Decatur Metro Area
GREENWAY PLAN

Decatur Metro Area
Greenway Coalition

Illinois
Department of
Natural
Resources

DECATUR METRO AREA

GREENWAY PLAN

Prepared For
The
Decatur Metro Area Greenway Coalition

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FOREWORD

In response to changing national environmental and recreational trends, the Illinois Department of Natural Resources (IDNR) hosted a Governor's Conference on Greenways and Trails in 1995. This conference was a result of the Governor's Water Resources and Land Use Priorities Task Force, which called for a "statewide network of greenways and trails" and stated that the IDNR "should be a catalyst for planning and implementing a statewide network of greenways". The Task Force stated that the IDNR's role should include "coordination of the efforts of park districts, municipalities, counties, forest preserves, conservation districts, and other state agencies and to provide technical assistance".

Both the first and second Illinois Conservation Congresses passed recommendations calling for the IDNR to "establish a process to plan and coordinate statewide greenway and trail development involving the Department, other agencies, organizations and the public". The congresses also recommended that the IDNR form a statewide Greenways Advisory Board.

The Illinois Department of Natural Resources' **Greenway Program** resulted from the culmination of efforts from the Governor's Task Force and the Illinois Conservation Congresses. The initial goal of the IDNR's greenway program is to coordinate the development of greenway and trail plans in major metropolitan areas. Once metropolitan area planning efforts have been established, the IDNR will facilitate connections between those metro areas.

As a result of the Governor's conference, representatives from Decatur and surrounding communities agreed to form a coalition to develop a plan for greenways in the Decatur metro area. This collaboration of local government agencies, environmental groups and interested citizens united to develop the greenway plan for the Decatur Metro Area. With the assistance of IDNR funding, the coalition has developed this plan.

The plan indicates the various functions that greenways can provide, as well as the environmental and economic benefits associated with them. Considering the existing natural resources in the Macon County area, the coalition set out to determine logical "linkages" or connections to be targeted as proposed greenways. This planning process identified existing and potential greenways, established regional priorities for implementation and addresses the issue of funding such greenway projects.

This plan and its accompanying map/brochure is intended as a tool to provide information on the importance of greenways and to aid local agencies in the coordination of projects. It will also be used by IDNR in planning future funding for selected projects. Achieving goals established in the plan will require the support of the residents in the communities and the continued commitment of the coalition members to promote greenway and trail development.

INTRODUCTION CHAPTER 1

What is a Greenway?

Greenways are linear parks or corridors of protected open space. They follow natural features such as rivers, streams, valleys, prairies, ridge lines or mountaintops. They may also be established along abandoned railroad lines, utility rights-of-way, canals, scenic roads or other man-made features.

Greenways basically provide connections. They link preserves, parks, cultural features, historic sites, schools and neighborhoods. Greenways connect communities to each other, and all of us to the natural world. Greenways provide corridors, not only for people, but for wildlife and plant communities.

They can also serve to protect the most important places in our natural world. Greenways preserve the beauty of places that we know and cherish, and they can lead us to new beauty spots, yet to be discovered.

As these definitions explain, greenways can be much more than a recreational amenity. Greenways help protect the environmental health of an ecosystem by providing links, nesting areas, protective buffers, and transportation corridors for wildlife species.

What are Trails?

Greenways and trails are not synonymous. Trails are **paths**. Greenways are corridors of open space. Some of these corridors include trails; others do not. Greenways can be scenic corridors, wildlife corridors or corridors established to protect farmland or a riparian area. Often, however, greenways do offer public access with trails, in addition to their other uses.

Sangamon River / Lake Decatur is one of this area's greatest natural resources.

Trails provide opportunities to view scenic vistas, plants and wildlife, natural treasures, historic places and much more. Trails can get us across town or connect us to communities across the state. Trails can test our physical limits or soothe us by providing a walkway for quiet reflection.

According to Webster's, a trail is " a rough path made across country". There are handicapped-accessible trails, barrier-free and sloped correctly for wheelchairs; there are trails that accommodate roller blading, cycling, hiking, strollers, off-road vehicles and horseback riding. Greenway trails can be mulched foot-paths or 10-foot wide multiple-use bikeways.

Greenways preserve the beauty of places that we know and cherish...

David Burwell, President of the Rails-to-Trails Conservancy, in the book Trails for the Twenty-First Century, stated the following:

"Imagine a vast network of trails across the nation connecting our city centers to the countryside and countless communities to one another... a network linking neighborhoods to workplaces and congested areas to open spaces... a system serving transportation needs and meeting the demand for close-to-home recreation".

"This is not a fantasy. It is a vision of a future national trail system endorsed by the Rails-to Trails Conservancy, the National Park Service, and other national, regional and local proponents. The common goal is the creation of a nationwide network of multi-use trails (local, regional, and national systems) that allow walkers, bicyclists, people with disabilities, equestrians, runners, skiers, hikers, and others the opportunity to enjoy the beauty of the American landscape."

"What will this national trail system look like? Public and private trail advocates include the following characteristics in such a system:

- Trails within fifteen minutes of every household.

This trail bridge in Fairview Park utilizes an existing rail trestle.

The Rock Springs Center is a destination for many Decatur greenways.

- Trails for *everybody*, not a single user group, age group, or fitness group.

- Federal, state, local, and private trails, all interconnected to form a continuous system.

- Trails that become part of our nation's infrastructure-as important to community health as roads, streets, and utility corridors-and form the backbone of alternative transportation systems for both urban and rural America.

- Trails built through *local* effort, yet tied together through regional and national coordination.

- Trails that highlight and preserve the natural features and cultural heritage of America while providing access to some very special places, such as rivers and streams, historical structures, railroad and canal routes, and cultural institutions."

Purpose

This plan documents the process of combining regional planning efforts and general public opinion to establish a program for overall greenway development in the Macon County area. The focus of the plan is to identify the benefits of greenways and their value to the recreation, conservation and economic welfare of the Decatur metro area. The Decatur Metro Area Greenway Plan will serve as a tool to coordinate the regional efforts of various agencies and community organizations, as well as to aid the Illinois Department of Natural Resources (IDNR) in determining priorities as a part of its grant funding selection process.

Funding of this plan required that the Decatur Metro Area Greenway Coalition (DMAGC) focus on the Decatur Metro area as well as the surrounding areas of Macon County. Starting with the urban centers, agencies and organizations can work toward the outer edges of each community, in time, forming connections to adjacent towns or facilities. This strategy allows IDNR to plan for and

establish regional links between metro areas, eventually connecting various communities throughout the state.

Plan Development

The preparation of this plan coordinated the efforts of all of the organizations that comprise the (DMAGC). It has been developed as a collective planning process based on a number of individual studies, master plans and, most importantly, public input gathered through community strategy meetings. At these meetings, Decatur area residents were invited to share their suggestions in determining the most logical greenway connections throughout the planning area. An inventory of existing greenways was compiled and reviewed through a series of planning meetings with local government agencies, environmental groups and interested citizens. These input meetings allowed for a wide range of ideas and opinions to identify existing greenway locations, potential linkages, trail opportunities and strategies for implementation.

During the process, a system for prioritizing potential projects was also developed. A method was established to indicate a general "Regional Value" for each proposed project. This allowed the DMAGC to establish an overall priority for each project. It was then left to each agency to assign an "Implementation Priority" for their own project. This provided a method to agree on the overall values of each project, but left the implementation decision for projects to each agency.

Plan Use and Limitations

The fundamental limitation of a regional plan is that it does not provide specific solutions at the project level. This plan is a tool for the coordination of multiple efforts in pursuit of a regional greenways program. It must be supplemented with the appropriate detailed planning, design and implementation efforts. This plan summarizes research results, identifies resources, establishes goals, and prioritizes goals and projects. It offers implementation strategies, and recommends a course of action for continuing the overall greenway effort. The DMAGC should continue to be an active ambassador of the greenway plan by working with the public to develop projects and to coordinate regional greenway efforts.

Benefits of Greenways

Greenways provide many benefits. They can:

- Enhance our quality of life by providing scenic places for us to enjoy.
- Provide close-to-home outdoor recreation opportunities. Because greenways are typically long and narrow, they provide more access to more people.
- Improve water quality and lessen the impact of flooding. Trees and other vegetation along river greenways filter surface run-off (pollutants) and prevent erosion by anchoring the soil along the banks. Stream side vegetation also acts as a sponge to help absorb swollen rivers.
- Enhance or protect forests and green areas. Forests filter air pollutants and improve air quality. Forests also provide food and shelter for wildlife and urban green areas lower summertime city temperatures by providing natural air conditioning.
- Improve wildlife habitat by providing migration corridors that allow wildlife populations to move from one isolated natural area to

Greenways enhance our quality of life by providing scenic places for us to enjoy.

another. This improves the overall health of some species of wildlife and allows for the survival of others. Greenways also provide shade-keeping water temperatures cool for aquatic life, birds and animals.

- Provide windbreaks for farming operations and potential transportation routes to farm fields through cooperative use.

- Provide trails for recreation and for transportation routes that connect people, communities, and the countryside.

In addition to the many environmental benefits, there are also economic dividends associated with greenways. Recent real estates surveys of potential home buyers indicate a preference for communities with large parks, open spaces, lakes or streams and the potential for wildlife habitat. Communities or subdivisions associated with greenways will demand a higher dollar value than similar property without these amenities. Studies conducted by Dr. Doug Turco at Illinois State University indicate a beneficial effect on home prices and satisfaction in being near a greenway or trail.

Commercial enterprises near trails or greenways (rental of bikes and skates, snack shops and restaurants, lodging, etc.) will also add economic impact to the community. Connections to the downtown areas of communities can produce new business opportunities. Trails constructed on abandoned rail beds can help rural communities regain businesses lost when the railroad abandoned service to those areas. Greenways may inspire more recreational activity and draw users to a given economic market. This would

Greenway corridors like this section of oak savanna are often the only remnants of predevelopment habitat.

increase the recreation related spending of both local residents and tourists. According to the Rails-To-Trails Conservancy, trails have become highly desirable destinations for an increasing number of people. Trail users need food, lodging and sometimes fuel. They also need special clothes, shoes and equipment for running, hiking, biking, skiing, skating, horseback riding and snowmobiling. Many of them buy souvenirs and other items during the trip, or combine the trail experience with another type of revenue-generating activity. A major 1992 study of three rail-trails by the National Park Service has shown that the total economic impact of a trail involves a combination of newly created trail-related jobs and the expansion of existing businesses related to travel, equipment, clothes, food, souvenirs and maps.

Trails offer close to home outdoor recreation for people of all ages.

Just how much can a rail-trail impact a community? The above study found that the average user of the Heritage Trail in rural Iowa spent $9.21 per day. The figure for Florida's Tallahassee-St. Marks Trail was $11.02, and for urban California's Lafayette-Morgana Trail, $3.97.

With use in the tens and hundreds of thousands, the total annual economic benefit for each of the three trails ranged from $1.2 million to $1.8 million per year. Considering that Americans used rail-trails 85 million times in 1993, communities that have responded to trail users have profited generously.

Trail-related and trailside businesses vary and may include bike shuttle services, campgrounds, restaurants, concession stands, motels and bed-and-breakfast establishments. Businesses that spring up or are revitalized because of a trail are as different as the people who run them. Some examples indicate the variety of these businesses:

Before the Katy Trail went through his back yard in Defiance, Missouri, woodworker Karl Koenig barely got by on a few commissions. Since the trail opened, Koenig's Carpenter Love Shop has been deluged with surprised and appreciative browsers and buyers. Koenig today has a mailing list of over 100,000 people.

It took 17 years to clear the bureaucratic hurdles and build the Minuteman Trail near Boston, but the wait may have been worth it for The Bike Shop. It served an amazing 1,800 people on a single beautiful Saturday in 1994. The Minuteman has also been good for Steve's Ice Cream Shop in Arlington, which serves about 200 more people a week, and the Gap clothing store in Lexington, which claims a 30 percent business increase because of the trail.

The downtown area of Dunedin, Florida was suffering a 35 percent storefront vacancy rate in the early 1990's until an abandoned

CSX railroad track became the phenomenally successful Pinellas Trail. Now, storefront occupancy is 100 percent, old establishments are remodeling and business is booming.

Peak-season hotel rooms along Wisconsin's 32-mile Elroy-Sparta State Park Trail are reserved a full year in advance. A state study of the trail revealed that the destination is so desirable that the average visitor travels 228 miles to experience it. Half of all the trail's users are out-of-state visitors who bring "new" money into Wisconsin.

As these examples indicate, trails can provide countless opportunities for economic renewal and growth. As people spend more time on trails, they are also spending more money near the trails and on their way to them. As more establishments recognize the purchasing power of cyclists, walkers, runners and others, they are orienting their merchandise, advertising and service toward trail users. In the Decatur metro area and surrounding communities, the potential projects developed through this plan could result in a wide variety of new economic opportunities.

Various Greenways Functions

Greenways perform many different functions in the landscape. **Habitats** are one function of a greenway, serving a wide range of animals and plant life. Forests, wetlands, and prairies each sustain the natural growth of an ecosystem. Often, greenway corridors are the only remnants of a specific habitat. Additionally, the value of a habitat is usually proportional to its edges or those areas that transition from one habitat to another. By definition, a corridor or greenway is a linear habitat with much more edge per acre than other habitats. **Conduits** are corridors of movement. A trail, river, stream, or other linear connection are common examples. Greenways are corridors that allow movement between habitats and aid the migration of species. The migration of species can be wildlife related, or can apply to people and their recreational use. In either case, a greenway provides a connection, or conduit for travel between one area and another. **Filters** allow the passage of some things, but restrict others. Landscape buffers, shoreline stabilization efforts, and natural sediment filters all fit the greenway definition and provide a natural filter for rain water, preventing soil erosion. Finally, greenways are a **Tool** to promote public environmental awareness and education. Any number of community service and volunteer based programs can use and improve greenways with their efforts.

Greenway Diversity

Greenways can take many forms. Natural features that may influence greenway development include the topography and

The trail connecting Fairview Park and Rock Springs Conservation Center is a successful example of a recreation and/or transportation greenway.

The old Interurban rail alignment (with the old rail station on the right) provides a unique potential for future greenways and trails.

hydrology of the region, wildlife habitats and vegetation. Greenways may also include public open space, parks, and trails. Public and privately owned lands and their associated greenways vary in use as well as in benefits. It is important to understand the different types of greenways in the overall plan.

Urban Greenways

Urban greenways are the primary focus of this plan, with the intention of building regionally from the center of the Decatur metro area, specifically Decatur, Forsyth and Mt. Zion. One major issue impacting urban greenways involves the connection of trails within current vehicular and pedestrian transportation routes. Routing of greenways and trails through highly developed areas can be both difficult and expensive. Respect for the rights of private property, preservation management and public use of urban waterways may also impact urban greenway development. The use of existing and future utility corridors can provide routing of greenways and trails through urban areas, but respecting the property rights of utility companies and other private landowners must be taken into consideration. Working with landowners to demonstrate the benefits of greenways and trails and to potentially obtain easements and dedications of privately owned areas will take both time and considerable expense. Finally, the inclusion of greenway principles in development ordinances by municipal governments can foster and encourage greenway development. Working with land developers at the planning stage of new commercial enterprises or housing developments can lead to new routes for greenway and trail development, while increasing the value of the property for the developers.

Rural Greenways

Outside the Decatur metro area several smaller communities are spread among the many acres of farmland. Currently, seventy eight percent of the land in Macon County is used for agricultural purposes. Safe, economical soil and water management has long been a concern for farmers and residents. There are many local, state and federal programs now at work to control soil erosion loss and decrease nitrate levels. Buffer and filter strips not only hold the soil, but they also provide narrow corridors for wildlife travel. Railroad rights-of-way and utility easements are additional opportunities for natural habitat migration. Macon County also boasts of 12 recreation and conservation properties, totaling over 3000 acres. The State of Illinois owns and maintains two of these areas: Spitler Woods and Lincoln Trail State Park. These rural open spaces, in addition to the many small community parks throughout the county, provide recreation and greenway opportunities outside of the metro area.

Private Open Space

In addition to public land holdings, private properties can also serve as greenways. Private golf courses are one example of open space that is often closed to the general public. However, they still function as useful greenways for wildlife and natural systems. Other private open spaces include corporate holdings such as A. E. Staley and Archer Daniels Midland. Sponsorship of greenways or trails near or on property owned by these corporations or other business entities can result in public/private partnerships in the development of trails and greenways within an urban area. State Farm Insurance Company has worked with the Cities of Bloomington and Normal to route a trail system through

IDNR funds can be utilized to create community links like this Forsyth Trail.

property owned by the company, resulting in one of the most popular and beautiful trails in the area. Much of the frontage along the upper and lower Sangamon River is privately owned, but has retained its natural habitat due to preservation efforts of farmers and landowners. Though these lands may never be used for public recreation, yet their value as wildlife habitats and for migration is extremely high. Although closed to the general public for recreational uses, all of these private spaces serve as valuable greenways to a community.

Rural roadsides can serve as effective greenways.

Trails

The Decatur Metro Area has begun to develop many trail segments in the communities of Decatur, Forsyth and Mt. Zion. Many residents within these communities enjoy these trails as a means of alternative transportation, recreation and fitness. Perhaps the most popular and best example of such a trail in the Decatur Metro Area is the link from Fairview Park in Decatur to the Rock Springs Center for Environmental Discovery. Documents such as the Decatur Urbanized Area Bikeway Plan, City of Decatur Master Plan, Decatur Park District Master Plan, Mt. Zion Greenway and Trail Plan and Village of Forsyth Bikeway Plan have designated pathways within their various jurisdictions. This greenway plan seeks to connect and coordinate these isolated efforts.

Railroads

The role of railways in Illinois has been significant in the development of the state. They have provided not only transportation for our residents, but have served as a primary link for agriculture and industry to our cities.

When market forces cause the untimely abandonment of railway service in our communities, an alternative use of railways may be the development of greenways and trails. This re-use of railways may provide new economic opportunities to help soften the loss of losing rail service to both urban and rural communities.

Railroad rights-of-way have a great impact on greenway planning. The use of natural corridors along railways (i.e. streams or vegetative buffers) by wildlife are a legitimate consideration for greenway preservation. Even active rail lines can provide this connection between various habitats and serve as corridors for wildlife and plant species.

There are currently three active rail companies that service Macon County. The Illinois Central Railroad line connects Decatur to the towns of Mattoon and Lincoln. CSX Transportation operates the railway from Decatur directly east into Piatt County. The Norfolk Southern Railway Co. owns right-of-way connecting to Springfield, Taylorville and Champaign. None of these railroads are currently scheduled for abandonment, but reduced service by some of the lines may allow for the sharing of easements. Each right-of-way should be monitored for both their current wildlife habitat value, and their future potential for trail development if the rail service should be diverted or abandoned.

The Illinois Interurban Line, which historically provided service to many communities of Central Illinois, still has remnants of the abandoned railway throughout

the Decatur Metro Area. The Fairview Bike Trail was constructed on a portion of the railway bed, and the Village of Forsyth has plans to expand their bikeway system to a portion of the railbed north of Interstate 72. A portion of the railbed from Monroe Street to Woodford Street still exists on the near north side of Decatur, including underpasses and in some cases the old rails. Additional railbeds to the west of Decatur still exist that could provide linkages to Harristown, Niantic and Illiopolis. Additional abandoned railbeds and routes have the potential to connect Decatur to Springfield. All of these abandoned railways should be evaluated by the residents of the communities for potential trail and greenway opportunities, as well as their historical value as transportation corridors for the residents of Central Illinois.

Currently an abandoned rail bridge across Interstate 72 could provide an important link between Forsyth and Decatur, simplifying what would be an otherwise difficult crossing. In southern Macon County there are two sections of rail that have been abandoned since 1983, from Boody to Springfield and near Mt. Zion east into Moultrie County. A third abandoned rail line exists just east of Macon County from Cisco to Champaign. These lines should be examined for the feasibility of right-of-way acquisition and greenway development.

Roadways

While individual biking and hiking trails separated from other types of traffic are optimal, they are not always practical. Sometimes, streets and roads can provide the desired connection safely and economically. The Decatur Urbanized Area Bicycle Plan outlines city streets that either currently accommodate trails or should be developed to share the roadway with bicycles by expanding sidewalks or bicycle lanes. Rural roadways with a bike route designation can provide otherwise costly connections between communities outside the metro area.

Greenway Vision: A National Effort

Our country's Greenway movement can be traced back as far as the mid-nineteenth century. Frederick Law Olmsted designed linear open space components for the University of California at Berkeley and Boston's Emerald Necklace, a network of interconnected urban parks. Olmsted, a pioneering landscape architect outlined such plans with a connectivity that was soon to be replicated throughout the country, first in urban areas, then in more rural settings.

> This community building principle continues to be the foundation of the national greenway movement.

Spawned by continued suburban sprawl, the national greenway movement has worked to preserve natural open space among the millions of additional acres consumed by housing and other developments. Combined with a desire for a renewed sense of community that these new developments have failed to provide, the greenway movement has grown in a time when federal incentives for public open space have been in decline. Unlike earlier open space movements, which sought large expanses of land, linear greenways are more easily acquired. Greenways foster a sense of community, linking neighborhoods with nature and each other.

Greenway planning helps to protect environmentally sensitive ecosystems.

Illinois Greenway Vision

The Illinois Department of Natural Resources (IDNR) has led the greenway effort in Illinois. This agency provides financial assistance to metro areas throughout the state to develop regional greenway plans. The intent of these metro area plans is to connect across the state. The IDNR provides technical support in greenway planning, but calls for communities to draw on the input of their own residents for a broad base of support for local planning. The Illinois Department of Transportation through the federal ISTEA Program has also provided funding for transportation related greenway and trails projects. IDNR has prepared a number of strategies for the preservation and development of greenways, including the *Illinois Outdoor Recreation Plan*, published in 1994, the *Illinois State Trails Plan* in 1995, and the *Strategic Plan for Ecological Resources of Illinois*. Each of these provides information on the current status of open space in the state and suggestions for future projects.

Greenways foster a sense of community, linking neighborhoods with nature and each other

Regional Planning

The Decatur Metro Area Greenway Coalition has proven to be a well organized collection of groups and individuals committed to the connection of area networks into a regional greenway system.

These organizations include:

- Decatur Park District
- Village of Mt. Zion
- Macon County Conservation District
- City of Decatur
- Macon County Soil and Water Conservation District
- Village of Forsyth
- Macon County Regional Planning Commission
- Spiderweb
- Decatur Bicycle Club
- Sanitary District of Decatur

In addition to the coalition members, community input from interested citizens has added to the diversity of information gathered for this regional planning effort.

A number of regional goals are to be addressed by this plan:

- Development of additional greenways and trails
- Governmental coordination of greenway development
- Conservation of public and private open space
- Protection of environmentally sensitive areas
- Use of abandoned railroad right-of-way and utility easements for greenway development.
- Connectivity to historical sites
- Providing residents with information on the potential benefits of greenways.

Defining Potential

Greenways within the Decatur Metro Area have been evaluated for their probable contribution to the area wide plan. Both existing and proposed greenways can be found on the Greenways Map. The following descriptions of trail and greenway opportunities indicate the desire of the Greenway Coalition to move forward in the preservation and development of areas outlined in this plan. A summarized listing of potential greenways can be found at the end of this chapter.

1) Kiwanis Park to Lincoln Park (Route 48)

The extension of the Kiwanis Park trail to Lincoln Park would enable the connection of the south and southwest side of Decatur to the trail system. Starting at the existing trail in Kiwanis Park at its southern boundary, this trail would travel to the east along Sanitary District, City of Decatur, and private property to Lake Tokorazawa, then continuing east to Fairview Avenue (RTE. 48) at Lincoln Park Drive. This trail could go under the bridge at Fairview Avenue and Lincoln Park Drive or cross at the stoplight. The connection of a underutilized resource such as Lake Tokorazawa, which is privately owned, to the trail system would provide a wealth of recreational and educational opportunities.

2) Lincoln Park Trail

Beginning at Fairview Avenue (RTE. 48) and Lincoln Park Drive, this trail would

Projects in the lower Sangamon River greenway will include connection with the Lincoln Trail Homestead State Park.

continue along the Drive through the park to the Lake Decatur Dam. The park street could be closed at Lincoln Place Drive or Crea Street at the west end of the park, and at the old dam at the east end to allow for the construction of parking areas to access the trail as well as safer access by the public. The natural resources and habitat along the Sangamon River near this trail could provide for tremendous recreational and educational opportunities. Linkage of the bike trail to a nature trail along the river would provide many trial users with not only scenic areas along the river, but opportunities of learning the benefits of a riverine system.

3) Lincoln Park to Greenwood Park
This trail would connect at Lincoln Park Drive where the old Edward Street road was located. The trail would go north along the route of the old road to Greenwood Park, cross Decatur Street, and then along sidewalks to Downtown Decatur. The Park District does have a right-of-way from the Sanitary District along the old Edward Street right-of-way. There is an opportunity for connection to the historic Greenwood Cemetery.

4) Lincoln Park to Nelson Park
Connecting to the Lincoln Park trail at 51, this trail moves under RTE. 51 along the south side of Lake Shore Drive to Chandler Park, through Chandler and along the lake shore to Nelson Park. RTE. 51 and Lake Shore Drive are major obstacles in this route. Beautiful views of Lake Decatur are possible with this route. Property along Lake Shore Drive is owned by the Illinois Department of Transportation or by private residents.

5) Fairview Park to Lincoln Park
The trail would begin at the terminus of the Park District trail through Fairview Park at Fairview Avenue, then proceed south along Fairview Avenue on the west side, cross over at West Main Street to the east side of Fairview Avenue, then south through Millikin University property to Oakland or Fairview Avenue at the Lincoln Park area.

Sanitary District projects continue to provide greenway opportunities for local agencies.

The trail would directly connect Millikin students to the trail system and the campus to the community.

6) Nelson Park to Faries Park

This trail would begin at the Nelson Park lakefront, continue under the US RTE. 36 bridge (Becker's Underpass), then proceed along Lake Shore Drive to William Street before crossing Lake Decatur. The trail would then cross William Street near the bridge to Lake Shore Drive. The trail would then follow Lake Shore Drive to its northern end, then cross the railroad tracks at the southern boundary of Faries Park. This trail could then proceed over the old railroad bridge crossing Lake Decatur to the east side of lake or through Faries Park to the Rea's Bridge area. The trail would connect two community parks and adjoining neighborhoods.

Greenways provide connection; a means for travel for humans or wildlife.

7) Lincoln Park to South Shores and Wildwood Areas

Starting at either the railroad crossing below Lake Decatur Dam or along US RTE. 51, a trail could cross Sangamon River to the South Shores area and would proceed south along Franklin Street to South Shores Park. It could then cross Franklin to Wildwood Golf Course. The trail could be a link to the outdoor sports complex being planned by the Park District. Additional connections are possible along RTE. 51 and railroad R.O.W. to communities south of Decatur.

8) Fairview Park to Village of Forsyth

This trail would begin at the west end of Fairview Park, cross under US 36 and railroad tracks at the Stevens Creek underpass, then transverse along Stevens Creek to the Home Park area. This route could utilize portions of the Sanitary District right-of-way from Fairview Park to the Home Park area. The trail could then proceed east to Cresthaven Park, then to either the Oakland Street overpass or the Stevens Creek underpass at I-72. The Village of Forsyth has constructed a trail south from their Village Park to Montezuma Hills, and has future plans of extending south to the corner of Hickory Point Road and Oakland Avenue. Possible Park District connections include Sanders Park, Garman Park, Sunnyside Park, and Greendell Park.

9) Fairview Park to Scovill Golf Course

Two possible routes for this connection include west from the Fairview Park trail following city sidewalks on west Main Street to the golf course, or along the river to the Conservation District trail which would cross several city streets. The Conservation District and the Decatur Park District own majority of the property along the river. Possible future connections are to the Holiday Inn , Harristown and other communities to the west.

10) Rte. 121 Connection with DPD at Rte. 36

Starting from Scovill Park going north along property owned by the District towards US 36, going east to SR 121, then south along SR 121 to Mt. Zion. Connections with the Airport and other Park District lands are possible.

11) Fairview Park to Downtown Decatur

A bike route could be developed from Fairview Park and Millikin University to the downtown area through use of city sidewalks or on dedicated routes along west Main Street. This trail would cross

Abandoned rail lines, like this bridge crossing I-72 south of Forsyth, may provide useful bikeway connections.

numerous city streets but provide for connection to downtown Decatur.

12) South Shores Area to Big Creek Area

This trail could begin in the South Shores area, following along South Side Drive towards Boy Scout Camp Road, turn east to Harryland Road and Baltimore Road, and then back to the north to Big Creek Park area. Possible linkages to Mt. Zion, Anderson Girl Scout Camp, Baltimore Park, and Sportsman Club Park. Major obstacles would include road rights-of-way, private property ownership, and bridge crossings. Mt. Zion is planning a similar connection along Harryland Rd.

13) Chandler Park to Scovill Park

Beginning at the corner of Lost Bridge Road and Lake Shore Drive, this trail would transverse south over Lost Bridge, follow city sidewalk to Scovill Park. The trail could join with a Mt. Zion bikeway along RTE. 36. Major obstacles would include the Lake Decatur bridge crossing at Lost Bridge, and routing into Scovill Park along narrow Country Club Road.

14) Scovill Park to Mt. Zion

Beginning Scovill Park, go east along Lost Bridge Road to Big Creek Park, then south to Mt. Zion. This route could provide linkage to planned Mt. Zion bikeways and Spitler Woods State Park.

15) Woodland Dr. /Main St. Trail to High School and Library

A trail is planned to proceed south from Mt. Zion Neighborhood Park along Woodland Dr. to Main St. connecting with Mt. Zion High School and continuing east to the village library.

16) Mt. Zion Village Park to Camp Virginia Anderson

A trail is planned to link the Mt. Zion Village Park and Camp Virginia Anderson along Baltimore Ave. and Harryland Rd. The Decatur Park District is also considering a trail along Harryland Rd.

17) Ft. Daniel to Spitler Woods

A Mt. Zion trail linking these two natural amenities would provide a recreational connection for Decatur Metro Area citizens which must currently be made by automobile.

18) Neighborhood Park and Trail

The Village of Mt. Zion has plans to complete a neighborhood park located in the center of the Village. It will include a walking trail that will link with many other village trails.

19) Neighborhood Park to Spitler Woods

A trail connecting the Spitler Woods State Park and the Village of Mt. Zion involves providing pedestrian access across SR 121. This would require coordination with the Illinois Department of Transportation for signalization of this crossing.

20) Spitler Woods Trail Head

Spitler Woods has the potential to serve as a regional trail head for recreation within the park as well as connections to the adjacent Mt. Zion and Ft. Daniel Conservation Area.

21) Neighborhood Park to Finley Creek Conservation Area

A Mt. Zion trail connection would provide recreational access to Finley Creek Conservation Area, north from the Village's Neighborhood Park.

22) Finley Creek Conservation Area Trail

A trail loop through the conservation area would be the north terminus of the Mt. Zion trail connection to the neighborhood park.

22) Finley Creek Conservation Area to Baltimore Ave.

This connection would provide the Village of Mt. Zion recreational access to a trail along Baltimore Ave. linking Camp Virginia Anderson to the Village of Mt. Zion.

23) Fairview Park to Harristown

Three potential routes could be possible for the linking of Decatur to Harristown. The first could proceed west from Scovill Golf Course to Wyckles Road, then north to the old Interurban Line, then west to Harristown. The second could proceed from the Stevens Creek underpass on US 36, then west along US 36 to the Interurban Line to Harristown. A bridge over the existing railroad line and the old Interurban trail bed exists that could provide access under I-72. The third could begin at either the first two routes, then proceed along US 36 to Harristown. A connection to Lincoln Trail State Park could be a further extension of these routes.

25) Elwood St. Trail

This is a continuation of an existing Village of Forsyth trail south to I-72 along abandoned railroad right-of-way. There is a potential connection with the trail system in the City of Decatur at the abandoned railroad bridge at Martin Luther King Jr. Drive over I-72. There is also a potential linkage via the old Interurban right-of-way to Clinton and Bloomington.

26) Montezuma - Oakland Connection

The Village of Forsyth proposes a trail connection from Montezuma Hills south to

Woodland Hills and west to Oakland Avenue along a Sanitary District easement.

27) Weaver Rd. To Elwood Trail
This trail would provide linkage of the existing trails of Forsyth to the Village Park.

28) Parkway West to Village Park Observation Trail
The Village of Forsyth has planned another link to Village Park. This connection begins at Parkway West and continues west to the Village Park Observation Trail then loops back through the park.

29) City Bicycle Corridors
These routes were described as primary bicycle traffic corridors by the Decatur Urbanized Comprehensive Bicycle Plan. These connections generally share a public street or sidewalk, and are meant to be functional as well recreative, linking Park District trails and facilities as well as Decatur business, schools, and shopping centers. The connections listed in this plan do not reflect all of the City's corridors, only those that link other critical greenway components. For a more complete listing, see the City of Decatur's Comprehensive Bicycle Plan.

A) Lower Sangamon River Greenway and Canoe Access
This greenway would begin at the City of Decatur Dam, following the river area to Wyckles Road, and on to Lincoln Trails State Park. There is great potential for bikeways, canoe access , natural area preservation, river bank restoration, and river beautification projects. See the attached map at the end of the report.

B) Stevens Creek Greenway
Beginning at Fairview Park, this greenway travels north along Stevens Creek to the Village of Forsyth. Tremendous potential exists for bikeway connections, linking of numerous Park District parks to Village of Forsyth parks, and the preservation and restoration of natural areas and habitats.

C) Spring Creek Greenway
This greenway could follow Spring Creek to its northern end, with possible connections to Decatur Park District areas including Mound Park and a possible bike trail along Martin Luther King Jr. Drive.

D) Long Creek Greenway
Following Long Creek west through Big Creek Park, then east to the Long Creek Township area this greenway has potential for canoeing, nature trails, access to Big Creek Stables, and development of greenway and wildlife areas in the Big Creek basin.

E) Big Creek Greenway
This greenway begins just east of Big Creek Stables, where Big Creek runs into Long Creek, and follows south toward Spitler Woods State Park. It then runs east to the Macon County Conservation District's Fort Daniel Conservation Area. There are possibilities for canoeing, nature trails, connections from Big Creek Stables to Spitler Woods and Fort Daniel, and restoration of native habitat and wildlife species. Areas within Sportsman's Park provide tremendous opportunities for wildlife viewing and educational opportunities.

F) Finley Creek Greenway
Beginning at the northeast basin of Lake Decatur, adjacent to Camp Virginia Anderson, this greenway flows south toward Mt. Zion . Possible nature trail and/or bikeway connections from Baltimore Park to Mt. Zion properties exist, as well as re-establishment of native habitat and wildlife, and stream sediment projects.

G) Finley Creek Greenway Acquisition

The Village of Mt. Zion may consider expanding their greenway scope to include green space south of the village along Finley Creek.

H) Sand Creek Greenway

This greenway begins at the south basin of Lake Decatur and South Shore Dr. and continues south along Sand Creek through the Macon County Conservation District's Sand Creek Recreation Area. Potential exists for native habitat restoration and stream bank stabilization.

I) Upper Sangamon River Greenway

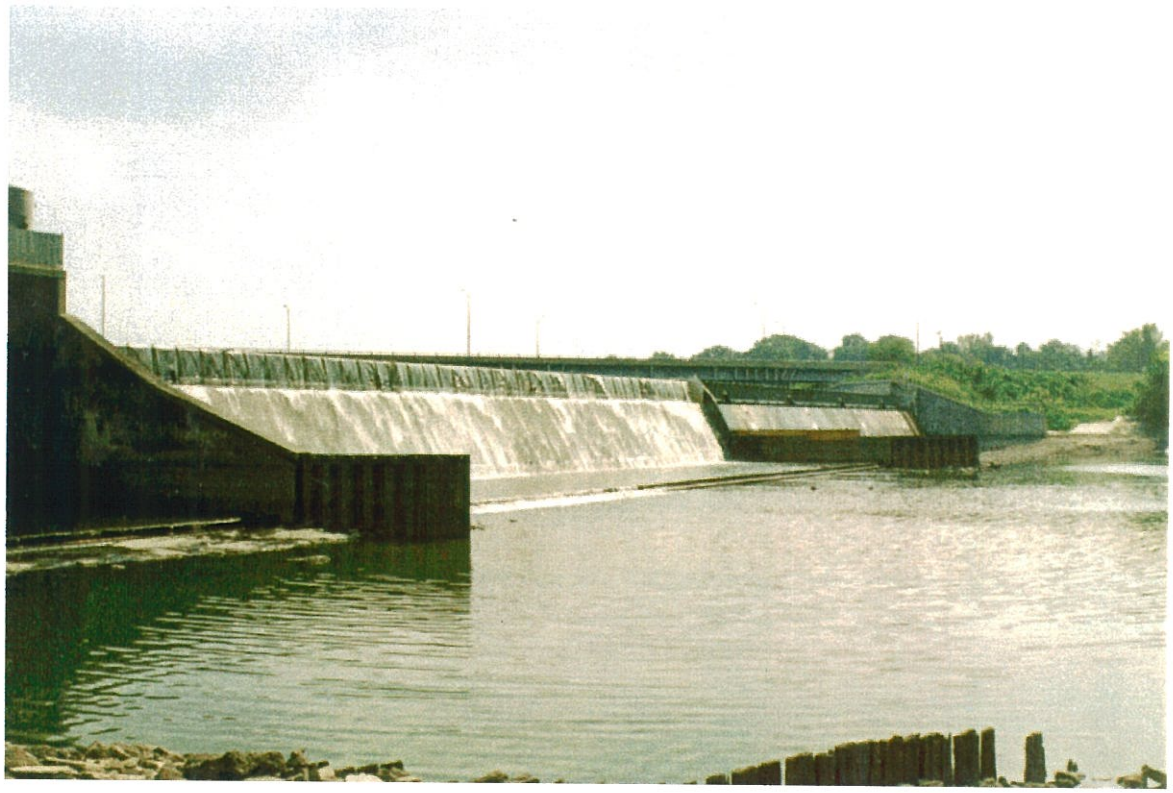
This greenway begins at the north end of Lake Decatur and proceeds north along the river to where it joins the Friends Creek Greenway. The DMAGC seeks to preserve the natural habitats of this corridor, as well as increase public use and appreciation of the waterway through canoeing, boating and other recreational activities.

J) Friends Creek Greenway

Beginning at the Sangamon River, this greenway follows Friends Creek north to Argenta and continues to Friends Creek County Park. Potential for canoeing, habitat restoration, and stream bank stabilization exist.

K) Kickapoo Creek Greenway

This greenway would begin north of Argenta where Kickapoo Creek joins Friends Creek. It would continue west to the end of the creek. Bank stabilization, native habitat restoration, and erosion control projects are among the potential issues.



The Decatur Dam marks the northeast edge of the lower Sangamon River Greenway.

M) Agricultural Drainage Channels
In an effort to expand the recreational uses along the lower Sangamon River, the Macon County Conservation District intends to add to their land holdings in this portion of Macon County.

M) Agricultural Drainage Channels
Rural greenways are among our least noticed, but most important contributors to the greenway network. The educated instruction and application of agricultural chemicals, shoreline stabilization and erosion control issues.

N) Railroad Corridors
The vacated Interurban railroad line that once connected central Illinois communities to one another could again provide connections for their residents. Parts of the old railbed still exist throughout Macon, Sangamon, and Piatt counties. Using this old railbed for bike projects are among the potential issues trails could provide tremendous recreational opportunities to all residents, and may provide for future economic revitalization of areas that the Interurban once served. Potential for a route from Decatur to Springfield along the old Interurban Line and to Champaign to the east is possible, but would rely on tremendous cooperation between property owners along the trail and the Illinois Department of Natural Resources to make this dream a reality. Other routes on the old Interurban could potentially link Decatur to Bloomington.

O) Lower Sangamon Canoe Access
Beginning at the Lake Decatur Dam, the DMAGC intends to increase the recreational opportunities in the lower Sangamon River with continued river cleanup efforts and the construction of canoe access points at various location withing this greenway.

DECATUR METRO AREA GREENWAYS PLAN BIKEWAY PRIORITIES				
ITEM	NAME	AGENCY	REGIONAL VALUE	IMPLEMENTATION PRIORITY
1	Kiwanis Park to Lincoln Park (Rte. 48)	Decatur Park District	High	A
2	Lincoln Park Trail	Decatur Park District	High	B
3	Lincoln Park to Greenwood Park	Decatur Park District	High	B
4	Lincoln Park to Nelson Park	Decatur Park District	High	C
5	Lincoln Park to Millikin University	Decatur Park District	High	B
6	Nelson Park to Faries Park	Decatur Park District	Low	C
7	Lincoln Park to South Shores and Wildwood	Decatur Park District	High	B
8	Fairview Park to Village of Forsyth	Decatur Park District	High	A
9	Fairview Park to Scovill Golf Course	Decatur Park District	Low	B
10	Rte.121 Connection with DPD at Rte. 36	Mt. Zion	High	B
11	Fairview Park to Downtown	Decatur Park District	Medium	A
12	South Shores to Big Creek	Decatur Park District	High	B
13	Chandler Park to Scovill Park	Decatur Park District	High	B
14	Scovill Park to Mt. Zion	Decatur Park District	High	B
15	Woodland Dr./Main St. to High School	Mt. Zion	Medium	A
16	Mt. Zion Village Park to Camp Virginia Anderson (DPD)	Mt. Zion	Medium	C
17	Ft. Daniels to Spitler Woods Connection	Greenway Coalition	Medium	C
18	Neighborhood Park and Trail	Mt. Zion	High	A
19	Neighborhood Park to Spitler Woods	Mt. Zion	High	A
20	Spitler Woods Trail Head	Mt. Zion	High	C
21	Neighborhood Park to Finley Cons. Area	Mt. Zion	High	A
22	Finley Creek Conservation Area Trail	Mt. Zion	High	A
23	Finley Creek Cons. Area to Baltimore Ave.	Mt. Zion	High	B
24	Fairview Park to Harristown	Decatur Park District	Medium	C
25	Elwood St. Trail	Forsyth	High	A
26	Montezuma to Oakland Connection	Forsyth	High	A
27	Weaver Rd. to Elwood Trail	Forsyth	High	A
28	Parkway West to Village Park	Forsyth	High	A
29	City of Decatur Bicycle Corridors	Decatur	High	A

Implementation Priorities are determined by project initiation within the follows categories:
(A) 1-2 Years (B) 2-5 Years (C) 5+ Years

DECATUR METRO AREA GREENWAYS PLAN GREENWAY PRIORITIES				
ITEM	NAME	AGENCY	REGIONAL VALUE	IMPLEMENTATION PRIORITY
A	Lower Sangamon River Greenway	Greenway Coalition	High	A
B	Stevens Creek Greenway	Greenway Coalition	High	A
C	Spring Creek Greenway	Greenway Coalition	High	B
D	Long Creek Greenway	Greenway Coalition	High	B
E	Big Creek Greenway	Greenway Coalition	High	B
F	Finley Creek Greenway	Greenway Coalition	High	B
G	Finley Creek Greenway Acquisition	Mt. Zion	High	B
H	Sand Creek Greenway	Greenway Coalition	Medium	B
I	Upper Sangamon River Greenway	Greenway Coalition	High	A
J	Friends Creek Greenway	Greenway Coalition	High	B
K	Kickapoo Creek Greenway	Greenway Coalition	Low	C
L	Lower Sangamon Greenway Acquisition	MCCD	High	A
M	Agricultural Drainage Channels	Greenway Coalition	Low	C
N	Railroad Right of Way	Greenway Coalition	Medium	C
O	Lower Sangamon Canoe Access	Greenway Coalition	High	A

Implementation Priorities are determined by project initiation within the follows categories:
(A) 1-2 Years (B) 2-5 Years (C) 5+ Years

Implementation

The Plan gathers all the ideas and initiatives of its many contributors (both agencies and individuals) and addresses the collective goal of creating and preserving greenways in the Decatur Metro Area. The future of these projects depends upon the consistent evaluation and implementation of this plan by the governing boards of both public and private agencies and the citizens of Macon County. This section will identify various methods of fostering greenway protection, related responsibilities for effective implementation, and funding sources to support the prioritized projects within this plan. This includes a comprehensive listing of public and private sources of assistance in the State of Illinois and Macon County.

Methods

There are obviously many ways to implement and develop the projects indicated in this Plan. Following are several "tools" that may be used to foster the development and preservation of greenways throughout the planning area. As with most implementation, it will involve a combination of methods to see various projects through to completion. Each method has its advantages and disadvantages, and each will work in a different way, depending on the agency and its methods. It is the intent here to identify the tools, and let the choice of tools remain with the individual agencies.

Development Ordinances

Zoning and subdivision ordinances provide a structure which helps shape development

Agricultural buffer strips and shoreline stabilization are among the many rural greenway efforts already in progress in Macon County.

patterns. They lend a legal framework for standards and development within a community or municipality. The design implication for greenways, bikeways and trails would include the design and arrangement of streets and walks, utilities, and open space. Each of these elements shares a direct relationship with greenways, and carefully crafted design standards and ordinances can promote greenway and trail development within existing areas and new growth areas.

Ownership

Ownership of a greenway can take many forms. This plan should **not** be viewed as a model for acquisition. Public, private, and mixed ownership of greenways each serve important roles in an overall greenway network. Public greenways tend to be recreation based with programmed activity or transportation issues intended for active human use. Private greenways may never be used for human activity and may simply remain as a connection for wildlife or plant migration. Mixed ownership may occur between government agencies or public and private entities in pursuit of collaborative goals. See Figure 5-1 for a detailed explanation of ownership options, and Figure 5-2 for a summary of acquisition strategies.

Future Planning

The maps accompanying this plan should serve as a valuable tool in providing information on the benefits of greenways to residents, marketing of the plan, and the continued coordination of the coalition members in implementation of the greenway plan. The maps indicate the locations of existing open spaces and nature areas, and proposed greenways. It is strongly suggested that this plan and map be a valuable reference tool in all planning efforts, including future master plan updates of all the government agencies who are members of the Coalition in the Decatur metro area.

Funding

The most basic reality of any project is that all design, planning and preparation is fruitless without sufficient funding for implementation. Financial support must be a reality in all stages of planning and development. A plan must be developed to determine projected greenway costs, which programs will fund the greenway, and how those dollars will be obtained. Public and private resources are the two most basic categories of funding. For funding sources see Fig 5-3.

Responsibility

Achieving the goals of the Decatur Metro Area Greenway Plan will rely on the continued cooperation of governmental agencies, private organizations, and individual residents. The Greenway Coalition has taken great initiative in the preparation of this plan and offers a unique opportunity through the collaboration of its various members. But to ensure the success of this plan, the responsibility for implementation of the proposed projects lies with local, state, and federal government, private corporations, developers, land owners, special interest groups, and individual Macon County citizens.

> The creation of a greenway network will require the participation of local, state, and federal governments, as well as private citizens.

All levels of government can participate in the fostering of greenway principles and even individual projects. The creation of a greenway network will require the

greenway network will require the participation of local, state, and federal governments, as well as private citizens.

Local

Local government shares the greatest responsibility for greenway implementation, since each greenway or bikeway project must "belong" to someone. Adoption of the completed greenway plan by affected agencies would solidify its stance as a guiding policy for growth, development and preservation. Consideration of this Plan in future zoning and subdivision ordinances will aid in establishing development patterns. Additionally, local governments should be prepared to contribute to the future planning and coordination of greenways, as well as physically implementing their respective sections of the greenway plan. For various public finance techniques and sources, see Figures 5-3 and 5-4.

State

State government has the responsibility of interpreting both federal and state policy and distributing it to local government agencies. They also provide technical assistance in the development of regional and local greenway policy and offer incentives for greenway development. The Illinois Department of Natural Resources (IDNR), and Illinois Department of Transportation (IDOT) continue to support greenway and trail projects with programs like the Intermodal Surface Transportation Efficiency Act (ISTEA), the Open Space Land Acquisition and Development Act (OSLAD) and IDNR's Bicycle Path Grant Program. See Table 5-5 for a comprehensive listing of state grants and incentives.

Federal

The policies of the federal government have a major impact on the national growth and awareness of greenways. Federal funding programs assist state and local governments as well as individual landowners in the development of greenway networks, recreational facilities and conservation practices. Federal funding may come from bodies such as the U. S. Department of Agriculture, or be distributed through state agencies like IDNR or IDOT. Federal funding sources appropriate to greenways are listed in Figure 5-5.

Private Investment

There is a need for private developers and corporations to understand the importance of greenway networks and the impact that proposed development will have on these natural systems. Their consideration of the greenway plan could aid in the creation and/or preservation of private or public access facilities and corridors. These joint activities could occur through cooperative ownership or dedication of public space within private developments. Private sector funding opportunities for greenways can be found in Figure 5-6.

Landowners play a similarly critical role in greenway preservation. Though the general public may never use a privately owned greenway, the preservation of such lands is extremely valuable to the adjacent ecosystem communities. Voluntary efforts to maintain natural lands and waterways may also take advantage of state and local grant monies to support such activities. The Macon County Soil and Water Conservation District works continually with rural landowners in support of environmental agricultural practices. Continuing such efforts is a crucial part of educating individual landowners on conservation and watershed management practices, which in turn, often contribute to greenway creation.

GREENWAY OWNERSHIP OPTIONS			
	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 tax rolls.	Easements can restrict certain types of greenway activities, depending on the will of the landowner.
Lands trust and non-profit organizations	A national or regional non-profit organization can acquire and hold land until a local land trust has been established or is able to finance acquisition.	A non-profit organization can finance an immediate acquisition and hold property until a land trust has been established or has acquired funds.	If a land trust does not exist, a community must establish one. A land trust needs solid support, funding, and the ability to manage land.
Corporate landowners	Corporation provides for greenway as part of the development process.	Greenway is provided at no expense to local 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 Environmental, Health and Natural Resources	Statewide bond acts can provide significant funding resources for important open space acquisitions throughout a state. Provides revolving loan funds to leverage non-profit activity.	Government may miss acquisition opportunities due to long time frame for acquisition 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 non-profit organization can help to implement government programs by acquiring and holding land until a public agency is able to purchase.	A non-profit 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 through 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

Figure 5-1

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 uses usually associated 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 a 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.	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 Conversation Fund, Greenways: A Guide to Planning, Design, and Development, 1993, p. 112

Figure 5-2

PUBLIC SECTOR FUNDING SOURCES			
	EXPLANATION	**ADVANTAGES**	**DISADVANTAGES**
Direct local agency fund (Refer to Table)	Public agencies provide funding and sponsor the greenway. Usually, agencies area parks and recreation departments or public works/engineering departments.	Public agencies can usually contribute substantial funding for greenways and can commit future 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 Program (Refer to tables)	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 form joint ventures. An example is a trail within a water reclamation district sewer 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 pubic/private cooperative agreements.	Development and management may be cumbersome.
Public Finance (Refer to Table)	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. 91-94

Figure 5-3

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 tax district. The assessment, usually a property tax, is levied within the district. Revenues are used for funding improvements in a specific geographic area.
Special Assessment Districts	Mainly used for projects such as street improvements, outdoor plazas or landscaping, and park improvements.
Selling Bonds	Common finance approach; public sector borrows money. Most communities have limits on the amount of debt that can be incurred.
General Obligation Bonds	These bonds are repaid with general revenue income that a community receives through tax revenues. 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 on property adjacent to a public improvement such as a greenway.
Cost Share Assistance	City of Decatur provides cost share assistance through Macon Co. soil & water Conservation District for stream bank stabilization, sediment ponds, nutrient management practices to improve Lake Decatur.

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

Figure 5-4

STATE AND FEDERAL FUNDING SOURCES FOR PARKS, RECREATION AND CONSERVATION						
Program Title	**OPEN SPACE LAND ACQUISITION AND DEVELOPMENT**	**LAND AND WATER CONSERVATION FUND**	**IL BICYCLE PATH GRANT PROGRAM**	**CLEAN VESSEL PROGRAM**	**URBAN AND COMMUNITY FORESTRY GRANT PROGRAM**	**LOCAL GOVERNMENT SNOWMOBILE PROGRAM**
Acronym/ Nickname	OSLAD	LWCF OR LAWCON	BIKE PATH	----------	UCFG	SNOWMOBILE
Purpose	Acquire and develop outdoor recreation areas	Acquire and develop outdoor recreation areas	Acquire and develop local areas for public non-motorized bike paths	Construct and renovate pump-out and dump stations for boat access areas	Assist local units of government to create or enhance local forestry programs	Acquire, develop and rehabilitate public areas for snowmobiling
Administrative Agency	Illinois Department of Natural Resources	Illinois Department of Natural Resources	Illinois Department of Natural Resources	Illinois Department of Natural Resources	Illinois Department of Natural Resources	Illinois Department of Natural Resources
Division	Division of Grant Administration	Division of Grant Administration	Division of Grant Administration	Division of Grant Administration	Division of Forest Resources	Division of Grant Administration
Program Manager	Ron Hallberg	Ron Hallberg	Ron Hallberg	Jan Nation	Reinee Hildebrandt	Ron Hallberg
Address **Phone** **Fax** **E-mail**	425 S. 2nd St. Springfield, IL 62701 217-782-7481 217-782-9599 rhallberg@dnr.state.il.us	425 S. 2nd St. Springfield, IL 62701 217-782-7481 217-782-9599 rhallberg@dnr.state.il.us	425 S. 2nd St. Springfield, IL 62701 217-782-7481 217-782-9599 rhallberg@dnr.state.il.us	425 S. 2nd St. Springfield, IL 62701 217-782-7481 217-782-9599 jnation@dnr.state.il.us	PO Box 19225 Springfield, IL 62794-9225 217-782-2361 217-785-5517 rhildebrand@dnr.state.il.us	425 S.2nd St. Springfield, IL 62701 217-782-7481 217-782-9599 rhallberg@dnr.state.il.us
Funding Formula	Up to 50 % State Funding	Up to 50% Federal Funding	Up to 50% State Funding	Up to 75% Federal Funding	Up to 50% State Funding	Up to 100% Dev., Up to 90% Acq. State Funding
Max	Acq. $400,000 Dev. $200,000	Acq. $400,000 Dev. $200,000	Acq. None Dev. $200,000	$30,000	No more than 5% of total available funds	None
Annual Application Deadline	July 1 5:00 p.m.	No funding FY 98	March 1 5:00 p.m.	Not yet determined	April 30 5:00 p.m.	March 1 5:00 p.m.
Payment Method	Reimbursement after project completion	Reimbursement after project completion	Reimbursement after project completion	Reimbursement	Reimbursement after project completion	Reimbursement after project completion
Eligibility	Local units of government	Local units of government	Local units of government	Local units of government and others	Units of government with forestry ordinances	Local units of government

SOURCE: Illinois Parks and Recreation, Spring Supplement 1997, 1997.

Figure 5-5

NOTE: The USDA Natural Resource Conservation Service and the Macon County Soil & Water Conservation District administer a number of other greenway related programs aimed at bank stabilization, wetlands, riparian buffers and sediment reduction. For more information, contact 217-877-5671 or 217-877-7045.

STATE AND FEDERAL FUNDING SOURCES FOR PARKS, RECREATION AND CONSERVATION Cont.						
Program Title	**BOAT ACCESS AREA DEVELOPMENT PROGRAM**	**IL WILDLIFE PRESERVATION FUND**	**ISTEA ENHANCEMENT PROGRAM**	**RECREATIONAL TRAILS PROGRAM**	**IL CLEAN LAKES PROGRAM**	**CONS. 2000 ECOSYSTEM PROGRAM**
Acronym/ Nickname	BOAT ACCESS		Enhancements of ITEP	SYMMS	ICLP	
Purpose	Acquire and develop public boat access areas	Mgt., site inventories or education related to stewardship of land, water, plant and animals	Transportation-related historical, pedestrian and bike projects	Provide and maintain recreational trails and trail-related projects	Technical and financial assistance for inland lakes	Provide financial and technical assistance for project improvements.
Administrative Agency	Illinois Department of Natural Resources	Illinois Department of Natural Resources	Illinois Department of Transportation	Illinois Department of Natural Resources	Illinois Environmental Protection Agency	Illinois Department of Natural Resources
Division	Division of Grant Administration	Division of Natural Heritage	Office of Planning and Programming	Division of Planning	Division of Water Pollution Control	Realty and Environmental Planning
Program Manager	Ron Hallberg	Carl Becker	Cynthia Fleichli	Dick Westfall	Gregg Good	Brian Anderson
Address **Phone** **Fax** **E-mail**	425 S. 2nd St. Springfield, IL 62701 217-782-7481 217-782-9599 rhallberg@dnr.state.il.us	425 S. 2nd St. Springfield, IL 62701 217-782-7481 217-782-9599 cbecker@dnr.state.il.us	2300 S. Dirksen Pkwy., #307 Springfield, IL 62764 800-493-3434 217-785-8140 pfeifer TL@nt.state.il.us	425 S. 2nd St. Springfield, IL 62701 217-782-7481 217-782-9599 dwestfall@dnr.state.il.us	PO Box 19276 Springfield, IL 62794-9225 217-782-2361 217-785-5517 epa1156@epa.state.il.us	425 S. 2nd St. Springfield, IL 62701 217-221-3385 217-221-3360 banderson@dnr.state.il.us
Funding Formula	Up to 100% Dev., Up to 90% Acq. State Funding	Up to 100% State Funding	Up to 80% Federal Funding	Up to 50% Federal Funding	Up to 60% State Funding	Up to 100%
Max	$200,000	$1,000	None	Pending full reauthorization	$75,000 (Phase I) $300,000 (Phase II)	None
Annual Application Deadline	September 1 5:00 p.m.	April 18	Cycle to be determined	May 1	August 1 (pre-app) October 31 (final app)	No funding FY 98
Payment Method	Reimbursement of approved and accrued costs	Varies	IDOT pays eligible costs	Reimbursement	Reimbursement	Varies
Eligibility	Local units of government	Organizations with resource inventory, mgt. and education	Local units of government	Federal, state and local government, private organizations	Owners/managers of publicly owned lakes	Individuals, organizations and corporations

Source: Illinois Parks and Recreation, Spring Supplement 1997, 1997.

Figure 5-5

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 prinicipal 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

Figure 5-6

In Summary

This plan has identified existing greenways in the Decatur Metro Area. After reviewing and evaluating these areas, recommendations from the DMAGC and involved citizens illustrate proposed greenways for planning consideration. These proposed greenways are the primary focus of this planning effort. Local agencies have suggested priorities for the development or inclusion of these additional greenways. This process of identifying, evaluating, and prioritizing of greenways provided in this document is meant to serve as an effective tool in the regional greenway development of Decatur, and across the state of Illinois. However, the success of this effort will be measured by what the plan alone can not accomplish, the coordination and completion of actual projects.

The Next Step

The DMAGC is comprised of a number of different agencies and groups, each with their own varying interests. Continued cooperation of these groups with each other, the community and the State of Illinois, is the key to practically applying the information within this plan.

It is the responsibility of the DMAGC to continue to promote greenway activities, both publicly and internally. Greenway thinking should be adopted into the local and regional planning process. It should become a part of regulatory ordinances, roadway improvements and development plans.

Local agencies must be sensitive to some of the desires of private landowners who may fear loss or abuse of their land by public recreation. Public education and awareness of greenways and their public and private nature must be preserved.

The Coalition must continue to meet and evaluate the progress made towards various projects. This plan should be updated on a regular basis, both as a reference of past progress and a vision for future activity.

The Lower Sangamon River Greenway is an opportunity for coalition members to continue their collaborative efforts.

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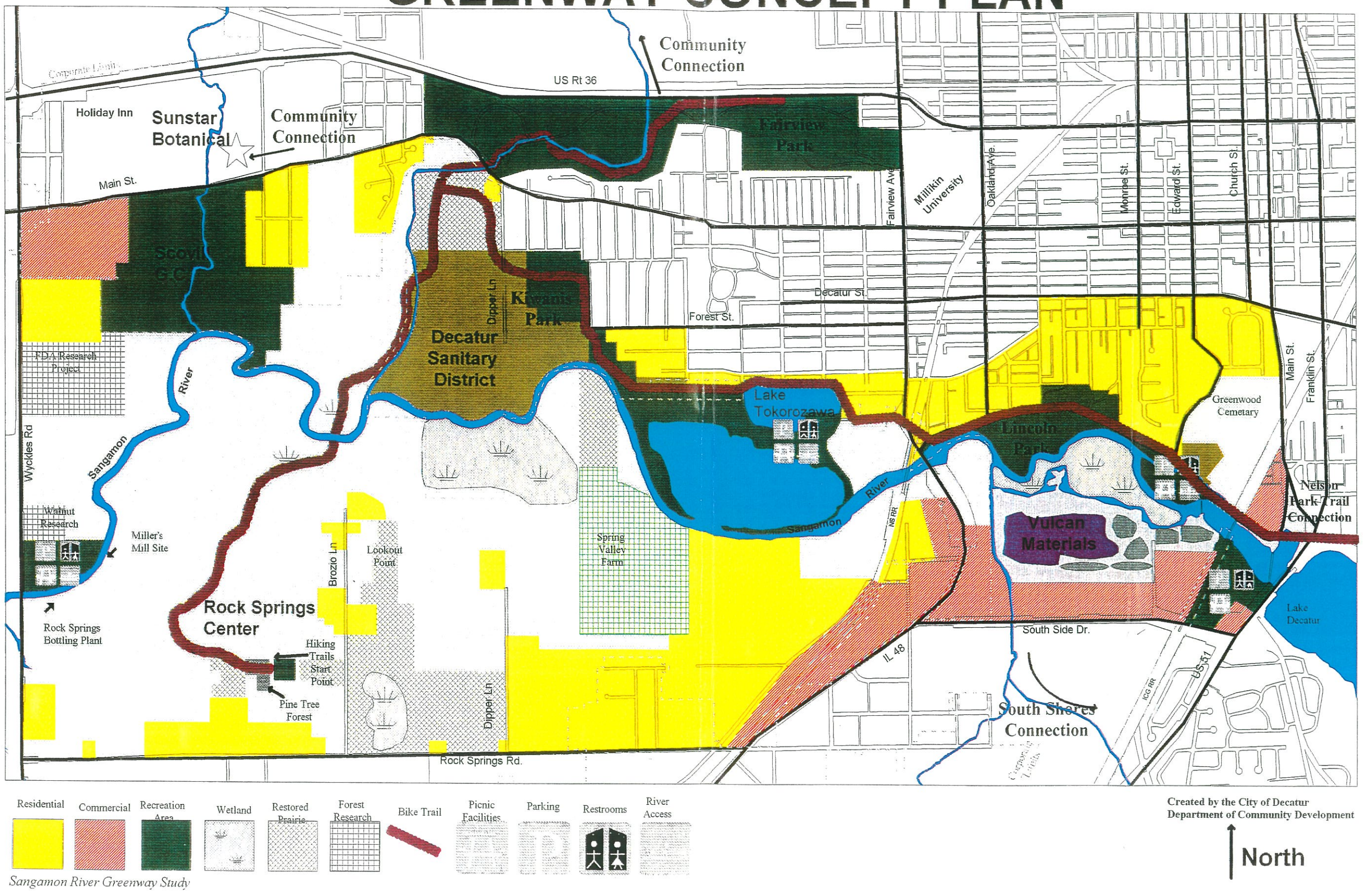
GREENWAY CONCEPT PLAN



Sangamon River Greenway Study