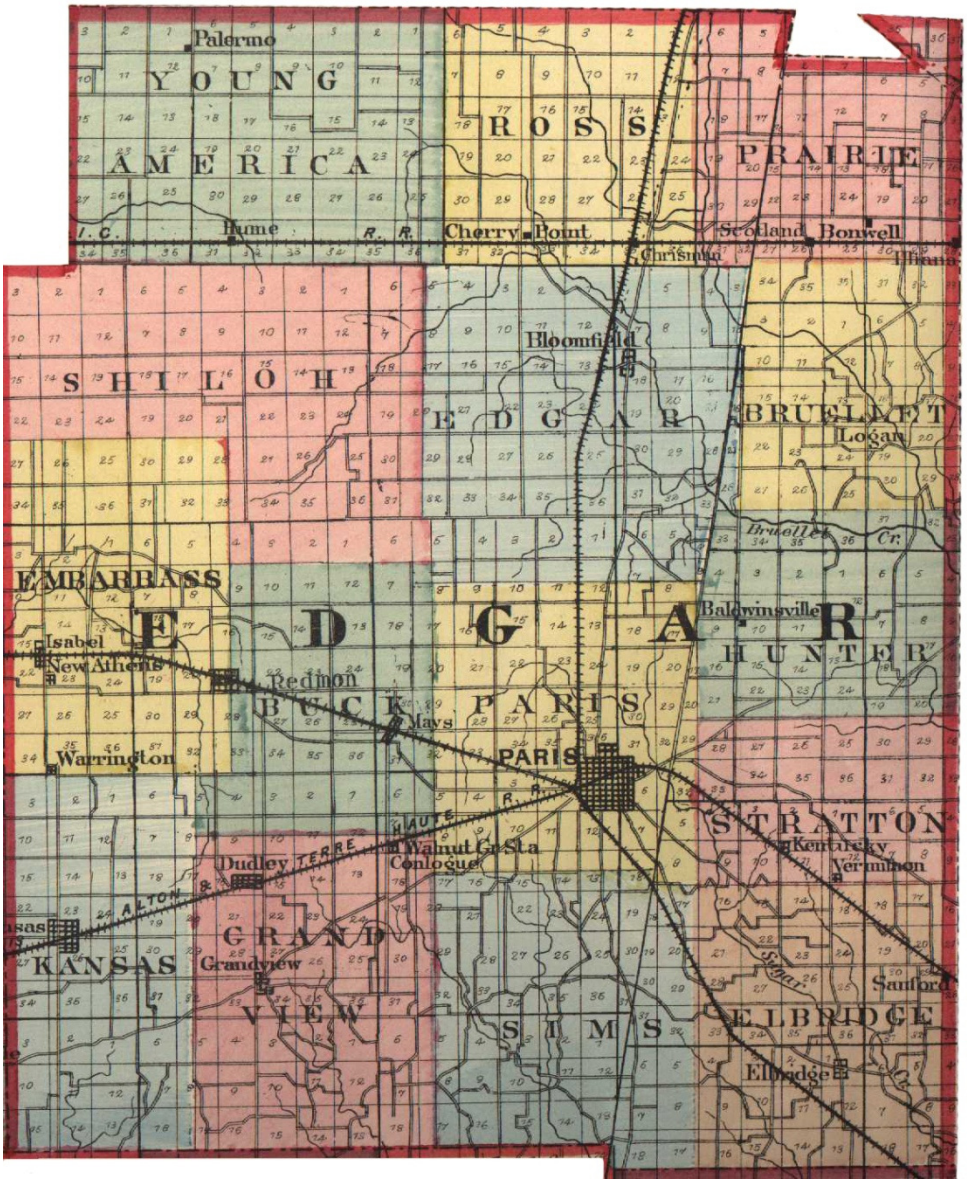
Comprehensive Plan
for
Trails and Greenways
in
Edgar County



August 2010

COMPREHENSIVE PLAN FOR TRAILS AND GREENWAYS IN EDGAR COUNTY

prepared for

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August 2010

EDGAR COUNTY
TRAILS AND GREENWAYS PLAN

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CHAPTER 1 – OVERVIEW

Background

Residents of Edgar County have had an increasing interest in development of trails and preservation of natural and cultural resources. Spurred by recent trail initiatives and preservation efforts in nearby areas, residents and officials resolved to have a trails and greenways plan developed specifically for Edgar County. The plan would identify opportunities for trails and greenways and serve as a guide for decision making in the future. It would be the initial step for local residents and units of government to demonstrate community support for future trail and greenway projects. With this document, potential funding sources (both private and public) will be assured that proposed trails and greenway projects 1) relate to existing natural and cultural resources, 2) illustrate connective possibilities, and 3) focus on local priorities.

Trails and Greenways Plan

This completed *Comprehensive Plan for Trails and Greenways in Edgar County* provides recommendations for conservation and recreational corridors of several kinds – greenway enhancements, walking and hiking trails, equestrian and bicycling trails, and water and driving routes. These corridors incorporate and interconnect many of the historic and natural features in Edgar County. The plan defines opportunities for connections with potential corridors and sites in adjoining counties. The report ranks the proposed trails and greenways as to their need, connectivity and feasibility. Finally, the plan discusses funding sources and other implementation opportunities for the development and management greenway and trails.

Trails, Types and Uses

Trails provide recreational opportunities for county residents, enhancing the local quality of life for strolling, running, bicycling, canoeing and kayaking, horse riding, driving, and other activities. Trails provide opportunities for people of all ages, abilities and interests.

Trails also add recreational opportunities for visitors to the area. Trails can increase the number of visitors and extend

Inactive railroad corridor near Marley

the length of their stay. In turn, trail-related business opportunities and other local economic benefits can be realized.

Greenways, Definition and Benefits

Greenways are broad corridors typically comprised of both land and water. They are valuable for their natural qualities and/or opportunities for general recreational use. Greenways can include high quality natural areas that need to be protected, environmentally degraded areas that could be effectively rehabilitated, and sites suited for specific recreational facilities. The linear nature of greenways can provide 1) facilities for various types of recreation including trails, 2) connections between open areas and/or recreational sites, and 3) linear habitat for native plant and animal populations. A greenway designation can focus public attention and guide efforts to protect and enhance resources within the corridor.

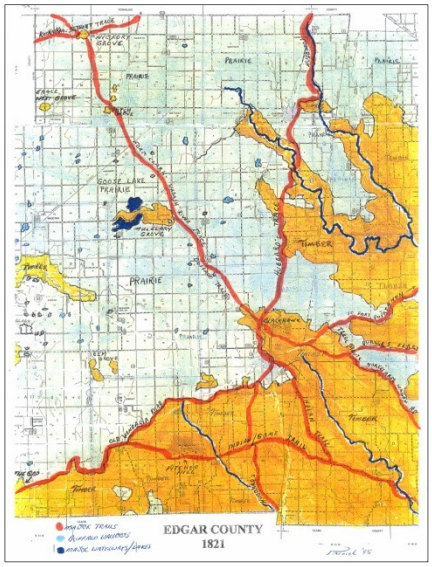
Plan Preparation

The plan was prepared by Massie Massie & Associates from Springfield, IL, with the guidance of the Edgar County Trails and Greenways Steering Committee and the Edgar County Highway Department. The plan is funded by the Illinois Department of Natural Resources under the state-wide trails and greenways initiative. This plan was started in March of 2010 and completed in August 2010. During this time, the committee held open meetings, public open houses and other special presentations to involve the public in the planning process. Minutes of meetings and other documentation are attached as addendums to this report.

CHAPTER 2 – EDGAR COUNTY RESOURCES

AN HISTORICAL PERSPECTIVE

Edgar County is located in eastern Illinois along the Illinois-Indiana border. The county consists of 628 square miles covering approximately 24 miles east to west and 27 miles north to south. The area was originally part of Crawford County in 1818 when Illinois became a state. In 1820, it became part of Clark County. Finally, in 1823 the current Edgar County was established with Paris as its county seat. The county was named after the Honorable John Edgar, one of the three judges for the early "Illinois Country" and a resident of the first state capitol in Kaskaskia.



Edgar County Map, 1821

Most of the county was part of the once-present tall grass prairie known as the Grand Prairie. In limited areas within the hilly southeast corner of the county, as well as along creeks and waterways, the Indiana Hickory/Beech/Maple forest was dominant. It was along the edges between prairie and forests where the first settlers to Edgar County established farms as early as 1817.

Early settlers to the area came from Kentucky, New York and North Carolina. They traveled north up the Wabash River from the Ohio River or overland through Indiana following early trails used by Native Americans, primarily the Kickapoo. The trails included those known as Hubbard's Trace, Indian/Game Trail, and Buffalo Trace. One former trail route southeast of Paris is now the Terre Haute Road.

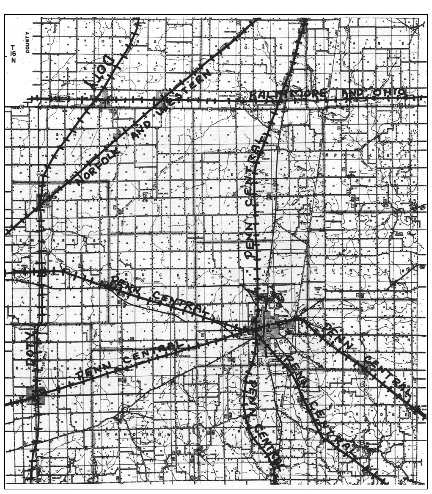
Typical Threshing Scene in Edgar County

The first settlement recorded was in 1817 near Elbridge along the Terre Haute Road. The first water-powered mill is believed to have been built nearby on Sugar Creek in 1820. In 1822 there were an estimated 300 Native Americans living in Edgar County and about an equal number of settlers. European settlement occurred rapidly, however, in the following decade.

During the mid 1800s steel plows became available that could break the dense prairie sod. Within a few decades nearly all the prairie was plowed and fields were drained to create rich, productive farmland. Much of the forest was cleared for crop or pasture land and selective harvesting of lumber was employed for fuel and building material.

In 1823, when the county was established, a courthouse (22' by 32') was constructed on the south side of the Paris town square at a cost of $690. Existing roadways were soon supplemented with new state roads, one between Paris and Wakefield (in 1825) and another between Paris and Springfield (in 1826). These roads were important for overland immigration and commerce in the early days of settlement. It was noted on the Paris to Springfield Road that a furrow was created along the entire length (more than 100 miles) to "secure safety to travelers." The Thomas Lincoln family including young Abraham likely used part of this road when moving from Indiana to a site near Decatur in 1830. Remnants of this historical road remain as Court Street in Paris and as a section in Sands Creek Conservation Area south of Decatur.

In the 1830s, Abraham Lincoln rode the 8th Judicial District circuit which included Paris. The route started in Springfield, looped north to Bloomington, then east to Danville. From Danville to Paris it followed the Chicago-Vincennes Road now known as IL Route 1. From Paris, the circuit continued south to Charleston then returned to Springfield. Three markers, two along highways at the county's borders and one in the courthouse, describe the significance of Lincoln's activities in the county.



Railroad Map, 1975

The oldest railroads in Edgar County date to the mid 1800s. In 1834 land was purchased in the county for the Baltimore and Ohio Railroad between Indianapolis, IN, and St. Louis, MO. By 1849, the railroad had been constructed from Indianapolis to the state line. Its continuation was stopped,

however, by Illinois legislature that attempted to redirect it to Alton to increase commerce in Illinois. Eventually, four main railroads crossed the county. Only two are still active through the county. Rail segments were abandoned between Paris and Marshall, Paris and Charleston, Paris and Arcola and Paris and Farrington. The historic interurban trolley line between Paris and Terre Haute was also abandoned.

Construction of roads and highways expanded in the twentieth century. A curious project was developed in the early 1900s. A cross-country highway was built, known as The Pikes Peak Ocean to Ocean Highway. It spanned across the northern section of Edgar County. Its enticing name was meant to lure motorists and bring business to towns along the way. By the mid 1920s, however, the route had been realigned through the more populated communities of Danville and Champaign.

Rural scene in eastern Edgar County

NATURAL RESOURCES

Climate

The climate of Edgar County is typical of the central Midwest with relatively cold, dry winters and hot, humid summers. High humidity, strong winds, and pesky insects are deterrents to outdoor recreation in this region. In spring and summer storms can be sudden and dangerous due to lighting and flooding. In the winter temperatures often hover around the freezing point, limiting the amount of snow available for skiing, sledding, snow mobiling and general outdoor enjoyment. The distinct seasons in the region, however, do offer variety and beauty.

Land

Farm Field, Spring Planting

Two centuries ago Edgar County was mostly covered with tall-grass prairie. During the mid to late 1800s the prairie sod was broken and drained to create cropland. Only remnants of the native prairie now remain along early roadways and railroad corridors and in old cemeteries where the land has not been cultivated.

Native forests once covered areas along creeks and the hilly south and east areas of the county. Much of the forest was cleared for crop or pasture land, and selective harvesting for lumber was done. These forests contain American beech and a few other species not common to most Illinois forests. The watershed along Clear Creek is designated as a "resource rich" area of the Upper Wabash River by the Illinois Department of Natural Resources. In many of the forested areas that remain invasive plant species are displacing native species.

Baber Woods Nature Preserve, managed by the Nature Conservancy, is a fifty-seven acre preserve in the southwest corner of the county. The woods is one of the best remaining examples of the Shelbyville Moraine Forest (a dry-mesic, oak-hickory forest) found in the Grand Prairie of eastern Illinois. The site was owned by the Baber Family beginning in 1835 until the preserve was established in 1974.

Willow Creek

The county has one state-managed facility – the Willow Creek Fish and Wildlife Area. This 80 acre site is managed by Illinois Department of Natural Resources as a satellite of Walnut Point Fish and Wildlife Area in Douglas County.

Today about 80% of the county is cropland, 17% is pasture and forest, <1% strip mining, and 2% towns and transportation rights-of-way. The cropland is especially productive in the prairie soils and produces abundant harvests of corn, soybeans and other crops. Farming practices including field tiling and terracing, and use of fertilizers, herbicides and pesticides also contribute to high production.

Over the years, the operation of farms and the appearance of the rural landscape have changed substantially and, in fact, continue to change. As farm machinery becomes larger, field sizes are increasing. Fence rows and tree wind-breaks are being removed. Farmsteads with outbuildings, live stock, and pastures are disappearing. Many people who live in rural areas are not farmers.

Hedgerow
west of Chrisman

A limited area along the eastern edge of the county has been mined for coal and is now managed as reclaimed land. There is currently no active mining in the county.

In the rolling eastern and southern areas of the county, some landowners are employing conservation programs such as the Conservation Reserve Enhancement Program (CREP) to re-establish prairies and forests. Other areas are being managed for upland game hunting or forest products such as Christmas trees, landscape plants, or lumber.

Willow Creek prairie
and forest

Mine reclamation regulations, hunting management initiatives, and forest conservation programs also help to improve management of the forest and result in greater appreciation of natural resources in the county.

Christmas tree farm
south of Paris

Water

There are no major rivers in Edgar County. Tributaries of the Wabash River (to the east) and the Embarrass River (to the west) extend into the county. Although not classified as navigable, the tributaries can be used for recreation (canoeing, kayaking, fishing) when the water levels are adequate. Several relatively small areas along the creeks flood periodically.

Twin Lakes on the north edge of Paris is the main public lake for the county. It is used for public recreation and offers two boat access facilities, fishing, and a swimming beach. Several privately owned farm ponds and mine ponds are scattered along the southern and eastern edge of the county.

"Buffalo wallows" once provided shallow water impoundments throughout the flat prairie area. Goose Lake near Brocton and others are mentioned in early settlers' accounts. Although the wallows were drained for farming,

Brouilletts Creek

their locations can still be identified on aerial photographs and soil maps.

Edgar County has several small natural wetlands along the streams and drainageways. Manmade wetlands are becoming more common as storm water management programs, erosion controls, and hunting initiatives are implemented.

Wildlife

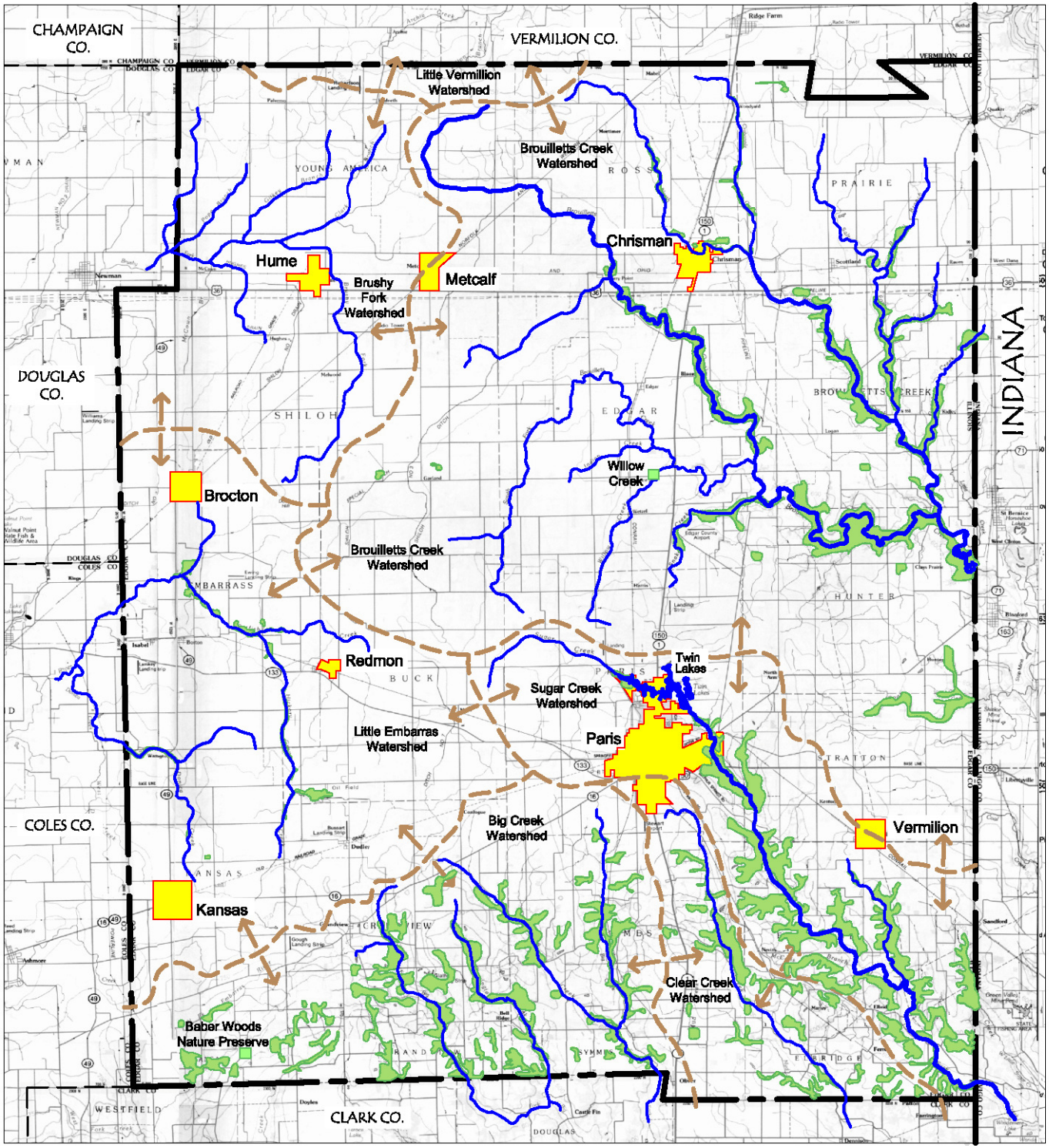
Predatory bird along hedgerow

Edgar County has a variety of native wildlife that is interesting to both casual and serious observers. Wildlife populations reflect the habitats available in the county. Extensive farm ground offers habitat for species of small mammals and birds. Raccoons, opossums and skunks are common. Song birds and predatory birds including hawks, vultures, and owls are also found along fence rows, grasslands, and forests throughout the county.

The more diverse habitats in the eastern and southern areas provide for more variety and greater populations of game species including deer, geese, ducks, rabbit, squirrel, and wild turkey. A regional hunting outfitter advertises Edgar and Clark counties as one of the best areas in the state for successful hunting of white-tail deer. Reptile, amphibian and fish species are less common due to limited riparian habitats in the area. At Twin Lakes sport fishing is reported to be good for bluegill, crappie, catfish, bass and muskellunge

Edgar County Trails & Greenways

Natural Resources



LEGEND

- MUNICIPALITIES
- FORESTED AREAS
- PARK OR CONSERVATION AREA
- WATERSHED BOUNDARY
- WATERWAY

North

Graphic Scale

0 1 2 4 mi.

August 2010

Massie Massie & Associates

CULTURAL RESOURCES

Population

Edgar County Courthouse

The population of Edgar County in 2000 was 19,704. The country's population peaked in 1900 at 28,692 but gradually declined to 19,595 in 1990 as migration from the farms to the cities occurred. The overall population has increased slightly since 1990 reflecting, in part, peoples' return to rural areas. Advancing technology and ease of transportation now make living in metropolitan areas less necessary, and allow non-farm people to enjoy the "quality of life" found in rural areas.

Many residents of the county have a European heritage, and are descendents of early settlers from Kentucky, Tennessee, and New York. Coal mining, railroad, and construction operations brought in other ethnicities over the years. Agricultural and related services continue to be the main industry in the area. Although some residents commute to jobs in Terre Haute, Charleston, and Danville, most work within the county.

Paris is the largest community in the county with a population of 9,077, followed by Chrisman 1,318, Kansas 842, Hume 382, Brocton 322, Vermillion 239, Metcalf 213, and Redmon 199. About 7,000 people live outside these communities in rural areas.

The population of Paris has been relatively stable. Although many industries and other operations have closed or relocated, new businesses have taken their place. Currently new jobs are being created primarily in the medical and education fields.

There are five public school districts in the county, but no higher education facilities. There are state and federal offices that serve the county. The Illinois Department of Transportation district office in Paris is the only regional facility.

Communities

Communities are located throughout the county. Eight are incorporated as cities or towns. Each has distinct qualities

that contribute to the character of the county. (Populations listed below are according to the 2000 census).

Brocton
Brocton, population of 322, covers 380 acres in Embarrass Township. IL Route 49 runs along the west side, and the Indiana Hi-Rail Railroad bisects the community. Students attend Shiloh Community School.

Brocton

Chrisman
Chrisman, population 1,318, covers 450 acres in Ross Township. Two railroads both operated by CSX cross through the community. US Highway 150 (IL Route 1) and US Highway 36 intersect near the community. An elementary school and a junior/senior high school serve the community.

Chrisman Square

Hume
Hume, population of 382, covers 320 acres. Most of the town is in Young American Township although a small southern section is in Shiloh Township. US Highway 36 runs along the south side and the CSX Railroad passes through the community. Shiloh Community School serves the community.

Hume City Hall

Kansas
Kansas, population of 842, covers 640 acres in Kansas Township. IL routes 49 and 16 intersect in the community. An elementary school and high school serves the community.

Metcalf
Metcalf, population 213, covers 38 acres in Young America Township. Similar to Hume, the community is adjacent to US Route 36 and is crossed by the CSX Railroad. The Indiana Hi Rail ends in Metcalf. Students attend Shiloh Community School.

Paris
Paris, population 9,077, covers 5.2 square miles in Paris Township. US Highway 150 (IL Route 1) passes through the community. IL routes 133 and 16 also enter the community. The Conrail Railroad (Soo Line) has one line running north to Chrisman and another line southeast to Terra Haute, IN. Two school districts serve the community.

Redmon
Redmon, population 199, covers 128 acres in Buck Township. It is just north of IL Route 133.

Vermillion
Vermillion, population 239, covers 510 acres in Stratton and Elbridge townships.

Schools

Five school districts serve Edgar County.

Kansas High School

Crestwood School

Shiloh Community Unit School District No. 1
- Newman Grade School – Hume
- Shiloh Elementary School – Hume
- Shiloh Jr./Sr. High School – Hume

Kansas Community Unit School District No. 3
- Kansas Elementary School – Kansas
- Kansas High School – Kansas

Paris Crestwood Community Unit School District No. 4
- Crestwood Elementary – Paris
- Crestwood Junior High – Paris

Edgar County Community Unit School District No. 6
- Chrisman Elementary School – Chrisman
- Scottland Junior High School – Chrisman
- Chrisman High School – Chrisman

Paris Union Community Unit School District No. 95
- Carolyn Wenz Elementary – Paris
- Memorial Elementary – Paris
- Mayo Middle School – Paris
- Paris Cooperative High School – Paris

Transportation

Two federal highways cross the county, US Route 36 across the north and US Route 150 (IL Route 1) through Paris. IL Route 1 connects Paris to Interstate 70 to the south. Two state highways, IL Route 16 and IL Route 133 connect Paris to Interstate 57 approximately twenty-five miles the west. Two other state highways, IL Route 49 and

IL Route 1, run north and south through the county, and IL Route 133 connects Paris to Arcola.

The local roadway system generally follows a grid pattern that is numbered for emergency access. Exceptions to the grid are found in the southeast area of the county where the rolling terrain and historic trails have resulted in some winding roads. Also, some roads still have odd angles that follow Indian Boundaries, although several are not paved or are abandoned.

Currently IL Route 36 carries the most traffic and is the primary connection to Interstate 57, twenty-five miles west in Douglas County. US Route 150 and IL routes 1, 16, and 133 are also major highways through the area.

Parks and Recreation Areas

The county has one state recreation site, the Willow Creek Fish and Wildlife Area. It is not classified as a park, however, and has no facilities for visitors.

Paris has nine public parks and other towns in the county have parks and open space. School sites in Paris, Kansas, Chrisman and Shiloh townships have some recreational facilities including playgrounds, sport courts and playing fields that are sometimes used by the public. Additionally, some recreational facilities in adjacent counties are reasonably accessible to some Edgar County residents.

Twin Lakes boat launch area

Twin Lakes Park (formerly Reservoir Park) – Paris
In 1895 Sugar Creek north of Paris was dammed to create a reservoir (West Lake). This sixty-acre lake with surrounding park land quickly became a regional attraction with its campground, picnic areas, boating opportunities and a Chautauqua site. Another dam was constructed east of IL Route 1 in 1916 and the 163-acre East Lake was created. This dam was replaced in 1969 which essentially combined the lakes to create Twin Lakes. The current 223-acre lake is mostly private land, although two picnic areas, two boat accesses, a swimming beach and a miniature golf course for public use exist.

Sunset Park - Paris

Sunrise Park – Paris
In 1944 the city leased a six-acre abandoned gravel pit to be developed as a park by the Paris Park Board. It is planted with rare tree species and has a playground.

Sunset Park – Paris
In 1942 this six-acre park on western edge of Paris was donated to the park board with restrictions on its use. Carnivals or other forms of entertainment and the sale or consumption of "spirituous" drinks are prohibited. Facilities in the park are a pavilion, ball diamond, basketball court, and playground.

Sylvian Park - Paris

Sylvian Park – Paris
This 2.7-acre park was once a pond on the Redmond farm. The pond was condemned and purchased for a community water supply in 1878. When another water supply was developed, this site was converted into a park. It was named in honor of Sylvian Sholem whose parents donated money for the park's development.

Black Hawk Park – Paris
This park is located along the south shore of the West Lake (part of Twin Lakes). The park includes hiking trails, picnic areas, parking and other amenities.

Kiwanis Memorial Park - Paris
This 5 acre park is located along Route 1 just north of Twin Lakes Park. The park was dedicated in 1948. A World War I and II monument is located in the center of the park. Swings and other play equipment are present in the park.

White Oak Park – Paris
This ten-acre park is located in Paris. The park includes a picnic area and several other amenities.

Schwartz Park - Paris
This park located along Wood Street in Paris is relatively new to the area. The park includes walking trails, a gazebo, benches and other amenities.

Peters Waterworks Park – Paris
This area is located along the south shore of East Lake (part of Twin Lakes) and includes a small picnic area. The park was dedicated in 1974 in honor of Elmer Peters.

Brocton Park – Brocton
This park is located on IL Route 49 and covers a square block. The park belongs to the church and is maintained for open play by volunteers.

Otho Henn Memorial Park – Brocton
This four-acre park is next to the old school. It was left to the town by Otho Henn and is the site of the Brocton Spring Festival.

Chrisman City Park – Chrisman
Located in the center of the downtown square, this park was established in 1840 with creation of the town.

The New Community Park – Chrisman
Located east of IL Route 1 this park was established in 1972 and occupies 16.25 acres on both sides of Crabapple Creek.

Village Park – Hume
The park was established in 1894 when the village purchased the land from the school district for a community park.

Village Park – Kansas
The park was established in 1875 when the village purchased five acres from the railroad company. At one time a double-deck bandstand and 300 trees were present in the park.

Metcalf City Park

Metcalf City Park – Metcalf
Established in 1874, the park is located in the center of town. It once had a band shell and hosted Chautauqua gatherings.

Embarrass Park – Redmon
This 2.5-acre park site next to the cemetery was purchased in 1900. The park provides a location for community gatherings and events.

New Providence Park – Elbridge
In 1958 the New Providence Presbyterian Church purchased and developed this ten-acre park for the passive enjoyment of the public. The park has a small pond and shelter and is maintained by the church.

The Park – Vermillion
The Park was originally developed in 1969 on leased land which was later found to be underlain by a pipeline. It was moved to a 7.5-acre site northwest of town where the ball field was built.

Parks in surrounding counties

The counties surrounding Edgar County have several natural resource areas and state parks that offer recreational opportunities for both residents and visitors. (Bicycle trail plans have also been developed for Champaign, Clark, Coles, and Shelby counties.) These natural areas include:

Walnut Point State Fish and Wildlife Area

Kickapoo State Park (Vermillion Co.) – sixteen miles north of Edgar Co.

Activities: Hiking, camping, canoeing, scuba diving, fishing, hunting, mountain biking, concessions.

Walnut Point State Fish and Wildlife Area (Douglas Co.) – three miles west of Edgar Co.

Activities: Picnicking, camping, hiking, fishing, hunting, concessions.

Lake Shelbyville (Moultrie Co. and Shelby Co.) – twenty-five miles west of Edgar Co.

Activities: Picnicking, camping, hiking, fishing, hunting.

Mill Creek County Park (Clark Co.) - three miles south of Edgar Co.

Activities: Picnicking, camping, playground, boating, trail use (hiking, equestrian, ATV), cabins.

Lincoln Trail State Park (Clark Co.) – seven miles south of Edgar Co.

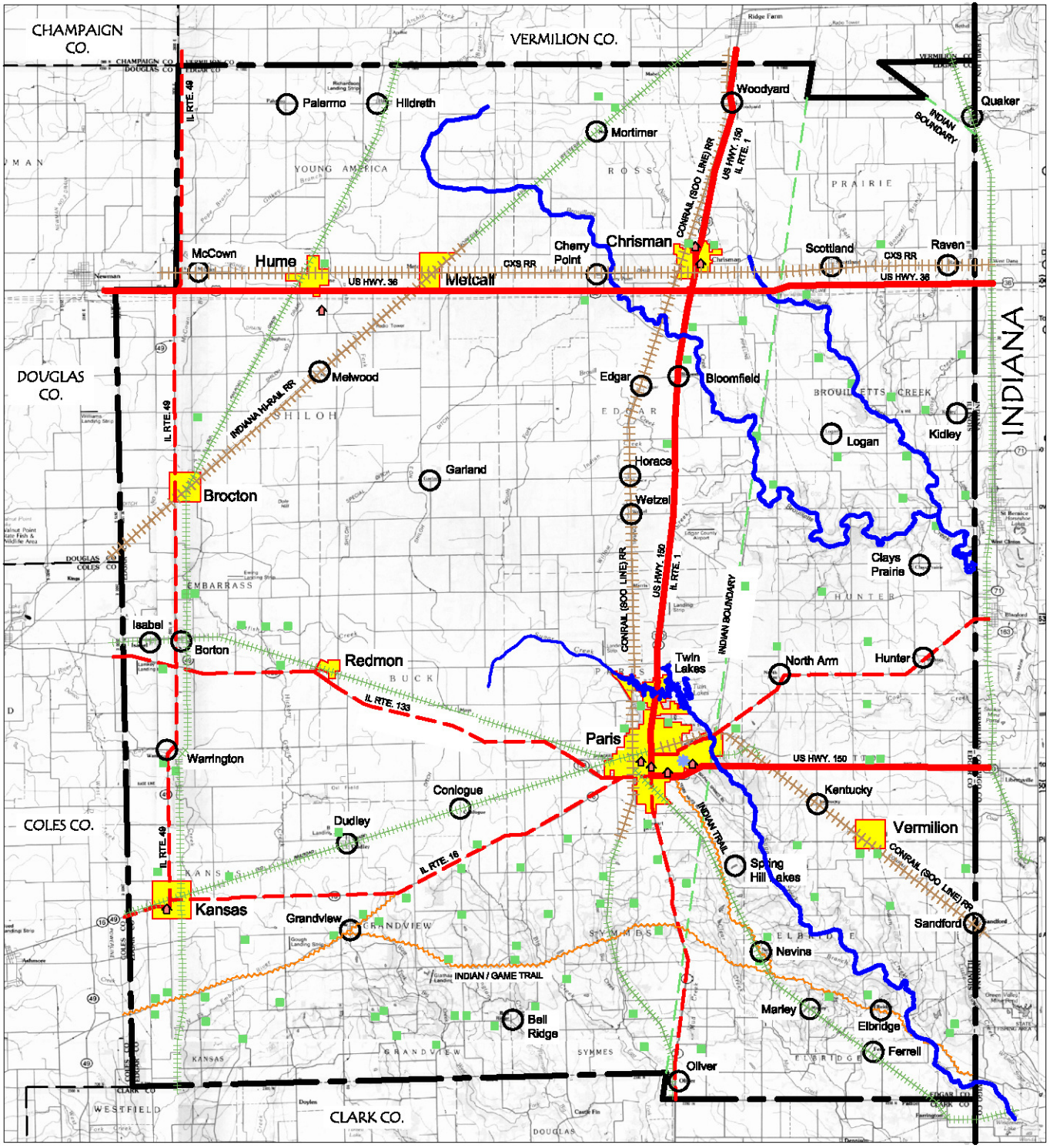
Activities: Picnicking, camping, hiking, boating, fishing, concessions.

Fox Ridge State Park (Coles Co.) – eight miles southwest of Edgar Co.

Activities: Picnicking, camping, canoeing, hunting, trail use (hiking, equestrian), concessions.

Edgar County Trails & Greenways

Cultural Resources



LEGEND

- INCORPORATED CITY
- UNINCORPORATED AREA
- US FEDERAL HIGHWAY
- IL STATE HIGHWAY
- INDIAN BOUNDARY
- HISTORIC TRAILS/ROADS
- RAILROAD - ACTIVE
- RAILROAD - INACTIVE
- WATERWAY
- CEMETERY
- SCHOOL
- HOSPITAL

August 2010
Massie Massie & Associates

CHAPTER 3 – GOALS AND CRITERIA

Overall Goals

Corridors of beauty, enjoyment and opportunity. Edgar County's plan for trails and greenways can provide these features.

Beauty

1. Protect significant natural resources, preserve historic sites, and retain the charming rural character of the area.
2. Enhance the county's overall image as an attractive place to live, visit and enjoy recreational activities.

Enjoyment

1. Serve the outdoor recreation needs of both the local population and visitors in a safe and enjoyable manner.
2. Encourage physical fitness and good health, social activity and an appreciation of nature.
3. Promote events and activities related to trail and greenway use which provide social interaction, personal development and wholesome entertainment.

Opportunities

1. Provide safe alternative transportation routes between key community and tourist facilities.
2. Create economic opportunities for trail-related businesses, jobs and community events and activities.
3. Improve the quality of life for residents and enhance real estate values.
4. Promote tourism by improving visitors' understanding and enjoyment of the area.

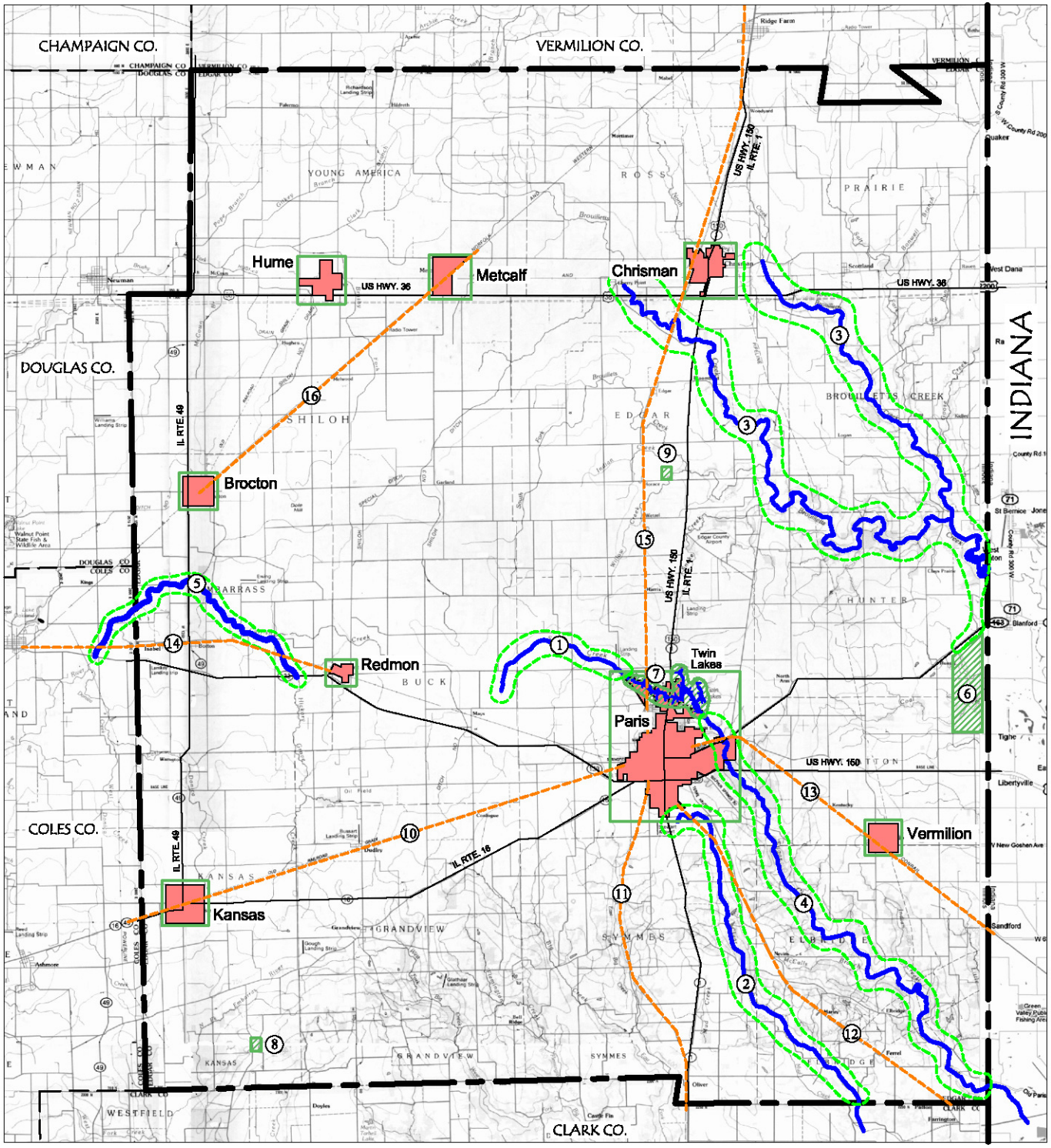
Mission Statement

Designate various greenways and trail routes in Edgar County that 1) preserve and enhance cultural features and natural environments and 2) provide for pleasurable, healthy and educational experiences. The system may accommodate uses including driving, bicycling, hiking, boating, and horse riding. Where possible, the system should feature the natural and cultural character of the area without damaging those qualities. Where possible, routes should connect with existing or planned routes in adjoining counties. The system should enhance the quality of life for residents and visitors of Edgar County while preserving the cultural and natural resources for future generations.

Railroad bridge over Twin Lakes

Edgar County Trails & Greenways

Greenways



LEGEND

COMMUNITY GREENWAYS

WATERSHED GREENWAYS

1. UPPER SUGAR CREEK / TWIN LAKES
2. CLEAR CREEK
3. BROUILLETTS CREEK
4. LOWER SUGAR CREEK
5. CATFISH CREEK

RESOURCE CONSERVATION GREENWAYS

6. PEABODY COAL MINE SITE
7. TWIN LAKES SPOIL SITE
8. BABER WOODS NATURE PRESERVE
9. WILLOW CREEK

GREENWAY CORRIDORS

INACTIVE RAIL LINES

10. PARIS - KANSAS
11. PARIS - OLIVER
12. PARIS - TERRE HAUTE
13. PARIS - VERMILION
14. OAKLAND - REDMON

ACTIVE RAIL LINES

15. PARIS - CHRISMAN (CONRAIL SOO LINE)
16. METCALF - BROCTON (INDIANA HI-RAIL)

North

Graphic Scale

0 1 2 4 mi.

August 2010

Massie Massie & Associates

CHAPTER 4 – GREENWAYS AND TRAILS

GREENWAYS

Greenways are designated corridors that are established for one or more purposes. Often corridors are established to preserve high-quality natural areas or to rehabilitate degraded environments. They may be established to provide for drainage and flood control. Corridors can provide 1) routes for trails or other types of recreation, 2) connections between parks, open areas or other public facilities, and 3) linear habitat for native plant and animal populations. Sometimes greenway designations are made with the anticipation of future land use needs such as new utility easements and roadway alignments. (e.g. Kansas City, Missouri, greenways were established to accommodate an attractive transportation parkway system in association with drainage protection and flood control.) Greenways often include both publicly and privately owned land.

Greenway Management Plans are developed to address short and long range uses of corridors, various improvements needed, and maintenance of the area. These plans provide guidance to both public entities and private land owners in effectively managing the corridors.

The federally administered CREP (Conservation Reserve Enhancement Program) is helping to create greenways. CREP encourages the conversion of privately owned flood-prone farmland to stabilizing plantings of forests and grasslands. Erosion is reduced and water quality improved. Additional benefits are that floodplain habitat is increased and opportunities are created for hunting, camping, and other recreational pursuits.

Other government programs contribute to the formation of greenways. FEMA (Federal Emergency Management Agency) programs purchase flood-prone property leaving it for open space and conservation purposes. All projects utilizing federal funds must comply with the National Environmental Policy Act. For IDOT (IL Department of Transportation) projects, reconstruction of wetlands or other valuable resources may be required. Although these

programs can provide significant conservation benefits, they are somewhat fragmented and lack a comprehensive goal and coordinating body. Some counties have established forest districts or conservation districts to coordinate greenway opportunities and encourage watershed preservation.

Community Greenways

- Community Entrances and Thoroughfares

  Visitors often form lasting impressions of communities by what they see approaching and traveling through the area. Enhancing the entrance corridors can greatly improve the image of a community, making it more attractive to both visitors and local residents. Improvements can range from relatively simple street tree planting and maintenance programs to installations of gateways and monuments, signs, lighting, etc. Programs including Main Street Illinois can assist communities with funds and technical expertise.

- Community Drainageways

  As communities develop, more areas are inevitably covered with impermeable surfaces in the form of streets, sidewalks, parking lots, and roofs. This increases the volume of runoff into ditches, creeks, and rivers. Run-off often contains pollutants, debris and sedimentation from eroded soils flushing through the drainage system.

  Greenway designations can be used to preserve the natural drainageways (swales, ditches, streams, floodplains) within a community. Management of these greenways could include mechanisms to reduce the volume and rates of flow, to and improve the quality of water if needed.

  Illinois Soil and Water Conservation Districts provide guidelines and assistance in erosion control using BMPs (Best Management Practices) based on federal guidelines. Federal programs such as FEMA (Federal Emergency Management Agency) also encourage drainage management projects.

- Community Public Open Spaces

  Greenways can be designated along sidewalks, trails and parkways that interconnect areas and public facilities including parks, school grounds and civic buildings. Enhancements along the route could be done for beautification and/or environmental quality.

Watershed Greenways

Brouilletts Creek

Watershed greenways are similar to Community Drainageways, but usually include systems of streams, tributaries and watersheds. Watershed Greenways serve to 1) preserve and enhance the natural qualities of the area, 2) allow management for water quality and erosion control, and 3) provide opportunities to develop recreational facilities along the route such as paths or nature study areas.

Funds are available for clean water studies that analyze and develop policies for watershed management. Because watersheds can include several neighborhoods, farms, and public areas it is important that all parties effected are involved in the planning for watershed management.

- Upper Sugar Creek and Twin Lakes

  A designated greenway might be comprised of a buffer strip around the shoreline and waterways that feed the lake. The Greenways Management Plan would offer the opportunity to address shoreline management, future improvements around the lake, and other management concerns.

  The greenway could offer access to public recreation facilities at the lake. It might also interconnect with vehicular routes and trails.

- Clear Creek Watershed

  The Clear Creek Watershed could benefit by a greenway designation in order to preserve its natural quality. The area was identified by the Illinois Department of Natural Resources as part of a high quality resource area. The watershed starts in the southern part of Paris and continues to Clark County east of IL Route 1. Most of the area is agricultural or forested except for the southern section of Paris which is industrial and residential.

- Brouilletts Creek Watershed

  This watershed includes most of the northern part of the county including the towns of Chrisman, Metcalf, and Scottland. Although mostly cropland, it also has considerable areas of forest and pasture east of IL Route 1 and south of US Route 36. This lower watershed area in particular could offer greenway opportunities for preservation and enhancement of natural areas.

- Lower Sugar Creek Watershed

  The Lower Sugar Creek Watershed, extending from below the Twin Lakes dam southeast to the Wabash River, could be an extensive greenway. Its character and landscape are similar to Clear Creek with forest and pasture lands composing most of the area near the stream.

- Catfish Creek Watershed

  Catfish Creek flows westward to the Embarrass River in Douglas County. This large watershed in

the western section of the county is primarily cropland with a band of forest adjacent to the creek. The proposed greenway would start near Redmon just north of Route 133 and go northwest to south of Brocton before curving south westerly towards Oakland.

Resource Conservation Greenways

Resource conservation greenways are broad zones focused on ecosystem preservation, wildlife migratory routes, habitat development, recreational hunting, and fishing. Several areas within Edgar County might be included in this greenway category.

- Peabody Coal Mine site and Twin Lakes spoil site are both reclaimed disturbed sites. Both areas could support recreational and conservation uses such as hunting, fishing, hiking, and other low impact activities. The convenient location of the Twin Lakes spoil site and the large size of the Peabody Coal Mine site make these areas attractive for potential public use.

- Baber Woods is a fifty-seven acre nature preserve in southwest Edgar County managed by the Natural Conservancy for resource protection with limited management uses.

- Willow Creek Fish and Wildlife Area, located between Horace and IL Route 1, is an eighty acre limited-use area managed by the Illinois Department of Natural Resources for hunting.

Willow Creek

Greenway Corridors

Existing road and railroad rights-of-way as well as utility easements can be included in greenways. Some roads in the county, such as IL Route 1, have wide rights-of-way that would allow for roadside enhancements and possibly construction of trails. Utility rights-of-way also have potential for development of trails. Some already have service roads in place that might be shared with the public. Railroad corridors have potential as a greenway, although many lines in the county either 1) have been abandoned and have reverted to private ownership or 2) are still actively

used for rail purposes. The active lines need to be considered however, in case they become available in the future.

The proposed greenway corridors utilize old (currently unused) railroads which are ideal greenways for long-distance paved trails that can be shared by pedestrians and bicycles. Five such potential corridors exist that extend south, east and west of Paris. Development would depend on obtaining easements or acquiring the rights-of-way.

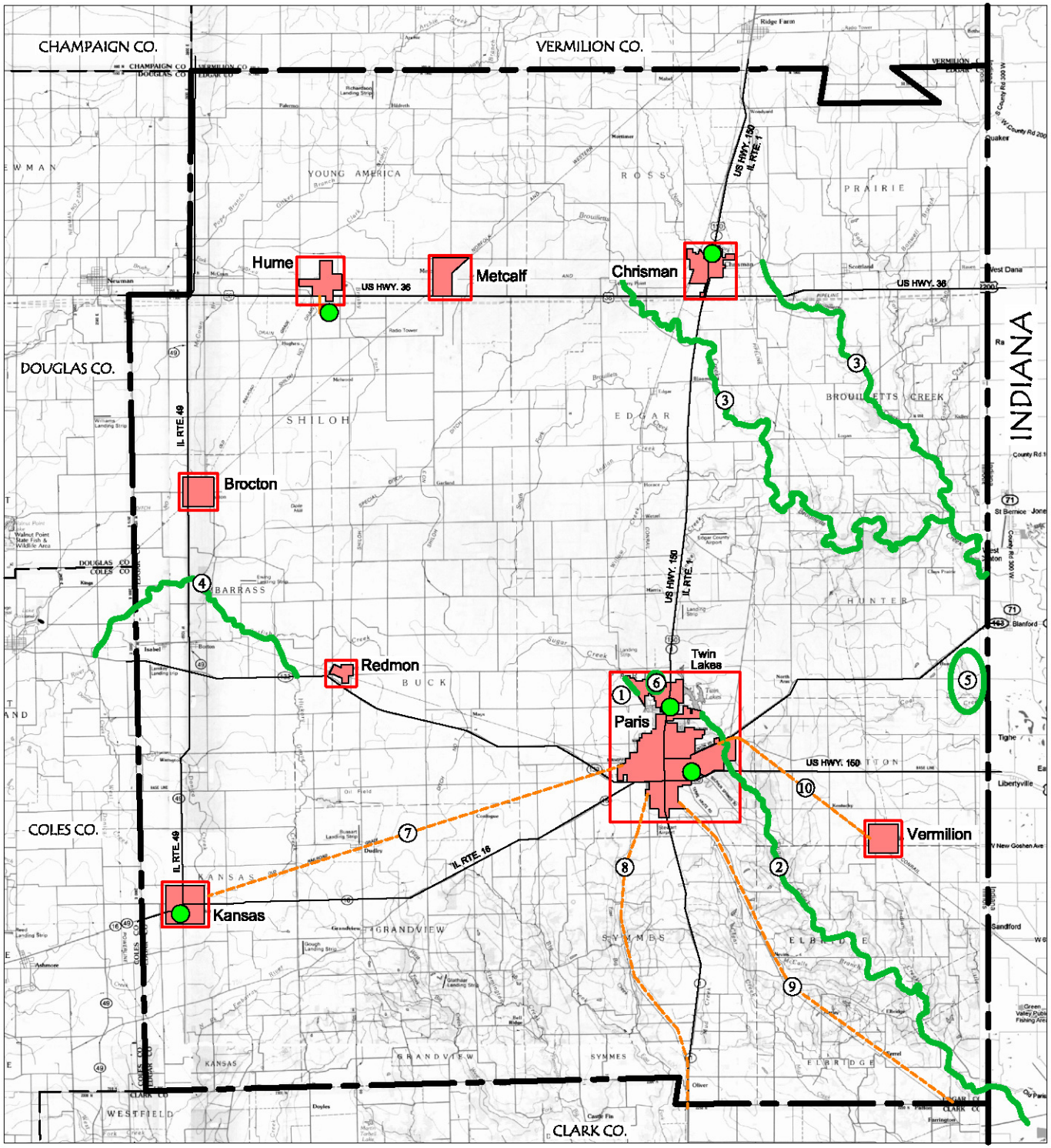
- Paris to Kansas
- Paris to Oliver
- Paris to Terre Haute
- Paris to Vermilion (Old Interurban Railroad)
- Oakland to Redmon

Some of the currently active railroad rights-of-way maybe wide enough to accommodate trails alongside the tracks. This approach might be done for tracks with lower train counts. Of course any lines that close are potential opportunities for trails including:

- Paris to Chrisman (Conrail Soo Line)
- Metcalf to Brocton (Indiana Hi-Rail Line)

Edgar County Trails & Greenways

Pedestrian Trails



LEGEND

- COMMUNITY SIDEWALKS
- FITNESS TRAILS
- WALKING/HIKING TRAILS - UNPAVED
  - 1 BLACKHAWK PARK TRAIL
  - 2 SUGAR CREEK TRAIL
  - 3 BROUILLETTS CREEK TRAILS
  - 4 CATFISH CREEK TRAIL
  - 5 PEABODY MINE SITE
  - 6 TWIN LAKES SPOIL SITE
- RAILROAD CORRIDORS
  - 7 PARIS TO KANSAS TRAIL
  - 8 PARIS TO OLIVER TRAIL
  - 9 PARIS TO SOUTHEAST CO. LINE
  - 10 PARIS TO VERMILION (INTERURBAN)
- MULTI-USE TRAILS

North

Graphic Scale

0 1 2 4 mi.

August 2010

Massie Massie & Associates

PEDESTRIAN TRAILS

Community Sidewalks

Sidewalks and trails through communities can provide safe access to neighborhoods and community facilities. Pedestrians of all ages can benefit physically and socially from using sidewalks for commuting, exercise or relaxation. Pedestrian walkways can reduce people's dependence on vehicular transportation, thereby ease traffic loads and potentially reduce parking spaces needed within a community.

Sidewalk along Wood St., Paris

Communities should strive to provide continuous sidewalks that interconnect neighborhoods, schools, parks, stores and other community attractions. Most communities have established programs and budgets for sidewalk installation, maintenance and replacement. Priority is usually given to high use areas (schools, parks, shopping areas) and locations with safety concerns (highway and railroad crossings).

Community sidewalk near Paris athletic facility

Paris, Chrisman, Kansas and Hume generally have good community sidewalks. In some newer residential areas, however, sidewalks were not built leaving pedestrians to use the streets. Along collector streets and streets that extend outside town, sidewalks may be particularly important for safety since these streets have higher traffic counts.

Along appropriate sections of community sidewalks, amenities can be added that appeal to particular users – distance markers for walkers and runners, lighting for evening use, interpretative signs about the community, or planting for beautification or special purposes (e.g. butterfly garden). For the convenience of users, facilities such as parking, drinking water, shelter and maps could be provided.

Fitness Trails

Stations for programmed exercise can be added near schools, hospitals, and retirement communities to promote physical fitness. These stations could connect with community sidewalks. Potential locations for community fitness trails are:

Fitness Stations near Crestwood School

- Chrisman (North Parks/High School Area)

  A fitness trail on the north side of the community would supplement the sports and leisure facilities that currently exist.

- Paris – East

  The proximity to Crestwood School (where some exercise stations already exist) and Paris Community Hospital makes this a good location for a fitness trail. The trail could be designed to be suitable for physical therapy.

- Paris – North

  The two parks at Twin Lakes, the county fairground, and the American Legion ball fields collectively offer a variety of sport and leisure facilities, as well as user support services. The proximity to assisted living facilities and good potential connections to the area also make this a good location for a fitness trail.

- Hume and Kansas

  Both Shiloh School and Kansas High School have adequate areas for small fitness trails. They could be used by students for school fitness programs and by the community at large during non-school times.

Walking/Hiking Trails - Unpaved

Walking/hiking trails usually extend through scenic or natural areas, offering users the opportunity to stroll, study nature, hike or run. Usually these trails would extend a mile or more. They are relatively inexpensive to develop and have minimal impact on their environment.

The only known trail of this type is at Black Hawk Park at the north end of Twin Lakes. Trails here extend through the woods and connect with the park's parking lot and picnic area. It would be desirable to connect this trail with a multi-purpose trail from Paris. This would allow pedestrian and bicycle access to the area which now has only vehicular access.

Additional Walking/Hiking Trails could be developed.

- Sugar, Brouilletts, and Catfish Creeks

  Walking and hiking could extend along these creeks where the natural enviornment would be an attraction. These creeks are identified as possible greenways and waterways. Where creeks are used for canoeing and kayaking, the walking trails would provide access for emergency and maintenance services. Walking/hiking trails would share access points and support facilities with canoeists and kayakers, and possibly equestrians too. These multi-recreational corridors could become a regional attraction as few now exist in the region.

Brouilletts Creek

- Peabody Mine Site

  This reclaimed surface-mine site is not actively used, and has many use limitations by virtue of its mining history. The site could support walking/hiking trails and associated environmental improvements. Vegetation could be supplemented to provide aesthetic qualities and habitats attractive to butterflies, birds, etc. Interpretative plaques also could be provided.

- Twin Lakes Spoil Site

  This area is covered with sedimentation dredged from Twin Lakes. The area could be graded to create educational nature trails.

- Railroad Corridors

  This plan proposes paved multi-use trails along available railroad corridors. These trails would be used for both hiking and bicycling. In some cases, unpaved walking/hiking trails could be developed along these corridors as an initial phase of trail development. Later when support and funds are available, the surface could be paved to become a multi-use facility.

Old rail corridor near Kansas

Multi-Use Paved Trails

Multi-use trails for walking, jogging, and biking could be developed within all communities (See Bicycle Trails section for Paris' multi-use trails). These trails connect

neighborhoods, businesses, schools, and parks within communities.

Multi-use trails within parks typically interconnect facilities and natural/cultural features. They are used for walking, running, nature study and dog walking. Park trails can be paved, chipped or even mowed turf, depending on their purpose.

- Paris to Twin Lakes

  Pedestrian access to the lake along IL Route 1 is now a discontinuous series of sidewalk sections. There are no trails within the Twin Lakes parks. Pedestrians use park roads to access the park facilities.

  To provide optimum connectivity and safety, access to the lake parks would be continuous with sidewalks/trails along both sides of IL Route 1. A designated pedestrian crossing of IL Route 1 would be provided at Lakeside Terrace Drive.

Within the parks separate pedestrian/bicycle trails would be developed for access to the recreational facilities. If separate trails cannot be readily built, an alternative (or temporary) improvement could be considered. The use of park roads could be limited to park users. A pedestrian/bike lane could be provided along the road's edge by striping and installing trail signs. Additionally, motor traffic would be controlled with low speed limits, speed bumps, and/or warning signs to slow traffic and make motorists aware of pedestrians/bikers along the roads.

- Paris Neighborhood Parks

  Neighborhood parks in Paris (Sunrise, Sunset, and Sylvian) have limited or no internal park trails or paths. Providing trails would make access to facilities (shelters, playgrounds, ball fields and picnic areas) within the parks more convenient and accommodate ADA needs for accessibility. Although most users walk to the parks, a few designated ADA parking spaces could encourage park use by those unable to do so. To provide additional recreational potential, parks could include a perimeter trail loop that could be used for

walking, riding toys, roller skating, and youth bicycle/tricycle riding.

- Downtown Chrisman to Chrisman School and Park

  Pedestrian access to the park could be improved. IL Route 1 bisects the school grounds from the park and athletic fields on the east side of the highway. Pedestrian access along this route is somewhat dangerous. There are only intermittent sidewalks along the highway's west side and no designated pedestrian crossing to the school.

  To improve this situation, pedestrians could be encouraged to use proposed sidewalks along Washington Avenue. At its intersection with Route 1, a designated pedestrian crossing could be established.

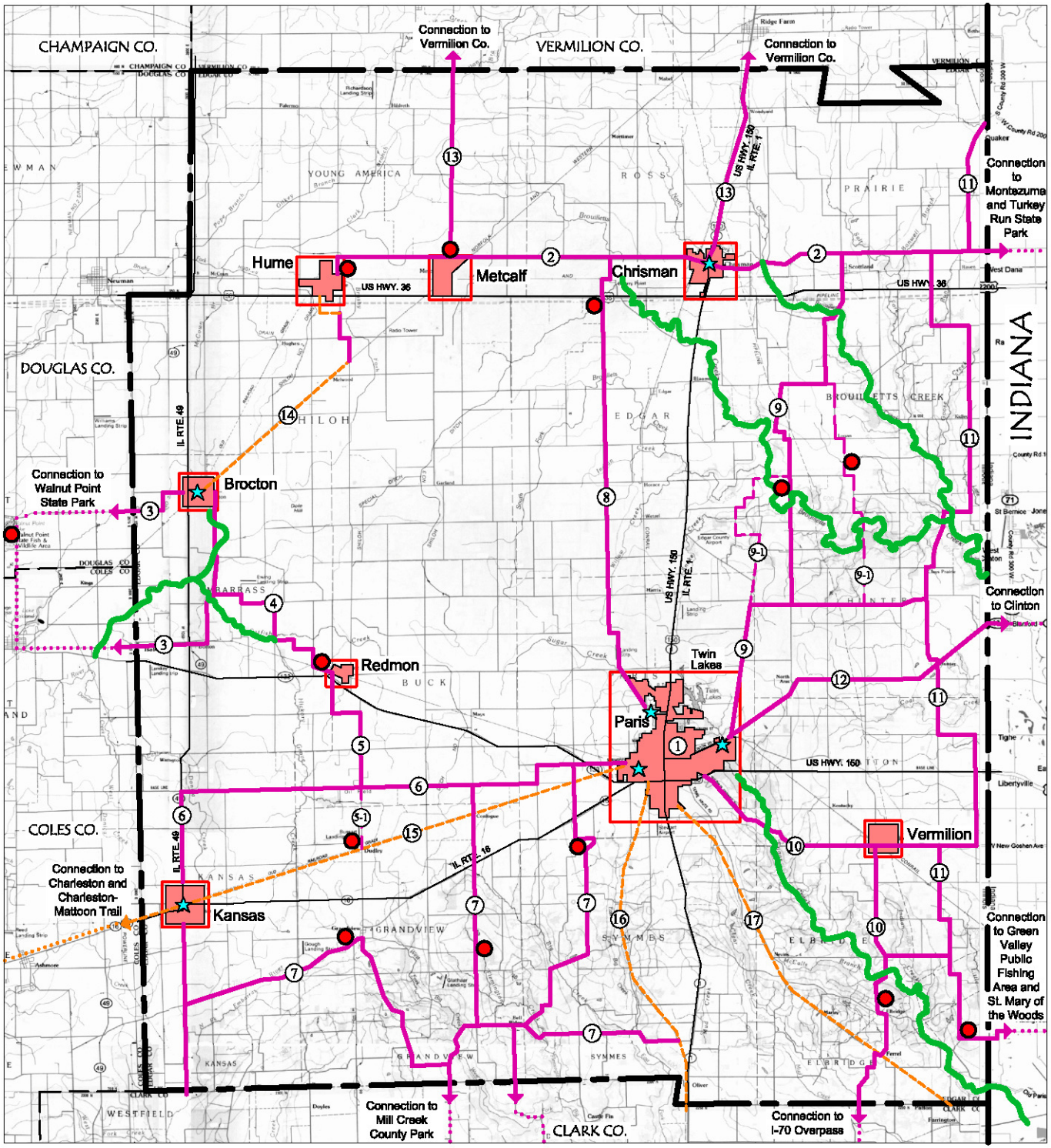
- Hume to Shiloh School

  Currently the school is only accessible by roadways. A paved pedestrian/bike trail could be developed to interconnect the school with the community park and other areas in Hume. The trail could continue to the nearby towns of Metcalf and Brocton which would serve student populations that attend Shiloh School, as well as user groups. A safe trail crossing of Route 36 would be needed.

Most all communities in Edgar County have a park. Some are developed with recreational facilities, while others are used occasionally for special events or are primarily attractive green spaces. In all cases, safe pedestrian access to the parks as well as trails within the parks are desirable. These trails also provide recreational and fitness opportunities for people of all ages.

Edgar County Trails & Greenways

Bicycle Trails



LEGEND

COUNTY BIKEWAYS

SHARED ROADWAYS

- (2) OCEAN TO OCEAN ROUTE
- (3) WALNUT POINT PARK TRAIL CONNECTIONS
- (4) CATFISH CREEK TRAIL
- (5) REDMON LINK
- (5-1) REDMON TO KANSAS ALTERNATE
- (6) PARIS TO KANSAS ROUTE
- (7) SOUTH COUNTY ROUTES
- (8) CHERRY POINT ROUTE
- (9) INDIAN BOUNDARY ROUTE
- (9-1) EAST PARIS-CHRISMAN ALTERNATE
- (10) SUGAR CREEK ROUTE
- (11) STATE LINE ROUTE
- (12) CLINTON ROUTE
- (13) VERMILION COUNTY CONNECTIONS

OFF-ROAD PAVED TRAILS

- (14) BROCTON TO HUME LINK
- (15) PARIS / KANSAS TRAIL
- (16) PARIS / OLIVER TRAIL
- (17) PARIS / TERRE HAUTE TRAIL

TRAIL HEAD FACILITIES

REST AREA FACILITIES

MOUNTAIN BIKE TRAILS

COMMUNITY MULTI-USE TRAILS

- (1) PARIS TRAILS - SEE PARIS MAP

North

Graphic Scale

0 1 2 4 mi.

August 2010

Massie Massie & Associates

BICYCLE TRAILS

COUNTY BIKEWAYS

County-wide bicycle routes should pass through scenic landscapes and/or connect points of interest such as towns, historic sites and parks. Facilities including water, food and restrooms should be available for trail users along the way. Bike route maps with pertinent information should be available. Maps could be available at trailheads, rest stops, local bike shops, tourism offices and on the internet for downloading.

Bicyclist in Sunset Park

Shared Roadways

Shared roadways are designated roads used by both motor vehicles and bicyclists. These are used where a separate corridor is not available or where bicycling use does not warrant a separate trail. These routes typically are paved roads, not heavily used by motorists.

Cemetery along Indian Boundary Route
Possible Rest Stop

A clear sign system needs to be created for these shared roadway routes. Signs should warn both motorists and bicyclists of the route's shared use. Drivers and bicyclists should be aware of the shared-use designation and the safety precautions needed. Potential shared roadways include:

- Ocean to Ocean Trail (2300 N)

  This trail uses the old roadway believed to be part of the historic coast to coast highway. West of Hume where the historic roadway is now occupied by IL Route 36, a new trail section would be needed in order to continue west to Newman and Tuscola.

- Catfish Creek Trail

  This trail starts at Redmon and continues northwest to the intersection of 225th Street and 1425th Road. Here the trail divides, with one link continuing north to Brocton and the other trail south to Borton.

- Walnut Point Park Trail Connections

  Two shared roadway routes are proposed from Brocton and Borton to Walnut Point State Park, three miles west of the county line.

- Redmon Link

  This 3.5 to 4.5 mile link uses County Road 20 (Dudley Road) except for a one-mile section south of Redmon that would jog using 1100 N and 550 E to avoid use of IL Route 133. If the southwest trail (along an inactive railroad corridor) is developed between Paris and Kansas, the link would connect to the off-road trail at Dudley. Even without this link (or before its development), both Paris and Kansas would be accessible using the Paris/Kansas shared roadway trail (900 N).

- Paris – Kansas Route (County Road 14)

  This route provides the most direct route between Paris and Kansas, maximizing the use of paved local roads while minimizing the use of highways. Some trail use on IL Route 49 would be required because most of the roads east and north of Kansas are not paved.

- South County Routes / Mill Creek County Park

  A scenic loop from Paris or Kansas to Mill Creek County Park in Clark County can be developed along several existing paved roads.

  - The west route from Kansas uses a section of Stagecoach Road (300 N) to Grandview and then Clarkville Road winding south.
  - The east route (225 N) connects Bell Ridge to the Oliver/Paris Trail or IL Route 1 corridor.
  - The center routes (County roads 15 and 16) connect Bell Ridge area north across IL Route 16 to one of the Paris/Kansas corridors.

- Cherry Point Route (Paris/Chrisman – West)

  This mostly open route connects Twin Lakes and the northwest side of Paris directly with the Ocean to Ocean Route west of Chrisman. The Cherry Point area where Brouilletts Creek crosses US Route 36 is potentially a good location for developing a rest area.

Rural Road along Indian Boundary Route

- Indian Boundary Route (Paris/Chrisman – East)

  This route primarily follows the historic diagonal Indian Boundary through Edgar County east of Paris and Chrisman. The route connects the east edge of Paris with the Ocean to Ocean Route near Scottland. The Brouilletts Creek area provides attractive hilly, forested terrain. More of the Indian Boundary Road could be used if gravel sections east of the airport were paved. An alternate route would be County Road 1 to 1350 N Road passing by Saint Aloysius Church and Cemetery.

- Sugar Creek Route

  This route would extend south from the southeast side of Paris to Vermilion and the Clark County line. The scenic route would cross Sugar Creek twice. It could be linked to the State Line Route at Vermilion and to the Paris/Terre Haute Trail at Ferrell.

- State Line Route

  This corridor uses paved roadways near the Indiana state line. The route passes through the Brouilletts and Sugar creek valleys and past several rural churches, cemeteries, and hamlets. Connections can be made with Chrisman at the Ocean to Ocean Route, with Paris at Clay's Prairie and with Vermilion at the Sugar Creek Route. The trail could be extended to sites in Indiana, creating a more regional facility.

- Clinton Route

  This diagonal roadway connects the northeast corner of Paris to Blanford at the Indiana State line. Thousand Trails Campground is a popular destination east of Blanford and west of Clinton, IN. This route will also provide a link between Paris and other potential trails and recreational sites identified in the plan along Brouilletts Creek or the Peabody Mine site.

- Vermilion County Connections

  Several state and county recreational sites and scenic areas exist north of Edgar County in Vermilion County, IL. Three corridors have been identified extending north from the proposed Ocean-to-Ocean Trail to the adjacent county. These corridors are along Route 1 north of Chrisman, along County Highway 6 north of Metcalf, and along the state line near Quaker.

Off-Road Paved Bicycle Trails

Three corridors that were previously railroads in the county have been identified as potential multi-use long-distance bicycle/pedestrian trails. These corridors extend from Paris towards possible connecting trails in adjacent counties.

- Paris-Kansas Trail

  The trail could connect with the current Mattoon and Charleston Trail. The old railroad corridor is now used for electrical transmission lines. The maintenance road along the overhead lines could be used as trail as well as for maintenance.

  The corridor would provide a direct 12 mile connection between the two communities that would provide a safe way to get to Kansas. Currently only State Highways (Route 16 and 49) and gravel roadways are available corridors to Kansas from the east and north. The trail would have great rural vistas, but would only have limited tree shade and wind buffering due to the overhead electric lines.

Old Paris-Kansas Rail corridor

- Paris-Oliver Trail

  The old railroad right-of-way between Paris and Marshall has been sold, but much of the forest that flanked the railroad still remains. The scenic corridor follows the Big Creek valley to Oliver. The *Clark County, Illinois Trails and Greenways Vision Plan 2006* indicates a potential route connection near Oliver. Acquisition of trail easements or a "buy-back" of the corridor may be possible since it appears that corridor is largely intact along edges of fields and pastures. A multi-use trail to the parks and communities in Clark County could create a very scenic route that would be a regional attraction.

Old Paris-Oliver corridor

- Paris-Terre Haute Trail

  This corridor is similar in character to the Paris-Oliver Trail. It is not as continuous, however, and could be more difficult to "buy-back". This trail could potentially connect Paris with Terre Haute, but currently no trails are proposed on the Indiana side of the border.

  Active railroad corridors may become available in the future that would make good hike/bike trails connecting communities in the county. Those include the line between Paris and Chrisman, the line between Paris and Vermillion (to Terre Haute), the diagonal corridor between Brocton and Metcalf, and the line between Hume and Scottland.

Old Paris-Terre Haute corridor

MOUNTAIN BIKE TRAILS

Mountain bike trails and facilities should be challenging for various levels of users. Environmental and safety factors also need to be considered. Since trail biking is typically a drive-to activity, parking lots and staging areas are needed. Signs and information about the bike routes, their length and difficulty are usually provided. Support services (shelters, restrooms and drinking fountains) are desirable and could be shared with other trail types. Possible sites for mountain bike trails are:

- Twin Lakes Spoil Site
- Peabody Mine Site
- Brouilletts Creek Greenway
- Sugar Creek Greenway
- Catfish Creek Greenway

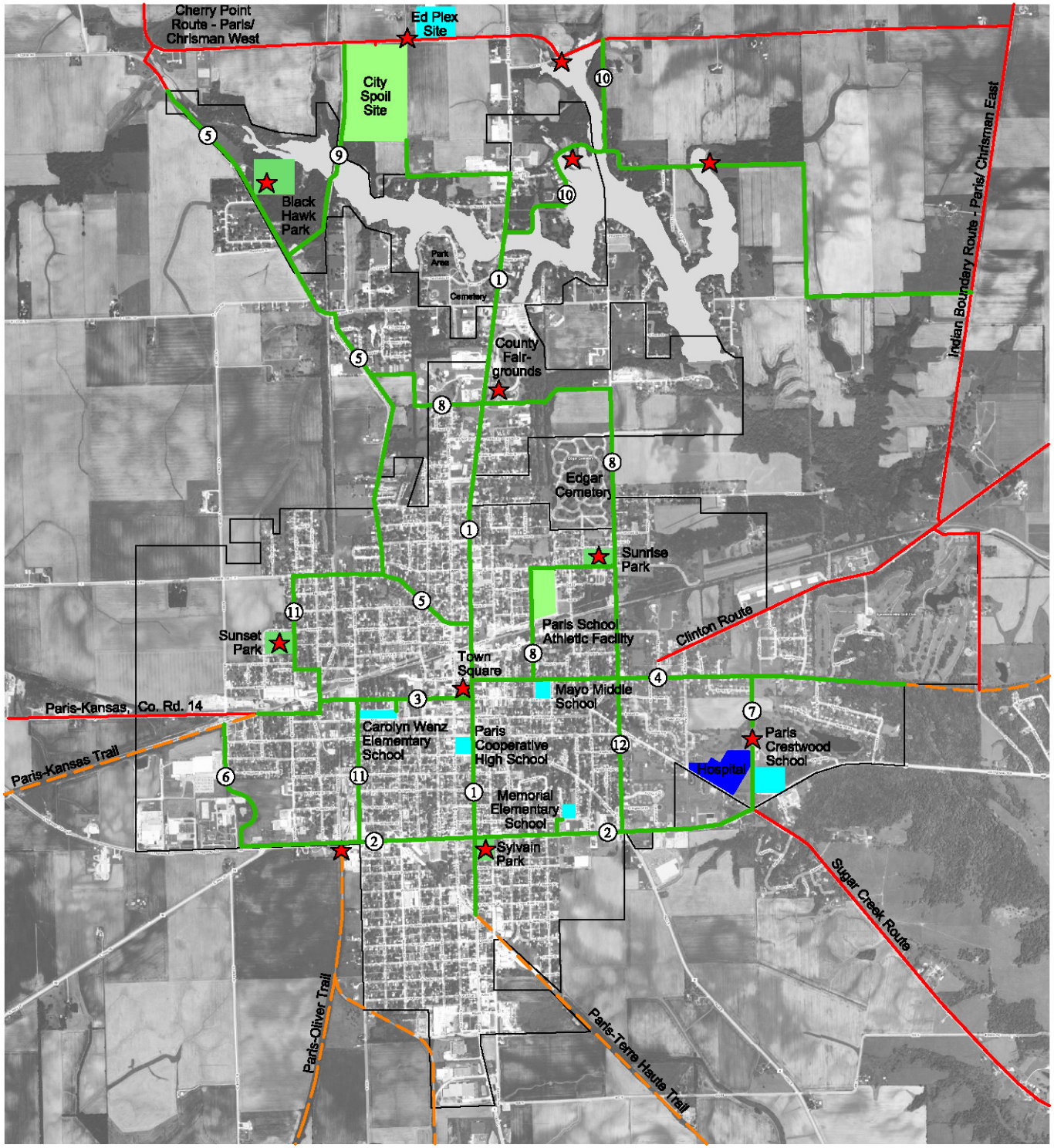
COMMUNITY MULTI-USE TRAILS

Trails can be developed in communities of all sizes. Their locations should be convenient for the greatest number of users including residential neighborhoods, children in local schools and people in their work locations.

Multi-use community trails offer routes of short to moderate lengths for both exercise and leisure activity. The community routes should connect with the county-wide trails to provide convenient long distance trail options for users.

Edgar County Trails & Greenways

Paris Multi-Use Routes



LEGEND

COMMUNITY MULTI-USE TRAILS

1. MAIN ST. TRAIL
2. JASPER ST. TRAIL
3. WEST COURT ST. TRAIL
4. EAST WOOD ST. TRAIL
5. PRAIRIE/CHERRY POINT TRAIL
6. WEST LINK
7. EAST LINK
8. NORTH LINK
9. WEST BRIDGE LINK
10. EAST BRIDGE LINK
11. SUNSET PARK LINK
12. HIGH STREET LINK

TRAIL HEAD PARKING/FACILITIES

SHARED ROADWAY - COUNTY-WIDE

OFF-ROAD PAVED TRAILS - COUNTY-WIDE

North

Graphic Scale

0 1,500' 3,000'

August 2010

Massie Massie & Associates

Paris Multi-Use Routes

The plan shows a multi-use trail system that provides the entire community with convenient access and use of routes for commuting, recreation and connections to parks, schools and other community facilities. The routes utilize several means to create this comprehensive system including bike lanes along streets, widening sidewalks to accommodate both pedestrians and bicyclists, and separate bicycle/pedestrian trails.

Routes along Thoroughfares

Bicycle/pedestrian routes could be built within the rights-of-way of major streets (which generally have wider rights-of-way), to form a safe route, separated from traffic. This route would create combined-use trails for walkers, runners, bicyclists, skate boarders, etc. It could be enhanced with trees and possibly lights and other features to create an attractive and useful route.

- Main Street (IL Route 1 and US Highway 150) - through the city

  This historic north-south route extends through town, passing along the east side of the Court House Square. It provides access to the downtown, businesses, employment locations, churches, the high school, the County Fairgrounds, the parks at Twin Lakes, and Sylvian Park. It also passes along many historic homes that border this street.

- Jasper Street (IL Routes 16 and 133, US Highway 150) – through the city

  This major east-west corridor through town is the location of many of the newer retail commercial businesses, the hospital, two schools and Sylvian Park. Many major employers are located along this route.

Routes along Secondary Streets

Routes could be provided along these streets by widening sidewalks to accommodate both pedestrians and bicyclists, developing bike lanes along the streets, or simply sharing the low-traffic streets with motorists.

- West Court Street Route

  This east-west street connects the south side of the Courthouse Square to Wenz Elementary School, extending to Sunset Park where trails could continue west to Kansas.

- East Wood Street Route

  This east-west street connects the north side of the Courthouse Square with Mayo Middle School and the hospital. East Wood Street occupies the alignment of the historic Interurban Trolley. Sections of the rail bed still remain leading eastward to Vermilion or to the Indian Boundary Route.

- Prairie Avenue / Cherry Point Route.

  This route connects Main Street just north of the railroad to Black Hawk Park. Trails could extend from the park to Cherry Point and Chrisman.

Connection Links

Links within Paris connect the thoroughfares and secondary streets to provide convenient trail access. These links also connect to seven proposed county-wide bikeways converging from the outlying areas. This system would provide variety and interest for users, and access to the system at many locations.

- West Link

  This north-south route would connect the west end of Jasper Street at the IDOT building (intersection of IL routes 16 and 130) with the Court Street Route and trails to the west. This link would provide access for people working on the west side of town.

- East Link

  This north-south route would connect the east end of Jasper Street at Crestwood School and the hospital to East Wood Street Route and trails to the east. This link would provide good access to the school and hospital for students, visitors and employees.

- North Link

  This route would connect several recreational sites between the East Wood Street Route and the Cherry Point Route. Sites include the school district's athletic complex, Sunrise Park, Edgar Cemetery, the County Fairgrounds, the National Guard Armory and the American Legion baseball complex. Parks at Twin Lakes could be accessed using the North Main Route or other side streets in the area.

- West Bridge Link

  This one-mile bikeway would connect to Cherry Point Road and continue along the railroad through Black Hawk Park. It would cross the upper end of the lake under the railroad bridge, and extend through the dredging spoil site to the EdPlex facility on 1200th Road. This route would be a combined-use trail for both hiking and bicycling. This trail's greatest values will be its connection with the EdPlex facility and scenic view of the lake.

- East Bridge Link

  This scenic route along the north side of Twin Lakes would interconnect the beach, boat launch, and parking area along the lake. The trail would either 1) share the existing park road or, 2) for greater safety, be constructed as a separate trail adjacent to the road.

  From the terminal parking area, a new trail section (800 feet long) would be built across the lake's north finger to 1500 N Roadway by a floating causeway and a bridge. The causeway and bridge would also be used for fishing and bird and nature observation. From the 1500 N Road, trails would continue north into the county and east to the east boat launch and proposed Indian Boundary Route.

- Sunset Park Link

  This link in the west section of town would connect the Jasper Street Trail to the Cherry Pointe Route via Jefferson Street and West End Avenue to Sunset Park, then County Road 7 (E 1000th Road) to Cherry Pointe Road. This route interconnects the recreational facilities within Sunset Park and Carolyn Wenz Elementary School and provides

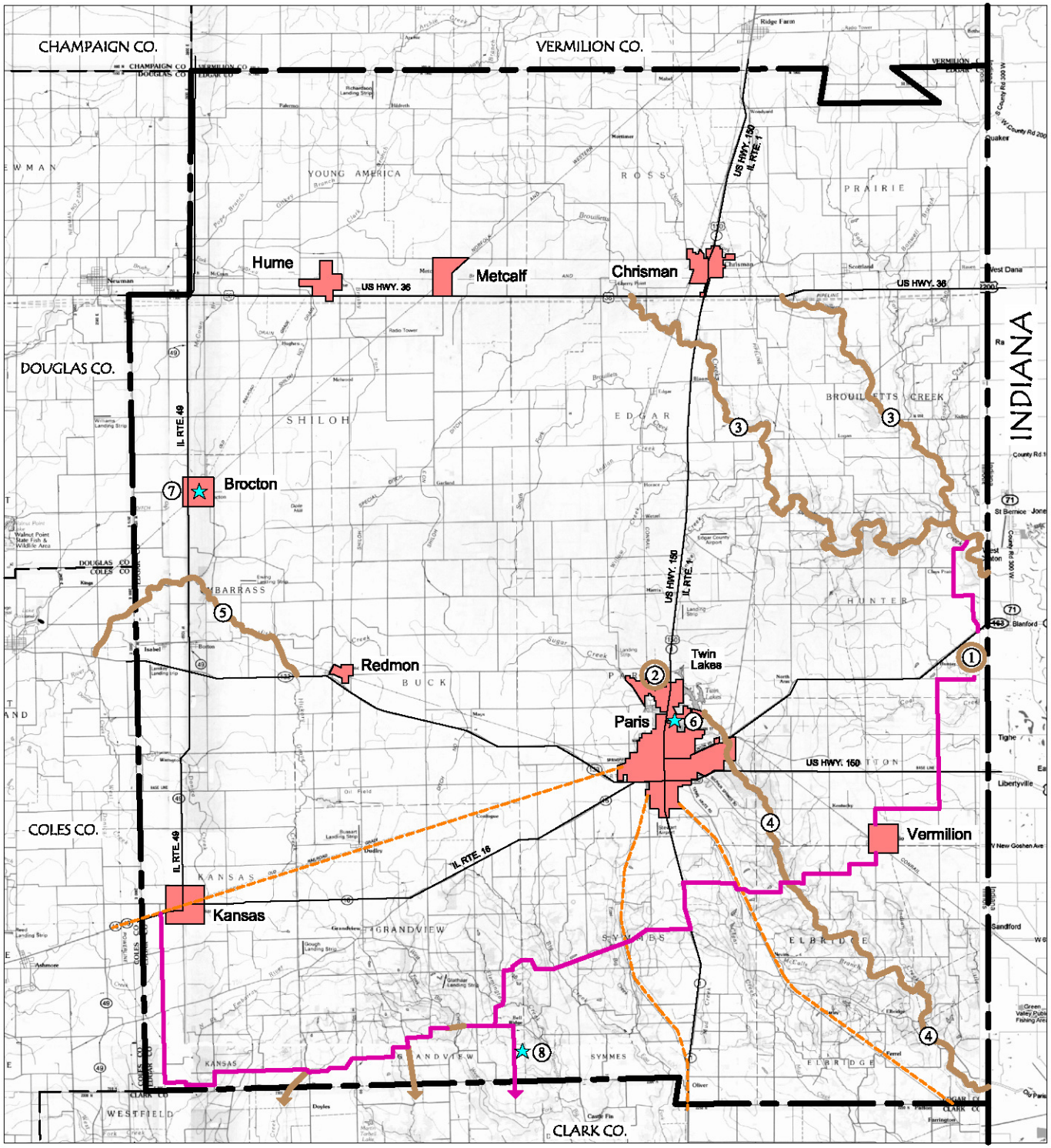
access to trails and recreational sites from the west side of town.

- High Street Link

  This link in the east section of town would connect the commercial area along Jasper Street to the East Wood Street Trail and North Link. This connection allows access to the commercial areas from several sites including: the County Fairgrounds, Edgar Cemetery, Sunrise Park, and adjacent neighborhoods.

Edgar County Trails & Greenways

Equestrian Trails



LEGEND

- SHARED ROADWAYS - PAVED
- MULTI-USE TRAILS
- EQUESTRIAN TRAILS - UNPAVED
  - 1 MINED AREA
  - 2 CITY SPOIL SITE
  - 3 BROUILLETTS CREEK
  - 4 SUGAR CREEK
  - 5 CATFISH CREEK
- ★ EQUESTRIAN EVENT AND SUPPORT FACILITIES
  - 6 EDGAR COUNTY FAIRGROUNDS
  - 7 BROCTON DRAFT HORSE SHOW
  - 8 PRIVATE TRAILS - WRIGHT'S WOODS

North

Graphic Scale

0 1 2 4 mi.

August 2010

Massie Massie & Associates

EQUESTRIAN TRAILS

Shared Roadways

Equestrian use could be allowed on local roads with low traffic volumes. These routes are generally attractive to users when 1) the roads themselves have scenic qualities, and 2) they connect to equestrian facilities such as stables, riding facilities, nature areas, and campgrounds. At these facilities, horses can be loaded and unloaded, and amenities and conveniences can be used.

Horse Farm near Chrisman

To promote safe use of the shared roadways, routes should be clearly designated for both motor and equestrian use. Additionally, users should be informed of the appropriate practices where vehicles, equestrians, and horse-drawn carriages share roadways with motor vehicles. Information can be provided through newspaper articles, radio broadcasts, and presentations at schools and civic organizations.

Numerous scenic rural roads exist, particularly in the southern part of Edgar County. Many of these roads have scenic vistas and interesting features over creeks. Several equestrian routes are possible through this area. Additionally, a cross country route could connect some of these areas with other recreational and support sites.

Ford in southern Edgar County

Areas within the county suitable for equestrian trails are:

- South Kansas Township Area
- South Grandview Township Area
- Clear Creek Valley near Elbridge
- Big Creek Valley near Bell Ridge
- Cross County Route – Kansas to Clay's Prairie

Multi Use Trails

Three old railroad corridors could be developed as multi-use trail corridors. To avoid possible user conflicts, the equestrian trail could be created along the route, separate from the hiking and bicycling trail.

- Paris- Kansas Trail
- Paris-Oliver Trail
- Paris-Terre Haute Trail

Equestrian Trails - Unpaved

Equestrians generally prefer unpaved trails through scenic areas that evoke a sense of the pioneer experience. If properly managed, such trails can possibly be shared with other users such as hikers, mountain bikers or even off-road vehicles. In remote locations, these trails can also be used for access by maintenance and emergency vehicles.

If the mined land site (north of Vermilion) or the spoil site (north of Twin Lakes) are developed as recreational sites both could support carefully considered equestrian use.

The Brouilletts, Sugar, and Catfish Creek Greenways are exceptionally scenic and could support extensive equestrian use. Periodic flooding, stream crossings, and potential bank erosion would necessitate careful development and sound management.

Equestrian Event and Support Facilities

Brocton Spring Festival Sign

Special horse-related events could be held to promote interest and support for equestrian activities, and to attract tourists to the area. Events such as horse shows, rodeos, cart racing, polo games and historical reenactments might be held. Events of this sort often begin small and gradually develop into larger events that attract people from distant locations. Such events can increase tourism and economic opportunities in the area.

The Brocton Spring Festival and Draft Horse Show is held each year in Brocton. Perhaps facilities here could be expanded with more support services that would attract more visitors for longer stays in the community.

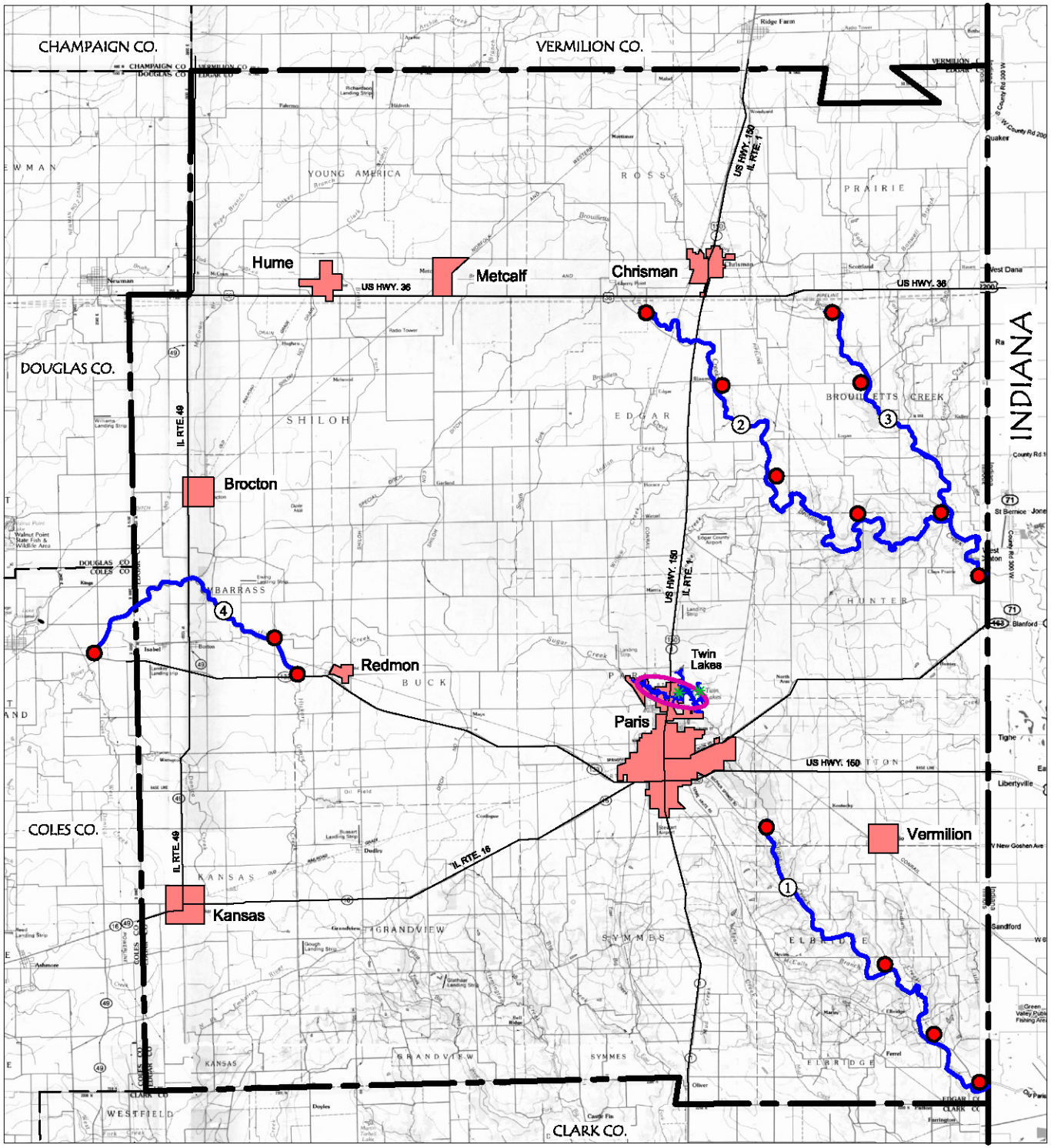
Edgar County Fairgrounds

The Edgar County Fairgrounds has facilities for large racing events, stabling of horses and camping. The location of the fairgrounds, along IL Route 1 and near other recreation and entertainment facilities in the community, makes it an attractive place for regional events. A trail linked to the fairgrounds would provide visitors the opportunity to use a long distance trail system, and would allow trail riders to access amenities at the fairgrounds. The Sugar Creek Greenway could provide this link.

Private equestrian facilities such as Wright's Woods should be encouraged, especially along equestrian-friendly corridors and identified equestrian routes.

Edgar County Trails & Greenways

Waterways



LEGEND

- PUBLIC LAKE
- PUBLIC ACCESS - BOAT LAUNCH
- WATERWAY ROUTES
  - 1 SUGAR CREEK WATERWAY
  - 2 BROUILLETTS CREEK - WEST BRANCH
  - 3 BROUILLETTS CREEK - EAST BRANCH
  - 4 CATFISH CREEK
- ACCESS POINT TO WATERWAYS

North

Graphic Scale

0 1 2 4 mi.

August 2010

Massie Massie & Associates

WATERWAYS

Twin Lakes - East Lake

Boating (canoeing, kayaking and rafting) on lakes and rivers in the county is already enjoyed by some people. More can be done to improve the opportunities and make it accessible to residents as well as visitors. As with all boating activities, users should comply with state and local regulations.

Public Lakes

Twin Lakes on the north edge of Paris provides boating and fishing opportunities for residents and visitors. The two boat launching areas, swimming beach, picnicking, and bank fishing areas are well used. (The lakes also have historical significance to Paris and the area). Several public use areas are accessible only by motorists from the highway.

The water plant is located near the bridge between the two lakes, and the community treatment facility is below the dam near Sugar Creek. Residential sites, a hunting club, and a forested area occupy a majority of the shoreline. The lakes are visible from IL Route 1 and accessible from both directions of the highway.

The lakes could be more accessible from Paris and the rural areas by recreational trails. New programs could enhance recreational uses while protecting the watershed. A comprehensive master plan for the Twin Lakes area would be beneficial to determine best management and land use of the area.

Canoe and kayak routes can be identified along shallow edges of the lakes where the vegetation and wildlife can be observed. The routes could be marked with buoys or visible shore posts. Maps and interpretative information could be available for boaters.

Several public lakes exist in counties surrounding Edgar County. South of Edgar County is the lake in Mill Creek County Park. The lake's watershed, which extends north into Edgar County, was identified as a potential greenway by the *Clark County, Illinois Trails and Greenways Vision Plan 2006*. The lake in Walnut Point State Park in Douglas County, close to Brocton, has fishing, picnicking, and camping.

Several small farm ponds and the linear ponds at the old mine site north of Vermilion are private but could potentially provide public or private fishing. Similar lakes exist nearby in Indiana.

Waterway Routes

Sugar Creek

Three streams have been identified as potential waterway routes for use by canoes and kayaks. Use would be primarily during the spring and fall when the streams typically have the greatest water flows. Acquisition of lands or easements would be required to permit public use since the streams are not classified as public waterways.

- Sugar Creek Waterway (length: 10 miles)

  Located southeast of Paris, Sugar Creek flows from Twin Lakes toward Indiana. Although the creek would be part of the greenway around Paris, initial boat access is proposed at Sulphur Springs Road. Other points for put-in and take-out could be developed where roads cross the creek, however, land acquisition and/or easements would probably be necessary for public access.

- Brouilletts Creek Waterway – West Branch (length: 12-15 miles)

  Located between Chrisman and Paris, Brouilletts Creek meanders east to Indiana collecting water from farm-fields along the way. The initial access point to this waterway would be near Cherry Point, west of Chrisman. Other access points could be developed where roads cross the creek and at the existing scout camp. Land acquisition and/or easements would probably be necessary for public access.

- Brouilletts Creek Waterway – East Branch (length: 10 miles)

  This is a scenic section of the creek whose watershed includes Chrisman and Scottland. The access point is proposed south of US Route 36. From here the creek flows south then east to Indiana. The few roads that cross this section of the creek could provide additional access, if the necessary lands or easements are secured.

  Two branches of Brouilletts Creek merge near Clay's Prairie and County Highway 8 creating the last two miles of the waterway. This section should be very scenic and have sufficient water for year-round use. It could be accessed at the state line between Blanford and St. Bernice, Indiana.

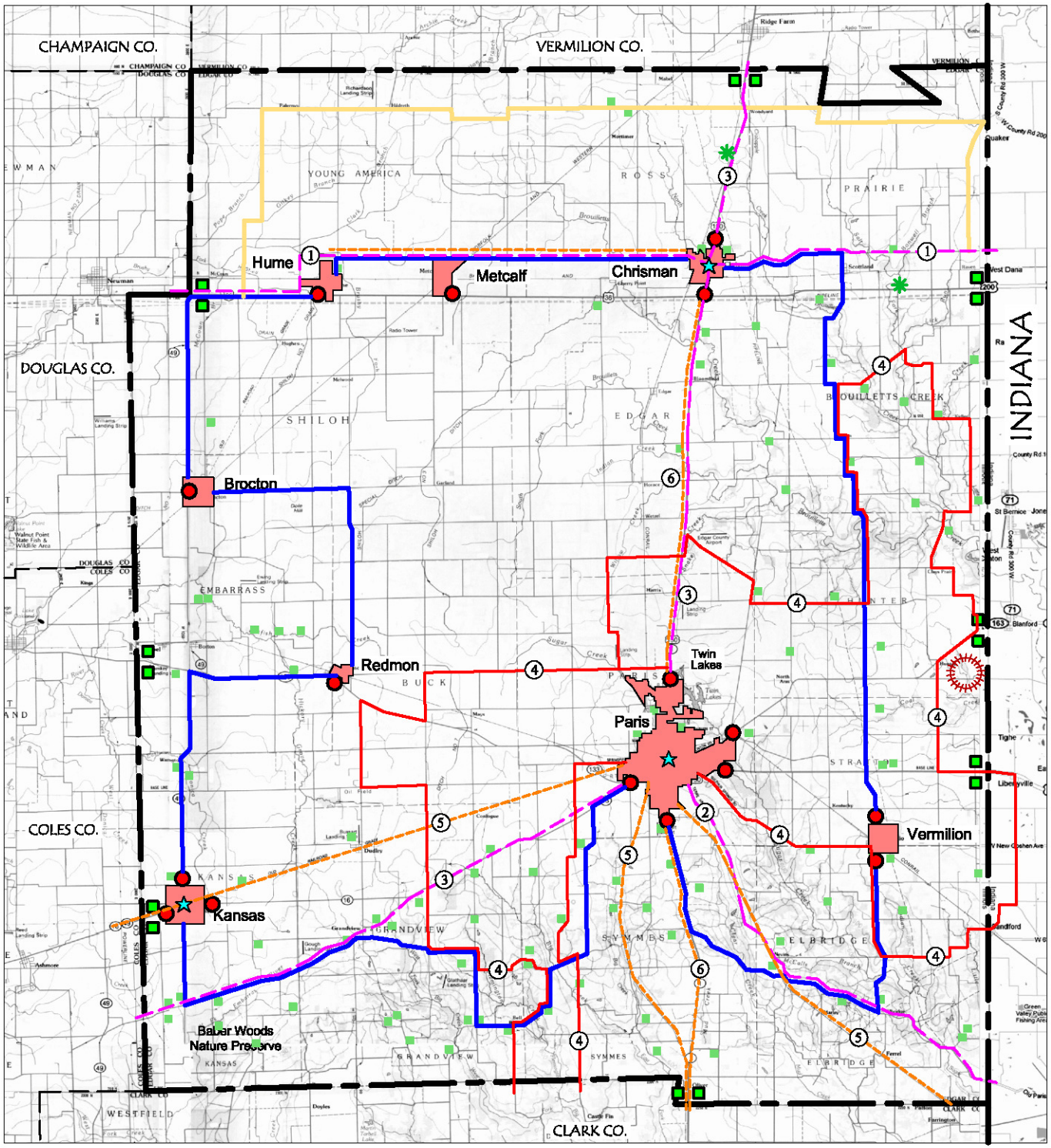
Brouilletts Creek East Branch

- Catfish Creek

  This creek is in the western part of the county and drains to the Embarras River in Douglas County. Several rural cemeteries can be found near this creek. Two branches of the creek near Brocton and Redmon converge near IL Route 49 and flow west towards Oakland. The creeks large watershed maintains a reasonable flow of water which may allow small water craft use such as canoes and kayaks. Few other recreation or open space areas exist in this rural area of the county, making access to Catfish Creek a desirable waterway trail.

Edgar County Trails & Greenways

Motor Vehicle Routes



LEGEND

ON-ROAD DRIVING ROUTES

GATEWAYS AND VISITOR SERVICES

- COUNTY GATEWAYS
- COMMUNITY GATEWAYS
- VISITOR SERVICES
- EXISTING WAYSIDE AREAS

TOWN - TO - TOWN ROUTE

HISTORIC ROADS

1. PIKES PEAK - OCEAN TO OCEAN HWY
2. OLD TERRA HAUTE RD - INDIAN TRAIL
3. LINCOLN CIRCUIT TRAIL

MORAINE RIDGE ROUTE

RURAL HERITAGE TOUR ROUTES

CEMETERIES ROUTE

- EXISTING CEMETERIES

FARMSTEAD - RURAL SCHOOL - CHURCH ROUTE

4 **JEEP ROUTE**

OFF-ROAD VEHICLE TRAILS

OFF-ROAD VEHICLE PARK

ALTERNATE TRANSPORTATION TRAILS

5. INACTIVE R.R. CORRIDORS
6. R.O.W. OF EXISTING ROADS

North

Graphic Scale

0 1 2 4 mi.

August 2010

Massie Massie & Associates

MOTOR VEHICLE ROUTES

ON-ROAD DRIVING ROUTES

Recreational driving is an activity enjoyed by people of all ages. For those unable to use trails requiring physical exertion, driving routes provide an opportunity to enjoy the county and its natural and cultural resources.

Terre Haute Road

Specific drives can be developed as part of events within the county. Recreational drives can lead from one point of interest to another.

Gateways and Visitor Services

Gateways are entrances to distinct areas where specific features extend through scenic areas and many are often created to add emphasis. Gateways could be developed at the major entrances to Edgar County and at communities within the county. Gateways establish a sense of place and a theme of identifying features throughout the county or town.

Markers along routes could direct visitors to the downtown, public features, and intersecting routes. The elements used in gateways, markers, kiosks and other features should be similar in design to present a coordinated image.

Pumpkin Works

Town to Town Route

A Town to Town Route could be developed that interconnects communities in Edgar County. Tourists would have an opportunity to view and use community facilities such as memorials and monuments, parks, antique stores, restaurants, and bed and breakfast facilities. Interesting historic homes, churches and civic buildings in many Edgar County communities would increase the overall interest for visitors. Some communities have markets and other special events that would also interest recreational motorists.

Bed and Breakfast sign in Chrisman

Signs or information kiosks could be installed to mark the driving route, provide maps and information, and describe each community. Services including water, shelter, picnic tables and restrooms are already available in most communities. In some cases community facilities can

become the trailhead, or starting point, for local walking, bicycling and driving tours.

Roadside Historic Marker

Communities should be encouraged to maintain and improve their towns to showcase community pride. Special markers, monuments, statues, street trees and/or flowerbeds can be used at junctions and other key locations to identify and enhance a designated driving route. Events such as antique and flea markets, arts and crafts fairs, and sports events can be held in communities that will attract visitors. Events such as this could be held at one designed time by all communities to create a regional event attracting tourists from greater distance. A special driving route could be created specifically to interconnect these events.

Historic Roads Tour

Several designated historic roads lie within the county. These routes should be clearly marked to signify their importance. Although some routes have roadside markers, additional signs could provide information about route and other public facilities in the area. These roads include: Pikes Peak Ocean to Ocean Highway, Old Terre Haute Road (Indian Trail) and the Lincoln Circuit Trail (IL Route 1 and 16).

Moraine Ridge Route

A route along the north border of the county could be developed to provide panoramic views of the Edgar County landscape. This might be an especially interesting scenic route in the late fall to early spring when the crops do not screen the long vistas from ridges of the elevated glacial moraines.

Rural Heritage Tour Routes

Many attractive driving routes throughout the county are possible, particularly in the south and east areas of the county where the terrain is more rugged and landscape is varied. Here tour routes could include scenic rural landscape of attractive farmsteads, historic barns, rural churches, cemeteries, and great open vistas. Numerous routes could be created to link communities and highlight the area's rural and natural features. Maps, signs, landmarks, support services and conveniences are

important to make a driving trail a pleasant and educational experience.

A series of routes could be established, with associated maps and interpretive information to describe natural and cultural characteristics of the area. Farming practices (historic and current), native plants and plant communities (prairies and forests), Native American history in the area, and other attractions should be depicted on interpretive kiosks.

St. Aloysius Church

Along the routes, facilities such as rural museums, bed and breakfast farmsteads, cafés and other thematic facilities could be available to visitors. Special events could be held that fit the subject such as an Allis Chalmers Tractor Museum event. Well-organized tours could become a regional attraction and create a sense of pride for residents.

Jeep Route

The local jeep club has defined a couple routes near Paris which they enjoy traveling. These could be signed and maps prepared to encourage tourist from other areas to travel the routes and use local hotels and restaurants.

OFF-ROAD VEHICLE TRAILS

Off-Road Vehicle Park

A large facility for off-road vehicles might be developed within the coal mined area in the east central part of the county. An interior off-road area could be identified leaving land around the perimeter as a buffer to neighboring land. The site could be designed specifically for off-road vehicles, and grading and shaping could be done as part of the reclamation process. The site could be operated as either a private business or public facility.

It could be feasible to share the off-road site and the buffer lands with other uses such as hunting, fishing or possibly horse riding. Such a facility might be an “extended stay” destination activity generating potential visitor business revenue for the community

Alternate Transportation Trails

Golf Cart on Hawkeye Dr., Paris

Golf carts, scooters, motorbikes, all terrain vehicles, snowmobiles and other low emission motorized off-road vehicles are a fast-growing segment of recreational trail users. Designated trails for motorized off-road vehicles would also provide an alternate form of transportation within and between communities. Residents could use these trails to commute to work, shopping, or for recreational purposes. Funding is available to private land owners (from taxes on off-road motorized vehicles) for their development.

With use of these vehicles increasing and funding available, some communities, private landowners and even state parks are considering the development of such facilities. These proposals, however, may often meet local concern or opposition. Nearby landowners worry that the noise and habits of off-road riders would affect their lives and property values.

A few corridors in Edgar County were identified as suitable for off-road vehicle use. Certain hiking and bicycling trails might also be managed for time-sharing with off-road vehicle use. Major transportation corridors with wide rights-of-way could also be evaluated for potential adjacent trail use. These corridors would provide direct links between communities and would need to be designed for the safety of users. Additionally, low volume or abandoned public roads, utility access roads, or levee roads could be considered for off-road vehicle use. Nearby landowners and others who potentially are affected by such use should be involved in the process and support the idea.

CHAPTER 5 - PRIORITIES FOR GREENWAY AND TRAIL PROJECTS

This chapter evaluates each of the trail and greenway categories that have been proposed for Edgar County. Five criteria were established for evaluating each project. Values have been assigned for each criteria and a total value determined for each project. These ratings, then, provide a way to set priorities among the proposed categories. The trails and greenways are listed in the same order that they appear in Chapter 4, not in an order of priority.

Criteria:

#1 Protection and Enhancement of Natural and Cultural Resources
The project will protect existing natural and cultural resources or enhance the aesthetic quality and ecological value of the area's resources.

#2 Proximity to the Needs of People
The project's location is where it will serve the greatest population of users or benefactors.

#3 Quality, Safety, Enjoyment of Uses
The project's creation will provide a certain degree of safety and enjoyment for the users.

#4 Potential Social and Economic Benefits
The project's development will have a positive impact on the area's economy by creating business opportunities or improving the "quality of life" for residents.

#5 Connection and Integration Potential
The project's location and nature will relate or link to other projects / populations creating a more extensive opportunity.

Values:

H High
M Medium
L Low

GREENWAYS	Criteria: #1	#2	#3	#4	#5	Total
Community Greenways (pg. 24)						
Community Entrances and Thoroughfares	M	H	H	H	M	**H**
Community Drainageways	H	H	M	L	M	**M**
Community Public Open Spaces	H	H	H	H	M	**H**
Watershed Greenways (pg. 25)						
Upper Sugar Creek and Twin Lakes	H	H	H	M	H	**H**
Clear Creek Watershed	H	M	L	M	M	**M**
Brouilletts Creek Watershed	H	M	H	M	H	**H**
Lower Sugar Creek Watershed	H	M	M	M	M	**M**
Catfish Creek Watershed	H	L	M	L	M	**M**
Resource Conservation Greenways (pg. 27)						
Peabody Coal Mine Site	L	L	L	M	M	**L**
Twin Lakes Spoil Site	L	M	H	H	H	**H**
Baber Woods Nature Preserve	H	L	H	L	L	**M**
Willow Creek Conservation Area	M	L	H	M	M	**M**
Greenway Corridors (pg. 27)						
Existing Roadway Corridors	M	M	M	M	H	**M**
Existing Railroad Corridors	M	M	L	L	L	**L**
Major Utility Corridors	L	L	L	L	M	**L**
Unused Railroad Corridors	M	M	H	H	H	**H**

PEDESTRIAN TRAILS	#1	#2	#3	#4	#5	Total
Community Sidewalks (pg. 31)	M	H	H	H	H	**H**
Fitness Trails (pg. 31)						
Chrisman	M	H	H	M	H	**H**
Paris - East	M	H	H	M	H	**H**
Paris - North	M	M	H	M	H	**M**
Hume	M	L	H	M	L	**M**
Kansas	M	M	H	M	M	**M**
Walking/Hiking Trails - Unpaved (pg. 32)						
Blackhawk Park Trails	H	H	M	M	M	**H**
Sugar Creek Greenway	H	M	M	L	M	**M**
Brouilletts Creek Greenway	H	L	M	L	M	**M**
Catfish Creek Greenway	H	L	M	L	M	**M**
Peabody Mine Site	L	L	M	L	L	**L**
Twin Lakes Spoil Site	L	H	M	M	M	**M**
Railroad Corridors	H	M	H	M	H	**H**

Multi-Use Trails (pg. 33)	#1	#2	#3	#4	#5	Total
Paris to Twin Lakes	M	H	H	H	H	**H**
Paris to Neighborhood Parks	M	H	H	M	H	**H**
Downtown Chrisman to Chrisman School	M	H	H	M	H	**H**
Hume to Shiloh School and Park	M	M	H	M	H	**M**

BICYCLE TRAILS	#1	#2	#3	#4	#5	Total
Shared Roadways (pg. 37)						
Ocean to Ocean Trail - 2300 N	H	H	M	H	H	**H**
Walnut Point Trail Connections	M	M	M	M	H	**M**
Redmon Link	L	L	M	L	M	**L**
Paris-Kansas Route - County Rd 14	M	H	M	M	M	**M**
South County Routes - Mill Creek County Park	H	H	H	M	H	**H**
Cherry Point Route (Paris to Chrisman - West)	M	H	M	H	H	**H**
Indian Boundary Route (Paris to Chrisman - East)	M	H	M	H	H	**H**
Sugar Creek Route	M	M	H	H	H	**H**
State Line Route	M	M	H	H	H	**H**
Clinton Route	L	M	L	M	M	**M**
Vermilion County Connection	L	L	M	L	M	**L**
Off-Road Paved Trails - Inactive Railroads (pg. 40)						
Paris-Kansas Trail	M	H	M	H	H	**H**
Paris-Oliver Trail	M	M	H	H	H	**H**
Paris-Terre Haute Trail	M	M	H	H	M	**M**
Mountain Bike Trails (pg. 41)	M	M	H	H	L	**M**
Community Multi-use Trails (pg. 42)	H	H	H	H	H	**H**

EQUESTRIAN TRAILS	#1	#2	#3	#4	#5	Total
Shared Roadways - Paved (pg. 51)	M	M	M	M	M	**M**
Multi-Use Trails (pg. 51)						
Inactive Railroad Corridors	M	H	H	H	H	**H**
Equestrian Trails - Unpaved (pg. 52)						
Peabody Mined Site	M	L	M	M	M	**M**
Twin Lakes Spoil Area	M	H	H	H	H	**H**
Brouilletts Creek Greenway	M	L	H	H	H	**H**
Sugar Creek Greenway	M	L	H	H	H	**M**
Catfish Creek Greenway	M	L	H	M	H	**M**
Equestrian Event and Support Facilities (pg. 52)						
Private Equestrian Facilities	M	M	H	H	M	**M**
Brocton Draft Horse Festival	M	M	M	H	L	**M**
Edgar County Fairgrounds	M	H	H	H	H	**H**

WATERWAYS	#1	#2	#3	#4	#5	Total
Twin Lakes (pg. 55)	M	H	H	H	H	**H**
Waterway Routes (pg. 56)						
Sugar Creek Waterway	H	H	M	H	M	**H**
Brouilletts Creek Waterway - West Branch	H	M	M	H	M	**M**
Brouilletts Creek Waterway - East Branch	H	M	M	H	M	**M**
Catfish Creek Waterway	H	L	M	M	M	**M**

MOTOR VEHICLE ROUTES	#1	#2	#3	#4	#5	Total
On-Road Driving Routes (pg. 59)						
Gateways and Visitor Services	H	H	H	H	M	**H**
Town to Town Route	M	H	M	H	H	**H**
Historic Roads Tour	H	M	H	H	M	**H**
Moraine Ridge Route	L	L	M	M	L	**L**
Rural Heritage Tour Route	H	M	H	H	M	**H**
Jeep Route	M	M	M	H	M	**M**
Off-Road Vehicle Trails (pg. 61)						
Off-Road Vehicle Park	M	M	H	H	L	**M**
Inactive Railroad Corridors	M	H	H	H	M	**H**
Existing Roadways	M	H	M	M	H	**M**

CHAPTER 6 – STRATEGY FOR IMPLEMENTATION

Brocton Downtown

The preceding chapters identified locations for potential trails and greenways that meet the standards initially outlined. These trail locations take advantage of the natural landscape and existing facilities within the county. They form a network that provides options for trail users of many types. They also interconnect with surrounding counties, providing opportunities for routes beyond the Edgar County boundaries.

This is an idealized model. In practice, development of these greenways and trails will be section-by-section as the critical components of community support, lands and funding become available. For some sections, the critical components may not come together in a timely manner. When this occurs, alternate routes should be evaluated, especially when an important aspect of the developing system would otherwise be missing, such as links to other trails, connections to community parks and commercial facilities, etc.

At the very least, the process of implementing this plan will take time and require considerable coordination. The following five steps outline how to approach and promote the development of the trail and greenway system.

1. Organize and develop community support.
2. Target individual projects and develop intergovernmental agreements.
3. Secure funding, acquire land and rights-of-way.
4. Build trails and encourage supplementary business development.
5. Manage and promote facilities.

1. Organize and Develop Local Support

The first step in designating greenways and creating trails is to form a group to promote their development. People who now enjoy walking, riding bikes, canoeing and other recreational activities are obvious recruits for membership. Those who are involved in environmental concerns and preservation likely would be supportive. Others may be motivated as well. Community leaders who want improvements for area residents, business people who see

Public Open House

possibilities for expansion, developers who understand the value of trail facilities, all would be important members who could expand local support.

The Greenways and Trails Committee, organized for the purpose of developing this plan, is a great core for this group. During the last year they held meetings, spoke with special interest groups and in many other ways promoted trail development. Those types of activities need to continue. As the following steps of targeting projects and proceeding with development occur, the group will need to provide overall project leadership and coordination.

Initially, many of the chores delineated in this report can be accomplished through a volunteer organization consisting of committed community members. In the long term, however, a properly developed and maintained trail system probably will require the assistance of public bodies. Specifically, the Edgar County Board and municipal governments within the county should be encouraged to consider how they might be involved and thereby assist in the development and maintenance of the trail system. This assistance might take the form of financial participation, technical advice, public safety help, and/or promotion of trail-related events.

2. Target Individual Projects

Because the entire system cannot be developed at once, individual projects need to be targeted. Initially, the projects should be those that have the greatest opportunities for success. The projects should be located either on public lands or on property where easements or acquisitions are feasible. For popular support, the initial projects should appeal to a large population and provide a variety of opportunities for use. These characteristics also tend to be attractive priorities for grant fund allocations.

All phases of the targeted project need to be planned. At the outset consideration should be given to, 1) what lands to acquire or easements to obtain, what jurisdictions are affected and what input and consents are needed, 2) what environmental concerns or limitations exist, 3) where and how are funds available, 4) what uses will the trail have, 5) what maintenance will be required and who will provide it, and 6) what is the implementation schedule. In this way,

tasks can be identified and pursued in a logical and timely manner.

3. Secure Funding and Acquire Needed Rights-of-Way

Once a specific project has been planned, funding and available lands are the critical goals.

Gravel drive at East Wood Street

Acquiring rights-of-way can be a sensitive matter. Since each landowner's situation is different, it is often helpful to have people involved in negotiations that know the owners and understand their particular situations. Often discussing the project's vision, its practical aspects and the need for a landowner's cooperation is effective. Where acquisition of lands from several owners may be necessary, a meeting for the group may be useful. Whenever possible, options should be offered for landowners' consideration. Options may include combinations of easements or title, accomplished by outright purchase, land trade, donation allowing tax deductions, etc. See Addendum #1 for additional ownership and acquisition strategies.

Funds for development of trails and greenways can be obtained from a variety of sources. For many projects, a combination of funds can be targeted. See Addendum #2 for a listing and requirements for government grants and related programs. Each grant has specific eligibility and application requirements. Most require a local match of funds either by direct funding or donation of land, easements, labor, etc. Since these grants are competitive, research and careful preparation of grant applications is critical. Also worth noting is that securing a grant(s) can take considerable time because application and award cycles are often lengthy.

Several aspects of Edgar County's situation could be an advantage in securing funds. Some grants target under-served areas. The fact that Edgar County presently has few trails and little preserved open space could be an advantage in this regard.

For the Illinois Department of Natural Resources grants local matches can be made in many ways. Grant matches can be made with general revenue, cash donations, and proceeds from fund raising. Matches can be of land values

or easement values which are donated to the project. Finally, construction materials and labor can be structured as a donation for this purpose. In cases where businesses or individuals are making donations, many options are available to suit particular needs of the donors.

4. Build Trails and Encourage Development of Business

Andrew's at the Westbrook Restaurant and Winery

When the rights-of-way and funding become available, the trail must be designed. Consideration must be given to the safety of trail users, intersections with other transportation routes, means of access/egress, conveniences along the route, connection with community services, amenities along the trail and blending with surrounding environments. All aspects need to be designed with an eye to 1) safety and security, 2) attractive facilities which enhance adjacent lands and contribute to good environmental quality and 3) future maintenance requirements.

At this time, too, business owners should be encouraged to offer support goods/services for trail users. Typical needs of trail users include bike rental and repair, canoe/boat rental, fishing tackle and bait; food service and groceries, camping and lodging, shuttle service. Existing businesses may wish to expand product lines, establish locations near trails perhaps on a seasonal basis, or even start new businesses.

5. Manage and Promote

The success of a system, of course, will be its long-term use. Initially, the public must be made aware of the existence of a new route. Handout maps can be offered at locations in the community. The trail can be listed in the brochures printed by state and local centers for tourism and in directories published by numerous publishing companies.

A trail can be promoted with special events, races, fundraisers, etc. These can be sponsored by a local group, a unit of government, a regional or national organization or business enterprises.

Feedback from users should be encouraged. This information can be used to make modifications in the trail if needed, and it can help to guide future projects.

Maintenance of the corridors is essential. Good maintenance will provide a clean and wholesome environment which users will want and expect. A well-maintained environment also encourages users not to litter, damage the area, or break trail rules. Routine maintenance of minor erosion or pavement deterioration can arrest what can become a safety hazard or a larger problem that is expensive to repair.

Summary

This section discusses the process of targeting a project, getting it built and working toward its popularity and success. This process would repeat itself. With each successful targeted project, interest and support should increase. Each repeat should, in some significant ways, be easier to accomplish.

Additionally, as the trail system grows, its attraction will increase. The longer distances and variety of opportunities tend to attract users from greater distances. The system could become a destination facility for tourists. For others it could be a strong draw when combined with other sites and events in the area.

Ownership and Acquisition Strategies

Ownership Strategies

Ownership	*Description*	*Advantages*	*Disadvantages*
PRIVATE OWNERSHIP			
Individual Owner	Landowner allows an easement for greenway and/or trail development and use	Owner retains title Land remains on tax role Easement cost relatively low	Use governed by terms of the easement
NFP/Land Trust (Not-for-Profit Corporation)	Land Trust or NFP acquires property for greenway development and use by others in the future	Land can be acquired and held until public funds are available	Where NFP does not exist, must establish corporation and secure needed funds
Corporate	Corporation provides property, improvements, and/or maintenance	Greenway/trail provided at no direct expense to taxpayer	Corporation may restrict use
PUBLIC OWNERSHIP			
Local Government	Acquisition by municipality, township or county	Can use local criteria for site selection and acquisition	Funds may be limited
State Government	Acquisition by state agency(s) or funds provided agency	Several sources of state grants, loans and expert assistance	Established criteria Often lengthy processes and time delays
Federal Government	Acquisition by National Park Service, Forest Service, US Fish and Wildlife Service, Bureau of Land Management	Can eliminate need for local funds	Very specific criteria Often lengthy processes and time delays
MIXED OWNERSHIP			
Private-Public	NFP/Land Trust acquires and holds property until public funds are available to purchase from the NFP	Land can be acquired and held until public funds are available	Must have an agency willing and able to purchase within a reasonable timeframe
Public-Public	Partnership between local, state and/or federal agencies (Interagency Projects)	More opportunities by combining the capabilities of more than one agency	Various processes/timeframes could be cumbersome
Public-Private	Government works with private owners to implement greenway and/or trail	Owners can realize tax benefits Cost is relatively low	Management can be difficult

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

Strategies of Acquisition with Full Interest

Ownership	*Description*	*Advantages*	*Disadvantages*
Fee Simple	Purchase of full title to land and rights associated with its use	Full control of land Permanent protection and public access	Cost may be prohibitive Removes land from tax rolls
Donations and Gifts	Donation by owner of all or part interest in the property	Provides permanent protection without public expenditure Tax benefits to donor - charitable gift	Agency must be able to accept and manage property
Purchase and Lease Back	Purchase property then lease back to previous owner subject ot restrictions	Provides 'land banking' Income is derived from lease payments Owner is not displaced	May restrict public access/use Land must be leased for appropriate uses
Bargain Sale	Part donation/part sale Property sold at less than value	Tax benefit to seller, difference in sale price is charitable gift	Seller must be agreeable Bargain price may be inflated
Condemnation/ Eminent Domain	The right of government to take private property for public purpose upon payment for just compensation.	Provides tool for acquiring essential or endangered properties if other techniques are not workable	Costly Can create negative attitude about the project
Installment Sale	Buy pays for property over time	May be more affordable with payments	Long-term financial commitment
Land Exchange	Swapping land - e.g. developable land for conservation land	Relatively cost-free if exchange land is already owned or donated Can reduce capital gains tax for owner	Owners must be willing Property must be comparable value

Strategies of Acquisition of Partial Interest

Ownership	*Description*	*Advantages*	*Disadvantages*
Purchase of Development Rights	Local or state government purchases development rights from the owner	Owner derives financial benefit from sale and has real estate taxes reduced Payment is only for rights needed	Can be costly
Management Agreement	Agreement between agency and landowner for specific purposes	Avoid purchase and other options to gain the desired rights	Applies to only current owner Could be revoked at any time
Land Leases	Short or long-term rental of land	Low cost for use of property Owner receives income and retains ownership and control	Does not provide equity in land Limited control to leasee Does not insure protection
Right of Public Access Easements	Provides public with access and use of a parcel of land for specified purposes	Avoids need to purchase land Good approach for greenways	Use is limited to specified purposes.Owner may exercise other property rights
Conservation Easements	Partial interest in property for purpose of protecting natural resources Public access not always a component	Inexpensive means of protecting resources Owner retains all other property rights Land remains on tax rolls	Public access usually restricted Easement must be enforced Easement may lower resale value
Preservation Easements	Same as conservation easement Most useful for historic landscapes	Easement defines historic elements and protection required	Public access usually restricted Easement must be enforced May lower resale value
Joint Use Easements	Accommodates multiple uses within one easement, e.g. utilities and public access Good method for greenways	Opportunity to provide for several areas of public interest Easier for landowner to understand than multiple easements	Often difficult to have agreement of all landowners along a greenway corridor

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

Regulatory Control

Ownership	*Description*	*Advantages*	*Disadvantages*
Exaction	As a condition of obtaining subdivision approval, local government requires developers to pay a fee or dedicate land for municipal open space	New construction pays for its impact on open space Good method during high growth periods	Acquisition funds (fees) depend-ent on development Difficult to calcualte fair fees Not productive during recession
Transfer of Development Rights	Under a legally established program, owner transfers development rights from one property to another that is designated to support increased density	Preservation cost is absorbed by owner who purchases rights Allows local government to direct growth away from sensitive areas	Difficult to implement Controversial Difficult to find land where increased density is desirable Program must be established
Cluster Development (PUDs)	Allows higher density development in certain areas of subdivision to protect other sensitive areas	Can reduce construction and infrastructure costs	Open space may not be connectedto other open space
Performance Zoning	Zoning district uses are defined by permitted impacts, rather than permitted uses	Development based on comprehensive environmental impact strategy	Criteria difficult to establish Development plans complex and therefore more expensive

Addendum #2

Funding Sources

Private Sector Funding Sources

Ownership	*Description*	*Advantages*	*Disadvantages*
Foundation Grants	Foundations provide grants for trails and greenways	A variety of foundations have many possible funding opportunities	Grants may have strict guidelines regarding scope of project and use of funds
Corporate Grants and Donations	Many companies have grant programs, donation opportunities and/or offers for employee volunteer time	Many companies like to support open space, conservation efforts, and local projects	Corporate funds are competitive and often committed quickly
Individual Donors and Memberships	Funding derived from fund-raising campaigns or membership drives through non-profit organizations	Excellent method for raising funds and building support for a greenway organization and its projects	Can require a lot of time and effortby members to succeed
Planned Giving Life-income Gifts and Bequests	Allows donor to give land and receive some continued use privileges and financial benefits through charitable tax write-offs	Useful in protecting important green- Donor and recipient can gain tax and investment advantages	Issues involved can be complex requiring legal and tax expertise
Service Organizations	Civic clubs often perform community service activities, sponsor projects or funding, e.g. Rotary, Kiwanis, Lions	Clubs can sponsor fundraising events and provide volunteers and publicity	Fining an organization to assist maybe difficult
Special Events and Fundraisers	Events designed to raise funds through special activitis such as benefit dinners, races, tours, etc.	Events can be very successful in raising money and creating publicity for greenways	Can require a lot of time and effort by members to succeed

Federal and State Funding Sources

Federal Program	Intermodal Surface Transportation Efficiency Act					RTP	LAWCON			Historic Pr.Fund
Illinois Program	IDOT					IDNR				IHPA
	Safety-Lu	STP	Scenic Byways	FTA	Safe Rts. Schools	Rec.Trails Program	LAWCON	Bicycle Path	OHV & sno'm'ble	Cert.Govt. Programs
Facilities for Bicyclists and Pedestrians	80 Fed 20 Loc	80 Fed 20 Loc	80 Fed 20 Loc	80 Fed 20 Loc	100 Fed	100 Fed	50 Fed 50 Loc	50 IL 50 Loc	50 IL 50 Loc	
Acquisition of Scenic Easements and Historic Sites	80 Fed 20 Loc									
Scenic or Historic Highway Program	80 Fed 20 Loc									
Landscaping and Beautification	80 Fed 20 Loc		80 Fed 20 Loc							
Abandoned Railroad Corridors preservation, conversion, use for pedestrians and bicycles	80 Fed 20 Loc	80 Fed 20 Loc					50 Fed 50 Loc	50 IL 50 Loc		60 Fed 40 Loc

Edgar County Trails and Greenways
Steering Committee Meeting

DATE: March 31, 2010

LOCATION: Edgar County Highway Department

TIME: 10:00am-12:00pm

IN ATTENDANCE:

Aaron Lawson, Edgar County Highway Department (ECHD)
Howard Furnish, ECHD
Shannon Quinn, ECHD
Trisha Mason, ECHD
Paul Ruff, City of Paris
Michelle Vaughn, Paris Park Board
Bob Colvin, Francis Associates
Harry Frost, Cargill/ECCF
Lynn Forbes, Volunteer
Kent Massie, Massie Massie & Associates (MMA)
Neil Brumleve, MMA

Items Discussed

Massie gave an overview of the project and stated the importance of public input throughout the process. The entire process is schedule to be completed in 6 months and should be very "transparent." Examples of other counties Trail and Greenway plans were distributed.

The report needs to be written for two audiences: 1) the local community and 2) people not familiar with Edgar County or Central Illinois.

Massie discussed the Illinois Department of Natural Resources (IDNR) guidelines for allocating grants/money. IDNR appreciates mission statements for the County Trail plans. Example mission statements were distributed and attendees were asked to think about possible statements for Edgar County.

The group discussed the natural resources within the county including streams, watersheds and vegetation.

IDNR identified the Clear Creek watershed as a "Resource Rich Area" of the county. Forbs asked if this identification could benefit or harm the potential for grants/funding. Massie stated the plan will need to promote the existing resources and not destroy them. By promoting these resources a better chance of funding is likely.

Colvin stated Sugar Creek was identified as "At Risk" by the State due to a sewage problem related to the East Lake Subdivision and run-off from farm fields. It is believed the sewage problem has been corrected and new farming practices introduced to reduce contamination. The Sugar Creek Watershed has been studied extensively.

Baber Woods is the only nature preserve in the county and is managed by The Nature Conservancy. A small hunting area in the central part of the county is managed by IDNR.

Connections to other counties and their resources are possible with this plan. Clark and Champaign counties currently have Trail and Greenway plans.

The plan needs to involve the agricultural community.

The cultural resources of the county were discussed including early roadway corridors, Lincoln's 8th Judicial Circuit, railroads and other historic events.

- Early roadway corridors include the Paris to Springfield Road, Chicago to Vincennes Road, and the Ocean to Ocean Trail.
- Events mentioned include: Brocton Draft Horse Show and the Chrisman Cow Chip Race.
- Colvin stated there are two Lincoln historians in the county that might be able to provide assistance.

Steering Committee members were asked to think about any county events and provide these events to Howard Furnish (ECHD) or MMA. Local control of events will not be changed in this process.

Massie mentioned the need to get organizations participating and promoting recreational activities and trails. The management of trails is also important and needs to be considered when planning/ development occurs. Menard County Trails and Greenways Organization is an example that was noted.

A list of trail and greenway users, resources, activities and benefits were discussed followed by the mention of a few possible projects.

Funding of potential projects was discussed. Edgar County may benefit when applying for funds to do specific projects from having only minimal existing public natural and cultural resources.

The Environmental Protection Agency is formulating criteria for green initiatives that could be beneficial. The Open Space Lands Acquisition and Development (OSLAD) grants were mentioned. Massie stated these grants are given for open park space development but this could be tied together with a trail or greenway. The Trail and Greenway Plan could help to secure OSLAD and Illinois trail grant funding.

Lawson stated the lack of state facilities and resources within the county could be a good point to emphasize to secure funding for trail/greenway projects. Massie emphasized the importance of this county-wide plan and how small, specific projects make up this overall plan.

Massie Massie & Associates will provide 3 deliverables for the project. These are 1) Report, 2) Brochure, and 3) Electronic Presentation. The presentation can be used by agencies or organizations to inform the public and encourage potential projects.

A link to MMA's ftp website for current Edgar County Trails and Greenways information was presented by Brumleve. A username and password was provided for access.

Upcoming Meetings:

- Steering Committee Meeting #2
- Public Open House

Edgar County Trails and Greenways
Steering Committee and Open House Minutes

DATE: April 29, 2010

LOCATION: Paris City Council Chambers

TIME: Steering Committee: 3:00-4:00 pm
Open House: 4:00-6:00 pm

IN ATTENDANCE:

See attached sheet.

Items Discussed

Steering Committee Meeting

Massie gave an overview of the Open House process and explained each trail or greenway sheet to the steering committee members. Seven stations were setup for public comment. The stations were: Bicycle, Pedestrian, Equestrian, Waterway, Greenway, Off-Road Vehicle, and On-Road Vehicle. A regional map was also on display depicting resources and trails in surrounding counties.

Each steering committee member was asked to become familiar with a particular station and encourage the public to discuss possible locations for trails and greenways.

Open House

Participants provided information about county resources and suggested possible locations for trails. Below is a summary of the information obtained.

Several participants stated they use Forest Glen Preserve in Vermillion County for recreation.

Castle Finn Winery is scheduled to open June 1 in the southern part of the county and could be a nice destination along a trail.

Kristin Chitlick with the Coalition Against Methamphetamine Abuse (CAMA) Inc. provided information on 5th Annual CAMA Teens Bike Rally "Tour de Parks." Bicycle routes at the event are 8.5, 25, 41.5 and 72 miles long. MMA will receive a map of this year's CAMA's bicycle routes.

Dennis Thiel, a representative of Boy Scout Troop 180, provided information about Boy Scout activities within the region. These included canoeing on Twin Lakes and at Turkey Run State Park (IN), biking to Fox Ridge State Park, and hiking trails in Edgar County and surrounding state and county parks. The troop has 13 canoes and a trailer that accommodates 10 canoes. Thiel stated canoeing on creeks within

the county would be great if water flow is adequate and permission is obtained. The Boy Scout Camp, used by local scouts, is located near Bloomfield along Brouilletts Creek.

Hank Knuth, a resident of Edgar County, owns 25 acres of land along County Road 16 that includes a stream and pond. He might be interested in donating the property or allowing its use as part of the trails system.

Knuth also mentioned several sites that might attract visitors to the area. These include a tractor museum with Allis Chalmers model tractors, a private automobile and plane collection near Dudley (Bussert Landing) and old school houses throughout the county.

One written comment questioned if BMX trails could be developed on private property and if funding was available.

The road from Horrace to Brocton has opportunities for trails.

Several participants and steering committee members identified roads that are suitable for bicycle routes.

Walking and running routes within Paris were discussed and marked on maps.

One person was concerned about a possible increase in traffic due to the trails and the reduced law enforcement services to handle this traffic due to the recent budget cuts. The person stated visitors from outside the county are not wanted, especially in rural areas and around country homes where roads are dangerously narrow. The concern was also expressed that the state is in a financial crisis and should not purchase property for this project.

Upcoming Meetings:

- Steering Committee Meeting #3

Edgar County Trails and Greenways

Public Open House Sign-In

April 29, 2010

Name	Town
Will Welsh	Paris
Shannon Quinn	ECHD
Howard Turnish	ECHD
Dan Owen	City of Chrisman
Kristin Chittick	CAMA, Inc.
Martha Whitacre	Paris
Michelle Vaughn	Paris-Park Board
Hank Knuth	W of Paris
Bob Colvin	
Harry Frost	
Mark Reeley	
Paul Ruff	
Kent Massie	
Neil Brumleve	

Massie Massie & Associates

Land Planning and Landscape Architecture

Edgar County Trails and Greenways

Public Open House Sign-In

April 29, 2010

Name	*Town*
Trisha Borgic-Mason	Edgar Cnty Hwy Dept.
Earl & Cecelia Grubb	Chrisman Il
Jeff Poynter	Paris
Mary [illegible]	Paris
Dennis Thiel	PARIS
Jane Graham	Paris

Massie Massie & Associates

LAND PLANNING AND LANDSCAPE ARCHITECTURE

Edgar County Trails and Greenways
Public Presentation

DATE: August 5, 2010

LOCATION: Paris City Council Chambers

TIME: 4:00 pm

IN ATTENDANCE: See attached sheet.

Public Presentation

Introductory comments and welcoming was done by Howard Furnish.

A PowerPoint presentation was given by Kent Massie as a brief overview to the contents of the plan. The presentation covered a county analysis and potentials for different types of trails and greenways.

Discussion followed with several questions and comments by the audience.

Question: When will the plan be approved, and who approves the plan?

Answer: The plan needs to be officially approved this month (August) by both the Edgar County Board and Paris City Council. Both organizations are sponsoring the plan. Each organization is submitting grant applications at the end of August for trail development funds where the approved master plan will be beneficial.

Question: Why are there so many trails and different greenways?

Answer: The master plan is intended to illustrate the full range of possibilities that could exist within the county. Many, or most, will never be realized but the intent and connections will be documented. Massie explained the plan is dynamic and should be updated on a regular basis to keep pace with changes in the county and changes in trail and greenway development.

Question: Will the development of trails and greenways compensate the private land owners?

Answer: Many of the off-road trail and greenway ideas and support facilities could be on private lands and operated as a business. Trails and greenways that would be managed for general public use would likely be developed by a unit of government on primarily public lands or rights-of-way. Acquisitions of lands or easements may be required in some cases. Compensation could be made to land owners.

Question: Why combine motorists and trail users in the same locations? Does this become dangerous?

Answer: Trails separated from roadways is often ideal but not always practical or feasible. Massie explained that bicyclists and pedestrians can share roads with motorists provided safety measures are provided. These routes should be well-marked so both bicyclists/pedestrians and motorists are aware of the shared use. Signs and sometimes lane markings should be provided. In this plan, shared-use routes are generally on low traffic count roads.

Question: Why should Edgar County want to spend public monies for trails when there are other pressing needs?

Answer: Furnish explained that state and federal funds are currently focused towards alternative transportation, more healthy activities, and resource protection. If Edgar County is not actively promoting projects, these dedicated funds will be used elsewhere and the local area will not benefit. The plan is the initial stage required by most grant programs.

Question: How were the priorities determined? Is there potential to change these rankings?

Answer: Massie stated rankings were based on input provided to date. Massie Massie & Associates will be refining the rankings and would appreciate comments and suggestions.

Access to the entire plan is available online. Furnish and Massie offered to assist people with accessing the site. Printed draft copies can also be available for review. Final documents will be printed after approvals.

PARIS CITY HALL AUG 5, 2010 4:00 PM

Public Meeting

Joseph E. Sanders	Box 41, Vermilion, IL 61955	Phone (217) 275-3413
Gary Henry	Paris Beacon News	
PAUL RUFF	CITY OF PARIS	465-7601
Trisha Borgic-Mason	ECHD	994-3741
GENE RAY		463-1370
BOB COLWIN		465-5306
Lori Bruslay		466-6277
PHILIP FOX		463-8901
Don Bruslay		466 8750
Cecelia Grubb		465-1150
Earl D Grubb		465-1150
Hank Knuth		251-1200
Howard Furrish		
Dennis Thiel		463-6950

Cindy Sullivan
Michelle Vaughn
Joe Dobson

Trails and Greenways Survey Results

April 29, 2010

Where do you go for exercise or outdoor recreation?

9	Sidewalks
12	Streets or roadways
6	Community/neighborhood parks
5	Regional or state parks
5	Private lands or clubs
2	Schools or churches
4	Other: Cemetery, Blackhawk Park (2), 4-Wheeler

What features in Edgar County currently attract visitors and/or improve "quality of life" for residents?

9	Community events
11	Public parks
3	Historic sites
9	Scenic natural/rural landscapes
6	Schools and churches
2	Entertainment businesses
1	Other: Garet Tessmen

What type of trails would best serve Edgar County? Where should these be located

11	Bicycle	Cherry Pt-Redmond Rd, Connect with Clark Co., Outskirts - Paris-
13	Pedestrian	High St-Stiedle-Cherry Pt-Town, Wooded/Scenic areas
	Equestrian	
3	Watercraft	Sugar Creek, Brouilletts Creek
6	Off-Road Vehicle	Peabody
	On-Road Vehicle	
	Other	

Where should new greenways, parks or other open spaces be encouraged?

9	Within communities
9	In rural areas
3	Along streets and roads
7	Along streams and rivers
4	In forest areas
6	Along old corridors and open sites
1	Other: Boy Scout Camp, Buy property to the high school and start a central park

Which of the following do you favor?

10	More public parks and recreation areas
1	More private recreation facilities
2	More hunting and fishing areas
5	Accessibility to streams and lakes for recreation
3	More cultural attractions
10	Beautification of streets and roadsides
3	More historical preservation
6	More rural conservation
	Other

What recreation or conservation-oriented community events do you or family members have interest in? Please list.

	Highway cleanup
	Parks cleanup ex. garlic mustard
3	Bicycling
4	Walking
	Swimming
2	Running
	Public pool
	Bowling
	Watching birds
	Boating
	Camping
	Off Road Vehicles
	Basketball
	Track
	FFA
	Softball
	Hunting
	Fair

What conditions in Edgar County currently have a negative effect on visitors and/or residents? Please explain.

	Bars on the Square
3	Limited sidewalks around town
2	Lack of children/young adult activities
3	Odor
2	Smell from south end factory
	Location of High School
	School campuses
	No community pool or swimming area
	Area around the square
	Lack of state parks/forest preserves

*16 Surveys returned