

McLean County Regional Greenways Plan



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**McLEAN COUNTY
REGIONAL GREENWAYS PLAN**

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**In Cooperation with the
McLean County Greenways Coalition**

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EXECUTIVE SUMMARY

The McLean County Regional Greenways Plan is a local response to the national and statewide greenway movement. The greenway movement arose from the need to address the nation's urban and environmental problems and to meet growing demands for recreation and open space nationwide. Greenways are narrow bands of open space that can provide habitat for wildlife, provide essential routes for species migration, filter pollutants from water, enhance scenic and aesthetic qualities, and in many instances expand recreational as well as social, cultural and economic opportunities. The need to preserve and expand these opportunities is particularly important in rapidly growing communities such as McLean County, which since 1970 has experienced more absolute growth than any other Illinois county outside the Chicago region.

The McLean County Regional Greenways Plan identifies a vision and recommends a course of action to achieve a regionwide system of greenways to address these important issues in McLean County. This report presents the vision and recommendations as well as a description of the process used to develop the plan and the findings of research on the County's greenway resources.

The greenway planning process in McLean County has made effective use of broad-based public input, including extensive citizen participation. The Illinois Department of Natural Resources developed planning guidelines and provided technical and financial assistance for the local planning effort. The City of Bloomington, Town of Normal and County of McLean each passed a resolution of support for the greenways planning program. The McLean County Greenways Coalition was formed to provide direct input from interested citizens, local governments and organizations, including recreational and environmental groups as well as the McLean County Farm Bureau and individual landowners. A steering committee was appointed by McLean County Regional Planning Commission to coordinate planning efforts between planning staff and the main body of the Coalition. The result is a plan that reflects a wide range of interests, talents and perspectives.

The vision presented in the McLean County Regional Greenways Plan reflects national and statewide visions as well as those of County residents. The McLean County vision embodies the national vision presented by the President's Commission on American Outdoors and the State of Illinois vision for trails-related outdoor recreation presented by the Illinois Department of Natural Resources. From these broad visions, the Coalition in conjunction with Commission staff formulated a series of goals and objectives to guide the development and implementation of the regional greenways plan. Goals and objectives were established for the five areas of (1) Conservation, Environment and Reservation; (2) Parks and Recreation; (3) Implementation, Management and Coordination; (4) Legal Issues; and (5)

Education Issues. These goals and objectives, combined with the national and state visions, comprise the vision for greenways in McLean County.

This report also presents a series of conclusions that reflect the results of research completed on the County's natural and manmade features which have implications for greenways planning. McLean County has a number of important natural and scenic resources as well as numerous other resources that should be preserved and integrated into the regional greenway system. Major features include the Mackinaw River system, Moraine View State Park, Funks Grove, COMLARA Park and Lake Bloomington in addition to selected road and railroad rights of way and numerous other waterways throughout the County. The Constitution Trail provides an excellent basis for the development of a regional system of greenways and trails that could serve not only the metro area, but could also be extended to connect important features throughout the County and quite possibly with other regions of the State. The plan incorporates these and other appropriate features either as designated future greenways or as origins and destinations between greenways.

The plan identifies seventy-eight priority future greenways for ultimate development countywide. A potential greenway is considered a priority future greenway and illustrated as such on the map if it exhibits at least one of the ten beneficial features described in Chapter 4 of this report. Twenty-five greenways with six or more beneficial features were identified and described in the text of the report.

In order to facilitate analysis and ensure countywide planning coverage, the County was divided into five planning areas with priority future greenways identified for each. In the Bloomington-Normal metro area, proposed future greenway projects include extensions to the Constitution Trail system and the preservation and development of the Sugar Creek waterway system as a network of greenways. In Northern McLean County, the Mackinaw River system and Historic Route 66 are among the priority greenways identified. The Crooked Creek and Sangamon River waterways are identified as priority greenways in Eastern McLean County. Several waterways and the Norfolk & Southern Railroad right of way are included in Southern McLean County, while Western McLean County includes the southern portion of Historic Route 66 as well as several area waterways.

Implementation is a key component of the McLean County Regional Greenways Plan. The plan identifies methods available to aid in implementation, including regulatory ordinances and numerous acquisition, ownership and financial strategies which emphasize participation by landowners and private citizens. It also describes responsibilities for implementation, including those of federal, state and local governments as well as interested citizens and organizations. Additionally, the plan stresses the need for continuing coordination of plans, programs and projects in order to effectively meet plan objectives.

The planning report concludes by setting forth an implementation plan outlining actions that will be required to carry out plan recommendations. These actions begin with the official adoption of the regional greenways plan by local governments and include the selection of a management agency to target and coordinate priority future greenways for implementation. Also included are actions by the management agency to determine appropriate strategies for acquisition, ownership and financing, and to perform annual reviews of the plan to measure progress and target additional greenway projects. Public relations and education is another activity recommended for the management agency. The plan also recommends that McLean County Regional Planning Commission provide staff and technical support to the management agency to aid in coordinating greenway activities.

According to the plan, local units of government would serve a number of roles of great importance to the success of the plan. Among these are providing financial support to fund particular projects within respective jurisdictions and to meet local match requirements for federal and state grants as available for greenway projects. The plan also recommends that local governments consider the regional greenways plan and the need for greenways when reviewing proposed development projects. Finally, the plan recommends that local regulatory ordinances be up to date and strictly enforced with respect to provisions affecting greenways and land dedication requirements.

While the preparation of this document is an important first step toward realizing the vision for greenways in McLean County, it is only the first of many important steps in the planning process. To achieve the desired results will require appropriate follow-up actions involving much dedication and hard work. This document is intended to serve as a guide for those actions.

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INTRODUCTION

Chapter

1

McLean County offers a quality of life that attracts significant economic and population growth. Fertile soils have made McLean County a world leader in crop production while unemployment levels are consistently among the lowest in the state. Educational opportunities abound, from elementary to the university level. In addition, a wide variety of cultural, entertainment and recreational opportunities contribute to the region's attractiveness. As a result the County's population has increased steadily and significantly since 1950 and is expected to continue to do so for the foreseeable future.

Growth provides many benefits but it also creates challenges. Growing numbers of people increase demands for services, including recreation and open space, but also increase the abilities of local government to provide services through increased revenues.

The challenge for local government is to provide services and accommodate growth in an environmentally compatible manner. McLean County, like similar areas within the State, is faced with the need to protect valuable natural resources from development and environmental degradation, while creating additional open space and recreational opportunities. Areas of prime farmland adjacent to the Bloomington-Normal metro area that were once considered "rural" have been replaced with residential, commercial or industrial development. Plant and animal species, such as the Cooper's Hawk, Slipper-shell Mussel, and Upland Sandpiper to name a few, that were once prevalent have suffered greatly through loss of habitat or through a

detrimental change in the environment, attributable at least in part to urban and agricultural development.

Waterways such as the Lower Mackinaw River have fallen victim to man-made and environmental stresses such as flooding, habitat loss, sedimentation, pollution and stormwater runoff. Within the metro area, the preservation of open space and the provision of recreation opportunities must compete with other development pressures.

WHAT IS A GREENWAY?

Greenways represent a means to address these and similar challenges. The author Charles Little, in his work, *Greenways for America*, defined a greenway as follows:

1. A linear open space established along either a natural corridor, such as a riverfront, stream valley, or ridgeline, or overland along a railroad right-of-way converted to recreational use, a canal, a scenic road, or other route.
2. Any natural or landscaped course for pedestrian or bicycle passage.
3. An open space connector linking parks, nature reserves, cultural features, or historic sites with each other and with populated areas.
4. Certain strip or linear parks designated as a parkway or greenbelt.

Little's definition of greenway illustrates the correlation between open space and recreational use. Sometimes it is appropriate for the two to function together; in other cases, the two should remain separate. In either case, greenways provide a variety of environmental benefits that promote harmony between the natural and built environments.

THE GREENWAY MOVEMENT

The greenway movement arose from the need to address important ecological and recreational issues nationwide. Government agencies at the local, state and federal levels, in cooperation with interested citizens and organizations, have collaborated nationwide to address environmental threats and concerns regarding open space and recreation availability. The Northeastern Illinois Regional Greenways Plan, developed by the Northeastern Illinois Planning Commission (NIPC) and Openland Project with assistance from the Illinois Department of Natural Resources (IDNR), was the first cooperative effort by public and private organizations to create a regional greenways plan in Illinois.

Subsequently, IDNR offered financial and technical assistance to other metro areas in the State to prepare regional greenway plans. The McLean County Regional Planning Commission submitted a proposal for assistance from IDNR for the preparation of a regional greenways plan for McLean County. The proposal was approved by IDNR and was the basis for the development of this plan.

THE REGIONAL GREENWAYS PLAN

The McLean County Regional Greenways Plan presents a vision and provides a framework for achieving a regional system of

interconnected greenways throughout McLean County. The plan presents specific goals and objectives and identifies priority future greenways which reflect the vision and the County's greenway resources identified in this report. The plan also recommends a course of action to pursue in developing or preserving planned future greenways. Emphasis is given to ownership and acquisition strategies that involve voluntary participation of landowners, as well as strategies that may be eligible for funding under grant programs through the IDNR, the Illinois Department of Transportation, or the United States Department of Agriculture. Another consideration in the development of the plan is the potential for greenway linkages to other regions that may be accessible due to the County's strategic location in the heart of Central Illinois as illustrated in Figure 1.

HOW THE PLAN WAS DEVELOPED

The plan was developed in cooperation with the McLean County Greenways Coalition. The McLean County Greenways Coalition was formed to provide direct input from interested citizens, local governments and organizations, including recreational and environmental groups as well as the McLean County Farm Bureau and individual landowners. A steering committee of the Coalition was appointed by McLean County Regional Planning Commission to coordinate planning efforts between planning staff and the main body of the Coalition. In addition to the Steering Committee, the Coalition includes three subcommittees; (1) the Conservation and Environment Committee; (2) the Legal, Implementation & Management Committee; and (3) the Recreation Committee. The chairpersons of these committees are members of the Steering Committee. During the course of

FIGURE 1 REGIONAL PERSPECTIVE



plan development, the Steering Committee met twice a month, while the individual committees met monthly. Public meetings of the entire Coalition were held on a quarterly basis and provided a forum for significant citizen input. The structure of the McLean County Greenways Coalition allowed for input that reflects a wide range of expertise, talents and perspectives.

Following the formation of the steering committee, the process proceeded with the identification of specific goals and objectives for greenway planning. The identification of existing development patterns, land use characteristics, transportation features, and major activity centers occurred in the early stages of the planning process. Future growth areas and greenway needs were identified based on prior activities and on existing comprehensive plans and ongoing comprehensive planning activities. An inventory of existing greenway resources was completed to identify locations, significant features, potential linkages, trail opportunities, primary implementation strategies and issues, and principal funding sources for potential greenways. Priority future greenways were selected from the inventory of greenway resources on the basis of criteria set forth in the plan.

Implementation was a major consideration and is addressed in the concluding chapter of the document. Various methods, strategies and responsibilities are presented along with recommended actions for carrying out the plan.

LIMITATIONS AND USE OF THE PLAN

A basic limitation of the Regional Greenways Plan is that it is advisory in nature and must be supplemented with appropriate follow-up actions. The plan does not

represent an end result. The report summarizes findings, presents goals and objectives, identifies greenway resources, identifies priority greenways, describes available implementation and funding strategies, and recommends a course of action to follow in carrying out the greenways plan. The McLean County Greenways Coalition should take an active role in carrying out the plan through advocacy, education and in helping establish an organization to coordinate the implementation and management of greenways in McLean County. However, these actions must be carried out if the vision for greenways in McLean County is to be achieved.

THE VISION FOR GREENWAYS

Chapter

2

"Imagine walking out your front door, getting on a bicycle, a horse, or trail bike, or simply donning your backpack and, within minutes of your home, setting off along a continuous network of recreation corridors which could lead across the country." This was the vision presented by the authors of *American Outdoors*, the 1987 report of the President's Commission on American Outdoors. Although some greenways are accessible only to wildlife and not to people, the vision for a nationwide network of open space is shared by an ever increasing number of Americans as the greenway movement continues to gather momentum. Evidence of this momentum can be seen both nationally and statewide, as well as in McLean County.

Today, the national greenway movement is alive and growing due in large part to the physical, social and economic problems which prevail in the nation's urban areas. Most central cities and older suburbs continue to decline. Each year three million additional acres of land are consumed by urban sprawl. Moreover, new development often does not provide abundant open space, nor does it provide ample

NATIONWIDE

The national greenway movement began during the Civil War era. Its origins can be traced to Frederick Law Olmstead's campus design for the College of California grounds in Berkeley on October 3, 1865. This design proposed a linear open space linkage with the City of Oakland. Although only partially implemented, the idea of greenways was eventually widely accepted and put into use throughout many parts of the country—first in urban areas and later in rural areas through public land acquisition by the National Park Service and other government agencies.

(Photograph)

Exhibit 2-A. Constitution Trail in South Normal.

opportunities for the social, cultural and economic interaction needed to achieve a sense of community.

These factors, combined with shrinking federal resources to fund public open space projects, have drawn people from all walks of life to the greenway movement. In contrast to earlier open space movements which focused on the purchase of large isolated tracts of land to preserve as open space, today's movement seeks to preserve linear bands of open space which are usually less expensive to acquire and which benefit the masses. A greenway is often more cost effective to implement because it provides more apparent open space (known as edge value) than a consolidated parcel that is many times larger in terms of total acreage.

Greenways also foster a sense of community. Through linkage, greenways provide opportunities for neighborhoods and communities of people to connect and interact with each other and with nature. This linkage provides for species interchange which promotes ecological stability and produces an important recreational advantage. The making of community made possible by this linkage value is the foundation of the greenway movement.

THE ILLINOIS GREENWAY MOVEMENT

The Illinois greenway movement has been led in large part by the Illinois Department of Natural Resources (IDNR). The Department provides financial assistance to

metro regional planning commissions throughout the State to help finance the development of regional greenway plans. This document is a result of that planning program. IDNR's regional greenway planning process requires broad based public input and support, and thus contributes to the greenway movement. IDNR also provides technical support for greenway planning and provides grant assistance for acquisition and development of greenway and trail projects. In some instances, the Department also acquires, develops and manages greenways, particularly in cases where local implementation arrangements have not been worked out and time is of the essence. The Illinois

Department of Transportation through the ISTEA program has also provided significant funding assistance for transportation

"Imagine walking out your front door, getting on a bicycle, a horse, or trail bike, or simply donning your backpack and within minutes of your home, setting off along a continuous network of recreation corridors which could lead across the country."

related projects that have made important contributions to greenway development or preservation in Illinois.

In addition to the above noted activities, IDNR engages in a number of other activities that directly benefit the Illinois greenway movement. In September of 1994, the Department published the *Illinois Outdoor Recreation Plan: 1994-1998*. This document identifies major statewide outdoor recreation concerns, including conservation of sensitive lands, public participation in the planning process, funding and maintenance of sites and facilities, and expanding conservation education efforts. In January of 1996, IDNR also published a *Strategic Plan for the Ecological Resources of Illinois* as a guide to private

landowners, researchers, not-for-profit organizations, private businesses and local, regional and state agencies in collaborating to shape the future landscape of the State of Illinois.

The Final Draft of the Illinois State Trails Plan was published by IDNR in June, 1995. It presents the following vision for the future of trails-related outdoor recreation in Illinois:

"Recreational trails should provide the people of Illinois with opportunities to enjoy physical and social activities... they should provide opportunities to experience the natural, cultural and scenic amenities of the trail corridor... they should reflect landscapes typical of the state's different regions... they should be accessible to the state's citizens... they should provide a pleasurable, non-polluting alternative to automobile travel for short trips... they should be economic assets to communities along the trail... and they should contribute to the quality of life in Illinois.

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

GREENWAY GOALS AND OBJECTIVES FOR MCLEAN COUNTY

Local support for the greenway movement is evident by the membership and activities of the McLean County Greenways Coalition. The Coalition membership is quite diverse and includes members from a number of organizations that support the development or preservation of open space, greenways and trails. These organizations include the Friends of the Constitution Trail, the ParkLands Foundation, the Mackinaw River Project, the McLean County Wheelers Association, the Ecology Action Center, the local Audubon Society, the Lake Run Club and others, as well as staff and officials of local governments. Coalition membership also includes numerous other interested citizens.

The Coalition in combination with the staff of this Commission has identified a series of goals and objectives to guide the development and implementation of the McLean County Regional Greenways Plan. Goals and objectives were developed for the five broad categories of (1) Conservation, Environment and Reservation; (2) Parks and Recreation; (3) Implementation, Management and Coordination; (4) Legal Issues; and (5) Educational Issues. The goals and objectives for each of these categories are presented below.

Conservation, Environment and Reservation

Goal

- Protection of environmentally sensitive areas.

Objectives

- Definition of criteria for environmentally sensitive areas.
- Mechanisms for identifying environmentally sensitive areas.
- Identification of linkages between environmentally sensitive areas inside the urban areas and those outside the urban area.
- Prioritization of 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.
- Reservation 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 the natural areas of the metropolitan area.

(Photograph)

Exhibit 2-B. Mackinaw River near ParkLands Merwin Preserve.

Objective

- Identification of stream valleys, drainage ways and other bodies of water that should be protected through greenways.

Goal

- Reservation of cultural and historic areas.

Objectives

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

Parks and Recreation*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 area residents.
- 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

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

Goal

- 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 parks and open space.
- A process for the review and monitoring of area needs for parkland.

Implementation, Management and Coordination*Goal*

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

Objectives

- Identification of development standards for greenways.
- Identification of regional greenways and greenway linkages.
- Restoration standards for greenways that maximize conservation opportunities.

Goal

- Reservation of natural areas for public and private use.

Objectives

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

Goal

- A coordinated system of trails and greenways.

Objectives

- 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

- A process of capital improvement funding 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

- A wide variety of legal tools available for use in developing or reserving greenways and trails.

Objective

- An analysis of the potential for using conservation districts, conservation easements, utility easements and other mechanisms for greenways in McLean 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 and 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 audience and methods to reach each of them.

GREENWAY RESOURCES

Chapter

3

Greenway resources include the natural and man made features that affect or may affect greenways at some point in time, and thus provide the basis for developing plans and establishing priorities for greenways. Natural features include terrain and drainage characteristics with corresponding flood plains and wetlands, as well as vegetation and wildlife habitat—all of which are important considerations for greenway planning. Man made features include urbanization and the associated opportunities and constraints for greenways. Other man made features include protected open space, existing and planned trails, and road and railroad rights of way which offer potential for use as greenways or trails. The region's geographic location and its relationship to surrounding regions is also a potential resource when viewed in the context of a state-wide system of greenways. (See Figure 1.) Each of these natural and man made features is addressed on the following pages with reference to its application for use in formulating greenway plans and priorities in McLean County.

NATURAL FEATURES

The County occupies 1,184 square miles in the glacial till plain section of the State of Illinois. Geographically, it is the largest county within the state and is comparable in area to the State of Rhode Island. The glacial terrain is for the most part nearly level to gently sloping with localized areas of steeper slopes occurring along moraines and stream valleys.

Streams and Flood Plains

Drainage is primarily to the west and southwest, with the exception of the extreme southeastern part of the County which drains to the south and east. Major streams include

(Photograph)

Exhibit 3-A. Upper Mackinaw River.

the Upper Mackinaw River (Exhibit 3-A) and its tributaries in the northern part of the County; the Sugar Creek, which flows through Bloomington and Normal; the Kickapoo Creek and its tributaries, which flow through southeastern McLean County; and Timber Creek, which flows through southwestern McLean County. These and other streams and flood plains are identified on Figure 2.

The Mackinaw River is a scenic and ecological treasure that should be preserved. It has been identified by the Nature Conservancy as having twenty-three percent of the "A-rated" stream miles in Illinois, according to a rating system called the Biological Stream Classification. This means that, among all stream miles in Illinois, some are still in very good shape in terms of water quality and biological diversity, and that nearly a quarter of all those A-rated miles occur within the Mackinaw River system alone. Although somewhat less than half of the Mackinaw's total miles lie within McLean County, most of these upper reaches of the river are rated good to excellent in terms of water quality. (The Nature Conservancy of Illinois: *News & Views from the Mackinaw River Project*, Volume II - Issue 5, Summer 1996)

The flood plains of these and other streams of the County are not well suited for intensive development but have great value as wetlands and linear open space. Generalized locations of the County's principal flood plains are delineated on Figure 2.

Tree Cover

Another natural feature within the County that has importance as a greenway resource is tree cover. Although the acreage of land in tree cover is low in relation to the

amount of cultivated land, fairly significant stands of trees remain. For the most part, major tree cover is confined to stream valleys and moraines. The Upper Mackinaw River Valley and Moraine View State Park are prime examples. Funk's Grove contains the largest contiguous stand of trees, but numerous smaller stands are found in many areas. (See Figure 2.)

Wildlife Habitat

Although of great economic importance to the County, the predominance of cultivated land has all but eliminated the natural prairie vegetation and much of the wildlife that once flourished here. In addition, nine other species are classified as endangered or threatened by the Illinois Department of Natural Resources. (See Table 3.1.)

Greenways offer a means to restore and preserve some of the vegetation and wildlife for the benefit of future generations. The Mackinaw River, Funks Grove, Danvers Geological Area and the Wesson Cemetery have been identified by the Illinois Department of Natural Resources as Illinois Natural Area Inventory Sites. (See Figure 2.) These and other natural areas provide important habitat for endangered species as well as other wildlife and should be preserved.

URBAN GROWTH

Growth brings with it both challenges and opportunities for greenway planning and development. Growth may provide opportunities for greenway development through greater economic stability and increased construction activity. These factors, when combined with the proper enforcement of local subdivision ordinances, can be positive influences on the development of greenways

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

Common Name	State Status	Habitat	Habitat Details
Slippershell Mussel	Endangered	Aquatic	Small to medium sized streams
Short-Eared Owl	Endangered	Wetland, prairie, savanna prairies, meadows, marshes, savanna and dunes	
Long-Eared Owl	Endangered	Forest	Coniferous or coniferous/deciduous forests
Upland Sandpiper	Endangered	Prairie	Prairies, pastureland and hayfields
Loggerhead Shrike	Threatened	Prairie, savanna	Open, agricultural areas interspersed with grassland habitat
Pied-Billed Grebe	Threatened	Wetland, aquatic	Fairly large, well vegetated lakes, ponds, sluggish streams, and marshes
Rainbow Mussel	Endangered	Aquatic	Creeks and small to medium sized rivers
False Hellbore	Threatened	Forest	Mesic upland, ravine forests

Source: Illinois Department of Natural Resources, [Illinois Natural Heritage Database](#).

and trails. The Bloomington-Normal urban area has both high growth and local subdivision ordinances which provide for the dedication of land or cash in lieu of land for park and recreational purposes, including greenways and trails.

The challenge to provide quality land use relationships with abundant open space and recreational areas is apparent. Population growth and its corresponding land use patterns can have a major influence on the need for and development of greenways. The distribution of population and related economic and social activities also affect the amount of open space available for preservation or development and the amount of land needed for open space and recreational purposes. The following paragraphs summarize local trends in the economy, population

and land use development, as well as the impact these factors have on greenways.

Economic Growth

McLean County is fortunate to have a strong and diversified local economy. Employment opportunities, combined with excellent educational systems and many other amenities, contribute to a high quality of life that makes McLean County an attractive place to live and work. McLean County has consistently recorded one of the lowest unemployment rates within the State of Illinois for the past several years. The Bloomington-Normal metro area is home to State Farm Insurance Companies, Country Companies Insurance, Illinois Farm Bureau, and Growmark. Industry in McLean County is represented by Mitsubishi Motors

Manufacturing of America, Eureka, General Electric, Bridgestone-Firestone OTR, Beer Nuts and Nestle Beich. Agriculture also plays an important part in the economic success of McLean County, as does higher education. McLean County is home to Illinois State University, Illinois Wesleyan University and Heartland Community College. These institutions provide many jobs to McLean County residents and create significant economic benefits for the local economy.

The growth of these industries has contributed significantly to the long term growth and development of the region and will undoubtedly continue to do so in the years ahead. In the rural area, agricultural activities dominate the landscape and have an important impact on the County's economy. (See Exhibit 3-B.) McLean County contains an abundance of some of the world's most productive agricultural soils. As a result, agricultural and related industries are an important sector of the local economy.

Population Growth

The County's growth, particularly in the metro area, emphasizes the need for measures to preserve open space. Since 1970, no other county outside the Chicago

(Photograph)

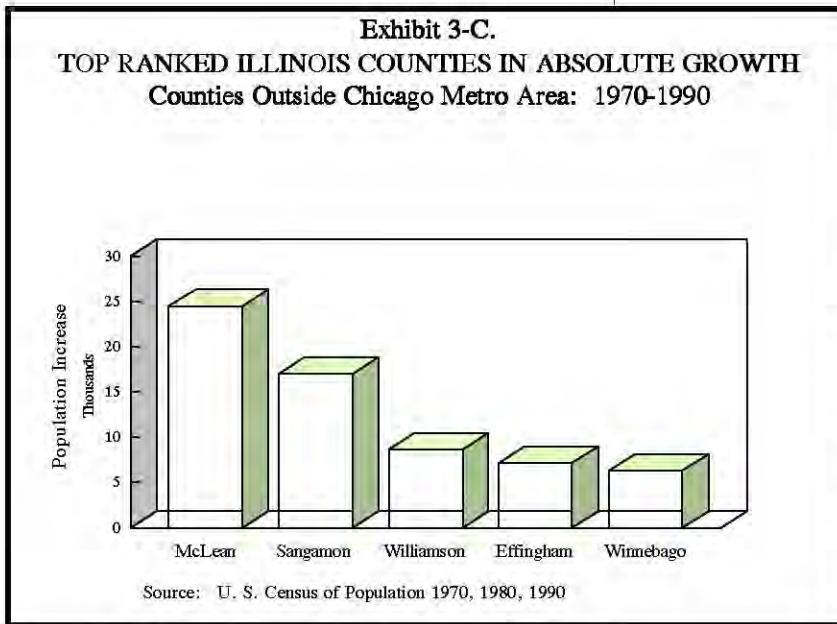
Exhibit 3-B. Cropland in McLean County.

metro area experienced more absolute growth than did McLean County. (See Exhibit 3-C)

The large majority of the County's population is concentrated in the Bloomington-Normal urban area. Although the County contains twenty-one municipalities, approximately 92,000 of its nearly 130,000 residents in 1990 lived in Bloomington or Normal. (See Exhibit 3-D.)

Between 1970 and 1990, the County's rural population remained stable, actually losing a small number of its residents. The trend for major urban growth and slight to moderate rural growth is expected to continue through the year 2020 as illustrated on Exhibit 3-D, although

smaller communities and rural areas within an easy commute of the metro area are expected to experience at least moderate growth. Therefore, special attention needs to be given to preserving open space in and



around the Bloomington-Normal metro area in advance of expected growth and development, as well as preserving natural features and corridors throughout the County.

Land Use Development

Consistent with population forecasts, the principal areas of development activity are expected to remain on the fringe of the Bloomington-Normal metro area with some spill over development expected to occur in satellite communities in the western two thirds of the County. (See Figure 2.) Residential uses, primarily low to medium density, are expected to comprise the major portions of developing areas, particularly in most satellite communities. In the metro area, significant residential development is expected to occur in virtually all directions with a major concentration planned for the Southwest Bloomington area.

As illustrated in Figure 2, significant nonresidential development is also expected in urban fringe areas. Four centers of major commercial/industrial growth are occurring and are expected to expand during the

planning period. These include: (1) the State Farm office complex in southeast Bloomington; (2) the enterprise zone and adjacent areas on the west side of Bloomington-Normal, including the Mitsubishi automobile assembly plant, supporting industries, a factory outlet mall, the new McLean County Fairgrounds site and other existing commercial and industrial development; (3)

the area of north Normal surrounding the I-55 - I-39 Interchange; and (4) the area adjacent to the Central Illinois Regional Airport. Some commercial and industrial development is also likely around selected highway interchanges in rural areas where services can be provided. (See Figure 2.) Existing plans for the area also identify potential park and school sites to serve developing areas on the urban fringe. (See Figure 2.)

In recognition of the demands of urban growth for open space and recreational facilities, greenways and recreational planning have become an integral part of the local planning effort. Greenways planning was incorporated in the Town of Normal Comprehensive Plan and in the Interim Development Plan for Southwest Bloomington, both of which are considered in the development of this regional greenways plan. Greenways will also be addressed in the City of Bloomington Comprehensive Plan now in progress.

It is anticipated that there will continue to be a demand for subdivisions within small communities and in rural areas

near the metro area. However, special efforts are made to limit rural growth to areas that have or will be provided with satisfactory roads and infrastructure, and to discourage urban development on prime farmland and environmentally sensitive areas. These efforts should be supplemented through proper subdivision and zoning regulations. Development contiguous to the metro area is strongly encouraged, and a review and monitoring system has been established to encourage such development patterns. It is expected that close-in rural communities will continue to develop while others will remain stable or decline in population. Growth areas are identified on Figure 2.

PUBLIC OPEN SPACE

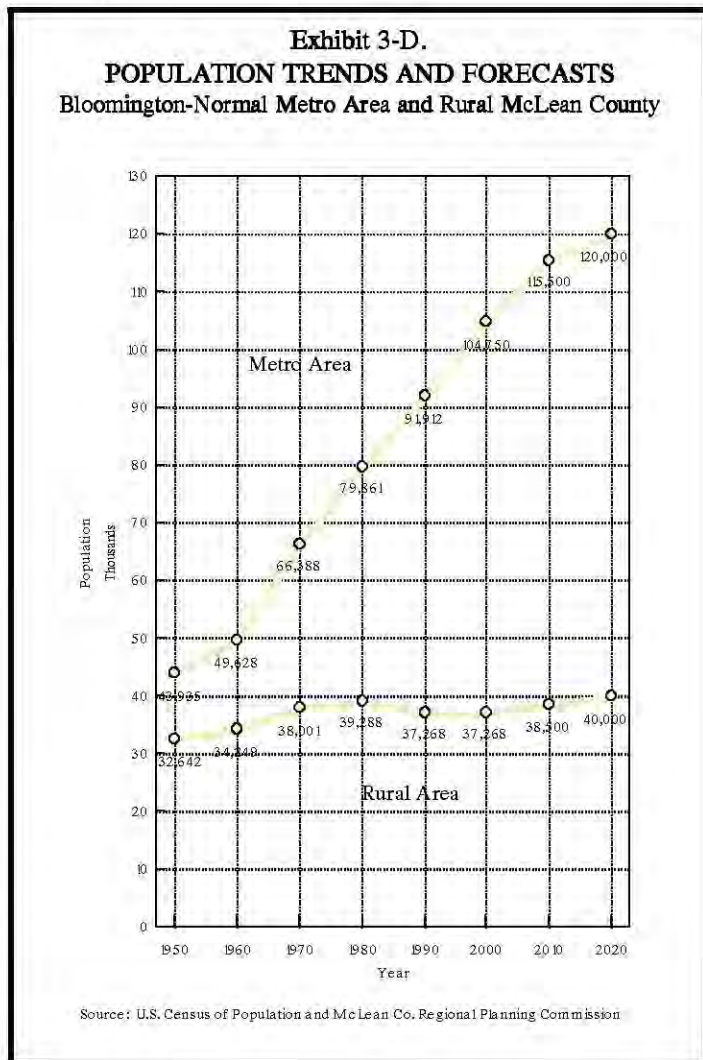
Public open space is land owned by public entities and accessible to the general public. The majority of public open space sites in McLean County is municipal parkland located within municipal boundaries. However, there are a number of public open space sites outside municipalities that are owned and maintained by the City of Bloomington, McLean County and the State of Illinois Department of Natural Resources. (See Figure 2.)

Bloomington-Normal Metro Area

The City of Bloomington and the Town of Normal offer residents a variety of facilities for public open space. Both communities offer many neighborhood and community parks. Neighborhood parks generally have a service area radius of from 1/4 to 1/2

mile. Community parks are usually larger and designed to serve the entire community with recreational facilities often not found in neighborhood parks.

There are thirty-eight park and recreation sites located within the City of Bloomington. The City offers many standard recreation facilities such as playground equipment, athletic fields, hard surface athletic areas and natural areas. The City also offers two golf courses, with a third currently under construction; two swimming pools; lakes; a zoo; a community garden; and facilities for planned recreation and leisure programs. In addition, segments of the Constitution Trail



(Photograph)

Exhibit 3-E. COMLARA Park.

intersect the City and provide another recreational resource. The City of Bloomington Parks and Recreation Department has also experimented with the planting of prairie grasses, wildflowers and other native vegetation within some City parks.

The Town of Normal contains twenty-three parks and recreation sites. The Town operates one municipal golf course while another within the Town is operated by Illinois State University. There is a swimming pool located at one park and an aquatic complex is under construction at another. Two main branches of the Constitution Trail cross the Town, with a northward extension under construction.

Rural McLean County

Outside the Bloomington-Normal urban area, public open space is under the ownership of rural municipalities, McLean County government, the City of

Bloomington, and the State of Illinois.

The smaller communities in McLean County are responsible for providing parks and recreation facilities for their residents. Most of these sites are relatively small and do not contain as large a variety of facilities as are available in larger communities such as Bloomington and Normal. However, in recent years many communities have made great strides in

improving the size and scope of their parks and recreation facilities.

The County of McLean operates two parks. The first is Evergreen Lake and COMLARA Park, located along a tributary of the Mackinaw River, north of the Bloomington-Normal metro area and a few miles west of I-39. (See Figure 2.) Evergreen Lake and COMLARA Park offer a variety of recreational opportunities, including camping, picnicking and boating. (See Exhibit 3-E.) The County also operates West Park which is located north of the City of LeRoy. This facility is situated near Moraine View State Park and Dawson Lake. West Park offers picnicking opportunities.

In addition to various urban area parks, the City of Bloomington owns and operates Lake Bloomington and surrounding parkland. Lake Bloomington is on a tributary of the Mackinaw River in the north central part of the County. (See Figure 2.)

Lake Bloomington is the source of the public water supply for the City of Bloomington.

In the southeast part of the County, a few miles to the northeast of the City of LeRoy, is Lake Dawson and Moraine View State Park. (See Figure 2.) A variety of excellent recreational opportunities are available here. These include picnicking, camping, fishing, boating, swimming, hiking, horseback riding, winter sports and hunting. Owned and operated by the State of Illinois Department of Natural Resources, this site is an important recreational resource for McLean County. (See Exhibit 3-F.)

SEMI-PUBLIC OR PRIVATE OPEN SPACE

Semi-public or private open space and recreation areas include facilities such as golf courses and parks that are generally not owned by government entities. These types of facilities may have restrictions on usage or

require that payment be rendered for their use.

Golf courses represent one example of a semi-public or private open space and recreation area. Golf courses can provide habitat for some types of wildlife, especially when this purpose is considered in the design. Bloomington-Normal is home to many public and private golf courses, with many more located throughout McLean County. (See Figure 2.)

Corporate recreation areas represent another example. State Farm Insurance Companies operate a park for its employees and families at a location in south Bloomington. This facility has expanded in recent years and offers a variety of recreational activities. In addition, General Electric Corporation operates a corporate park near its production facility on the east side of Bloomington. Like State Farm Park, G.E. Park offers a variety of activities for its employees.

Semi-public and private conservation or recreation areas have been growing in number in McLean County in recent years. Funk's Grove is a unique natural area located northeast of the Village of McLean. (See Figure 2.) Funk's Grove is a rare wetland and timber area that is in virgin or near virgin condition. The property is split into separate tracts,

(Photograph)

Exhibit 3-F. Moraine View State Park.

which are owned by private trust, the University of Illinois, and the Illinois Department of Natural Resources. This property provides wildlife habitat and is an important resource to McLean County.

The Parklands Foundation is a nonprofit organization that acquires land for conservation purposes. Parklands owns many properties within McLean County and preserves those properties in their natural states. These properties are included in the semi-public and private open space identified on Figure 2.

Another private recreation area is the Rhodes Woods site located south of Bloomington. Owned by State Farm Insurance Companies, this site is part of the original Blooming Grove. This heavily wooded site is not open to the public but is a wonderful natural area very close to the metro area. (See Figure 2.)

TRAILS

The Bloomington-Normal metro area is home to an excellent multipurpose trail system, the Constitution Trail. Plans are in progress for expanding the Constitution Trail within the metro area and also extending the Trail into other areas of the County.

(Photograph)

Exhibit 3-G. Constitution Trail.

Following is a discussion of the existing trail and the exist trail proposals in the region.

Existing Trail

The Constitution Trail is a 9.2 mile-long multipurpose trail that traverses the Bloomington-Normal metro area. Considered a linear park, the trail is extremely popular with residents of the Twin Cities. The trail's asphalt pavement provides an excellent surface for cycling, jogging, rollerblading and walking. (See Exhibit 3-G.)

There are currently four segments of the trail. (See Figure 2.) The north-south segment follows the former right of way of the Illinois Central Gulf (ICG) railroad from Normal City Hall to Washington Street in Bloomington. The east-west segment intersects the north-south segment just south of the Normal City Hall Annex and extends eastward along Vernon Avenue and G.E. Road until its ending at Airport Road. The

Liberty Branch of the trail extends from the intersection of Hershey Road and Lincoln Street in Bloomington, eastward to Streid Drive. The last segment of the trail is located on the property of State Farm Insurance Companies' southeast Bloomington campus. This segment of the trail parallels Arcadia Drive between Lincoln Street and Ireland Grove Road. From Ireland Grove Road, the trail extends south to Hamilton Road, then westward along Hamilton Road to its ending at Commerce Parkway.

Existing Trail Proposals

There are many extensions to the Constitution Trail system proposed within Bloomington-Normal. (See Figure 2.) One segment that is currently under construction is the extension of the trail from Normal City Hall northward along the ICG railroad right of way to Kerrick Road (1850N). A Bloomington segment is scheduled for construction in 1997 along G.E. Road eastward to Towanda-Barnes Road. Another segment scheduled for construction in the near future is along the CONRAIL right of way from West Washington Street in Bloomington to Bunn Street in southern Bloomington.

Additional trail proposals are also identified in the 1994 *Comprehensive Plan for the Development of the Community for McLean County*, prepared by the McLean County Regional Planning Commission. The plan identifies potential trails that would connect the Constitution Trail system with potential park and school sites in the urban area and with smaller communities and regional recreation sites throughout the County. (See Figure 2.) These would be separated trails established on road and railroad rights of way whenever possible. When this is not possible, the existing

pavement would have to be utilized to implement these proposals.

RAILROADS

Railroad rights of way can have important implications for greenway planning. As rail service is discontinued, the rights of way can be preserved and developed for greenways and trails as was done in the case of the Constitution Trail. Under certain circumstances, trails can also be developed in conjunction with active rail lines as well. However, in most cases railroad rights of way containing active rail service should not be considered for trail development while the railroad is active. But active rail lines may be considered for long range trail development with the expectation that rail operations may cease at some future point. At least certain active rail lines should therefore be monitored so that appropriate actions can be taken if and when abandonment becomes eminent. Active, semi-active and abandoned railroads in McLean County are identified on Figure 2.

Active

Four major active railroad lines serve McLean County. Each of these is described below.

The Southern Pacific railroad has an active line that links Bloomington-Normal with Chicago and St. Louis. This line provides freight service and Amtrak passenger service. Other communities along this line within McLean County include McLean, Shirley, Towanda, Lexington and Chenoa. This is a major line and it is very unlikely that it will become inactive within the foreseeable future.

A second active railroad line is the Norfolk and Western railroad. This line

traverses Bloomington-Normal and serves the Mitsubishi Motors Manufacturing of America automobile production facility in Normal. Other communities near this line include Carlock, Holder, Padua, Ellsworth, and Arrowsmith enroute to Ford County to the east. Because this line serves the automobile assembly plant, it is likely to remain active.

An active east-west line crosses the County through Gridley and Chenoa in the north. This line makes connections to El Paso, Eureka, Washington and East Peoria to the west. It also connects several small communities to the east toward Watseka. At this time there is no reason to suspect a suspension of service on this line.

Another major active line serves the Village of Bellflower in the extreme southeastern part of the County. This line makes connections to Gibson City and Kankakee to the northeast and Farmer City, Clinton and Springfield to the southeast. No major reduction in service is anticipated at this time on this line.

Semi-Active

Semi-active railroad lines are those that have had service reduced or eliminated. Three semi-active lines have been identified in McLean County and are described below.

There is a limited amount of service on a line that runs from Heyworth to Clinton. This right of way could provide important access to the Clinton Lake State Recreational Area and Weldon Springs State Park. It also continues eastward as an active line to Champaign. Service on this line should be monitored closely.

There is also limited service on a line that begins in the Village of Colfax and runs northeastwardly to the Village of Anchor and beyond. This particular line serves nearby

grain elevators. Activity on this line should be monitored, although it is some distance from population centers.

Service has been limited and discontinued use is a strong possibility on a line extending southeastwardly from Bloomington through the Village of Downs, the City of LeRoy and onward through Champaign-Urbana and beyond. (See Exhibit 3-H.) At last report service had ceased on this line in McLean County. This right of way could provide an important greenway linkage with points throughout the southeastern parts of the County, including municipalities and Moraine View State Park, as well as with other counties and regions to the southeast. Therefore, this line should be monitored closely and interested agencies should be prepared to act if and when it becomes available.

Abandoned

Long abandoned railroad rights of way also extend outward from the City of Bloomington in several directions. One extends southwest along the Sugar Creek flood plain. Another extends northwest through the Village of Danvers. There is also an abandoned right of way extending northeast through the Villages of Merna, Cooksville and Colfax. Another extends southward to Heyworth and another northward through Hudson. Most of these abandoned railroad rights of way contain major segments that have reverted to private use and offer only very limited potential for use as publicly accessible greenways. However, some may offer potential as wildlife habitat and species corridors.

ROADWAYS

In some cases, street and highway rights of way can provide important linkages for trails to connect greenways and other trails. Although separated trails are the most desirable for most users, economic considerations and space limitations are often major obstacles to the development of separated trails within existing roadways. However, this is not always the case and should be given due consideration when appropriate.

The planning for future roadways should consider providing safe connections between other trails and greenways whenever needed and possible. In a high growth area such as Bloomington-Normal, roadways can provide an important source of new trail development when considered in conjunction with the development of new roads. (See Exhibit 3-I.) Proposed major roadway improvements that offer the prospect of developing additional parallel trails are identified on Figure 2. In addition, there is potential for trails and greenways to be developed along the historic Route 66 right of way south of Bloomington and north of Normal. (See Figure 2.)

The Interstate 55, 74, and 39 corridors also offer potential as greenways. Although trails are generally not permitted within interstate rights of way, this policy should be

reconsidered in certain situations where no other viable connections exist between activity centers or regions.

INTERREGIONAL CONSIDERATIONS

The proximity of McLean County to a number of small to medium size metro areas could offer some potential for interregional connections of greenways by way of flood plains, highway or railroad rights of way, or other greenways identified in adjacent regions.

Springfield and Joliet

As noted earlier in this chapter, right of way along Route 66 and Interstates 39, 55 and 74 in McLean County may offer some potential as greenway connections in the future. The leading possibility appears to be creating a greenway along Route 66 southward to Springfield and northward to the

(Photograph)

Exhibit 3-H. Norfolk & Southern Railroad Right of Way.

Joliet area. (See Exhibit 3-J.) A connection near Joliet could then be made to the Illinois and Michigan Canal National Heritage Corridor near Joliet. Route 66 is a historic highway connecting Chicago with Los Angeles. It could be enhanced through the joint preservation as a greenway as a means to further benefit the residents of Illinois and to promote tourism opportunities.

(Photograph)

Exhibit 3-I. Hamilton Road and Trail in South Bloomington.

Peoria

The Mackinaw River seems to be the leading greenway resource for connecting McLean County with points west as it flows to the Illinois River south of Peoria. While the preservation of this greenway should be actively pursued, the Mackinaw River does not appear to offer potential for trail development due to opposition from private landowners along the River.

The potential for connecting trails between McLean County and the Peoria region appear to be very limited. Only Interstate 74 and two active railroads have been identified as continuous corridors between the two urban areas. A great deal of research will be needed to determine if feasible trail connections exist.

Decatur

Potential trail and greenway connections to the Decatur urban area are also very limited. One semi-active/abandoned rail line and U.S. Route 51 were the only corridors identified. As in the case of McLean County to Peoria, a considerable amount of further study would be required to determine the feasibility of connections with Decatur.

Champaign-Urbana

An important opportunity for a greenway and trail connection between Bloomington and Champaign and perhaps points beyond could be on the horizon. As noted earlier, service has been reduced or eliminated on the line connecting these two urban areas and the sale of the right of way to a public entity could become a possibility. This corridor could provide an important linkage between two urban areas that both

contain major universities. The corridor could also provide an important link in the statewide trail system. Therefore, this situation should be closely monitored.

Statewide Greenway Planning

Metro area greenway plans are currently underway in Peoria and Springfield. The Peoria plan will cover a three county area but currently does not consider specific greenway connections to McLean County. The Springfield plan encompasses the City of Springfield and Sangamon County. Like Peoria, there are no specific plans as of yet to seek greenway connections with other metro areas.

Metro area greenway plans are also underway in the Rockford and Quad Cities areas. Greenway plans are also expected to be developed for the Kankakee and Champaign-Urbana metro areas in the near future.

The Illinois Department of Natural Resources published the *Illinois State Trails Plan* in 1995. The plan is designed to guide the development of a statewide trail system for Illinois. The *Illinois State Trails Plan* is expected to be updated as the various metro area greenway plans are completed.

SUMMARY AND CONCLUSIONS

This chapter has identified the natural and man made features that represent existing or potential greenway resources in McLean County, Illinois. This information provides the framework for preparing greenway plans and identifying priorities for the development or preservation of greenways in the County. The chapter has addressed the County's natural features with emphasis on streams, floodplains, tree cover and wildlife habitat, including an identification of endangered species. It has also addressed man made features including urban growth and land use development, protected open space, trails, roadways, and railroad rights of way—both active and those in varying stages of abandonment. Also addressed was the geographic location of McLean County in relation to other regions of the state and the possibility of interregional connections of greenways.

(Photograph)

Exhibit 3-J. U.S. Route 66 in Northwestern McLean County.

From this analysis a number of conclusions can be drawn for consideration in the selection and prioritization of planned greenways in the County. First of all, McLean County has a number of important natural and scenic resources as well as numerous other resources that should be preserved and integrated into a regional system of greenways. Major features include the Mackinaw River system, Moraine View State Park, Funks Grove, Comlara Park and Lake Bloomington. Secondly, the Constitution Trail provides an excellent basis for the development of a regional system of greenways and trails that could serve not only the metro area, but could also be extended to connect important features throughout the County and quite possibly with other regions of the State. Thirdly, a major opportunity could soon exist for the acquisition and greenway development of a railroad right of way that would connect the Bloomington-Normal metro area with Champaign-Urbana and points east. This greenway would serve LeRoy, Downs and rural McLean County, and could provide an important link in a statewide system of greenways.

A number of other plans were identified that present alternatives for consideration in developing the regional greenways plan for McLean County. Several comprehensive plans prepared by McLean County Regional Planning Commission in recent years identify existing and proposed trails to serve various parts of the metro area and the County. In addition, a number of regional greenway plans are underway or planned for neighboring metro areas. Input from the above noted studies is given consideration in the development of the McLean County Regional Greenways Plan.

PRIORITY FUTURE GREENWAYS

Chapter

4

Priority future greenways are defined as proposed greenways that exhibit at least one of the following beneficial features:

1. **Benefits Multiple Communities** - Directly benefits multiple communities or a large segment of the population. It must serve more than one community or neighborhood.
2. **Completes Existing Greenway** - Segment completes an existing greenway or trail.
3. **Creates New Connections** - Creates a new connection between greenways or trails.
4. **Assists Wildlife** - Provides wildlife habitat and migration paths for threatened, endangered or regionally rare species and is large enough to possess high quality plant & animal communities in areas such as Funks Grove, Mackinaw River corridor, Moraine View State Park.
5. **Preserves Water Quality** - Has an ecological function, i.e. flood plain (water storage/recharge); streamside forests and filter strips which improve water quality by trapping pollutants and sediment in waterways such as Kickapoo Creek, Sugar Creek, Six Mile Creek, etc.
6. **Prevents Flood Damage** - Protects residential and commercial areas threatened by flood damage.
7. **Buffers Existing Preserves** - Provides habitat, or potentially connects or buffers

natural areas from development. Also provides for environmental education, research or casual nature observation or photography.

8. **Scenic and Historic Areas** - Protects important scenic vistas and historic areas from development.

9. **Provides Trail Opportunity** - Suitable for trail development which could result in improved access to trails, open space or recreational facilities.

10. **Implementation Potential** - No major use conflicts, ownership issues or major design problems were identified.

Seventy-eight priority greenways were selected from the inventory of potential greenway resources discussed in Chapter 3 and summarized in Appendix A. Although all of these are considered to be priority greenways, the number of beneficial features of each affects its relative priority in relation to the other priority greenways. In general, the greater the number of beneficial features, the higher the relative priority. It should be recognized, however, that changing circumstances can affect the number of beneficial features and corresponding priority levels.

This chapter presents the priority greenways identified within McLean County. Each priority greenway is listed on Exhibit 4-A, along with its corresponding beneficial features and map number. The locations of priority greenways within the County are graphically illustrated on Figure 3. The text

**Exhibit 4-A
BENEFICIAL FEATURES OF PRIORITY FUTURE GREENWAYS
McLean County, Illinois**

This chart illustrates the beneficial features of priority future greenways identified in McLean County. The greenways were selected from the inventory of greenway resources presented in Chapter 3 and summarized in Appendix A. Each greenway is listed and numbered by geographic section of the County. The greenway benefits were adapted from those presented in the Northeastern Illinois Regional Greenways Plan. Highlighted greenways are those which exhibit six or more beneficial features and are summarized in the text.

Greenway Name	Map #	Benefits										No. of Beneficial Features
		1	2	3	4	5	6	7	8	9	10	
Bloomington-Normal Urban Area												
North Normal	101	•		•						•	•	4
Illinois State University	102	•	•	•						•	•	5
Northtown Road	103			•						•		2
Raab Road East	104			•						•		2
Towanda Avenue	105									•		1
Sugar Creek Tributaries	106	•	•	•	•	•	•				•	7
Northeast Normal	107	•								•	•	3
West of Hedgewood Subdivision	108			•						•	•	3
College Avenue	109									•		1
East of Hedgewood Subdivision	110			•						•		2
Eastport Road Trail	111			•						•		2
Towanda-Barnes Road	112			•						•	•	3
Ireland Grove Road	113			•						•	•	3
Hamilton/Fox Creek Road	114	•	•	•						•	•	5
U.S. Route 150	115	•								•	•	3
I-74 Right of Way	116	•										1
Old ICG Railroad Right of Way	117	•	•	•						•	•	5
Bunn Street	118			•						•	•	3
Lincoln Street	119	•	•	•						•		4
I-55 Right of Way	120	•										1
Southern Pacific Railroad Right of Way	121	•			•				•	•		4
Southwest Bloomington	122	•	•	•	•	•	•			•	•	8
Mitsubishi Motorway South	123	•								•	•	3
Mitsubishi Motorway North	124	•								•		2
White Oak Road	125			•						•		2
Norfolk & Southern Railroad Right of Way	126	•			•					•		3
Parkside Drive	127									•		1
Gregory Avenue	128									•		1
Raab Road West	129									•	•	2
Northwest Normal	130	•								•	•	3
I-39 Right of Way	131	•										1
Northern McLean County												
Mackinaw River	201	•	•	•	•	•	•	•	•		•	9
Turkey Creek	202	•	•	•	•	•	•	•	•			7
Patton Creek	203	•	•	•	•	•	•	•	•			7
2250 N-E (Colfax to Lexington)	204	•			•					•		3
Henline Creek	205	•	•	•	•	•	•	•	•			7
Rooks Creek	206	•	•	•	•	•	•	•	•			7
Money Creek	207	•	•	•	•	•	•	•	•	•		8
2275 N/1900 E (Lexington to Towanda)	208	•		•	•					•		4

Exhibit 4-A (Continued)

Greenway Name	Map #	Benefits	Beneficial Features										No. of Beneficial Features	
			1	2	3	4	5	6	7	8	9	10		
U.S. Route 66 (Northern McLean County)	209		•		•	•					•	•	•	6
Abandoned ICG Railroad Right of Way	210		•	•	•	•						•		5
Six Mile Creek	211		•	•	•	•	•	•						8
2500 N-W (Lake Bloom. to COMLARA Park)	212		•		•					•	•	•		5
2500 N-E (Lexington to Lake Bloom.)	213		•		•					•	•	•		5
Buck Creek	214		•	•	•	•	•	•		•				7
AT&SF Railroad Right of Way	215		•									•		2
Eastern McLean County														
Crooked Creek	301		•	•	•	•	•	•		•				7
ICG Railroad Right of Way (Bloomer Line)	302		•			•						•		3
3300 E (Arrowsmith to Colfax)	303		•									•		2
1100 N (Arrowsmith to Saybrook)	304		•									•		2
Sangamon River	305		•	•	•	•	•	•	•	•	•			8
950 N (Moraine View to Arrowsmith)	306		•							•	•	•		4
Norfolk & Southern Railroad Right of Way	307		•									•		2
Southern McLean Co														
2850 E (LeRoy to 950 N)	401		•									•		2
ICG Railroad Right of Way	402		•									•		2
N&S RR ROW/Southeast McLean County	403		•									•		2
Blue Ridge Special Creek	404		•	•	•	•	•	•		•				7
Salt Creek	405		•	•	•	•	•	•		•				7
400 N (Heyworth to LeRoy)	406		•									•		2
Mud Creek	407		•	•	•	•	•	•		•				7
Old U.S. Route 51/ICG Railroad Right of Way	408		•	•	•	•						•		5
Norfolk & Southern Railroad Right of Way	409		•	•	•	•				•		•	•	7
Kickapoo Creek	410		•	•	•	•	•	•	•	•	•			8
Western McLean Co														
Danvers Abandoned Railroad Right of Way	501		•	•	•	•						•		5
Covell Abandoned Railroad Right of Way	502		•	•	•	•						•		5
Kings Mill Creek	503		•	•	•	•	•	•		•				7
Timber Creek	504		•	•	•	•	•	•	•	•	•			8
U.S. Route 66 (Southwestern McLean County)	505		•		•	•				•	•	•	•	7
Sugar Creek	506		•	•	•	•	•	•		•		•		8
50 N (McLean to Heyworth)	507		•									•		2
Prairie Creek	508		•	•	•	•	•	•		•				7
500 E (McLean to Urban Area)	509		•		•	•				•	•	•		6
300 E (Stanford to McLean)	510		•		•							•		3
150 E (Spin Lake to Stanford)	511		•		•					•	•	•		5
1800 N (Spin Lake to Urban Area)	512		•		•					•	•	•		5
Rock Creek	513		•	•	•	•	•	•		•	•			7
2050 N (Carlock to Spin Lake)	514		•							•	•	•		4
2250 N-W (COMLARA Park to Carlock)	515		•							•	•	•		4

of this chapter describes the twenty-five priority greenways that were determined to have at least six beneficial features. The characteristics of each are summarized, along with an indication of probable strategies for implementation. See Chapter 5 for more information on specific implementation methods and funding.

In order to facilitate analysis, the County was divided into five planning areas. These are: (1) Bloomington-Normal Metro Area; (2) Northern McLean County; (3) Eastern McLean County; (4) Southeastern McLean County; and (5) Western McLean County. Figures 4 through 8 show locations of priority greenways within each of these five planning areas. The following discussion is presented by planning area.

BLOOMINGTON-NORMAL METRO AREA

Of the thirty-one priority greenways identified within the Bloomington-Normal planning area, two were determined to provide at least six beneficial features. (See Exhibit 4-A.) These are Southwest Bloomington and the Sugar Creek Tributaries, both of which contain fairly extensive systems of greenway segments. Each of these is described below.

Sugar Creek Tributaries

Sugar Creek and its system of tributaries extend from east of Veterans Parkway in northeastern Bloomington and Towanda Avenue in northeastern Normal to West Washington Street near I-55 in western Bloomington. (See #106 on Figure 4.) This proposed greenway system follows flood plains and offers a number of potential linkages with the Constitution Trail and a number of other proposed greenways, including the CONRAIL extension to the west. The Sugar Creek greenway also offers opportunities for trail development and is already under public ownership by the Bloomington-Normal Water Reclamation District.

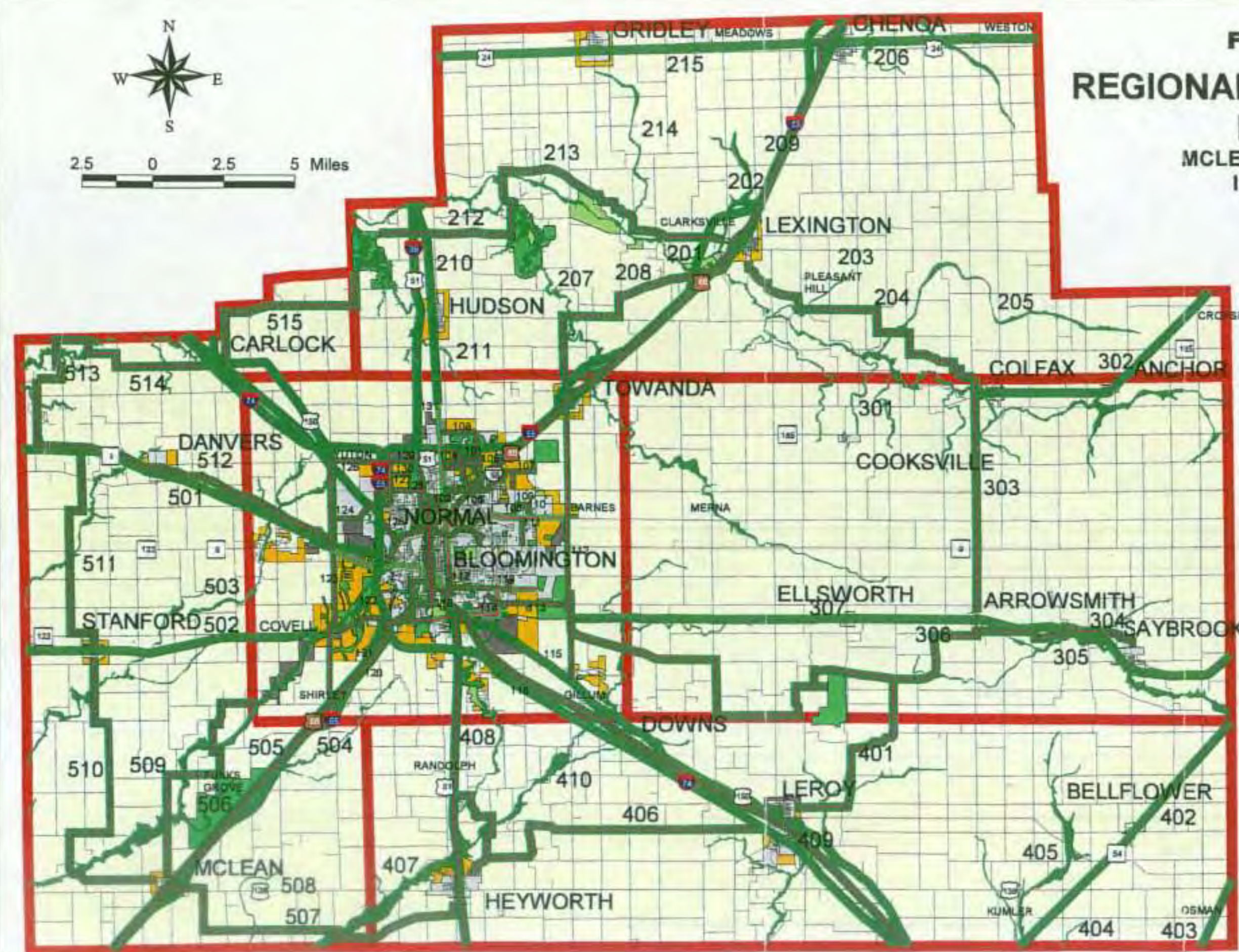
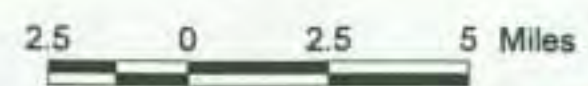
Intergovernmental agreements between Bloomington, Normal and the Water Reclamation District would be the primary implementation strategy. Potential funding sources include participating local governments and IDNR. ISTEPA may also offer

(Photograph)

Exhibit 4-B. Sugar Creek Waterway.

FIGURE 3

REGIONAL GREENWAYS PLAN MCLEAN COUNTY, ILLINOIS



LEGEND

- PRIORITY GREENWAYS
- EXISTING OR CURRENTLY PROPOSED PUBLIC OPEN SPACE
- SEMI-PUBLIC OR PRIVATE OPEN SPACE
- EXISTING COMMUNITY
- PROPOSED RESIDENTIAL GROWTH
- PROPOSED NON-RESIDENTIAL GROWTH
- UPLAND AGRICULTURAL
- EXISTING TRAILS
- PROPOSED TRAILS
- STREET CENTERLINES
- 101 GREENWAY REFERENCE NUMBER
- PLANNING AREA BOUNDARY
- INTERSTATE FREEWAY
- BUSINESS LOOP
- U.S. HIGHWAY
- HISTORIC US ROUTE 66
- STATE HIGHWAY

SOURCE: Illinois Department of Energy and Natural Resources, the ICRPC and the State of Illinois & Quarterly by Delorme Mapping SOFTWARE: ArcView v. 3.2



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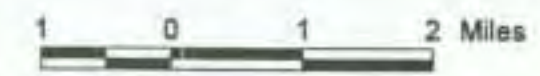
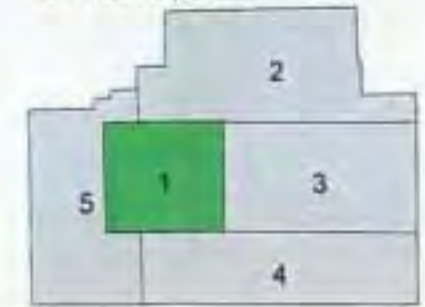
FIGURE 4 REGIONAL GREENWAYS PLAN

BLOOMINGTON-NORMAL METRO AREA OF MCLEAN COUNTY, ILLINOIS

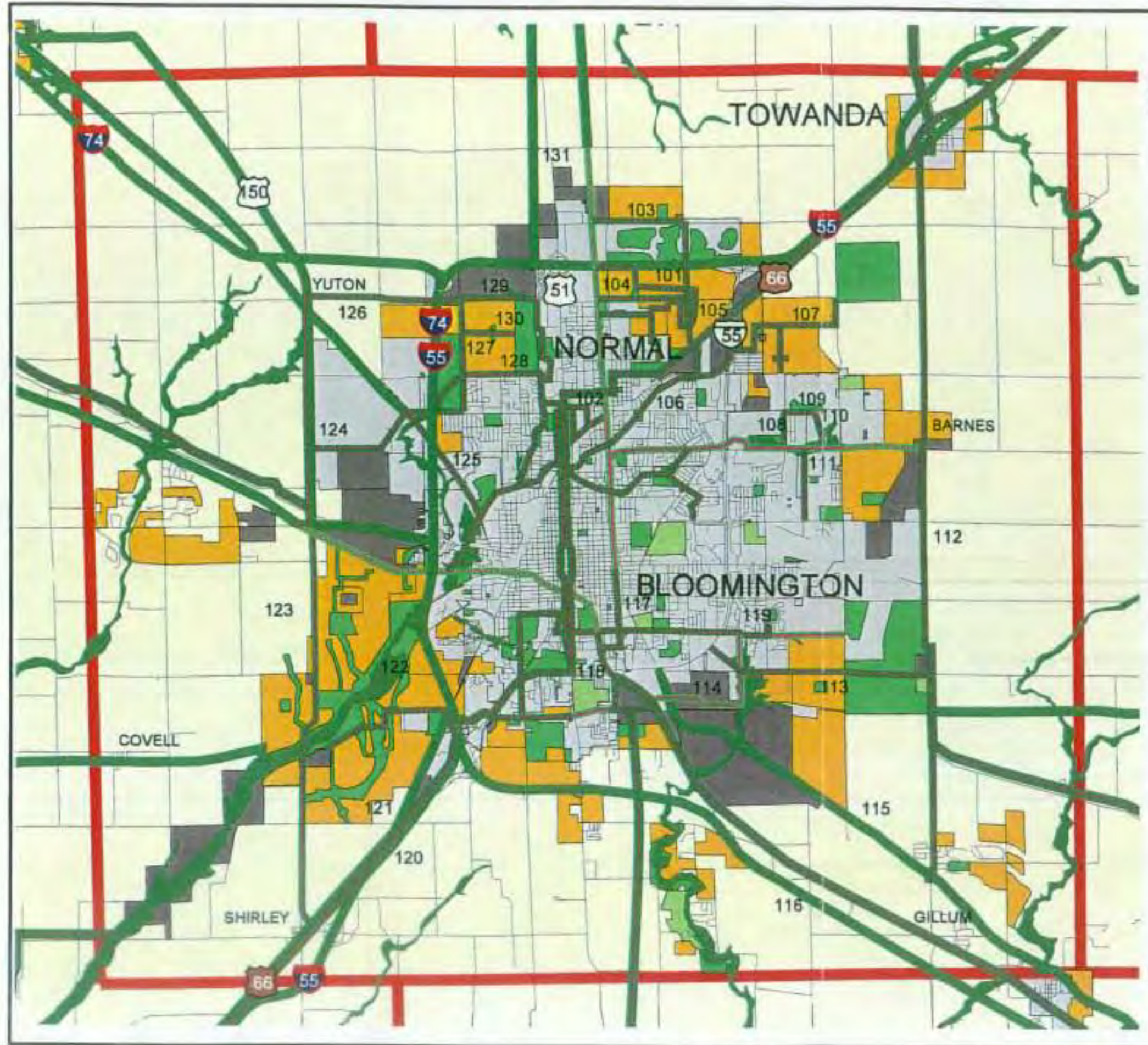
LEGEND

- PRIORITY GREENWAYS
- EXISTING OR CURRENTLY PROPOSED PUBLIC OPEN SPACE
- SEMI-PUBLIC OR PRIVATE OPEN SPACE
- EXISTING COMMUNITY
- PROPOSED RESIDENTIAL GROWTH
- PROPOSED NON-RESIDENTIAL GROWTH
- UPLAND AGRICULTURAL
- EXISTING TRAILS
- PROPOSED TRAILS
- STREET CENTERLINES
- GREENWAY REFERENCE NUMBER
- PLANNING AREA BOUNDARY
- INTERSTATE FREEWAY
- BUSINESS LOOP
- U.S. HIGHWAY
- U.S. HIGHWAY
- STATE HIGHWAY

SOURCE: Illinois Department of Energy and Natural Resources, the MCRPC and the Illinois Atlas & Gazetteer by DeLorme Mapping SOFTWARE: ArcView 3.0



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some funding potential in the near future. Development issues include neighborhood privacy in certain areas (if trails are developed), potential flooding, some steep slopes, and bridges and other barriers. The Sugar Creek greenway would preserve open space and provide many ecological benefits to a large number of residents throughout a large portion of the metro area.

Southwest Bloomington

The Southwest Bloomington system of greenways extends the Sugar Creek greenway to the southwest, preserves open space and provides important connections between proposed community facilities in an area that is experiencing dramatic growth. Essentially, the Southwest Bloomington greenways would serve this quadrant of the metro area from Illinois Route 9 southward and from I-55 westward. (See #122 on Figure 4.) In addition to connecting with the Sugar Creek greenway system, it also offers potential connections with the Fox Creek golf course (under construction), the Constitution Trail, the Mitsubishi Motorway bikeway, the Covell abandonment, Historic U.S. Route 66 and a system of trails proposed by residential land developers in this area. It also provides numerous trail opportunities.

A combination of unique implementation opportunities exists for the proposed Southwest Bloomington greenway system. The large scale development underway and planned for the area includes plans for park and trail development as well as stormwater detention and retention facilities. These plans are being coordinated with the Regional Greenways Plan and a number of land dedication possibilities exist. Public acquisition of some of the needed land is also a possibility, as is the development of

greenways and trails in conjunction with proposed major roadway improvements.

NORTHERN MCLEAN COUNTY

Northern McLean County has many important priority greenways. While predominantly rural, it does contain the four small communities of Hudson, Gridley, Lexington and Chenoa. Nine of the fifteen identified priority greenways in Northern McLean County exhibit six or more beneficial features. (See Exhibit 4-A.) These include the Mackinaw River and its tributaries, as well as Historic U.S. Route 66.

Mackinaw River

The Mackinaw River is considered one of the finest waterways in the State of Illinois. From its origin near Sibley in Ford County to the east, the Mackinaw traverses northern McLean County on its 130 mile journey westward to the Illinois River near Pekin. (See #201 on Figure 5.) With its rural character and scenic views (see Exhibit 4-C), the Mackinaw is renowned for its high quality plant and animal habitats, which include threatened and endangered species identified by the State. Significant tree cover and valuable wetlands are other positive features associated with this greenway. While a tremendous benefit to wildlife along its course, the Mackinaw also scenically and aesthetically benefits the communities along its path of Anchor, Colfax, and Lexington.

The Mackinaw offers greenway linkages to its many tributaries as well as the Lake Bloomington area and the COMLARA Park/Evergreen Lake area near Hudson. The ParkLands Foundation owns several tracts along the Mackinaw, which provide scenic and natural buffers along the river.

Efforts to preserve, or revive, the Mackinaw are underway through the creation and implementation of a watershed management plan formed by a partnership between the Nature Conservancy and landowners along the Mackinaw. The natural state of the Mackinaw has contributed to maintaining water quality and preventing flooding in the upper river areas. Unfortunately, farming practices along the river have had a negative effect downstream, resulting in habitat loss and poor water quality due to erosion. Consequently, the watershed management plan is needed to protect wildlife habitat, including several threatened or endangered species, and to negate erosion and poor water quality along the lower segments of the river.

The preservation of the Mackinaw River greenway will require cooperative efforts between public and private interests. The Nature Conservancy has adopted a positive approach in this direction by educating the adjacent landowners and fostering land stewardship.

Participation by landowners in the Mackinaw River watershed will be essential for change to come about, since the land along the river is owned by private individuals whose rights must be respected.

Participation should therefore be voluntary.

The primary implementation strategy expected for use on the Mackinaw River greenway

is to encourage the voluntary enrollment of private landowners in the USDA's Conservation Reserve Program (CRP). As described in Chapter 5 in somewhat greater detail, landowners receive rental payments for land that is enrolled in the program. In addition, there is a 50% cost-share available for landowners in which to establish protective cover of grasses and, in special cases, trees and shrubs. The Nature Conservancy is also expected to play an important role through its a watershed management plan for the Mackinaw. The ParkLands Foundation can be another active participant in the Mackinaw River greenway. ParkLands has acquired land along the Mackinaw through purchase and private donation and has preserved the land in a natural state.

Regardless of the avenue that is taken, there needs to be a concerted effort to recruit landowners into the process and provide an incentive for their continued participation if the Mackinaw River greenway is to flourish.

(Photograph)

Exhibit 4-C. Mackinaw River.

FIGURE 5 REGIONAL GREENWAYS PLAN

NORTHERN MCLEAN COUNTY,
ILLINOIS

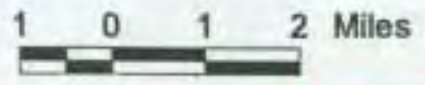
LEGEND

- PRIORITY GREENWAYS
- EXISTING OR CURRENTLY PROPOSED PUBLIC OPEN SPACE
- SEMI-PUBLIC OR PRIVATE OPEN SPACE
- EXISTING COMMUNITY
- PROPOSED RESIDENTIAL GROWTH
- PROPOSED NON-RESIDENTIAL GROWTH
- UPLAND AGRICULTURAL
- EXISTING TRAILS
- PROPOSED TRAILS
- STREET CENTERLINES
- 101 GREENWAY REFERENCE NUMBER
- PLANNING AREA BOUNDARY
- INTERSTATE FREEWAY
- BUSINESS LOOP
- U.S. HIGHWAY
- HISTORIC U.S. ROUTE 66
- STATE HIGHWAY

SOURCE: Illinois Department of Energy and Natural Resources, the MCRPC and the Illinois Atlas & Gazetteer by DeLorme Mapping
SOFTWARE: ArcView v. 3.0



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Turkey Creek

Turkey Creek is a scenic waterway that originates northwest of the Village of Lexington and flows into the Mackinaw River west of the Village. (See #202 on Figure 5.) Turkey Creek also connects to other Mackinaw River tributaries in the Lexington area. The proposed Turkey Creek greenway would continue to provide valuable wildlife habitat and migration routes to the Mackinaw River. The Turkey Creek greenway would also assist in maintaining favorable water quality and in preventing flood damage to adjoining land and property through conservation efforts.

A likely implementation strategy for the Turkey Creek greenway is use of the Conservation Reserve Program to encourage individual landowners to initiate proper conservation techniques. Dedications of land through land trusts could also be an important implementation method. Conservation easements and public acquisition are also possible methods. Funding for the Conservation Reserve Program is through the USDA. Funding for conservation easements could come from IDNR, participating local governments and private donations.

Patton Creek

Patton Creek is a proposed greenway that originates southeast of Lexington and flows into the nearby Mackinaw River. (See #203 on Figure 5.) An important attribute of this greenway is its aesthetic benefits to communities such as Lexington and Pleasant Hill. It would also complete an existing greenway and connect to the Mackinaw and its other tributaries. Assisting wildlife by providing natural habitats and migration pathways is another important benefit of the creek. Furthermore, conservation efforts

along Patton Creek would enhance water quality in the Mackinaw River. Another beneficial quality of the Patton Creek greenway is its potential to protect important scenic vistas of the waterway from development.

The Conservation Reserve Program could be an important implementation strategy here. Other methods of implementation include possible public acquisition of land and conservation easements. Possible funding sources for these strategies include the IDNR, the USDA, participating local governments and private donations.

Henline Creek

The proposed Henline Creek greenway is a scenic waterway stretching from northwest of Anchor to the point of intersection with the Mackinaw River, about halfway between Villages of Lexington and Colfax. (See #205 on Figure 5.) A potential benefit of preserving the land along its banks as a greenway is the environmental connections it would provide to the Mackinaw River and its other tributaries. It would preserve habitats and migration paths for many species of wildlife. The proposed Henline Creek greenway would also serve to protect scenic vistas from development.

Voluntary enrollment in the USDA Conservation Reserve Program by landowners represents a potentially important implementation strategy. Another strategy could involve the use of conservation easements that might be funded through a variety of sources including IDNR, donations and participating local governments.

Rooks Creek

The scenic waterway and flood plain known as Rooks Creek is a proposed

greenway that extends from southeast of Chenoa to the Livingston County Line. (See #206 on Figure 5.) An important benefit of this proposed greenway is its link to Chenoa and the scenic and recreational benefits it would provide to area residents. It would also serve several environmental functions such as providing wildlife habitats and enhance water quality through preserving natural vegetation along the stream. This could also help prevent flooding to nearby areas. Here the Conservation Reserve Program appears to be a likely implementation and funding strategy, supplemented by a variety of other methods.

Money Creek

This important waterway begins approximately two miles north of Ellsworth and flows northwest passing just east of the Village of Towanda and into Lake Bloomington. From Lake Bloomington, the creek continues northwest for one and one-half miles until it intersects with the Mackinaw River. (See #207 on Figure 5.) An important feature of the Money Creek is its linkages to natural resources such as Lake Bloomington and the Mackinaw River. Besides connecting to the Mackinaw River greenway, the Money Creek offers many benefits to the Village of Towanda,

the Lake Bloomington community and the many landowners who live and farm near this waterway. These benefits include assisting wildlife along the creek, enhancing the water quality and preventing flood damage to adjoining land. Currently, the water quality of the creek is rated poor, according to the Biological Stream Classification, and action should be taken to overcome this deficiency. The proposed Money Creek greenway would enhance the water quality of the creek and combat potential problems such as erosion. Improvements to the Money Creek will ultimately improve the Mackinaw River downstream.

Preservation of the Money Creek and adjoining land as a greenway would likely involve the participation of landowners in various conservation practices including USDA's Conservation Reserve Program and conservation easements funded through a variety of sources. Dedications of land

(Photograph)

Exhibit 4-D. Money Creek.

through donations or land trusts are also possibilities here as in other areas.

U.S. Route 66 (Northern McLean County)

U.S. Route 66 has a long and popular history as a pioneer roadway stretching from Chicago to Los Angeles. This once heavily traveled, two lane then four lane highway lost its reputation as a cross-country route once the Interstate system was constructed. Today, Route 66 provides two lane traffic from Normal northeastwardly through the Villages of Towanda, Lexington, and Chenoa. (See #209 on Figure 5.) Next to Route 66 are segments of abandoned two lane paved right of way that is in deteriorating condition and could be developed for use as greenways and trails. An important feature of Route 66 is its connectivity to multiple communities. Another is the abandoned right of way and pavement adjacent to the roadway. The wide pavement would make an excellent base for a multipurpose trail. Also, the abandoned right of way is separated by landscaping from the existing roadway thus providing a buffer from traffic and providing an aesthetic value to the greenway.

Implementation of the Route 66 greenway would likely occur through inter-governmental agreements and possibly through improvements to the existing roadway when needed. The Illinois Department of Transportation (IDOT) owns and maintains the right of way along Route 66. A possible approach would be the creation of an intergovernmental agreement for the use of the right of way for a greenway and trail. Funding to develop this greenway might be derived from IDNR, IDOT and from participating local governments. A Route 66 greenway would esthetically enhance the existing and abandoned roadway, provide a

recreational element to many communities in northern McLean County, and could promote tourism by taking advantage of the historical legend associated with Route 66. Establishing a greenway along Route 66 is an opportunity that should not be missed, especially since the right of way is already in government ownership and since a Route 66 greenway would have important tourism benefits.

Six Mile Creek

Six Mile Creek is an important waterway that originates approximately one mile north of the Town of Normal and flows northwest into Evergreen Lake within COMLARA Park near Hudson. Its terminus with Evergreen Lake creates a greenway linkage with the Mackinaw River. (See #211 on Figure 5.) Primary ownership of this proposed greenway is among private individuals. Like many other waterways and their floodplains within McLean County, Six Mile Creek provides valuable wildlife habitat while providing necessary hydrologic functions. The Six Mile Creek is an especially important greenway to preserve due to its linkages to the Mackinaw River and Evergreen Lake, which is a source of drinking water for the City of Bloomington.

Voluntary actions by landowners through the Conservation Reserve Program, conservation easements or similar method will be needed for the success of the proposed Six Mile Creek Greenway. Currently, the water quality of the Mackinaw River at its terminus with Six Mile Creek is not as good as it is upstream due to pollutants and erosion. Therefore, efforts to improve the water quality of Six Mile Creek through responsible land practices are needed to have a positive effect on the Mackinaw as well.

Buck Creek

Originating south of the Village of Gridley, Buck Creek flows south into the Mackinaw River near Clarksville. (See #214 on Figure 5.) Besides the connection to the Mackinaw, the Buck Creek has the potential for a greenway linkage to the Village of Gridley because of its proximity to that community. Like other waterways in the region, the Buck Creek and adjacent land provide a number of environmental benefits such as wildlife habitat, enhanced water quality and flood prevention. These benefits are particularly important due to its outflow into the Mackinaw west of the Village of Lexington.

Like other greenways proposed along waterways, implementation of the proposed Buck Creek greenway could involve participation in the Conservation Reserve Program, conservation easements, transfer of development rights or similar approach.

EASTERN MCLEAN COUNTY

Eastern McLean County is primarily an agricultural area that includes the six small rural communities of Anchor, Arrowsmith, Cooksville, Colfax, Ellsworth, and Saybrook. Of the seven priority future greenways proposed in Eastern McLean County, two have been identified as having six or more beneficial attributes. (See Exhibit 4-A.) These are Crooked Creek and the Sangamon River.

Crooked Creek

Crooked Creek is a waterway that originates near the Village of Cooksville and extends to the Mackinaw River. (See #301 on Figure 6.) Ownership of this greenway is primarily by private individuals. One of the

important benefits of this creek and proposed greenway is its natural scenic beauty. Another important feature is that it provides a linkage to the Mackinaw River for species migration. Crooked Creek also serves other valuable ecological functions because it possesses plant and animal communities of high quality. Its natural vegetation enhances water quality by filtering pollutants. The natural vegetation also serves to limit flood damage to nearby areas by reducing runoff.

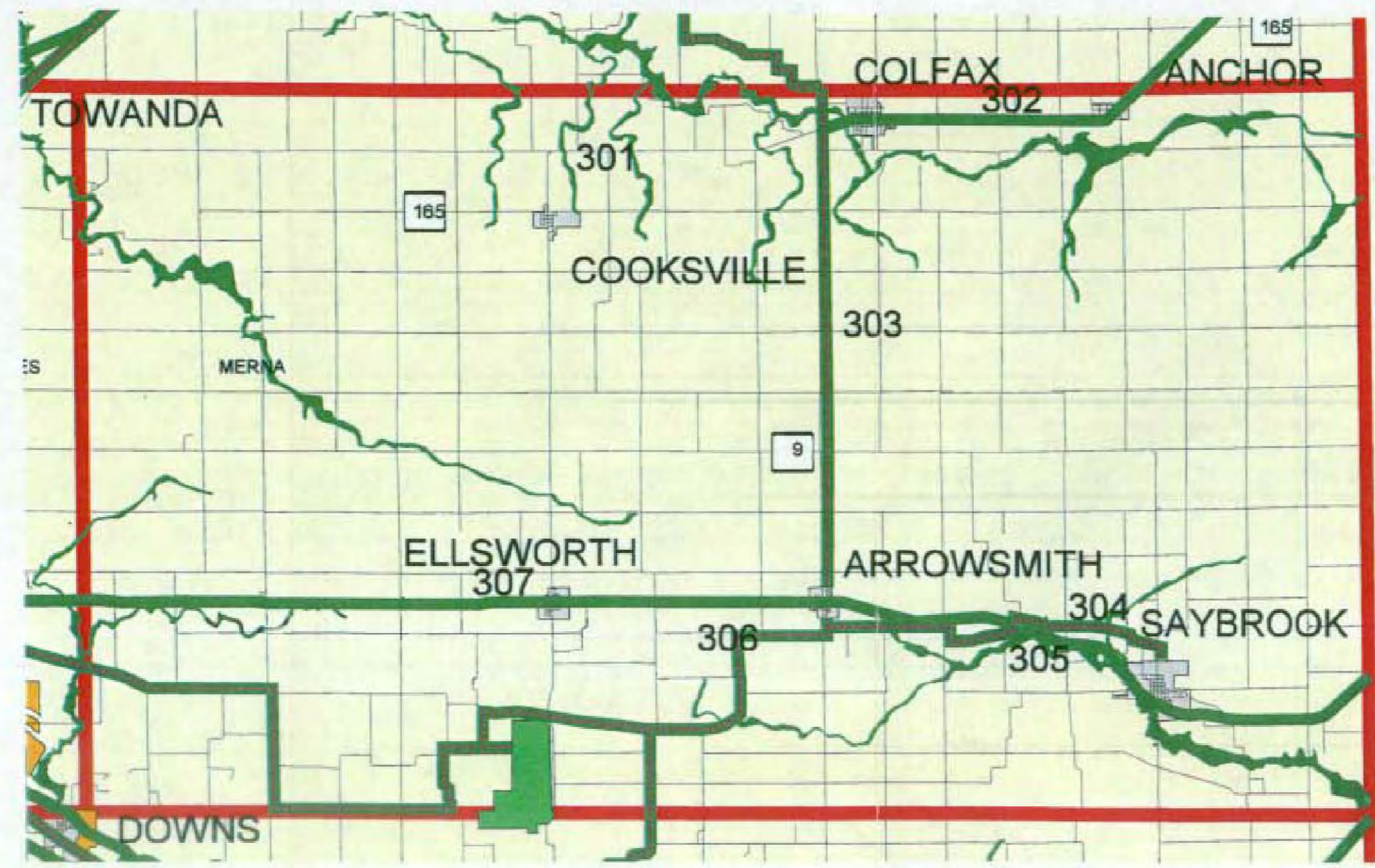
As with most proposed greenways, a number of implementation methods may be appropriate for the Crooked Creek greenway. One possibility is the Conservation Reserve Program. Another is the use of conservation easements or the transfer of development rights. Funding for this greenway could come from a variety of sources including the USDA, private donations, the IDNR and local governments, depending upon the actual methods employed.

Sangamon River

The Sangamon River is a greenway in Eastern McLean County of major importance. (See #305 on Figure 6.) Flowing from one mile east of Moraine View State Park to the county line separating Ford and Champaign Counties, this scenic waterway is lined with timber and provides numerous benefits to a number of communities in Central Illinois, including the Village of Saybrook and surrounding areas. In addition to the aesthetic quality of the river, it also provides many environmental benefits. The Sangamon River provides important wildlife habitats while creating potential linkages to the Village of Saybrook, other potential greenways in Central Illinois, and other points to the east and south. Watershed protection of the Sangamon River would



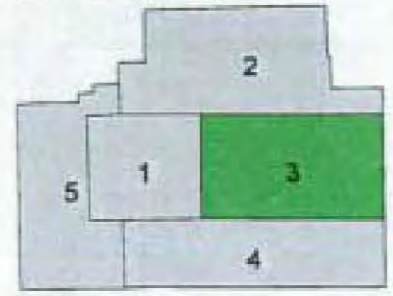
FIGURE 6
REGIONAL GREENWAYS
PLAN
EASTERN MCLEAN COUNTY,
ILLINOIS



LEGEND

- PRIORITY GREENWAYS
- EXISTING OR CURRENTLY PROPOSED PUBLIC OPEN SPACE
- SEMI-PUBLIC OR PRIVATE OPEN SPACE
- EXISTING COMMUNITY
- PROPOSED RESIDENTIAL GROWTH
- PROPOSED NON-RESIDENTIAL GROWTH
- UPLAND AGRICULTURAL
- EXISTING TRAILS
- PROPOSED TRAILS
- STREET CENTERLINES
- GREENWAY REFERENCE NUMBER
- PLANNING AREA BOUNDARY
- INTERSTATE FREEWAY
- BUSINESS LOOP
- U.S. HIGHWAY
- HISTORIC U.S. ROUTE 66
- STATE HIGHWAY

SOURCE: Illinois Department of Energy and Natural Resources, the MCRPC and the Illinois Atlas & Gazetteer by DeLorme Mapping SOFTWARE: ArcView v. 3.0



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benefit the animal and plant communities of the river, which would help in maintaining water quality and preventing erosion and flooding of nearby land. Of importance to note is that the Sangamon River is one of the region's largest waterways and offers numerous potential interregional greenway connections. Ownership of the surrounding land is primarily by private individuals.

The USDA Conservation Reserve Program could be an important implementation strategy for the Sangamon River greenway. Conservation easements and transfers of development rights represent other possible strategies for implementation. Possible funding sources in addition to USDA include the IDNR, local governments and private donations. The use of public acquisition is also a possibility in certain instances.

SOUTHERN MCLEAN COUNTY

Southern McLean County includes the rural communities of Heyworth, LeRoy, Bellflower and Downs, and contains a number of priority future greenways. (See Figure 7.) Of the ten priority greenways identified in this region, five are determined to have at least six beneficial features. These include the Norfolk & Southern Railroad right of way and four waterways. The waterways are the Blue Ridge

Special Creek, Salt Creek, Mud Creek, and Kickapoo Creek.

Blue Ridge Special Creek

Originating at the DeWitt and Piatt County line, the Blue Ridge Special Creek extends to approximately three miles south of Bellflower and one mile southeast of State Highway 54. (See #404 on Figure 7.) While limited in length and lacking connections to the north, this proposed greenway provides many important functions. It creates new connections to potential greenways in Piatt County and also provides environmental benefits such as the protection of natural habitats. It can also help in the preservation of water quality through natural filter strips. In addition, it serves as a buffer for natural areas against development.

Implementation methods would most likely include the use of the Conservation Reserve Program, conservation easements,

(Photograph)

Exhibit 4-E. Sangamon River.

and possibly other techniques such as transfer of development rights. Public acquisition and dedications may also offer some potential. The principal funding source for this greenway is likely to be the USDA, although IDNR, local governments and donations are also possible funding sources.

Salt Creek

Salt Creek is another waterway in southern McLean County identified as a priority future greenway. This proposed greenway extends from the DeWitt county line northward to the source of Salt Creek, approximately two miles west of Bellflower, crossing U.S. Highway 136 in the process. (See #405 on Figure 7.) One of the most important aspects of this waterway is that its tributaries flow into the Clinton Lake. Other linkages include the Weldon Springs State Park. This greenway would help preserve the water quality of Clinton Lake as well as provide wildlife habitat and reduce flooding. It would also protect scenic vistas from development.

Here too, the acquisition of conservation easements and participation in the USDA Conservation Reserve Program appear to be likely implementation strategies.

(Photograph)

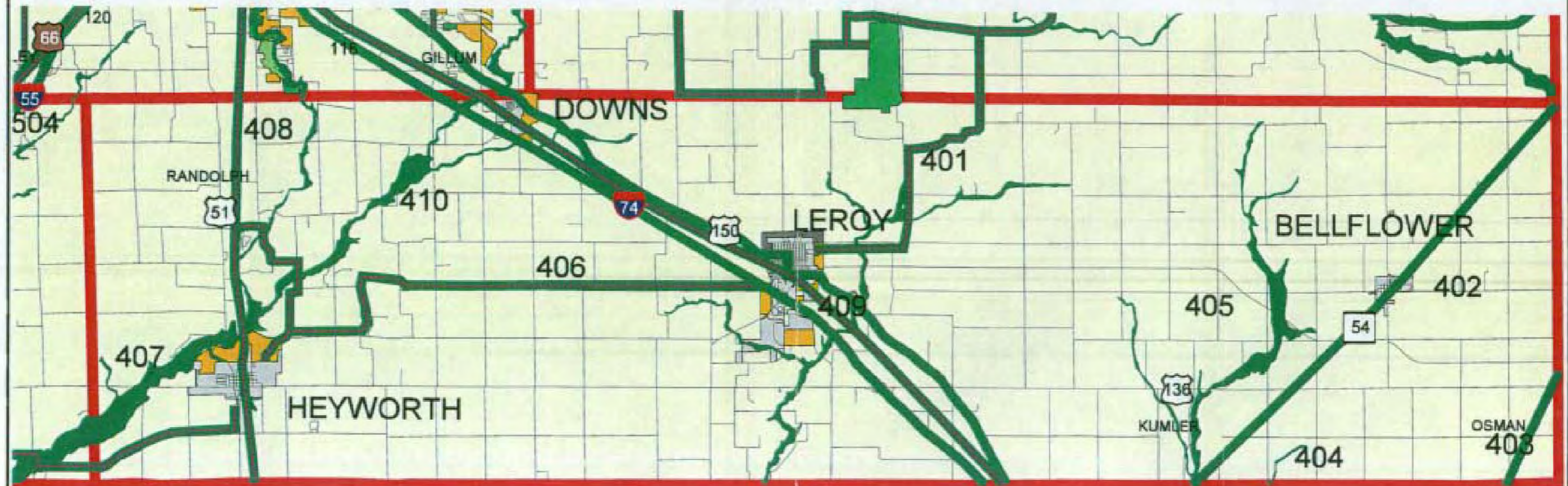
Exhibit 4-F. Salt Creek.

Mud Creek

Mud Creek is a tributary of the Kickapoo Creek and reaches the northwest portions of Heyworth. (See #407 on Figure 7.) Although limited in length, this creek is valuable because it offers linkages with not only Kickapoo Creek but other proposed greenways as well. Like many other important waterways in McLean County, the Mud Creek assists wildlife in that it provides high quality habitats for plant and animal communities. The filter strips that trap pollutants and sediments serve an important ecological function, especially since Mud Creek connects to the Kickapoo Creek and other waterways. The natural vegetation also serves as a water detention corridor to help prevent flooding.

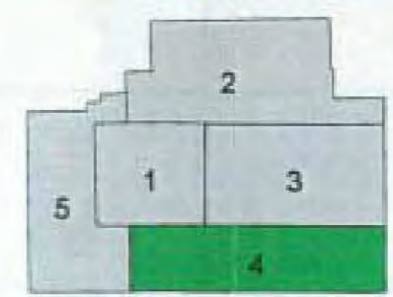
Like other waterways in McLean County, participation by landowners in conservation programs is a likely implementation strategy. The IDNR along with local

FIGURE 7
REGIONAL GREENWAYS
PLAN
 SOUTHERN MCLEAN COUNTY,
 ILLINOIS



LEGEND

- | | |
|--|---------------------------|
| PRIORITY GREENWAYS | EXISTING TRAILS |
| EXISTING OR CURRENTLY PROPOSED PUBLIC OPEN SPACE | PROPOSED TRAILS |
| SEMI-PUBLIC OR PRIVATE OPEN SPACE | STREET CENTERLINES |
| EXISTING COMMUNITY | GREENWAY REFERENCE NUMBER |
| PROPOSED RESIDENTIAL GROWTH | PLANNING AREA BOUNDARY |
| PROPOSED NON-RESIDENTIAL GROWTH | INTERSTATE FREEWAY |
| UPLAND AGRICULTURAL | BUSINESS LOOP |
| | U.S. HIGHWAY |
| | HISTORIC U.S. ROUTE 66 |
| | STATE HIGHWAY |



SOURCE: Illinois Department of Energy and Natural Resources, the MCRPG and the Illinois Atlas & Gazetteer by DeLorme Mapping SOFTWARE: ArcView v. 3.0



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governments should also be considered as possible sources of funding for other possible strategies, such as the use of conservation easements.

Norfolk & Southern Railroad Right of Way

The Norfolk & Southern Railroad Right of Way is a semi-active line that begins in southern Bloomington and extends southeast into DeWitt County,

Champaign-Urbana and beyond. (See #409 on Figure 7.) This high priority greenway would benefit not just the Bloomington-Normal area but also the Village of Downs and the City of LeRoy as well as rural subdivisions in between these communities and rural residents as well. The Norfolk & Southern right of way could create new trail opportunities and connections to Downs and LeRoy. It also has the potential for creating interregional connections with other regions of Central Illinois, including Champaign-Urbana.

Implementation of this right of way as a greenway will require intergovernmental agreements to jointly acquire, develop and manage the greenway. Due to the considerable length of the right of way and the multiple jurisdictions affected, a cooperative approach will be necessary. Principal funding sources for this greenway would likely be the IDNR, participating local

(Photograph)

Exhibit 4-G. Norfolk & Southern Railroad Right of Way in Downs.

governments and possibly IDOT, since it does offer potential as an alternative mode of transportation. Issues that need to be resolved include availability from Norfolk-Southern and the execution of an intergovernmental agreement. Considerable interest has been expressed by local governments for the acquisition of the right of way if and when it becomes available.

Kickapoo Creek

In McLean County, the Kickapoo Creek extends from near the DeWitt county line to its source just northwest of the Village of Downs. (See #410 on Figure 7.) This proposed greenway is a tributary of the Sugar Creek and includes a considerable amount of timber along its banks. The Mud Creek greenway is one of several proposed that would provide possible linkages to the Kickapoo Creek greenway. In addition, this proposed greenway provides a natural

connection to the community of Heyworth. Preservation of this stream and floodplain as a greenway would help buffer natural areas from development. In addition, it would assist the process of groundwater recharge and would provide plant and animal habitat.

Implementation strategies for this greenway are similar to those of other waterways in the County. Participation of landowners in conservation practices through the USDA Conservation Reserve Program appears to be a likely approach. Once again, conservation easements or the transfer of development rights may also be appropriate in some cases. In addition to the USDA, IDNR may be a possible funding source. Likewise, local government and private donations of land are other funding possibilities.

WESTERN MCLEAN COUNTY

Western McLean County is primarily agricultural and contains the small communities of Carlock, Danvers, Stanford and McLean. In addition, this area features the unique Funks Grove natural timber and wetlands. Of the fifteen priority future greenways identified in this region seven were rated as having at least six beneficial greenway features. These are Kings Mill Creek, Timber Creek, U.S. Route 66 (Southwestern McLean County), Sugar Creek, Prairie Creek, County Route 500E (McLean to Metro Area) and Rock Creek.

Kings Mill Creek

Kings Mill Creek is a scenic waterway that stretches from approximately two miles northeast of Stanford and ends in northwest Normal. (See #503 on Figure 8.) Important features of the Creek are its potential link with Sugar Creek as well as other

proposed greenways. This creek as a protected greenway would benefit multiple metro neighborhoods and rural residents as well. The Kings Mill Creek greenway would benefit several rural subdivisions along Illinois Route 9 west of Bloomington-Normal. Establishing Kings Mill Creek as a greenway could expand wildlife populations by providing suitable habitat and migration pathways for species. Furthermore, this greenway would serve additional ecological functions such as preserving forests, improving water quality, and protecting residential areas from flood damage. In addition, the Kings Mill Creek greenway would protect scenic and natural areas from development.

The leading implementation strategy here again appears to be the USDA Conservation Reserve Program, along with a number of other possible strategies including conservation easements or transfer of development rights funded by IDNR, local governments or donations. Land dedications also represent a possibility here as in other areas.

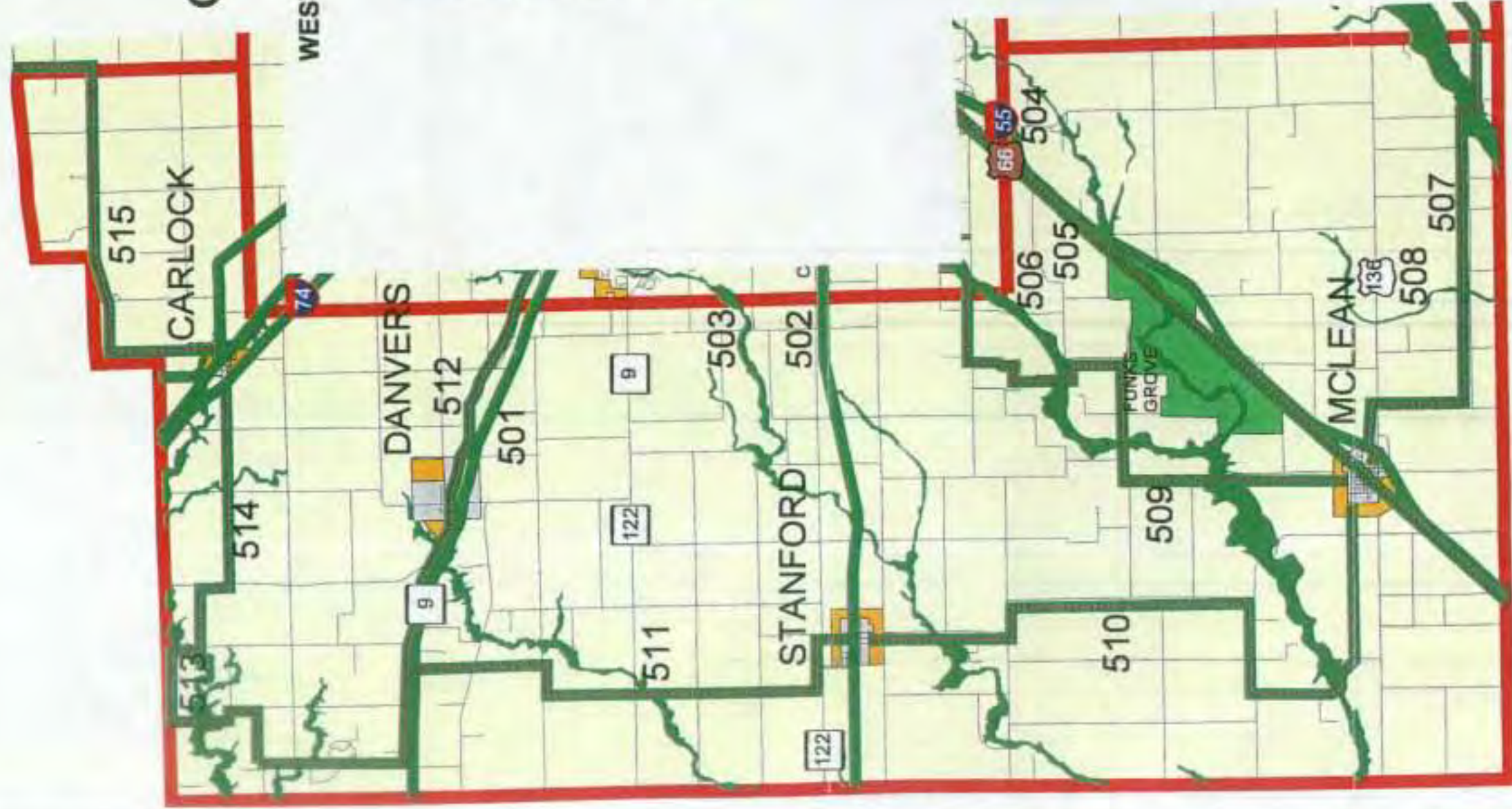
Timber Creek

Timber Creek is a scenic waterway beginning at an intersection with Sugar Creek two miles north of McLean and ending in southwest Bloomington. (See #504 on Figure 8.) A significant feature of this waterway is the abundance of tree cover. Its flood plain is a rare wetland and should be preserved. The creek also intersects with Funks Grove on its far east corner. Two primary benefits of Timber Creek are that it would complete the existing greenway of Sugar Creek and create new connections to the proposed U.S. Route 66 South greenway. As well, the greenway would protect wildlife habitat, improve water quality and reduce flood damage. Finally,

FIGURE 8

REGIONAL GREENWAYS PLAN

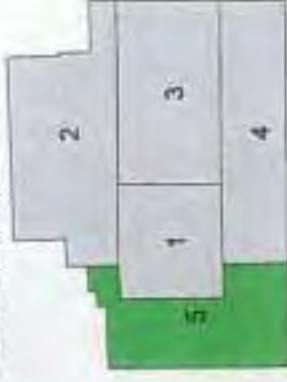
WESTERN MCLEAN COUNTY, ILLINOIS



LEGEND

- PRIORITY GREENWAYS
- EXISTING OR CURRENTLY PROPOSED PUBLIC OPEN SPACE
- SEMI-PUBLIC OR PRIVATE OPEN SPACE
- EXISTING COMMUNITY GROWTH
- PROPOSED RESIDENTIAL GROWTH
- PROPOSED NON-RESIDENTIAL GROWTH
- UPLAND AGRICULTURAL
- EXISTING TRAILS
- PROPOSED TRAILS
- STREET CENTERLINES
- GREENWAY REFERENCE NUMBER 101
- PLANNING AREA BOUNDARY
- INTERSTATE FREEWAY
- BUSINESS LOOP
- U.S. HIGHWAY
- HISTORIC U.S. ROUTE 66
- STATE HIGHWAY

SOURCE: Illinois Department of Energy and Natural Resources, the MCRPC and the Illinois Atlas & Gazetteer by On-Line Mapping SOFTWARE, ArcView 3.0



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the Timber Creek greenway would buffer existing wildlife habitat and protect scenic areas from development.

Like most other greenways proposed along area waterways, a likely implementation strategy would be the use of the Conservation Reserve Program, along with conservation easements and similar methods that would most likely be funded by IDNR, local governments and private donations.

U.S. Route 66 (Southwestern McLean County)

The segment of Route 66 that traverses southwestern McLean County offers similar benefits as its counterpart to the north. This section of Route 66 originates in southwest Bloomington and continues through the communities of Shirley and McLean into Logan County. (See #505 on Figure 8.) The abandoned pavement could serve as a basis for a multipurpose trail

providing linkage to the Bloomington-Normal metro area as well as points south and other points north. Route 66 is a national historic highway that also passes by the Funks Grove natural area and therefore represents an important link in the County's proposed greenway system.

Like the northern segment of Route 66, implementation would likely occur through intergovernmental agreements and road improvements. IDOT owns and maintains the right of way. A likely approach would be the creation of an intergovernmental agreement for use of the right of way along Route 66 for a greenway and trail. The greenway would probably be funded through IDNR, IDOT and participating local governments. A Route 66 greenway would promote tourism and expand recreational opportunities, as well as enhance the historic appeal of Route 66. As with its counterpart to the north, the opportunity to establish a greenway along Route 66 should be actively pursued.

Sugar Creek

The Sugar Creek begins in northeast Normal and flows into Logan County to the southwest. (See #506 on Figure 8.) The Sugar Creek and its tributaries represent an important hydrologic resource for McLean County. Besides the actual creek itself, the Sugar Creek

(Photograph)

Exhibit 4-H. Kings Mill Creek.

drainage system encompasses wide areas of floodplain along the waterway. The proposed Sugar Creek greenway also provides linkages to Timber Creek near the Funks Grove site. It also assists wildlife by providing habitat and migration routes. In addition, the proposed Sugar Creek greenway helps preserve water quality and prevent flood damage by preserving natural vegetation.

As with other area waterways, the Conservation Reserve Program appears to be the leading implementation strategy, supplemented by a variety of other methods.

Prairie Creek

Prairie Creek flows south of Funks Grove to the DeWitt county line. (See #508 on Figure 8.) Although limited in length in McLean County, this proposed greenway has the potential of linking to Kickapoo Creek and other greenways between McLean and Heyworth. This proposed greenway, through watershed protection and conservation practices, would provide wildlife habitat, preserve water quality, and limit flood damage. Preservation of Prairie Creek as a greenway would also protect scenic vistas from development.

Once again, a combination of approaches including the

Conservation Reserve Program appears to be a logical implementation strategy for this type of greenway.

500 E (McLean to Metro Area)

This proposed greenway follows County Route 500E from the Village of McLean to southwest Bloomington. (See #509 on Figure 8.) A significant feature is its proximity to Funks Grove and Timber Creek, as it would provide linkages with these as well as the U.S. Route 66, 50N, 300E, and Sugar Creek proposed greenways. An attribute of this greenway is that it provides for a proposed trail, though right of way space is limited. Another benefit of this greenway is that it serves multiple communities including McLean and Bloomington. It would also create new connections between the communities of McLean, Funks Grove and Shirley and other proposed greenways, such as the Timber Creek greenway and U.S.

(Photograph)

Exhibit 4-I. U.S. Route 66 in Southwestern McLean County.

Route 66. This particular greenway, through its right of way, could assist wildlife near the Funks Grove area by providing a migration path and additional habitat. This greenway may also help in buffering the neighboring Funks Grove area from development.

This greenway would most likely be implemented through roadway improvements using IDOT and IDNR funds.

Rock Creek

The McLean County portion of the scenic waterway of Rock Creek begins in Carlock and extends westerly to the Woodford and Tazewell County lines near Spin Lake. (See #513 on Figure 8.) This proposed greenway would link with the Mackinaw River, the community of Carlock, and other proposed greenways such as 1800N (Spin Lake to metro area) and 2050N (Carlock to Spin Lake). One significant feature of this waterway is that it is forested along its shores. Conservation efforts and watershed protection would provide several valuable benefits, including erosion and flood control and improved water quality. This proposed greenway would also provide wildlife habitat and important migrations paths to the Mackinaw River.

The Conservation Reserve Program appears to be one of a number of possible implementation strategies for consideration here as well.

IMPLEMENTATION

Chapter
5

As the McLean County Regional Greenways Plan is completed, the planning process enters the crucial phase of implementation. The plan creates a vision, examines resources and identifies priority future greenways to serve as an advisory guide for public and private actions regarding greenway preservation and development within the County. Consistent with this purpose, the planning process began with the creation of the McLean County Greenways Coalition, a citizen-based organization headed by a Commission appointed steering committee. The Coalition, with staff assistance, developed goals and objectives and evaluated important background information, including existing development patterns, future growth areas, and existing greenway resources in

relation to anticipated future needs for greenways. Priority future greenways were then identified along with possible implementation strategies.

To fulfill the plan's purpose as a guide for the regionwide development and preservation of greenways, this chapter presents a summary of the available methods and the responsibilities for implementation. It also addresses the critical element of continuing coordination. It concludes with an implementation plan outlining the actions that will be needed to implement proposed greenways and to ultimately achieve the vision for greenways in McLean County.

(Photograph)

Exhibit 5-A. ParkLands Merwin Preserve.

Exhibit 5-B
Summary of Acquisition Strategies for Greenways

Method	Explanation	Advantages	Disadvantages
Management agreements	Agreements between agency and landowner for a specific purpose.	Avoid purchase and other options, gain desired rights with minimal hassle.	Only applicable with current landowner, and could be revoked at any time.
Land leases	Short- and/or long-term rental of land.	Low cost use of land. Landowner receives income and retains property control.	Lease doesn't provide equity and affords limited control. Does not assure protection.
Permits and licenses	For fee agreements that specify specific uses - tied to a time frame.	An equitable arrangement that is specific to uses.	Is time and resource-base limited, not 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 specified purpose, limited to defined land area.	Can avoid need to purchase land from owner, provides right of public access and use. Excellent for greenways.	Can be time limited, usually restricts other uses, doesn't prevent owner from exercising other property rights.
Conservation easements	A partial interest in property generally for expressed purpose of protecting natural resources. Public access not always a component.	Inexpensive method for protection of natural resources. Landowner retains all other property rights, land remains on tax rolls.	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: for example, sanitary sewer routing and public access. Should be one of the preferred methods for many greenways.	Provides opportunity to combine several public interests with one agreement. Easier for landowner to understand complete request - rather than several different requests.	Can be difficult for all landowners to agree to multiple uses along an entire greenway corridor. If one objects, the entire multiple use potential can be jeopardized.
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 and gifts	A donation by landowner of all or partial interest in the property. ParkLands Foundation has acquired land through this process.	Provides permanent protection without public expenditures. Tax benefits to seller - charitable gift.	Receiving agency must be able to accept donation and capable of managing land.
Purchase and lease back	Purchase of full title, then lease back to previous owner. Subject to restrictions.	Essentially land banking. Income derived from lease payments. Owner is not displaced.	Lease may restrict public access. Land must be leased for appropriate uses.

Source: The Conservation Fund, *Greenways: A Guide to Planning, Design, and Development*, 1993, p. 112

Exhibit 5-B (Continued)

Explanation	Advantages	Disadvantages	Method
Part donation/part sale, property is sold at less than fair market value.	Tax benefits to seller, difference in sale price is considered charitable gift.	Seller must be agreeable to terms of sale. Bargain price may be inflated.	Bargain sale
Owner agrees to provide first right of purchase to designated individual/agency.	Secures future right of purchase, provides time frame to negotiate terms with seller.	Does not ensure that owner will sell, or sell for a reasonable price.	Option or first right of refusal
Local or state government purchases the rights of more intensive land use from current landowner.	Landowner derives financial benefit from selling rights. Lower property value reduces taxes.	Can be costly to purchase development rights.	Purchase of development rights
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 endangered properties, if other techniques not acceptable.	Costly. Also creates a negative attitude about government and potentially the greenway concept. Only recommended as a last resort.	Condemnation/eminent domain
Allows buyer to pay for property over time.	If seller-financed, can lower taxes for seller, Buyer can negotiate better sale terms.	Long term financial commitment (30 years). Mortgage lien.	Installment sale
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. Property must be of comparable value. Can be time consuming.	Land exchange
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 dependent on specific development. Difficult to calculate fair costs. Not effective during recessionary periods.	Exaction
Under legally established program, owner can transfer development rights from one property to another property 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. Very controversial. Often hard to identify areas where increased density is desirable. Must be established by legislation.	Transfer of development rights
Permits high density development in parts of subdivision to protect sensitive lands.	Flexible and negotiable with landowner-developer. Can reduce construction and infrastructure costs.	Open space may not be linked. Processing time for development may be increased.	Cluster development
A zone defined by permitted impacts as opposed to permitted uses.	Development occurs based on comprehensive, environmentally based strategy.	Criteria are hard to establish. Development plans more expensive to prepare.	Performance zoning

AVAILABLE METHODS

A number of methods and strategies are 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 briefly summarized in the following paragraphs with more detailed information on specific items provided in Exhibits 5-B through 5-H.

Regulatory Ordinances

Regulatory ordinances include such measures as zoning and subdivision regulations and the official map. Such devices may be used by local governments to guide development and also have applicability for greenway preservation and development. Regulatory ordinances provide a legal framework for actions which can lead to the implementation of proposed greenways. These tools are briefly summarized below in reference to the implementation of greenways.

Zoning Ordinance

Because it controls the use of land, the zoning ordinance is probably the single most effective means of implementing a land use plan and can therefore be an important tool for implementing the Regional Greenways Plan. The City of Bloomington, Town of Normal and McLean County each have a zoning ordinance. The County is in the process of performing a comprehensive update of its zoning ordinance. Care should be taken to ensure that zoning ordinances

include adequate provisions to preserve open space and wildlife habitat consistent with the Regional Greenways Plan.

Subdivision Regulations

Subdivision regulations represent another effective tool for implementing greenway recommendations. By setting standards for the design of streets, sidewalks, utilities and community facilities, subdivision regulations can greatly affect the overall patterns and quality of development. These regulations may also require dedications of land or fee in lieu of land for parks, open space or trails in new developments. Subdivision regulations may also require dedications for stormwater detention basins designed to serve dual usage as recreational facilities.

The subdivision ordinances of Bloomington, Normal and McLean County are in

Subdivision regulations represent another effective tool for implementing greenway recommendations.

the process of being updated jointly by local and regional planning and engineering staffs to ensure

adequacy in their provisions as well as mutual consistency. The proposed update will provide for an increase in dedication requirements for park and open space. Although its proposed increases are modest, the ordinances specifically identify trails and greenways for consideration in the design of future subdivisions.

Official Map

The official map provides a municipality the means to reserve land designated for public purposes for a one-year period from the time that such land is subdivided.

**Exhibit 5-C
Comparative Ownership Strategies**

	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 greenway activities, depending on the will of the landowner.
Land trusts and nonprofit 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. ParkLands Foundation is an example of a land trust and nonprofit organization.	A nonprofit 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 tax payer. 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 acquires.	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 nonprofit activity.	Government may miss acquisition opportunities due to long time frame for acquisition approvals.
Federal governments	Acquisition by National Park Service, Forest Service, U.S. Fish and Wildlife Service or Bureau of Land Management	Acquisition is at federal level, eliminating financial obligation for locality.	Acquisitions are limited due to agencies specific criteria for acquisition. Needs 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 more easily than government and can often 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, p. 113

The map pinpoints the location of future public facilities and, in effect, serves notice that the municipality intends to acquire the designated land. The Town of Normal with technical assistance from McLean County Regional Planning Commission has recently completed a comprehensive plan and official map which identifies future greenways, trails, parks and open space. A similar update of the comprehensive plan and official map for the City of Bloomington is currently in progress.

Acquisition Strategies

The acquisition process is sometimes the most difficult aspect of implementing a greenways plan. A wide variety of acquisition options are available for consideration. A number of these are widely accepted and often used with much success. A number of other less common but innovative options are also available and may be effective in certain situations. A number of 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-B. This

**Exhibit 5-D
Public Sector Funding Sources**

	Explanation	Advantages	Disadvantages
Direct Local Agency Fund (Refer to Exhibit 5-E)	Public agencies provide funding and sponsor the greenway. Usually, agencies are parks and recreation departments or public works/engineering departments.	Public agencies can usually contribute substantial funding for greenways and can commit future funding and support.	Selling the project to elected officials, general public, etc. Also, stiff competition for funds among agencies.
State and Federal Grant Programs (Refer to Exhibits 5-F and 5-G)	Federal and state governments offer grant programs to government agencies and nonprofit organizations for greenways 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 (Refer to Exhibit 5-E)	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 very unpopular methods of raising revenue.

Source: The Conservation Fund, *Greenways: A Guide to Planning, Design, and Development*, 1993, p. 86-91

Exhibit 5-E**Public Finance Techniques by Local Governments**

Source	Explanation
Special Tax	A special tax can include a special sales tax, a sales tax on specific goods, hotel/motel tax, or a special tax on real estate transactions.
Improvement Districts	Method of raising revenue for a greenway by establishing a special taxing district. The assessment, usually a property tax, is levied within the district. Revenues are used for funding improvements in a specific
Special Assessment Districts	Mainly used for projects such as street improvements, outdoor plazas or landscaping, and park
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. Politically, can be controversial.
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, *Greenways: A Guide to Planning, Design, and Development*, 1993, p. 112

table can serve as a reference guide when considering the acquisition of land for greenways.

Ownership Strategies

Along with determining how to acquire a particular greenway, another important issue must be addressed: who will own it? There are three avenues of ownership--private, public or mixed ownership. Usually, if the greenway will be used for a recreational purpose or is used as a mode of transportation, local government would be the most 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 by the Conservation Fund on Exhibit 5-C 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 for 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 by the Conservation Fund, the Illinois Department of Natural Resources and the Illinois Department of Transportation in Exhibits 5-D through 5-G. Private sector funding sources have also been identified and

**Exhibit 5-F
Natural Resource Management Incentives**

Program	Contact	Landowners Eligible	Term	Min. Acres	Natural area, habitat preservation	Purpose				
						Open space, recreation	Forestry	Wetland, water res. protection	Soil conservation	Farmland preservation
Cost Share Programs										
Ag Conservation Program	ASCS	ind., corp.	10 years	1 acre		X			X	
Ag Leans	State Treasurer	ind., corp.							X	
Conservation Reserve	ASCS	ind., corp., pub.	10-30 years	1 acre		X			X	
Forest Stewardship	IDNR		10 years	5 acres		X		X	X	
Forestory Incentive Program	ASCS	ind.	10 years	10 acres		X			X	
Ill. Forestry Dev. Act	IDNR	ind., ltd. pub.	10 years	5 acres		X		X	X	
Partners for Wildlife	USFWS/IDNR	ind.	10 years	1 acre		X		X	X	
Stewardship Initiatives	IDNR	ind., corp.	10 years	5 acres	X			X	X	
Trees, Shrubs, Seedlings	IDNR					X		X	X	
Wetland Reserve	ASCS		permanent	2 acres		X		X		
Technical Assistance										
Emergency Conservation	ASCS								X	X
Forest Management Assist. Program	IDNR	ind., pub., corp.			X			X	X	
Natural Heritage Landmark	IDNR	ind.			X					
Private Land Habitat	IDNR	ind.		1 acre*	X					
Private Waters	IDNR				X			X		
Register of Land & Water Reserves	IDNR				X					
Tax Incentives										
Assessment with Easements	SA, CA				X					
Conservation Easements	IDNR				X					
Exemption of Prairie Path Leases	Co. Brd. of Review				X					
Exemption of Lease to Park District	Co. Brd. of Review				X					
Forestry Mgt. Plan	IDNR		10 years	5 acres		X		X	X	
Illinois Nature Preserves	IDNR	ind., pub.	permanent		X					
Open Space Assessment	SA, CA			10 acres	X			X	X	
Preferential Assessment of Farmland	SA, CA				X					X
Subdivision of Common Areas	TA, SA, CA	ind.						X		
Tax Bills Optional for <\$150	County Clerk									
Tax Cert. for Livestock Waste Mgt.	IEPA							X		
Abbreviations:										
	ASCS	Agricultural Stabilization and Conservation Service	ind.					individual		
	IDNR	Illinois Department of Natural Resources	corp.					corporation		
	USFWS	United States Fish and Wildlife Service	pub.					public entity		
	SA, CA	Supervisor of Assessments, County Assessor	ltd.					limited		
	TA	Township Assessor	*					minimum of one acre for rural areas, ¼ acre for urban areas		
	IEPA	Illinois Environmental Protection Agency								

**Exhibit 5-G
Federal and State Funding Sources for Transportation Enhancement Activities**

FEDERAL PROGRAM	INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT										LAWCON	N/A	HISTORIC PRESERV. FUND	WATER RESOURCES DEV. ACT	PLEASE NOTE: This chart is an oversimplification of various complex programs. Please contact the following agencies for details.
	IDOT a)														
STATE ADMIN AGENCY	ITEP Illinois Transportation Enhancement Program (1)	EMAQ Congestion Mitigation & Air Quality Improv. Pgm. (NE IL & ESL)	STP Surface Transportation Program	SCENIC BYWAYS	OGI Operation Green Light (NE IL only)	ETA Federal Transit Act (2)	STMMS National Recreational Trails Funds	LAWCON Land and Water Conservation Program (W/O SLAD) (3,4)	Illinois Bicycle Path Grant Program (3)	IHPA c)	US ARMY CORPS OF ENGRS d)				
FUNDING PROGRAMS															
ISTEA ENHANCEMENT CATEGORIES															
Provision of facilities for pedestrians and bicycles	80% fed \$ 20% loc \$	80% fed \$ 20% loc \$	80% fed \$ 20% loc \$	80% fed \$ 20% loc \$	Varies	80% fed \$ 20% loc \$	100% fed \$ FFY93	50% fed \$ 50% loc \$	50% state \$ 50% loc \$		not yet available				
Acquisition of scenic easements and scenic or historic sites	80% fed \$ 20% loc \$														
Scenic or historic highway programs	80% fed \$ 20% loc \$			80% fed \$ 20% loc \$	Varies										
Landscaping and other scenic beautification	80% fed \$ 20% loc \$														
Historic preservation	80% fed \$ 20% loc \$			80% fed \$ 20% loc \$	Varies										
Rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals)	80% fed \$ 20% loc \$														
Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails)	80% fed \$ 20% loc \$	80% fed \$ 20% loc \$	80% fed \$ 20% loc \$												
Control and removal of outdoor advertising	80% fed \$ 20% loc \$				Varies										
Archaeological planning and research	80% fed \$ 20% loc \$ (6)														
Mitigation of water pollution due to highway runoff	80% fed \$ 20% loc \$ (6)														

(1) Excludes land acquisition
(2) Bicycle and pedestrian facilities related to transit projects only
(3) Includes land acquisition
(4) State OS/LAD program follows LAWCON guidelines
(5) Program restricted to Historic Register Properties only
(6) Eligible within ISTEA but not high priority under ITEP

summarized by the Conservation Fund in Exhibit 5-H. These tables provide a reference source for review when considering funding possibilities for specific greenways.

RESPONSIBILITIES FOR IMPLEMENTATION

Achieving the goals and objectives for greenways in McLean County will require a coordinated effort on the part of government agencies, private organizations and individuals, and may include public-private partnerships. Responsibility for implementation of proposed greenways lies with government (federal, state and local), private developers, private landowners, interested citizens, special interest groups, the McLean County Greenways Coalition, and the McLean County Regional Planning Commission.

Achieving the goals and objectives for greenways in McLean County will require a coordinated effort on the part of government agencies, private organizations and individuals. . .

Government

All levels of government can and should be involved in the implementation of a regional greenways plan. To achieve an extensive greenway system usually requires a balanced approach with participation from the federal, state and local governments.

Federal Government

The policies of federal government have a major influence on the development of greenways throughout the nation. 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.

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 opportunities for

greenway projects in McLean County will likely come from grant programs through the Illinois Department of Natural Resources or possibly the Illinois Department of Transportation, depending upon the reauthorization of the ISTEA legislation. Also, the state has the responsibility for providing technical assistance to local government in the pursuit of greenway systems, as was provided by the Illinois Department of Natural Resources in the development of this plan.

Local Government

Finally, local government has a major responsibility for implementing the Regional Greenways Plan. The City of Bloomington, Town of Normal and County

**Exhibit 5-H
Private Sector Funding Sources**

	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.	Many corporations love community service projects such as greenways.	Corporate giving funds are often committed quickly, and there may be competition for funds.
Individual Donors and Memberships	Funding derived from individual fund-raising 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 a great deal of time and effort on the part of its members in order to succeed.
Planned Giving, Life-Income Gifts, and Bequests	Planned giving is a strategy to create a plan to address the donation of gifts while the donor is alive and after he or she dies. Life-income 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 principal and earnings of the stock go to the nonprofit organization or land trust. Finally, a donor may bequest money in a will.	These techniques can be useful in protecting private land that has important greenway features. In addition, these techniques can offer tax and investment advantages to the donor and recipient nonprofit organizations or land trust.	Can be complex issues. 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 or Kiwanis organization.	Service clubs can sponsor fundraising activities and provide volunteers and publicity.	Getting commitment from service club to help in a greenways project can be difficult.
Special Events and Fundraisers	These events are designed to raise funds through activities such as benefit dinners, races, tours and related activities.	Special events and fundraisers can be very 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, *Greenways: A Guide to Planning, Design, and Development*, 1993, p. 91-94

of McLean have taken an important first step with their support of the greenways planning program. Upon completion of the plan and the public input process, local governments should adopt the McLean County Regional Greenways plan as official policy for greenway development within their respective jurisdictions.

The plan should then be considered in the evaluation of future development projects to ensure that adequate provisions are made for greenways. Local government should also be prepared to provide a limited amount of funding support for continuing planning and coordination. In addition, local government will likely be involved to varying degrees in the acquisition, implementation and management of certain greenways.

Private Developers

Private developers have an important responsibility for carrying out the greenway plan. Private developers should consider the need for and benefits of greenways, and should adhere to the Regional Greenways Plan when their proposed development falls within an area that has a proposed greenway. Dedication requirements from developers may also be used to support greenways.

Private Landowners

Private landowners can play a crucial role in carrying out the greenways plan and achieving the vision for greenways in McLean County. Voluntary efforts on the part of individual landowners can help preserve valuable natural land and waterways. These voluntary efforts may take advantage of many different State and Federal

programs that provide financial incentives to the landowner for conservation practices. (See Exhibit 5-F.) Because a great number of potential greenways are located on private property, efforts have been and should continue to be made to involve private

landowners in the greenway planning and implementation process. These efforts should include educating landowners about

conservation and watershed practices and programs to encourage their participation.

Local people with a clear vision and enthusiasm will be the driving force to carry out the plan.

Interested Citizens

The successful implementation of the McLean County Regional Greenways Plan must begin at the local level with the participation and support of interested citizens. Local people with a clear vision and enthusiasm will be the driving force to carry out the plan. The enthusiasm, vision and hard work of interested citizens have been demonstrated in the preparation of this document through the efforts of the McLean County Greenways Coalition. The support of citizens will continue to be required into the future, perhaps even more so, as the plan progresses through the implementation stage. Interested citizens who participate in the planning process can help to increase the likelihood of the plan's success.

Special Interest Groups

Special interest groups also play an important role in the implementation of the Regional Greenways Plan. These groups are usually well organized and can offer valuable assistance with greenway related projects. The groups can become greenway

cheerleaders and may provide funds or labor for a greenway project. Some special interest groups, particularly nonprofit organizations, may also acquire and manage greenways.

McLean County Greenways Coalition

The McLean County Greenways Coalition has served as an umbrella organization for a variety of other groups as well as individuals with greenway interests. This broad-based organization has had an important role working in cooperation with the McLean County Regional Planning Commission to prepare the regional greenways plan. The Coalition can also serve a key role in carrying out the plan, not only through advocacy and education, but also through helping to establish a permanent organization to coordinate the implementation and management of greenways for McLean County.

McLean County Regional Planning Commission

The Regional Planning Commission has a major responsibility for carrying out the plan. The Commission has been responsible for coordinating the preparation of the Regional Greenways Plan, including the formation of the Coalition and the appointment of members to the steering committee. The Commission is also responsible for long range comprehensive and transportation planning throughout the County and thus has the responsibility and opportunity to coordinate greenway plans and projects. In addition, the Commission is responsible for

the review of major development projects to ensure consistency with adopted plans. The Commission is also coordinating the review and update of the local subdivision ordinances. In the future, the Commission should provide staff support, within budgetary constraints, to assist in the continuing coordination of a greenways implementation program.

To make the successful transition from plan formulation to implementation will require continuing coordination of plans, programs and activities.

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 that necessary actions be taken toward development. This will require thorough analysis and consensus building in the selection of strategies for acquisition, ownership and financing, and in the selection of targeted greenways. It will require dedication and perseverance to see the projects through to successful completion. It will also require one or more organizations with the capabilities, willingness and legal authority to accept public and private funds, acquire property and maintain greenways, as would most likely be necessary.

No organization within McLean County has been identified that meets all of these requirements. Although many organizations, including local governments, have 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 within the mission of the McLean County Greenways Coalition. This was a major factor in the formation of the Coalition. However, steps would need to be taken to ensure that the Coalition is provided with the legal capabilities needed to effectively coordinate the implementation and management of greenways. Once this is accomplished, the Coalition with the assistance of its member organizations and with staff support from McLean County Regional Planning Commission would seem to be a logical choice as a countywide management entity for greenways.

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

IMPLEMENTATION PLAN

The following is a summary of the future actions that have been identified as being of major importance to the systematic and successful implementation of the McLean County Regional Greenways Plan:

- The implementation process should begin with the official adoption of the plan by the City of Bloomington, Town of Normal and County of McLean.

- The McLean County Greenways Coalition should determine the specific actions needed to elevate its status, or that of one of its member organizations, to that of a foundation or similar entity with 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 accomplished, the Coalition or other resulting management entity should target priority future greenways for implementation and immediate action, beginning with those which exhibit the most beneficial features (See Chapter 4.) and taking care not to overlook other possible opportunities for greenway development that may arise due to changing circumstances.

- The Coalition should then thoroughly evaluate and select appropriate strategies for acquisition, ownership and financing of targeted greenways, making every effort to maximize the use of private funding sources and Federal and State grant programs.

- The Coalition in cooperation with McLean County Regional Planning Commission should perform an annual review of the Regional Greenways Plan to measure progress and to target implementation activities for the next year. A major update of the Plan should be considered at five-year intervals.

- x An active public relations and education campaign should be carried out by the Coalition to broaden public understanding and support for greenways. An effective campaign should include a regular newsletter publication and press releases that report on progress made toward carrying out the Plan and on upcoming activities. Providing speakers, slides and video presentations to interested groups would also be beneficial.

- McLean County Regional Planning Commission should provide staff and technical support to the Coalition to aid in coordinating implementation activities, monitoring progress and updating the plan.
- Local governments in McLean County should support implementation efforts with occasional technical support from staff, and with financial support to meet local match requirements or other specialized implementation needs as may arise.
- In the review of proposed development projects, local governments should consider the priority future greenways identified in the McLean 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.

APPENDIX A

20 APR 16 1997



ILLINOIS
DEPARTMENT OF
NATURAL RESOURCES

524 South Second Street, Springfield 62701-1787

Jim Edgar, Governor ● Brent Manning, Director

April 9, 1997

Mr. Paul E. Russell, Director
McLean County Regional Planning Commission
211 West Jefferson Street
Bloomington, IL 61701

Dear Mr. Russell:

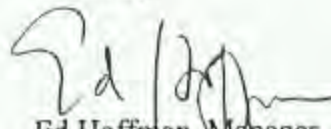
Thank you for the opportunity to review the preliminary draft of the McLean County Regional Greenways Plan. We were very pleased with the document. It appears to include the major elements we requested.

The inventory, with the identification of priority greenways, appears comprehensive for the county and we appreciate your considerations for linkages to attractions and destinations beyond the Metro Area.

It is evident that your diverse task force's input was maximized in the county's vision, goals and objectives. This should prove very beneficial when it comes to getting their support to implement the plan.

I understand Jim Hart has been in contact with your office to discuss our minor editorial comments. I look forward to the receipt of the completed plan in the near future.

Sincerely,



Ed Hoffman, Manager
Division of Planning

EH:JH:mcp

ORDINANCE NO. 4453

AN ORDINANCE ADOPTING THE MCLEAN COUNTY REGIONAL PLANNING COMMISSION GREENWAYS PLAN AND AMENDING THE TOWN OF NORMAL COMPREHENSIVE PLAN

WHEREAS, the Town of Normal is a Home Rule unit of local government with authority to legislate in matters concerning its local government and affairs; and

WHEREAS, the Town of Normal has by approval of Ordinance No. 4400, adopted a comprehensive plan for the Town of Normal; and

WHEREAS, the McLean County Regional Planning Commission has prepared and is recommending that the Town of Normal adopt a Greenways Plan; and

WHEREAS, after notice and hearing as required by law the Normal Planning Commission did on May 8, 1997 recommend adoption and approval of the McLean County Regional Planning Greenways Plan; and

WHEREAS, it is in the best interests of the health, safety and welfare of the citizens of Normal to approve the McLean County Regional Planning Commission Greenways Plan and amend the Comprehensive Plan of the Town of Normal by incorporating the McLean County Regional Planning Commission Greenways Plan.

NOW, THEREFORE, BE IT ORDAINED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE TOWN OF NORMAL, ILLINOIS:

SECTION ONE: That the McLean County Regional Planning Commission Greenways Plan is hereby adopted and the Town of Normal Comprehensive Plan approved by Ordinance No. 4400, be and the same is hereby amended to incorporate the McLean County Greenways Plan as prepared by the McLean County Regional Planning Commission for the County of McLean. A copy of said Greenways Plan is marked Exhibit "A" attached hereto and incorporated herein.

SECTION TWO: That the McLean County Greenways Plan shall be considered an element of the Town of Normal Comprehensive Plan and taken into consideration by the Town of Normal in use and development of property within the Town of Normal and property located within one and one-half miles of the corporate limits of the Town of Normal, as the same now exists and hereafter amended in the future.

SECTION THREE: That the report and recommendation of the Town of Normal Planning Commission be and the same is hereby accepted, approved and placed on file.

SECTION FOUR: That the Town Clerk be and she is hereby directed and authorized to publish this ordinance in pamphlet form as provided by law.

SECTION FIVE: That this ordinance shall take effect ten days after the date of its publication.

SECTION SIX: That this ordinance is adopted pursuant to Home Rule Authority granted the Town of Normal by Article 7, Section 6, of the Illinois Constitution, 1970.

APPROVED:

Kent Karkaker
President of the Board of Trustees of
the Town of Normal, Illinois

ATTEST:

Marianne Edwards
Town Clerk by Wendell J. Berg
Deputy Clerk

(seal)

The foregoing ordinance was voted upon and passed by the President and Board of Trustees of the Town of Normal on the 19th day of May, 1997, with 6 voting aye; 0 abstaining; 1 voting nay; and 0 absent.

	AYE	NAY	OTHER		AYE	NAY	OTHER
Councilman Scott	✓			Councilwoman Reece	✓		
Councilwoman Miller	✓			Councilman Fritzen		✓	
Councilman Gordon	✓			Mayor Karkaker	✓		
Councilwoman Gaines	✓						

The foregoing ordinance was approved by the President and Board of Trustees of the Town of Normal on the 20th day of May, 1997.

The foregoing ordinance was published in pamphlet form on the 20th day of May, 1997.

RESOLUTION ADOPTING THE McLEAN COUNTY REGIONAL GREENWAYS PLAN

WHEREAS, the CITY OF BLOOMINGTON, ILLINOIS, recognizes the need to provide recreational opportunities, preserve open space, protect environmentally sensitive areas, and maintain and enhance the quality of life for its citizens, both present and future; and

WHEREAS, the CITY OF BLOOMINGTON, ILLINOIS, recognizes the need for a comprehensive and coordinated approach to planning and providing greenways on a regionwide basis; and

WHEREAS, the McLEAN COUNTY REGIONAL PLANNING COMMISSION is the designated long range planning agency for the McLean County, Illinois, region; and

WHEREAS, the McLEAN COUNTY REGIONAL PLANNING COMMISSION has developed a Regional Greenways Plan in cooperation with the McLean County Greenways Coalition and in accordance with the planning guidelines established by the Illinois Department of Natural Resources; and

WHEREAS, public input has been obtained from a public hearing and throughout the planning process from the active participation of the McLean County Greenways Coalition; and

WHEREAS, the McLean County Regional Greenways Plan was reviewed and approved by the Illinois Department of Natural Resources; and,

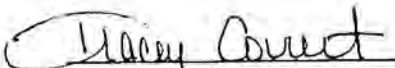
WHEREAS, the McLean County Regional Greenways Plan has been closely coordinated with other planning activities currently underway for the CITY OF BLOOMINGTON, ILLINOIS; now therefore,

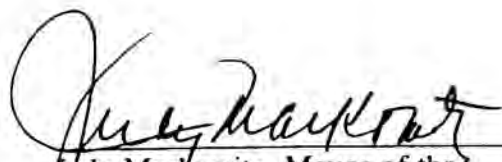
BE IT RESOLVED by the Members of the City Council of the CITY OF BLOOMINGTON, ILLINOIS, that the CITY OF BLOOMINGTON, ILLINOIS, adopts the McLEAN COUNTY REGIONAL GREENWAYS PLAN to serve as a guide for providing greenways to expand recreational opportunities, preserve open space, protect environmentally sensitive areas, and maintain and enhance the quality of life for its citizens.

ADOPTED by the City Council of the City of Bloomington, Illinois this 21st day of May, 1997.

ATTEST:

APPROVED:


Tracey Covert, City Clerk of the
City of Bloomington, Illinois


Judy Markowitz, Mayor of the
City of Bloomington, Illinois

RESOLUTION ADOPTING THE McLEAN COUNTY REGIONAL GREENWAYS PLAN

WHEREAS, the COUNTY OF McLEAN, ILLINOIS, recognizes the need to provide recreational opportunities, preserve open space, protect environmentally sensitive areas, and maintain and enhance the quality of life for its citizens, both present and future; and

WHEREAS, the COUNTY OF McLEAN, ILLINOIS, recognizes the need for a comprehensive and coordinated approach to planning and providing greenways on a regionwide basis; and

WHEREAS, the McLEAN COUNTY REGIONAL PLANNING COMMISSION is the designated long range planning agency for the McLean County, Illinois, region; and

WHEREAS, the McLEAN COUNTY REGIONAL PLANNING COMMISSION has developed a Regional Greenways Plan in cooperation with the McLean County Greenways Coalition and in accordance with the planning guidelines established by the Illinois Department of Natural Resources; and

WHEREAS, public input has been obtained from four public hearings and throughout the planning process from the active participation of the McLean County Greenways Coalition; and

WHEREAS, the McLean County Regional Greenways Plan was reviewed and approved by the Illinois Department of Natural Resources; and,

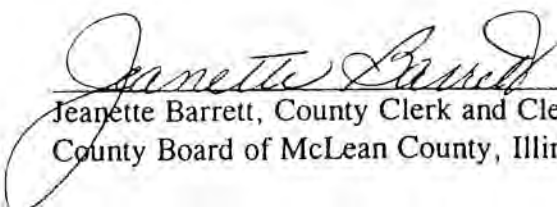
WHEREAS, the Comprehensive Plan for the Development of the Community of McLean County has been adopted by the County Board of the COUNTY OF McLEAN, ILLINOIS; now therefore,

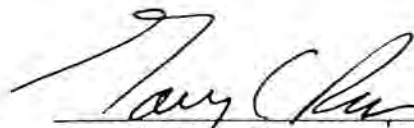
BE IT RESOLVED by the Members of the County Board of the COUNTY OF McLEAN, ILLINOIS, that the COUNTY OF McLEAN, ILLINOIS, adopts the McLEAN COUNTY REGIONAL GREENWAYS PLAN as an amendment to the COMPREHENSIVE PLAN FOR THE DEVELOPMENT OF THE COMMUNITY OF McLEAN COUNTY to serve as a guide for providing recreational opportunities, preserving open space, protecting environmentally sensitive areas, and maintaining and enhancing the quality of life for its citizens

ADOPTED by the County Board of McLean County, Illinois this 22nd day of July, 1997.

ATTEST:

APPROVED:


Jeanette Barrett, County Clerk and Clerk of the
County Board of McLean County, Illinois


Gary C. Riss, Chairman of the
County Board of McLean County, Illinois

APPENDIX B

**Table A-1
Inventory of Greenway Resources
McLean County, Illinois**

IDENTIFICATION	LOCATION		SIGNIFICANT FEATURES	POTENTIAL LINKAGES	OPPORTUNITY		PROPERTY OWNERS	PRIMARY IMPLEMENTATION STRATEGY	FUNDING SOURCES	ISSUES	COMMENTS	NO. OF BENEFIT S MET	FEATURE TYPE
	FROM	TO			YES	NO							
Urban Area Illinois Central Gulf Railroad Right of Way North Normal	Normal City, Hall Kerrick Road	Kerrick Road	Abandoned railroad right of way	Hudson, COMLARA Park, other greenways	X		Town of Normal	2	1, 2, 3	Right of way ends at Kerrick Road	Currently under construction	N/A	Railroad right of way
Illinois State University Northtown Road	One Normal Plaza Property north to L- Raab Road	Linden Street east to Towanda Avenue Beaufort Street	Mostly farmland Illinois State University Campus Roadway	Constitution Trail, other greenways Raab Road, Constitution Trail Towanda, Illinois Central Gulf Railroad Right of Way	X		Individuals Illinois State University, Town of Normal private individuals	1, 2, 3, 4 1, 4 1, 2, 3, 4	1, 2, 3, 4	Acquisition Pedestrian & vehicular traffic Traffic conflict	Important link to university campus Section forms part of loop in northeast urban area	4 3 2	Road/trail Private property Road
Raab Road East	Towanda Avenue Illinois Central Gulf Railroad Right of Way	Illinois Central Gulf Railroad Right of Way Towanda Avenue	Roadway	Right of Way Illinois Central Gulf Railroad Right of Way, Towanda Avenue	X		Town of Normal, private individuals	2, 3, 4	2, 3	Traffic conflict	Section forms part of loop in northeast urban area	2	Road
Towanda Avenue	Northtown Road Sugar Creek	Sugar Creek	Major transportation corridor	Towanda Avenue Northtown Road, Raab Road, Sugar Creek	X		Town of Normal, private individuals	2, 3, 4	2, 3	Traffic conflict	Connects Northtown to urban area	1	Road
Sugar Creek Tributaries	West Washington Street	Veterans Parkway, Constitution Trail, Towanda Avenue	Floodway of the Sugar Creek	Constitution Trail, CONRAIL Railroad Right of Way	X		Bloomington-Normal Water Reclamation District	1	1, 2, 3	Neighborhood privacy, flooding, topography, the creek is highly engineered in sections with most natural features removed, forms planned loop in the northeast section of the urban area	Provides an important east to west connection of the urban trail system, the creek is highly engineered in sections with most natural features removed, forms planned loop in the northeast section of the urban area	7	Stream
Northeast Normal	Veterans Parkway east to Airport Road College Avenue	Fort Jesse Road to 1700N Constitution Trail	Mostly farmland Utility easement	Constitution Trail, other greenways Constitution Trail	X		Individuals	1, 2, 3, 4	1, 2, 3, 4	Acquisition		3	Road/trail
West of Hedgewood Subdivision College Avenue	West of Hedgewood Subdivision College Avenue	East of Hedgewood Subdivision Constitution Trail	Major transportation corridor Private property	Trails on either side of Hedgewood Subdivision Constitution Trail	X		City of Bloomington, Individual owners	2, 3, 4 2, 3	2, 3	Traffic conflict	Section forms part of loop in east central urban area	3	Utility easement
East of Hedgewood Subdivision	College Avenue	Constitution Trail	Private property	Constitution Trail	X		Individual owners	2, 3	1, 2, 3, 4	Neighborhood privacy	Section forms part of loop in northeast urban area	2	Private property
GE Road	Airport Road	Towanda-Barnes Road	Major transportation corridor	Towanda-Barnes Road	X		City of Bloomington, Individuals	2, 3, 4	2, 3	Traffic conflict	Important extension of Constitution Trail to Towanda-Barnes Road	N/A	Road
Eastport Road Trail	IL Route 9	Constitution Trail	Private property	Constitution Trail	X		Individual owners	2, 3	1, 2, 3, 4	Neighborhood privacy		2	Private property
Towanda-Barnes Road	Village of Towanda	U.S. Route 150	Major transportation corridor	Constitution Trail extended, Ireland Grove Road	X		McLean County, individual land owners	1, 2, 3, 4	1, 2, 3, 4	Traffic conflicts, intergovernmental coordination of right of way acquisition	Forms the eastern most link of the urban trail system	3	Road
Ireland Grove Road	Veterans Parkway	Towanda-Barnes Road	Major transportation corridor	Towanda-Barnes Road, Constitution Trail	X		City of Bloomington, private individuals	1, 3, 4	2, 3, 4	Traffic conflict	Meets needs of those wishing to bicycle in rural areas	3	Road
Hamilton Road/ Fox Creek Road	Hershey Road	Mitsubishi Motorway	Major transportation corridor	State Farm Corporate South, CONRAIL Railroad Right of Way, Mitsubishi Motorway Hamilton Road, Norfolk & Southern Railroad Right of Way	X		City of Bloomington, McLean County, private individuals	4	2, 3	Traffic conflicts	Partially constructed, forms western edge of urban area trail system	5	Road
Rhodes Woods	Abandoned Illinois Central Gulf Railroad Right of Way Woodford County Line	West of Norfolk & Southern Railroad Right of Way DeWitt County Line	Heavily wooded area	Interregional greenways	X		Illinois Department of Transportation	1, 4	1, 3, 4	Land in private ownership	Excellent natural area within urban area	N/A	Timber
U.S. Route 130	Jefferson Street	Lafayette Street	Roadway	Numerous greenways	X		City of Bloomington, Individuals	2	1, 2, 3, 4	Land in private ownership	Southward extension of Constitution Trail	5	Railroad right of way
I-74 Right of Way	DeWitt County Line	Woodford County Line	Traverses McLean County	Interregional greenways	X		Illinois Department of Transportation	7	2, 3	Traffic concerns	Potential interregional greenway	3	Road
Old Illinois Central Gulf Railroad Right of Way	Jefferson Street	Lafayette Street	Railroad right of way	Extension of Constitution Trail	X		City of Bloomington, Individuals	2	1, 2, 3, 4	Land in private ownership	Should be considered only as a last resort	1	Road

**Table A-1
Inventory of Greenway Resources
McLean County, Illinois**

IDENTIFICATION	LOCATION		SIGNIFICANT FEATURES	POTENTIAL LINKAGES	OPPORTUNITY		PROPERTY OWNERS	PRIMARY IMPLEMENTATION STRATEGY	FUNDING SOURCES	ISSUES	COMMENTS	NO. OF BENEFITS MET	FEATURE TYPE
	FROM	TO			YES	NO							
Bunn Street	CONRAIL Railroad Right of Way	Hamilton Road	Roadway	CONRAIL Railroad Right of Way, Hamilton Road	X		City of Bloomington, individuals	2, 3, 4	2, 3	Traffic conflict	Important link between CONRAIL Railroad Right of Way and Hamilton Road Trail	3	Road
Lincoln Street	Arcadia Drive	Intersection of Lincoln Street & Hershey Road	Road right of way	Constitution Trail	X		City of Bloomington	2	1, 2, 3, 4	Neighborhood privacy	Would connect two segments of the Constitution Trail	4	Road right of way
CONRAIL Railroad Right of Way	West Washington Street	Illinois Central Gulf Railroad Right of Way	Abandoned CONRAIL Railroad Right of Way	Sugar Creek Trail, Mitsubishi Motorway, Illinois Central Gulf Railroad, Right of Way	X		City of Bloomington	2	1, 2, 3, 4	Neighborhood privacy	Received ISTEA enhancement funds	N/A	Railroad right of way
I-55 Right of Way	Logan County Line	Livingston County Line	Traverses McLean County, parallels Historic Route 66	Interregional	X		Illinois Department of Transportation	1, 4	1, 2, 3	Traffic conflicts, current policy	Should be considered where Route 66 right of way is lost	1	Road
Southern Pacific Railroad Right of Way	DeWitt County	Livingston County Line	Traverses McLean County	Interregional	X		Railroad	7	7	Active railroad		4	Railroad right of way
Southwest Bloomington	IL Route 9	Stringtown Road	Sugar Creek, Mitsubishi Motorway, Constitution Trail, Fox Creek Golf Course.	Numerous	X		Developers, public	2, 3, 4	1, 2, 3, 4	Annexation agreements, land development sequence	Includes a proposed system of interconnected greenways and trails	8	Trail
Mitsubishi Motorway South	IL Route 9	Shirley	Covell Railroad Right of Way, U.S. Route Major transportation corridor.	CONRAIL Railroad Right of Way, Hamilton / Fox Creek Road	X		Private individuals	3, 4	2, 3	Traffic conflict	Should be considered in the Mitsubishi Motorway land acquisition	3	Road
Mitsubishi Motorway North	IL Route 9	Raab Road	Major transportation corridor	CONRAIL Railroad Right of Way, Raab Road, College Avenue	X		Illinois Department of Transportation	4	2, 3	Traffic conflict	Western edge of urban trail system, this section is part of a loop planned for northeast Normal	2	Road
White Oak Road	College Avenue	Sugar Creek	Roadway	College Avenue, Sugar Creek Trail	X		McLean County Railroad	4	2, 3	Traffic conflict	Rural road profile	2	Road
Norfolk & Southern Railroad Right of Way	Mitsubishi Auto Plant	Woodford County Line	Active railroad right of way	Cardoak, East Peoria Road, College Avenue	X		Railroad	7	7	Interregional rail service, acquisition	Important interregional connection	3	Railroad right of way
Parkside Drive	College Avenue	Raab Road	Roadway	Raab Road, College Avenue	X		Town of Normal, individuals	2, 3, 4	2, 3	Traffic conflict	Segment of loop planned for northwest Normal	1	Road
Gregory Avenue	Parkside Drive	Adelaide Street	Roadway	Illinois State University, Parkside Drive	X		Town of Normal, individuals	2, 3, 4	2, 3	Traffic conflict	Forms connection with Illinois State	1	Road
Raab Road West	Mitsubishi Motorway	Adelaide Street	Roadway	Mitsubishi Motorway, Illinois State University	X		Town of Normal, private individuals	2, 3, 4	2, 3	Traffic conflict	Roadway is a section of a loop of trails planned in northwest Normal, future site of Heartland Community	2	Road
Northwest Normal Right of Way	Parkside Road east to Illinois State University Course I-55	Gregory Street to Raab Road	Farmland	Constitution Trail, other greenways	X		Illinois State University, individuals	1, 2, 3, 4	1, 2, 3	Acquisition, ownership by Illinois State University		3	Road/trail
I-39 Right of Way	Woodford County	Woodford County	Hudson, COMLARA Park, Lake Bloomington	Woodford County, points north	X		Illinois Department of Transportation	7	7	Traffic conflicts, current policy	Should be considered only as a last resort	1	Road
Northern McLean County Mackinaw River	Ford County Line	Woodford County Line	Scenic waterway of high quality with important wetlands, tree cover, and wildlife habitat, including several endangered species.	Illinois River, other waterways & natural areas	X		Individuals, Parklands & McLean County	2, 3, 5, 6	1, 3, 4, 5, 6	Landowner rights, preservation of the river	Important natural greenway, interregional connections to other natural greenways	9	River
Turkey Creek	North of Lexington	West of Lexington	Scenic waterway	Mackinaw River, Lexington	X		Individuals, McLean County	2, 3, 5, 6	1, 3, 4, 5, 6	Creek preservation		7	Creek

**Table A-1
Inventory of Greenway Resources
McLean County, Illinois**

IDENTIFICATION	LOCATION		SIGNIFICANT FEATURES	POTENTIAL LINKAGES	OPPORTUNITY		PROPERTY OWNERS	PRIMARY IMPLEMENTATION STRATEGY	FUNDING SOURCES	ISSUES	COMMENTS	NO. OF BENEFITS MET	FEATURE TYPE
	FROM	TO			YES	NO							
Patton Creek 2250N - E (Colfax to Lexington)	East of Lexington Colfax	Mackinaw River Lexington	Scenic waterway 2075, 2250N	Mackinaw River, Lexington Mackinaw River, Henline Creek, U.S. Route 66 Mackinaw River, other greenways	X	X	Individuals, McLean County McLean County, individuals	2, 3, 5, 6 4	1, 3, 4, 5, 6 2, 3	Creek preservation Right of way widths	Greenway connection to Mackinaw River	7 3	Creek Road
Henline Creek	Ford County Line	Connection with Mackinaw River southeast of Lexington	Scenic waterway		X		Individuals, McLean County	2, 3, 5, 6	1, 3, 4, 5, 6	Creek preservation		7	Creek
Rooks Creek	Southeast of Chenoa	Livingston County Line	Scenic waterway	Chenoa	X		Individuals, McLean County	2, 3, 5, 6	1, 3, 4, 5, 6	Creek preservation		7	Creek
Money Creek	Approximately 2 miles north of Ellsworth Lexington	1.3 miles west of Lake Bloomington to Mackinaw River Towanda	Connects to Lake Bloomington	Ellsworth, Towanda, Lake Bloomington & Mackinaw River	X		Individuals, McLean County	2, 3, 5, 6	1, 3, 4, 5, 6	Creek preservation	Important regional greenway connection	8	Creek
2275N/1900E (Lexington to Towanda)			Money Creek	Mackinaw River, U.S. Route 66	X		McLean County, individuals	4	2, 3	Right of way widths	Roughly parallels Route 66	4	Road
U.S. Route 66 North	Shelbourne Avenue	Livingston County Line	Historic national highway route, intersects Towanda, Lexington & Chenoa	Towanda, Lexington, Chenoa & points northeast	X		Illinois Department of Transportation	1, 2, 4	1, 2, 3	Right of way is adjacent to I-55 at some points along the route	Important interregional connection, right of way width is ample at some points	6	Road
Abandoned Illinois Central Gulf Railroad Right of Way	Kerrick Road	Woodford County Line	Abandoned railroad right of way	Hudson, El Paso, Mionok & points north	X		Individuals	1, 2, 5, 6	1, 3, 4, 5, 6	Lost segments, private ownership	Difficult issues, obstacles	5	Railroad right of way
Six Mile Creek	Approximately 1 mile north of Normal	Evergreen Lake	Direct waterway to Evergreen Lake and COMLARA Park	Mackinaw River, Hudson	X		Individuals, McLean County	2, 3, 5, 6	1, 3, 4, 5, 6	Creek preservation	Excellent natural greenway connection to Hudson and COMLARA Park/ Evergreen Lake	8	Creek
2500N - W (Lake Bloomington to COMLARA Park)	Lake Bloomington	COMLARA Park	I-39	Woodford County	X		McLean County, individuals	4	2, 3	Right of way widths		5	Road
2500N - E (Lexington to Lake Bloomington)	Lexington	Lake Bloomington	Mackinaw River, Parklands sites	U.S. Route 66, COMLARA Park	X		McLean County, individuals	4	2, 3	Right of way widths		5	Road
Buck Creek	South of Gridley	North of Clarksville	Scenic waterway	Gridley, Clarksville & Mackinaw River	X		Individuals, McLean County	2, 3, 5, 6	1, 3, 4, 5, 6	Creek preservation		7	Creek
Archinson Topeka & Santa Fe Railroad Right of Way	Woodford County Line	Livingston County Line	Active railroad right of way	Mackinaw River Anchor & points northeast	X		McLean County, Railroad	7	7	Active railroad right of way, interregional rail service	Potential interregional connections, distant from urban area	2	Railroad right of way
Barren McLean County Crooked Creek	Cooksville	Mackinaw River	Scenic waterway, stands of timber	Mackinaw River	X		Individuals, McLean County	2, 3, 5, 6	1, 3, 4, 5, 6	Creek preservation		7	Creek
Illinois Central Gulf Railroad Right of Way (Bloomer Line)	Colfax	Livingston County Line	Semi-active railroad right of way	Anchor & points northeast	X		McLean County, Railroad	7	7	Local rail service, acquisition	Distant from urban area, lacks potential interregional connections	3	Railroad right of way
3300E (Arrowsmith to 1100N)	Arrowsmith	Colfax	3300E	Moraine View State Park, Mackinaw River	X		McLean County, individuals	4	2, 3	Right of way widths		2	Road
(Arrowsmith to Sangamon River)	Arrowsmith	Saybrook	1075, 1100N	Urban area, Moraine View State park	X		McLean County, individuals	4	2, 3	Right of way widths		2	Road
950N (Moraine View to Arrowsmith)	1 mile east of Moraine View State Park	Ford/Champaign County Line	Scenic waterway, some timber	View State park Saybrook, other greenways, points east & south	X		Individuals, McLean County	2, 3, 5, 6	1, 3, 4, 5, 6	River preservation	Interregional greenway connections	8	River
Norfolk & Southern Railroad Right of Way	Moraine View State Park	Arrowsmith	950, 1074N; 3150E	Urban area, Saybrook	X		McLean County, individuals	4	2, 3	Right of way widths		4	Road
	Mitsubishi Auto Plant	Ford County Line	Active railroad right of way	Ellsworth, Arrowsmith, Gibson City & points east	X		Railroad	7	7	Interregional rail service, acquisition	Important interregional connection	2	Railroad right of way

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Inventory of Greenway Resources
McLean County, Illinois**

IDENTIFICATION	LOCATION		SIGNIFICANT FEATURES	POTENTIAL LINKAGES	OPPORTUNITY		PROPERTY OWNERS	PRIMARY IMPLEMENTATION STRATEGY	FUNDING SOURCES	ISSUES	COMMENTS	NO. OF BENEFITS MET	FEATURE TYPE
	FROM	TO			YES	NO							
Abandoned Illinois Central Gulf Railroad Right of Way Southern McLean County	GE Road & Towanda-Bames Road	Colfax	Abandoned railroad right of way	Merna, Cooksville & Colfax	X	X	Individuals	1, 2, 3, 5, 6	1, 3, 4, 5, 6	Lost segments, private ownership	Difficult issues, obstacles	N/A	Railroad right of way
2850E (LeRoy to 950 N) Illinois Central Gulf Railroad Right of Way	LeRoy	950N	500, 700N; 2850, 3000E Active railroad right of way	Moraine View State park	X		McLean County, individuals	4	2, 3	Right of way widths	Potential for interregional connections, distant from urban area	2	Road
Norfolk & Southern Railroad Right of Way (Southeast McLean Blue Ridge Special Creek	Ford County Line	DeWitt County Line	Active railroad right of way	Gibson City & points northeast, Farmer City & points southwest	X		Railroad	7	7	Interregional rail service, acquisition	Potential for interregional connections, distant from urban area	2	Railroad right of way
Salt Creek	Ford County Line	Piatt County Line	Short in distance	Gibson City, Mansfield, & points northeast & southwest	X		Individuals, McLean County	2, 3, 5, 6	1, 3, 4, 5, 6	Creek preservation	Lacks connections to the north, distant from urban area	7	Creek
400N (Heyworth to LeRoy) Kickapoo Creek	Heyworth	LeRoy	Tributary of the Sugar Creek, flows into Clinton Lake	Clinton Lake State Recreation Area, Weldon Springs State Park	X		Individuals, McLean County	2, 3, 5, 6	1, 3, 4, 5, 6	Creek preservation	Important interregional connections to State Recreation Areas near Clinton	7	Creek
Old U.S. Route 51/ Illinois Central Gulf Railroad Right of Way	Hamilton Road	West of Heyworth	Highway corridor & long abandoned railroad right of way to south of McLean County	Funks Grove, Moraine View State Park, other Kickapoo Creek, other greenways	X		McLean County, individuals	4	2, 3	Right of way widths	Greenway connection to Kickapoo Creek	2	Road
Norfolk & Southern Railroad Right of Way Kickapoo Creek	Bunn/Lafayette Street	DeWitt County Line	Semi-active railroad right of way	Heyworth, Clinton Lake Recreation Area, Weldon Springs State Park, DeWitt County & points south	X		Illinois Department of Transportation, individuals	1, 2, 3	1, 2, 3, 4	Ownership, traffic	Important corridor but difficult issues	5	Road
Western McLean County Danvers Abandoned Covell Abandoned Railroad Right of Way	DeWitt County Line	South & east of Bloomington, north of Downs	Tributary of the Sugar Creek, timber along banks	Mud Creek, other greenways	X		Individuals, McLean County	2, 3, 5, 6	1, 3, 4, 5, 6	Creek preservation	Natural greenway connection to Heyworth	8	Creek
Kings Mill Creek	Bloomington	Tazewell County Line	1800N, King's Mill Creek	150E, Kings Mill Creek, Tazewell County	X		Individuals	5	5	Ownership	Long abandoned	5	Railroad right of way
Timber Creek	Bloomington	Tazewell County Line	Sugar Creek, landfill, Mitsubishi Motorway	Urban area trails, Tazewell County	X		Individuals	5	5	Ownership	Long abandoned	5	Railroad right of way
U.S. Route 66 South	Approximately 2 miles northeast of Stanford	Northwest Normal	Scenic waterway, areas of timber, connects to Sugar Creek	Sugar Creek, other greenways	X		Individuals, McLean County	2, 3, 5, 6	1, 3, 4, 5, 6	Creek preservation	Potential greenway connection from Stanford to Normal	7	Creek
Funks Grove	Intersection with Sugar Creek 2 miles north of McLean	South/southwest Bloomington	Scenic waterway, tree cover, intersects Funks Grove	Sugar Creek, other greenways	X		Individuals, Illinois Department of Natural Resources	2, 3, 5, 6	1, 3, 4, 5, 6	Creek preservation	Rare wetland and timber area, provides wildlife habitat	8	Creek
	Fox Creek Road	Logan County Line	Historic, interregional, major segment in tact	Logan County & points south, U.S. Route 66 to the north, other greenways	X		Illinois Department of Transportation	1	1, 2, 3, 4	Lost segments, traffic conflicts	Important interregional connection	7	Road
	Sugar Creek	I-55, U.S. Route 66	Unique natural area, virgin timber & wetlands	Logan County, U.S. Route 66, Timber Creek	X		Illinois Department of Natural Resources, University of Illinois, private individuals	2, 3, 5, 6	1, 3, 4, 5, 6	Preservation	Important interregional connection	N/A	Timber, creek

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	FROM	TO			YES	NO							
Sugar Creek	Logan County Line	Northeast Normal	Natural creek in rural area, channelized in urban area, route for water reclamation pipeline in urban area, large floodplain in southwest	Timber Creek, other greenways	X		Individuals, Bloomington-Normal Water Reclamation District	2, 3, 5, 6	1, 3, 4, 5, 6	Acquisition, width of the creek bank	Potential for trail in urban area, natural greenway in rural area	8	Creek
50N (McLean to Heyworth)	McLean	Heyworth	25, 50, 200N; 600, 1300E	Funks Grove, Sugar Creek, Stanford, DeWitt / Logan Counties, U.S. Route 66	X		McLean County, Individuals	4	2, 3	Right of way widths		2	Road
Prairie Creek	South of Funks Grove	DeWitt County Line	Short in distance	Kickapoo Creek, other greenways	X		Individuals, McLean County	2, 3, 5, 6	1, 3, 4, 5, 6	Creek preservation	Greenway connection to Kickapoo Creek	7	Creek
300E (McLean to Urban Area)	McLean	Urban area	Funks Grove, Timber Creek	U.S. Route 66, 50N, 300E, Sugar Creek	X		McLean County, Individuals	4	2, 3	Right of way widths		6	Road
300E (Stanford to McLean)	Stanford	McLean	Funks Grove, Middle Fork of the Sugar Creek	U.S. Route 66, 50N	X		McLean County, Individuals	4	2, 3	Right of way widths		3	Road
150E (Spin Lake to Stanford)	Spin Lake	Stanford	IL Route 9, 122; West Fork of the Sugar Creek	Funks Grove	X		McLean County, Individuals	4	2, 3	Right of way widths		5	Road
1800N (Spin Lake to Urban Area)	Spin Lake	Urban area	Danvers, Kings Mill Creek	150E, Tazewell County	X		McLean County, Individuals	4	2, 3	Right of way widths	Parallels abandoned rail road right of way	5	Road
Rock Creek	Carlock	Woodford/Tazewell County Line	Scenic waterway, stands of timber, near Spin Lake	Mackinaw River, Carlock, other greenways	X		Individuals, McLean County	2, 3, 5, 6	1, 3, 4, 5, 6	Creek preservation	Greenway connection to the Mackinaw River	7	Creek
2050N (Carlock to Spin Lake)	Carlock	Spin Lake	I-74, IL Route 150	1800N, Woodford County	X		McLean County, Individuals	4	2, 3	Right of way widths		4	Road
2250N - W (COMLARA Park to Carlock)	COMLARA Park	Carlock	750 E, 1200E, I-74, IL Route 150	Spin Lake, urban area, Woodford County	X		McLean County, Individuals	4	2, 3	Right of way widths		4	Road

FOOTNOTES

Primary Implementation Strategies:

1. Intergovernmental Agreements
2. Public Acquisition
3. Dedications (Subdivision Ordinance, Land Trusts)
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 (IDOT)
3. Participating Local Governments
4. Private Donations/Developers
5. United States Department of Agriculture (USDA)
6. Other (Conservation Easements, Transfer of Development Rights, etc.)
7. Not Applicable

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