ASCS	independent/corp.	10 years	one acre			X			X
Ag Loans	State Treasurer	independent/corp.					X			
Conservation Reserve	ASCS	ind., corp., & public	10-30 years	one acre			X			X
Forest Stewardship	IDNR	ind.	10 years	5 acres			X			X
Forestry Incentive	ASCS	ind.	10 years	10 acres			X			X
Ill. Forestry Dev. Act	IDNR	ind., ltd., pub.	10 years	5 acres			X			X
Partners for Wildlife	USFWS/IDNR	ind.	10 years	one acre			X			X
Stewardship Initiatives	IDNR	ind.,corp.	10 years	5 acres	X	X	X			X
Trees, Shrubs & Seedlings	IDNR						X			X
Wetland Reserve	ASCS		permanent	2 acres			X			X
Technical Assistance Programs										
Emergency Conservation	ASCS						X		X	
Forest Management Assist. Program	IDNR	ind., pub., corp.			X		X			X
National Heritage Landmark	IDNR	ind.			X		X			
Private Land Habitat	IDNR	ind.		one acre	X		X			
Private Waters	IDNR				X		X			
Register of Land & Water Reserves	IDNR				X		X			
Tax Incentives										
Assessment with Easements	SA, CA				X					
Conservation Easements	IDNR				X					
Exemption of Prairie Path Leases	Co. Board of Review				X					
Exception of Lease to Park District	Co. Board of Review				X					
Forestry Mgt. Plan	IDNR		10 years	5 acres			X			X
Illinois Nature Preserves	IDNR	ind., pub.	permanent				X			
Open Space Assessment	SA, CA				X					
Preferential Assessment of Farmland	SA, CA			10 acres	X		X			X
Subdivision of Common Areas	T.A, SA, CA				X					
Tax Bills Optional for Less than \$150	County Clerk	ind.								
Tax Certified for Livestock Waste Mgt.	IEPA						X			
Abbreviations Defined:										
	ASCS	Agricultural Stabilizations & Conservation Service			ind.					individual
	IDNR	Illinois Department of Natural Resources			corp.					corporation
	USFWS	United States Fish & Wildlife Service			pub.					public entity
	SA, CA	Supervisor of Assessments, County Assessor			ltd.					limited
	TA	Township Assessor								
	IEPA	Illinois Environmental Protection Agency								

SOURCE: Illinois Department of Natural Resources

EXHIBIT 5.7
Federal And State Funding Sources For Transportation Enhancement Activities

CATEGORIES	FUNDING PROGRAMS									
	Illinois Transportation Enhancement Program (ITEP)	Congestion Mitigation & Air Quality Improvement Program (CMAAQ)	Surface Transportation Program (STP)	Scenic Byways	Operation Green Light (OGL)	Federal Transit Act (FTA)	National Recreation Trails Fund (SYMMS)	Land & Water Conservation Fund (LAWCON)	Illinois Bicycle Path Grant	Certified Local Governments Program
Provision of facilities for pedestrians and bicycles	80% federal money; 20% local money	80% federal money; 20% local money	80% federal money; 20% local money	80% federal money; 20% local money	match varies	80% federal money; 20% local money	100% federal money	50% federal money; 50% local money	50% state money; 50% local money	match varies
Acquisition of scenic easements and historical sites	80% federal money; 20% local money									
Scenic or historic highway programs	80% federal money; 20% local money			80% federal money; 20% local money	match varies					
Landscaping and other scenic beautification	80% federal money; 20% local money			80% federal money; 20% local money						
Historic preservation	80% federal money; 20% local money			80% federal money; 20% local money	match varies					
Rehabilitation and operation of historic transportation buildings, structures or facilities (including historic railroad facilities and canals)	80% federal money; 20% local money									20% local money
Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bike trails)	80% federal money; 20% local money							50% federal money; 50% local money	50% state money; 50% local money	60% federal money; 40% local money
Control & removal of outdoor advertising	80% federal money; 20% local money			80% federal money; 20% local money	match varies					
Archaeological planning and research	80% federal money; 20% local money									80% federal money; 20% local money
Mitigation of water pollution due to highway runoff	80% federal money; 20% local money									

None ITEP excludes land acquisition
FTA-bicycle and pedestrian facilities related to transit projects only
LAWCON- Includes land acquisition. State OSLAD program follows LAWCON guidelines.
CLGP-restricted to Historic Register Properties only
Archaeological planning and research and mitigation of water pollution eligible within ISTEA but not priority under ITEP

SOURCE: Illinois Department of Transportation

Interested Citizens

Successful implementation of the Logan County Regional Greenways Plan should involve the participation of interested citizens. When the public has a clear vision, enthusiasm and support can often be a major factor to move a greenways plan forward. Interested citizens may include bicycle and trail enthusiasts, members of various preservation associations, educators, ecologists, naturalists and others who understand the importance of greenways to the community.

Special Interest Groups

Special interest groups are usually well organized and can offer valuable assistance with greenway projects. They can become “cheerleaders” within the community and may even be able to provide funds and labor for greenway projects. Some of these groups that have a not-for-profit designation may also be willing to acquire and manage greenways. These groups include conservation and independent outdoor recreation organizations and clubs.

Logan County Regional Planning Commission

The Logan County Regional Planning Commission has the major responsibility for carrying out the Regional Greenways Plan. The Regional Planning Commission is also responsible for long range comprehensive and transportation planning throughout the County. This authority also brings with it the ability to coordinate greenways plans and projects. The Commission may also be responsible for reviewing major development projects to ensure consistency with adopted land use plans. The Commission should also support the continuing coordination of implementation efforts.

CONTINUING COORDINATION

To make the successful transition from plan formulation to implementation will require continuing coordination of plans, programs and activities. While the plan provides a general framework for greenway development, the implementation phase requires that priority future greenways be targeted and necessary actions be taken toward development. This will require thorough analysis and consensus building in the selection of targeted greenways and dedication and perseverance to see the projects through to successful completion. One or more organizations with the capabilities, willingness and legal authority to accept public and private funds, acquire property and maintain greenways will likely be necessary.

There is no organization within Logan County identified that meets all of these requirements. Although many organizations, including local governments, have some of the capabilities to meet many of the requirements, none have within their respective missions the countywide coordination, development and management of greenways. Nor have any private organizations with the required capabilities expressed interest in expanding their roles in this manner.

Continuing coordination of greenway development is vital for the success of the Logan County Regional Greenways Plan. Some regional planning commissions in the State of Illinois have created greenway coalitions or advisory committees for this purpose. These committees can be comprised of a diverse group of members. All members normally have a stake in the local greenways movement. The committee meets as needed throughout the year (at least quarterly) and coordinates activities or projects that assist in implementing the regional greenways plan. Members of these committees have included municipal engineers, county highway staff, mayors, bicycle and physical fitness enthusiasts, planners, zoning directors, ecologists, parks and recreation officials, bird watching

associations, visitor bureau staff, land foundation volunteers, and soil and water district staff. It is also important to invite staff members from IDNR and IDOT to serve as liaisons on the committee.

This or a similar option must be pursued in order to achieve the continuing coordination that will be necessary to successfully carry out the Logan County Regional Greenways Plan.

IMPLEMENTATION PLAN

Following is a summary of suggested future actions that should be considered in implementing the Logan County Greenways Plan.

- The implementation process should begin with the official adoption of the plan by affected local governments.
- The Logan County Regional Planning Commission should determine the entity or entities that have the legal capabilities to acquire property, manage and maintain greenways on a countywide basis and receive and disperse funds derived from private donations, government grants and other sources.
- Once this has been established, the appointed greenways organization or management agency assigned with overseeing the implementation of the greenways plan should move forward on future priority greenways for the County. These targeted priority greenways should be ones that exhibit the most beneficial features for the County as a whole. Care should be taken not to overlook possible opportunities outside of prioritized or targeted greenways for possible greenways development.
- The designated greenways management organization should evaluate and select appropriate strategies for acquisition, ownership and financing of targeted greenways. Every effort should be made to maximize the use of private funding sources and possible grant monies.
- The designated greenways management organization in cooperation with the Logan County Regional Planning Commission should perform an annual review of the Regional Greenways Plan to measure progress and target implementation activities for the following year. This may entail a short newsletter report forwarded to County government and community leaders. A comprehensive update of the greenways plan should be considered every five to seven years.
- An active public education campaign should be carried out by the designated greenways management organization to broaden public understanding and support for development of greenways. An effective campaign might include a periodic newsletter and/or press releases that reports on progress made toward carrying out the greenways plan or related activities. Members of the greenways management organization should be encouraged to appear before interested groups and organizations within the County to promote the Regional Greenways Plan.
- The Logan County Planning Commission should provide or assist in providing the necessary staff and technical support to the designated greenways management organization to aid in coordinating implementation activities, monitor progress and update the plan.
- Local Logan County governments should support implementation efforts of the plan and encourage technical support from staff. Local governments should also be prepared to provide some financial support to meet local match requirements for grants or other special implementation needs as they arise.
- In consideration of any development project, local governments should consider the priority future greenways identified in the Logan County Regional Greenways Plan and the need to provide greenways for future development.

- Regulatory ordinances should be strictly enforced and be up-to-date with respect to provisions affecting greenways and dedication requirements, if applicable.

APPENDIX

**Table A-1
Inventory Of Greenway Resources
Logan County, Illinois**

IDENTIFICATION	LOCATION		SIGNIFICANT FEATURES	POTENTIAL LINKAGES	TRAIL OPPORTUNITY		PROPERTY OWNERS	PRIMARY IMPLEMENTATION STRATEGY	PRINCIPAL FUNDING SOURCES	ISSUES	COMMENTS	NO. OF BENEFICIAL FEATURES	FEATURE TYPE
	FROM	TO			YES	NO							
LINCOLN METRO Allison Lake	N/A	North of Woodlawn Road	Waterway	Kickapoo Creek	x		Private Landowners	1,3,4,5,6	1,3,4,5,6	Questionable road access	Located within natural area	6	Waterbody
Proposed Loop Trail	N/A	N/A	Greenway, Transportation Artery	City Parks, Regional Parks, Route 66, County Roads	x		City of Lincoln, Logan County, State of Illinois	1,2,4,6	1,2,3,4,6	Traffic conflicts, ROW widths, signage	High potential for future greenway development	5	Greenway
Fifth Street	Postville Dr. Union Street		Transportation Artery	City Parks, Route 66	x		City of Lincoln	4	2,3,4	Traffic conflicts, ROW widths	Potential for future greenway development	4	Greenway
Kickapoo Creek Park	N/A	North of Lincoln Parkway	Regional Park	Route 66 Trail, Loop Trail, Union Street	x		Logan County	1,5,6	1,2,3,4,6	None	Potential greenway linkages	9	Greenway
Interstate 55	NE Lincoln	SW Lincoln	Roadway	Route 66 Trail, Regional Parks		x	U.S. Dept. of Transportation	4	7	Questionable access, legal issues	Interstate corridors difficult to develop as greenway connectors	4	Roadway
Kickapoo Street	Route 66 N.	Keokuk & Logan Streets	Roadway	Route 66, Proposed Trails	x		City of Lincoln	4	1,2,3,4	Traffic conflicts, funding, ROW widths, private college, land ownership	Potential for future greenway development	3	Roadway
Lincoln Christian College Campus	Routes 10 & 121	LCC campus	Greenway Connector	East & South Lincoln	x		City of Lincoln, Logan County, State of Illinois	1,2,3,4	1,2,3,4,6		Potential for future greenway development	5	Greenway
Lincoln College	N/A	Ottawa Street	Greenway Connector	Keokuk, Ottawa, Woodlawn Road, Nicholson, additional campus-area streets	x		City of Lincoln, Logan County	1,2,3,4	1,2,3,4,6	Private college, land ownership	Potential for future greenway development	5	Greenway
LCHS/Lincoln Park District Area	N/A	Primm Road	Greenway Connector	County Loop Trail	x		School District, Park District, YMCA, City of Lincoln	2,4,6	1,2,3,4,6	Land acquisition, land ownership	Greenway linkage	5	Greenway
Lincoln Lakes Area	N/A	N/A	Greenway Connector	Route 66 Trail, Other proposed trails	x		Private Ownership	2,3,4,6	1,2,3,4,6	Land acquisition, land ownership	Greenway linkage, located within natural area	8	Lake/Greenway

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	FROM	TO			YES	NO							
Madigan Fish & Wildlife Area	N/A	SW Lincoln	State Park	Route 66 Trail, Other proposed trails	x		State of Illinois	1,5,6	1,2,3,4,5,6	Land ownership	Natural area	10	Greenway
Memorial Park	Memorial Park Drive	Oakhill Drive	Greenway Connector	Future proposed trails	x		City of Lincoln	1,3,4	1,2,3,4	Accessibility to other greenway corridors	Community Park	6	Greenway
Kankakee Street	Harrison Street	Union Street	Transportation Artery	Future proposed trails	x		City of Lincoln	4	1,2,3,4	Traffic conflicts, ROW widths	Potential for future greenway development	4	Roadway
Nicholson Ave.	Ottawa Street	I-55 Interchange	Transportation Artery	Future proposed trails	x		City of Lincoln	2,4,6	1,2,3,4	Traffic conflicts	Potential for future greenway development	5	Roadway
Old Route 66 Corridor	N/A	N/A	Greenway Corridor	Route 66 and future proposed trails	x		State of Illinois	1,2,4,6	1,2,3,4	Traffic conflicts, ROW considerations	High potential for future greenway development	7	Roadway
Pekin Street	Foley Street	Ninth Street	Transportation Artery	City parks, schools and downtown	x		City of Lincoln	2,4	1,2,3,4	Traffic conflicts, ROW widths	Potential for future greenway development	5	Roadway
Route 10/121	I-55 Interchange	Chapel Drive	Transportation Artery	Future proposed trails	x		City of Lincoln, Logan County, State of Illinois	1,2,4	1,2,3,4	Traffic conflicts, ROW widths	Potential for future greenway development	4	Roadway
State Street	Old Route 66	West Kickapoo	Transportation Artery	Future proposed trails	x		City of Lincoln	2,4	1,2,3,4	Traffic conflicts, ROW widths	Potential for future greenway development	4	Roadway
Union Street	Fifth Street	I-55 Interchange	Transportation Artery	Future proposed trails, Route 66 Trail	x		City of Lincoln, Logan County	1,2,4	1,2,3,4	Traffic conflicts, ROW widths	Future greenway development	4	Roadway
Wyatt Ave.	Primm Road	Chicago Street	Transportation Artery	Lincoln Community High	x		City of Lincoln	2,4	1,2,3,4	Traffic conflicts, ROW widths	Future greenway development	4	Roadway
1100 East A.	N/A	N/A	Transportation Artery	Old Route 66 Trail, other future proposed trails	x		City of Lincoln, Logan County, State of Illinois	1,2,4	1,2,3,4	Traffic conflicts	Future greenway development	7	Roadway
1400 North Street	N/A	N/A	Transportation Artery	Old Route 66 Trail, other future proposed trails	x		City of Lincoln, Logan County	1,2,4	1,2,3,4	Traffic conflicts	Future greenway development	4	Roadway

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	FROM	TO			YES	NO							
NORTHWEST COUNTY Prairie Creek & Tributaries	N/A	N/A	Waterway	County highways	?		Private	2,3,5,6	1,4,5,6	Geographic location, private land ownership	Likely use as natural area and floodway	5	Natural Area, Waterbody
	North Holland	Lincoln	Transportation Artery	Future proposed trails	x		State Of Illinois	1,3,4,5,6	1,2,3,4	Traffic conflicts	Future greenway development	5	Roadway
I-155 Corridor	1250 North	2800 North	Transportation Artery	Future proposed trails	?		State Of Illinois, U.S Department of Transportation	1,4	1,2,3	Traffic conflicts	Future greenway development	4	Roadway
	1500 North	1800 North	Transportation Artery	Future proposed trails	?		State Of Illinois, U.S Department of Transportation	1,4	1,2,3	Traffic conflicts	Future greenway development	4	Roadway
Sugar Creek & Tributaries	1100 East	100 East	Transportation Artery	County highways, future proposed trails	x		Private	2,3,5,6	1,4,5,6	Geographic location, private land ownership	Potential natural area, use as floodway, future greenway development	7	Natural Area, Waterbody
	1200 East	100 East	Transportation Artery	Future proposed trails	x		State of Illinois, U.S. Department of Transportation	1,4	1,2,3	Traffic conflicts	Future trail & greenway development	4	Roadway
1100 East Avenue	1900 North	2800 North	Transportation Artery	Future proposed trails	x		Logan County	2,4	1,2,4	Traffic conflicts	Future trail & greenway development	5	Roadway
	1175 East	100 East	Transportation Artery	Future proposed trails	x		Logan County	2,4	1,2,4	Traffic conflicts	Future trail & greenway development	5	Roadway
NORTHEAST COUNTY City of Atlanta Trail	N/A	Route 66 Corridor	Proposed Greenway	Future proposed trails	x		State of Illinois	1,4	1,2,3,4	Traffic conflicts, ROW's	Future trail & greenway development	4	Roadway
	2400 East	1500 North	Waterway	Greenway connector	?		Private Landowners	2,3,5,6	1,4,5,6	Access, private land ownership	Potential natural area, use as a floodway, future greenway development	8	Natural Area, Waterbody
Illinois Route 10	2400 East	1400 East	Transportation Artery	Future proposed trails	x		State of Illinois	1,4	1,2,3,4	Traffic conflicts	Future trail & greenway development	3	Roadway

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	FROM	TO			YES	NO							
Interstate 55	2500 North	1700 North	Transportation Artery	Greenway connectors	x		U.S. Dept. of Transport.	1,4	1,2,3,4	Traffic conflicts, safety concerns	Logistics as greenway	4	Roadway
Kickapoo Creek	2400 East	1225 East	Waterway	Greenway connector	?		Private Landowners	2,3,5,6	1,4,5,6	Access, private land ownership	Potential natural area, use as a floodway, future greenway development	8	Natural Area, Waterbody
North Greens Area	N/A	NE Atlanta	Potential "Open Space" Area	U.S. Route 66 Trail, future proposed trails	x		Private Landowners	2,3,5,6	1,4,5,6	Private land ownership	Potential natural area, future greenway development	6	Private Property
Old Route 66 Corridor	2500 North	1800 North	Proposed Greenway	U.S. Route 66 Trail	x		State of Illinois	1,4	1,2,3,4	Traffic conflicts, ROW's	Future trail & greenway development	6	Roadway
Sugar Creek/West Fork	1800 East	1200 East	Waterway	Greenway connector	?		Private Landowners	2,3,5,6	1,4,5,6	Access, private land ownership	Potential natural area, use as a floodway, future greenway development	8	Waterbody, Natural Area
U.S. Route 136	1800 East	1200 East	Transportation Artery	Greenway connector	x		U.S. Department of Transportation, Logan County	1,4	1,2,3,4	Traffic conflicts, ROW's	Future trail & greenway development	4	Roadway
2150 East Road	1500 North	2350 North	Transportation Artery	Greenway connector	x		Logan County	1,4	1,2,3,4	Traffic conflicts, ROW's	Future trail & greenway development	4	Roadway
SOUTHEAST COUNTY CNIC Rail Corridors	N/A	N/A	Transportation Arteries	Greenway connector	x		CNIC Railroad	1,2,3,5,6	1,2,3,4	Could not access active line	Future trail & greenway development	5	Railroad
Deer Creek	1500 North	1250 East	Waterway	Greenway connector	x		Private Landowners	2,3,5,6	1,4,5,6	Access, private land ownership	Potential natural area, use as a floodway, future greenway development	9	Waterbody, Natural Area
Downtown Mt. Pulaski	Morgan Street	Monroe Street	Commercial Area	Greenway connector	x		City Of Mt. Pulaski	2,4	1,2,3,4	Traffic conflicts, ROW's	Future trail & greenway development	5	Potential Open Space

**Table A-1
Inventory Of Greenway Resources
Logan County, Illinois**

IDENTIFICATION	LOCATION		SIGNIFICANT FEATURES	POTENTIAL LINKAGES	TRAIL OPPORTUNITY		PROPERTY OWNERS	PRIMARY IMPLEMENTATION STRATEGY	PRINCIPAL FUNDING SOURCES	ISSUES	COMMENTS	NO. OF BENEFICIAL FEATURES	FEATURE TYPE
	FROM	TO			YES	NO							
Hunter Slough	1500 East	1300 East	Waterway	Greenway connector	x		Private Landowners	2,3,5,6	1,4,5,6	Access, private land ownership	Potential natural area, use as a floodway	5	Waterbody, Natural Area
Illinois Route 54	900 North	1200 East	Transportation Artery	Greenway connector	x		State of Illinois	1,4	1,2,3,4	Traffic conflicts, ROW's	Potential for future trail and greenway development	4	Roadway
Illinois Route 121	1300 North	300 North	Transportation Artery	Possible greenway connector	x		State of Illinois	1,4	1,2,3,4	Traffic conflicts, ROW's	Potential for future trail and greenway development	3	Roadway
Lake Fork & Tributaries	2400 East	1200 East	Waterway	Possible greenway connector, natural area	x		Private Landowners	2,3,5,6	1,4,5,6	Access, private land ownership	Potential natural area, use as floodway, future greenway development	7	Waterbody, Natural Area
Salt Creek & Tributaries	2400 East	1200 East	Waterway	Possible greenway connector, natural area	x		Private Landowners	2,3,5,6	1,4,5,6	Access, private land ownership	Potential natural area, use as a floodway, future greenway development	8	Waterbody, Natural Area
950 North Street	2200 East	2000 East	Transportation Artery	Greenway connector	x		Logan County, Village of Chestnut	1,4	1,2,3,4	Traffic conflicts, ROW's	Potential for trail development, possible connector for future trails and between Salt Creek and the Village	5	Roadway
1250 East Ave.	1500 North	350 North	Transportation Artery	Greenway connector	x		Logan County	1,4	1,2,3,4	Traffic conflicts, ROW's	Loop Trail connector	5	Roadway
1500 East Ave.	900 North	000 North	Transportation Artery	Greenway connector	x		Logan County	1,4	1,2,3,4	Traffic conflicts, ROW's	Loop Trail connector	5	Roadway
1800 East Ave.	1500 North	000 North	Transportation Artery	Greenway connector	x		Logan County	1,4	1,2,3,4	Traffic conflicts, ROW's	Potential future trail connector	5	Roadway
1800 East Ave.	1500 North	1300 North	Transportation Artery	Greenway connector	x		Logan County	1,4	1,2,3,4	Traffic conflicts, ROW's	Potential Loop Trail connector	5	Roadway
SOUTHWEST COUNTY Elkhart Hill Area	N/A	N/A	Open Area	Possible greenway connector, natural area	?		Private Landowners	2,5,6	1,3,4,5,6	Access, private land ownership	Potential future trail connector	4	Roadway

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	FROM	TO			YES	NO							
Interstate 55	400 North	1200 North	Transportation Artery	Possible greenway connector	?		U.S. Department of Transportation	1,4	1,2,3,4	Traffic conflicts, ROW's, ownership	Potential greenway/trail connector, difficulties concerning use as interstate	4	Roadway
Old Route 66 Corridor	400 North	1300 North	Transportation Artery	U.S. Route 66 Trail, future possible greenway	x		State of Illinois	1,4	1,2,3,4	Traffic conflicts, ROW's	Potential future use as trail	6	Roadway
Lake Fork & Tributaries	200 North	1100 North	Waterway	Possible open space link	x		Private Landowners	2,3,5,6	1,3,4,5,6	Public access, private land ownership	Potential future use as open space	7	Waterbody, Natural Area
Pike Creek	N/A	N/A	Waterway	Possible open space link		x	Private Landowners	2,3, 5,6	1,3,4,5,6	Public access, private land ownership	Potential future use as open space	5	Waterbody, Natural Area
Salt Creek & Tributaries	900 East	000 East	Waterway	Possible open space link	x		Private Landowners	2,3,5,6	1,3,4,5,6	Public access, private land ownership	Potential future use as open space	8	Waterbody, Natural Area
Union Pacific Rail Corridor	400 North	1300 North	Railroad	Possible greenway connector	x		Union Pacific R.R.	1,2	1,2,3,4	Rail abandonment unlikely, safety concerns	Adjacent land along rail has potential future use as open space	6	Rail Line
Wolf Creek	600 East	450 East	Waterway	Possible open space link		x	Private Landowners	2,3,5,6	1,3,4,5,6	Public access, private land ownership	Potential future use as open space	3	Waterbody, Natural Area
50 East Avenue	1250 North	1400 North	Transportation Artery	Possible open space link			Logan County	1,2,4	1,2,3,4	Traffic conflicts, ROW's, geographic location	Potential future use as open space link for Middletown and Salt Creek	5	Roadway
100 East Avenue	1250 North	1500 North	Transportation Artery	Possible trail link	x		Logan County	1,4	1,2,3,4	Traffic conflicts, ROW's	Targeted as part of future County Loop Trail	5	Roadway
600 East Avenue	700 North	1100 North	Transportation Artery	Possible trail link	x		Logan County	1,4	1,2,3,4	Traffic conflicts, ROW's	Targeted as part of County Loop Trail	5	Roadway
600 North Street	1150 East	600 East	Transportation Artery	Possible trail link	x		Logan County	1,4	1,2,3,4	Traffic conflicts, ROW's	Targeted as part of County Loop Trail	5	Roadway
700 North Street	800 East	500 East	Transportation Artery	Possible trail link	x		Logan County	1,4	1,2,3,4	Traffic conflicts, ROW's	Targeted as part of County Loop Trail	5	Roadway

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Logan County, Illinois**

IDENTIFICATION	LOCATION		SIGNIFICANT FEATURES	POTENTIAL LINKAGES	TRAIL OPPORTUNITY		PROPERTY OWNERS	PRIMARY IMPLEMENTATION STRATEGY	PRINCIPAL FUNDING SOURCES	ISSUES	COMMENTS	NO. OF BENEFICIAL FEATURES	FEATURE TYPE
	FROM	TO			YES	NO							
1100 North Street	600 East	300 East	Transportation Artery	Possible trail link	x		Logan County	1,4	1,2,3,4	Traffic conflicts, ROW's	Targeted as part of County Loop Trail	5	Roadway
1250 North Street	225 East	50 East	Transportation Artery	Possible trail link	x		Logan County	1,4	1,2,3,4	Traffic conflicts, ROW's	Targeted as part of County Loop Trail	5	Roadway

FOOTNOTES

Primary Implementation Strategies

1. Ingovernmental Agreements
2. Public Acquisition
3. Dedications (Subdivision Ordinances)
4. Road Improvements
5. Conservation Reserve Program
6. Other (Conservation Easements, Transfer of Development Rights, etc.)
7. Not Applicable

Principal Funding Sources

1. Illinois Department of Natural Resources (IDNR)
2. Illinois Department of Transportation
3. Participating Local Government
4. Private Donations/Developers
5. United States Department of Agriculture (USDA)
6. Other (Conservation Easements, Transfer of Development Rights, etc.)
7. Not Applicable