

Executive Summary

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

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

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

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

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

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

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

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

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

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

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

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

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

TABLE OF CONTENTS

| | |
|--|-----|
| Title Page | i |
| Boards, Commissions, Committees and Staff | iii |
| Executive Summary | v |
| Table of Contents | vii |
| Index to Illustrations | ix |
| Chapter 1. Introduction | 1 |
| Chapter 2. Vision | 5 |
| Chapter 3. Greenway Resources | 11 |
| Chapter 4. Future Priority Greenways | 27 |
| Chapter 5. Implementation | 47 |
| Appendix A | |

INDEX TO ILLUSTRATIONS

Maps

| | |
|--|----|
| Map 1.1 Regional Perspective | 3 |
| Map 3.1 Greenway Resources | 13 |
| Map 4.1 Logan County Greenways Plan. | 31 |
| Map 4.2 Lincoln Metro | 33 |
| Map 4.3 Northwest Logan County | 35 |
| Map 4.4 Northeast Logan County | 39 |
| Map 4.5 Southeast Logan County | 41 |
| Map 4.6 Southwest Logan County | 45 |

Charts

| | |
|---|----|
| Chart 3.1 Urban and Rural Population Trends and Projections | 17 |
|---|----|

Tables

| | |
|---|----|
| Table 3.1 Endangered and Threatened Species | 15 |
| Table 3.2 Population Trends and Preliminary Projections by Municipality | 16 |

Exhibits

| | |
|---|----|
| Exhibit 4.1 Beneficial Features of Priority Greenways | 28 |
| Exhibit 5.1 Summary of Acquisition Strategies for Greenways | 48 |
| Exhibit 5.2 Suggested Comparative Ownership Strategies | 50 |
| Exhibit 5.3 Private Sector Funding Sources | 51 |
| Exhibit 5.4 Public Sector Funding Sources | 52 |
| Exhibit 5.5 Local Government Public Financing Techniques | 53 |
| Exhibit 5.6 Natural Resource Management Incentives | 54 |
| Exhibit 5.7 Federal and State Funding Sources for Transportation Enhancement Activities | 55 |