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Livingston County

Trails and Greenways Plan

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Trails and Greenways Plan

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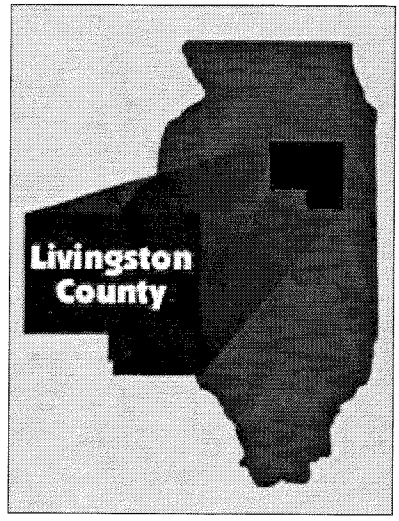
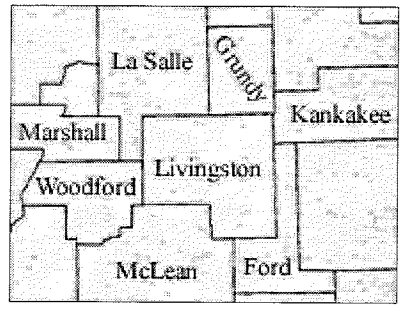
I. INTRODUCTION

A. HISTORICAL PERSPECTIVE



Located in east-central Illinois, Livingston County is one of the largest counties in the state with an area of 1,046 square miles. It is bordered on the northwest by LaSalle County, north by Grundy County, east by Kankakee County, southeast by Ford County, southwest by McLean County and west by Woodford County. In 2000, the county's population was 39,678 and Pontiac, the largest city and county seat, had a population of 11,864.

Native Americans Pottawatomie and Kickapoo lived in the area when the first settlers, W. Darnall and Fredrick Rook, arrived in 1829. Soon after many Europeans began settling in the area. By 1870 the county population was already over 38,000. Interestingly, this population is only 1000 fewer than today's population. Early settlers located along forested areas, avoiding the native tall grass prairie. They feared prairie fires and thought prairie soils were infertile.



Livingston County was consolidated from parts of McLean and LaSalle Counties and became the 66th county of Illinois. It was named after Edward Livingston, then the Secretary of State under President Andrew Jackson.

The late-1800s was a period of great development in Livingston County. Steel plows were introduced to break the dense prairie sod and expose what farmers discovered to be extremely fertile land. Systems of field tiles and open ditches were installed to drain swampy land, further improving agricultural productivity. Underground coal mines opened, providing fuel first for local consumption and later for export. Numerous railroad lines were built through the county and towns were established along the lines as centers for commerce. Trains delivered goods to towns for local distribution, and they loaded local products including crops, farm animals, coal and industrial products for export.

During the 1900s, motor vehicle transportation developed. Early roadways connected one community to the next providing rudimentary routes for riders and horse-drawn vehicles. Direct routes between regions or states did not exist until the National Highway program was implemented in the 1920s. One of the first designated national highways was U.S. Route 66 commissioned in 1926, extending over 2000 miles from Chicago to Los Angeles. As improved motor vehicles were developed, better roadways were built. Soon motor vehicles were developed for transporting goods that had formerly been

the domain of the railroads. Gradually, many railroads closed or consolidated to better compete in the market.

By 1977, Route 66 was considered antiquated as a national highway and was decommissioned. Nearly paralleling the old highway, Interstate 55 became the most modern route for motor transportation.

B. LIVINGSTON COUNTY TODAY

Land use in Livingston County still is largely agricultural. About 93% of the area is used for row crops and another 2% is pasture. Only about 9% of the population, however, engages in agricultural work. A small percentage is involved in aggregate mining. The remaining population is engaged in occupations generally located in urbanized areas.

Urbanization in Livingston County is concentrated in seven communities with populations greater than 1,000. Pontiac is the largest with 11,864 people. Six other communities have populations of 1,000 or greater, Dwight (4,363), Fairbury (3,968), Forrest (1,225), Chatsworth (1,265), Odell (1,014) and Flanagan (1,083). The remaining 30 communities have populations of less than 500.

The population and urbanization patterns are expected to begin changing in coming years. Livingston County is positioned on the I-55 transportation corridor between two large, expanding metropolitan areas, Chicago to the north and Bloomington-Normal to the south. Although little development pressure has yet been experienced, that is expected to increase at a steady growth rate of 2% to 5%. Most of the growth would be located along the I-55 corridor, 1) within or near existing urban areas where community services already exist and 2) toward the north and south sides of the county, closest to the expanding metropolitan areas.

Livingston County has many valuable resources, both natural and cultural. The Vermilion River and its many tributaries flow through the county. These waterways have flood plains with water holding capacity that help control flooding and allow important groundwater recharge. Many of the waterways have forests or substantial vegetation along their edges that stabilize the banks and control erosion. The waterway areas also provide habitat for wildlife, opportunities for recreation and attractive visual quality for the area.

Throughout the county, areas of native forest and prairie have been preserved or restored. Within many communities, parks and recreation areas have been developed and in some towns, hiking and biking trails have been built.

Nearly every one of the 37 communities in Livingston County still has a landmark grain elevator, active or abandoned, original or expanded. These towns have other features including schools, churches, museums, businesses, parks and cemeteries that add distinction to each town.

Historic Route 66 passes diagonally through the county, providing a great tourist attraction. Rural areas of Livingston County also have cultural features including historic chapels, cemeteries, and farms.

Many special events are held throughout Livingston County. Communities host annual festivals, organizations hold special events and the city of Pontiac's tourism office sponsors national and international visitors to Route 66 and other cultural sites.

Citizens and officials of Livingston County are interested in further preserving and developing the natural and cultural resources of the county. Development of greenways and trails throughout the county can contribute substantially to achieving these goals. Such improvements could provide opportunities that improve the quality of life for local residents and attract visitors to the area to further economic development.

Some recommendations within this plan will require cooperation of many units of local, state and even possibly federal government to achieve. Others, however, can be implemented at the local level or by voluntary cooperation of private landowners. Incentives could be considered as a means of encouraging private owners to make wise land use and environmental management decisions. The adoption of the Livingston County Greenway Plan does not imply Livingston County Board funding of any projects listed therein.

Natural Resources

Natural Resources

LEGEND

- VERMILION RIVER
- TRIBUTARIES
- WOODED AREAS
- FOREST PRESERVES
- PRAIRIE PRESERVES

II. COUNTY RESOURCES

A. EXISTING NATURAL RESOURCES

Only 200 years ago, Livingston County was covered with flat, swampy prairie cut through with the forest-lined rivers and streams. Now, much of the land has been turned into farm fields, towns and roadways. Although adapted to modern-day uses, the county's natural resources are tremendously important today for their value within the environment and opportunities for recreational use and aesthetic contribution to the area.

Prairie Farmland

The farmland of Livingston County is one of its greatest resources, providing income for about 10% of the county's population and farm products to innumerable consumers. Cropland comprises 620,000 acres and pasture land another 12,500 acres, totaling 95% of the land area. The rich prairie soils produce corn, soybeans and other assorted crops. These soils tend to have slow percolation that is relieved by subsurface drainage tiles connected to ditches and natural drainageways. Pasture, often on sloping ground along drainageways that has a history of supporting cattle, horses, sheep and other farm animals.

Livingston County farmland

Waterways

Livingston County lies primarily within the Vermilion River watershed, encompassing nearly 80% of the county. Four corners of the county are in other watersheds, 1) the northeast corner is in the Mazon River watershed that flows north to the Illinois River near Morris, 2) the southwest corner is in the Mackinaw River watershed that flows west to the Illinois River at Pekin, 3) the south-central area also is in the Mackinaw River watershed, and 4) the southeast corner in the watershed of the Middle Fork of the 'other' Vermilion River that flows southeast to the Wabash River in Indiana.

Rural river crossing

The Vermilion River, the primary water resource of Livingston County, has a vast network of interconnected drainageways and tributaries that flow northerly. South of Chatsworth, the South Fork is formed and flows northwest around Forrest. Indian Creek joins the South Fork from Fairbury. Much of the South Fork has wooded banks and adjacent areas of forest. Farther downstream, the North Fork flows into the Vermilion River. The North Fork has a 1-2 mile wide flood plain that is used for crop production, but also provides for flood control and groundwater recharge.

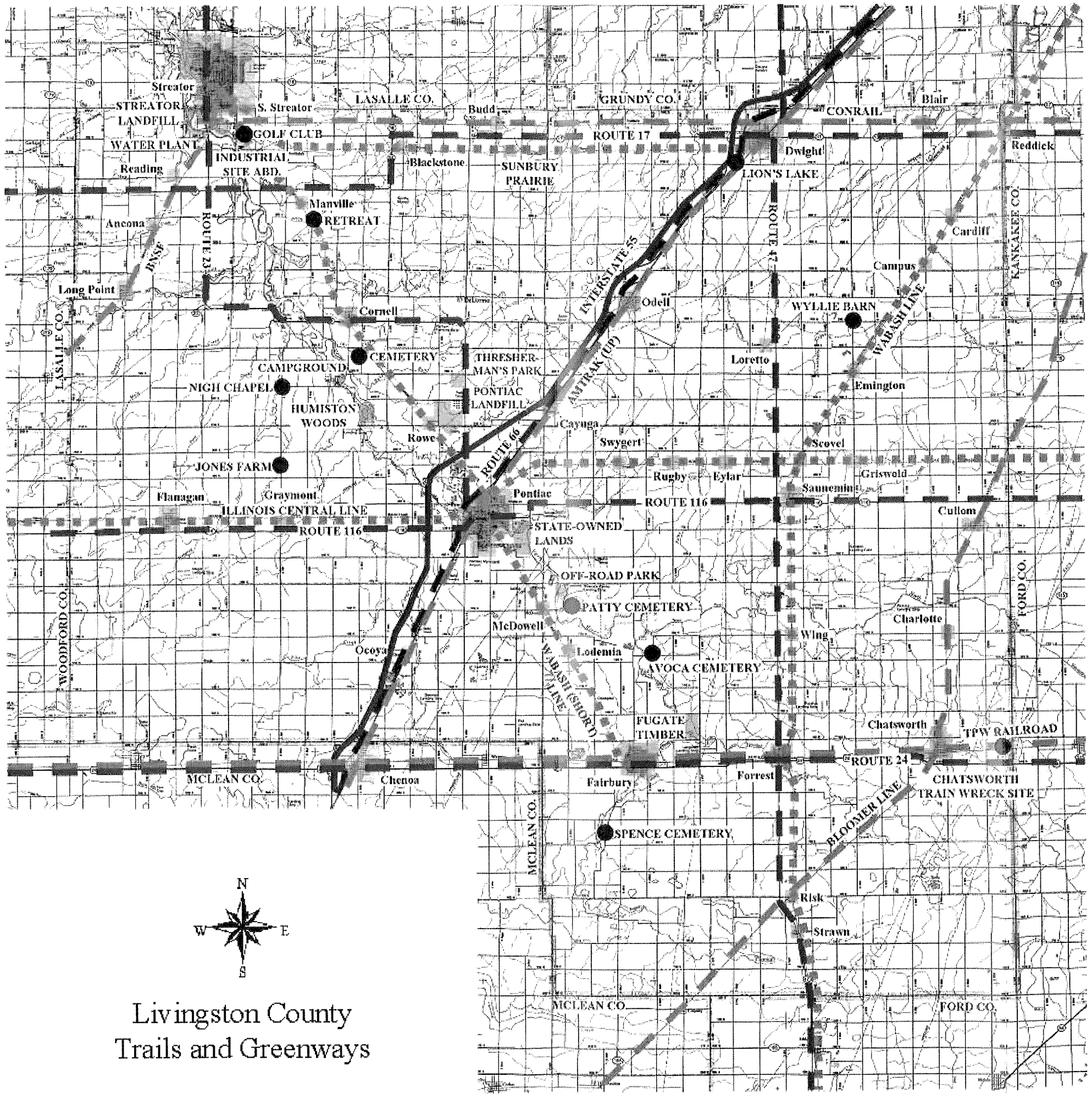
Some new development is occurring in rural areas primarily along the Vermilion River and its tributaries. Areas have been carved-out for individual homes and small residential subdivisions. Additionally, some commercial enterprises have developed in these locations. These tend to be resource-based enterprises that include golf courses, campgrounds, group retreats, hunting clubs, off-road vehicle parks, etc. Such development should be monitored. If it is found that county resources are being damaged, means of control should be devised. Although beyond the scope of this study, preservation of natural resources is essential for environmental stability and high quality resource-based facilities in Livingston County.

Wildlife

The varied environments in the county provide habitats for many native animal species. Game species include deer, squirrels, rabbits, geese, ducks, quail, pheasant and wild turkeys. Raccoon, opossum, and skunk are common. Numerous species of birds inhabit the county including hawks, vultures, owls and songbirds. Reptiles and amphibians abound and many species of fish are found in the streams and rivers.

Ringneck pheasants, an Asian species introduced to the region, are found throughout the county. They are most abundant in the southeastern area where farmland provides a rich food source and forests provide cover, creating an ideal environment for these colorful game birds. Clubs and private landowners offer pheasant hunting as a sport during the season.

Cultural Resources



Livingston County
Trails and Greenways

Cultural Resources

LEGEND

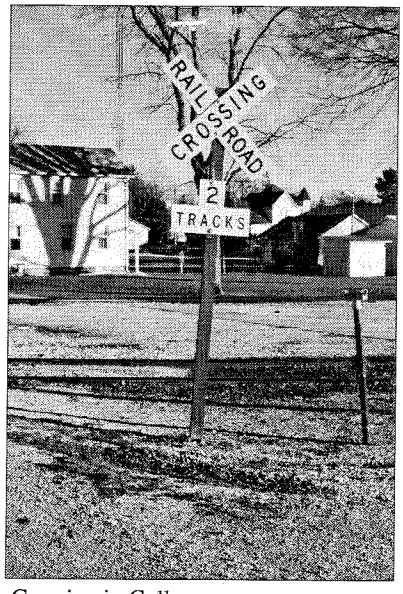
- COMMUNITIES
- OPEN SPACES
- INTERSTATE 55
- ROUTE 66
- STATE HIGHWAYS
- ACTIVE RAILROADS
- ABANDONED RAILROADS
- POINTS OF INTEREST

B. EXISTING CULTURAL RESOURCES

Surveyed for the first time in 1829, Livingston County developed in the same timeframe and sequence as much of central Illinois. In the Midwest, European settlement was first along major navigable rivers, the Mississippi, Illinois, and Ohio Rivers. Soon after, settlers migrated along smaller waterways and overland to interior areas. Settlers located along forests where the timber provided building materials, firewood and good hunting grounds. Until the mid-1800s, prairie land was thought to be of little use. Then, the newly introduced moldboard plow allowed prairies to be broken creating extensive, rich farmland.

Railroads

The prairie farmland produced prodigious volumes of crops. Numerous railroads soon crisscrossed the county, and towns were established along their way to form a commercial network. In virtually every town a sizeable grain elevator was constructed for storage and loading grain into train cars. Trains brought needed supplies into towns for local distribution and hauled grain, farm animals, coal and other products to various parts of the country.



Crossing in Cullom

In the 1900s, roads and highways were built and motor transportation began emerging as a primary mode of transportation. Motor vehicles soon began hauling products of all sorts. Reliance on railroads diminished over the years.

Several railroad lines in Livingston County are still used. Others have been abandoned and their rights-of-way either sold to adjacent owners or left for some future fate. The following is a partial inventory of railroads.

Active Railroad Lines

1. BNSF
   The line runs from Streator, to Reading and Ancona, to the west county line.

2. Amtrak (UP)
   The line runs from the north county line, through Dwight, Odell, Cayuga, Pontiac and Ocoya, to the south county line.

3. Bloomer Line
   The line runs from the east county line, through Cullom, Charlotte, Chatsworth and Risk, to the south county line.

4. Conrail (Norfolk-Southern)
The line runs from Streator, through Budd, Dwight and Blair, to the west county line.

5. TP&W
The line runs from the west county line, to Fairbury, Forrest and Chatsworth, to the east county line.

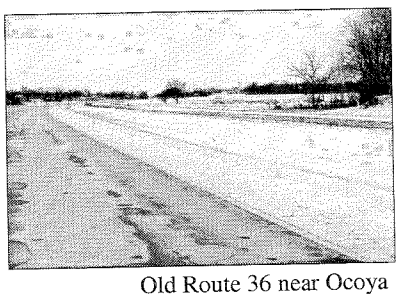
Abandoned Railroad Lines

1. Wabash (Short) Line
The line once ran from South Streator, through Manville, Cornell, Rowe, Pontiac, McDowell, Lodemia, Champlin, and Fairbury. This right-of-way was disposed of years ago.

2. Illinois Central Line
The line once ran from the west county through Flanagan, Graymont, Pontiac, Swygert, Rugby, Eylar, Scovel and Griswold, to the east county line. This right-of-way was disposed of years ago.

3. Wabash Line (Norfolk-Southern)
The line once ran from the northeast corner of the county through Cardiff, Campus, Emington, Saunemin, Wing, Forrest, Risk and Strawn, to the south county line. Communities along the route have acquired some of this right-of-way. Adjacent landowners are pursuing the purchase of remaining right-of-way.

4. Chicago Alternate
The line ran through the northwest corner of the county.


Old Route 36 near Ocoya

Roads and Highways

During the early years of the county, rudimentary roads were developed for use by foot or horse. Roads led from farms to nearby towns, and towns were connected one to the next. Through the early 1900s, however, transportation for both people and products was largely by rail.

As motorized vehicles became popular, a network of improved roads was gradually built to interconnect towns in the region. No roadway system existed to interconnect regions of the country, however, until the 1920s when Congress enacted a National Highway program. One of the first national highways was Route 66. Designated in 1926, U.S. Route 66 ran over 2000 miles from Chicago to Los Angeles. Within Livingston County,

Route 66 ran from Dwight on the north diagonally southwest through Odell, Cayuga, Pontiac and Ocoya. When it was decommissioned as a national highway in 1977, Route 66 in Livingston County was developed into a 4-lane divided highway.

Interstate 55 replaced US Route 66 as the primary transportation route. It generally followed old Route 66 even using its old right-of-way in some locations. The interstate, however, skirted around towns and significant landscape features. In Livingston County, I-55 curves to the west around Dwight, Odell and Pontiac. Between Pontiac and Chenoa to the south, I-55 is offset to the west by one half mile.

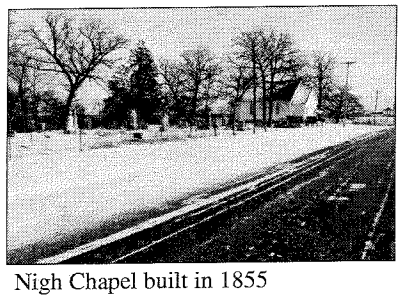
Much of old Route 66 through the county still remains. From Chenoa to the south side of Pontiac, the former northbound lanes of Route 66 are used as a two-lane roadway. The former southbound lanes are abandoned but the pavement is still in place. Around Pontiac, both the old northbound and southbound lanes are used for traffic. North of Pontiac, the northbound lane is used for traffic and the southbound lane is abandoned to just north of Cayuga. Here, the I-55 right-of-way now occupies the former southbound lanes. Through Odell, the southbound lane re-emerges and both lanes are used for traffic. North of Odell, the southbound lane was again incorporated in the I-55 right-of-way, but re-emerges south of Dwight where both lanes are used for traffic.

Several additional major routes traverse the county. US Route 24 runs east west on the county's south side. IL Route 17 crosses the north side of the county and IL Route 116 crosses the center. Running north south, IL Route 23 runs through the central part of the county turning west and east before aligning back north and south in the western area of the county. Route 170 runs north and south through the northern central portion of the county.

Local roads - county, townships, municipal - are high quality roadways and well maintained. Most are paved, although some rural roads, including several in the vicinity of the Vermilion River are gravel.

The Rural Landscape

A large part of Livingston County's landscape is rural, relatively flat land, farmed for row crops. Farmsteads dot the landscape with large, substantial houses and numerous well-maintained barns and buildings. In many areas, great fields of corn or beans present a masterful image. Rows are straight and clean and they seem to meet the horizon. Scattered solitary sheds stand in contrast to the horizontal fields.



Nigh Chapel built in 1855

Forested areas of the county have been used as sites for several types of development. Houses, both old and new, are nestled in tree-covered areas. A few churches and cemeteries including the Nigh Chapel (1855) and cemetery are situated in these picturesque rural settings. Recreational facilities including golf clubs, sportsmen's clubs, campgrounds, and off-road vehicle facilities also occupy wooded areas. Fugate Timber near Fairbury and Humiston Woods are forested areas that have been preserved.

Communities

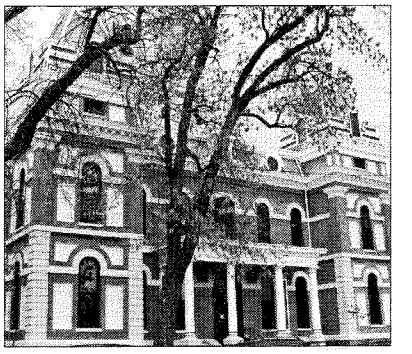
Virtually every Livingston County community was established along one of the many railroads built in the county. In each town, an elevator was constructed for storing and loading grain into rail cars. In some towns, facilities also were developed for handling livestock. Some towns prospered and eventually incorporated as villages or cities. Other communities remained small clusters of buildings or disappeared altogether.

Today there are some 37 communities within Livingston County. Seven range in population from about 1,000 to 12,000. Others have populations up to a few hundred. Many communities have downtown areas, businesses, museums, churches, cemeteries, and historic and/or new residential areas. Some have schools and campus areas often used for both education and community activities. Each community has an interesting history and a unique character that contributes to the cultural resources of Livingston County.

Communities along old Route 66 and West

Pontiac (pop. 11,864)

Pontiac, the county seat, is the largest town in Livingston County. It is located along Interstate 55 on the west edge of the city. Pontiac is on other transportation routes, both historic and modern including Rte. 116, Rte. 23, the Vermilion River, Amtrak (Union Pacific) and old Route 66.



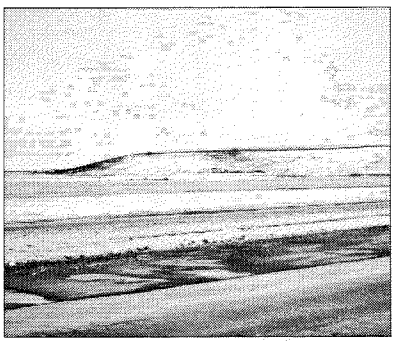
Livingston County Courthouse, Pontiac

The city has many historic buildings and places of interest. In the downtown center are the Italianate Livingston County Court House and the Soldiers and Sailors Monument. The surrounding historic commercial buildings are occupied by a variety of businesses. Other historic sites include the Livingston Manor Cemetery, Houder's Ford Cemetery, Winston Church, the American Legion Billet, the Old County Jail and the Yost and Jones Houses.

Humiston Woods, Pontiac

Pontiac has developed a system of parks and open spaces along the Vermilion River including Humiston Riverside Park, Play Park and Chautauqua Park. Three swinging pedestrian bridges span the river providing convenient access between the river front parks and local neighborhoods. An outdoor recreation complex lies on the city's south side, and neighborhood parks dot the city. A trail has been built in the city from the Humiston Riverside Park, south to the sports complex. Other trails are planned for the future.

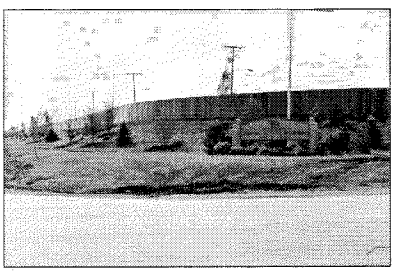
Humiston Woods, a preserved forest and outdoor educational facility, lies north of town along the Vermilion River. The site has extensive interpretative trails, picnic facilities, river access, water and toilets.



Pontiac Landfill

North of the I-55 is the extensive Pontiac Landfill. Currently about 500 acres of the total 800 acres have been filled. The county and landfill owner have had discussions on the future possibility of the reclaimed landfill and adjacent area being available. The reclaimed site could provide for passive recreation while adjacent areas could be developed for a variety of purposes including commercial, industrial, recreational and open space.

North of the landfill site is Thresherman's Park, the site of the annual Thresherman's Festival. The Jones Farm, greenhouse, tree and plant nursery, and pumpkin patch, with a historic barn is regularly open for visitors.



Pontiac Landfill

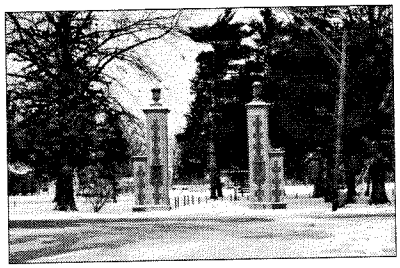
Southeast of town is a tract of approximately 300 acres of forested and open ground owned by the state of Illinois. Once part of the Pontiac Correctional Center operation, it is now used for crop agriculture, along with the forested and flood prone area. There has been local interest in adapting the site for recreational use. Some residents have been particularly interested in development of a large fishing lake.

Dwight (pop. 4,363)

Railroad Station, Dwight

Dwight is the second largest town in the county. Interstate 55 skirts town to the west. Route 66 is still intact along Dwight's west edge and an older alignment of Route 66 known as Waupansie Street runs through town. IL Route 17 also runs east west through Dwight and IL Route 47 runs north and south.

Along old Route 66 on the town's west side, vintage service buildings and restaurants have been improved to emphasize the Route 66 theme. Farther south on Route 66, the Dwight Lion's Lake recreational area with its steel frame entrance arch is also reminiscent of the Route 66 era.



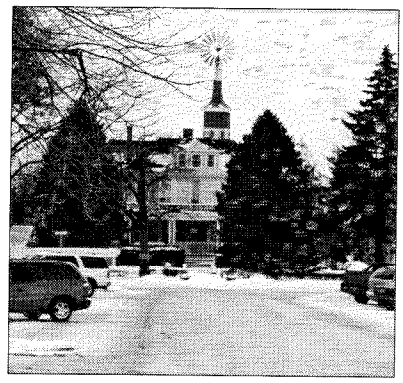
Renfrew Park, Dwight

Downtown Dwight has a substantial, urban appearance. The massive Fox Center for the developmentally disabled covers two blocks. The buildings were originally part of the Keeley Company and the elegant Livingston Hotel, and later were a veterans hospital. The stone railroad station with grand steep-pitched roofs is used as the Amtrak Train Station, the Dwight Historical Society Museum and the Chamber of Commerce office.

South across the tracks, streets are lined with historic commercial buildings characteristic of the Midwest. Stores, restaurants and offices occupy the buildings and merchants sponsor many special events to promote the downtown. The First National Bank is the work of architect Frank Lloyd Wright who designed the building as well as its furniture and fixtures.

Northeast of the downtown, a charming historic Gothic Church has been restored and is open to the public. Prairie Street, west of downtown, is lined with historic homes and terminates on both north and south ends with landmark facilities. On the north end is Renfrew Park with distinctive entrance posts, shelters, picnic areas, tennis courts, swimming pool and other features. The park is named after Lord Renfrew, the alias used by the Prince of Wales when he came to Dwight on a hunting trip in 1860. Baron Renfrew, as he liked to be called, later became Edward VII, King of England.

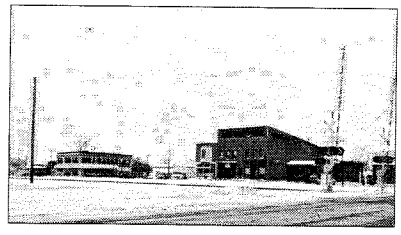
On the south end of Prairie Street is a large area occupied by the Country Mansion, now an elegant restaurant, a large windmill, Prairie Creek Public Library and other associated improvements. These facilities were once part of the Keeley Institute started in 1879 for treatment of alcohol and drug abuse. Offering a treatment with bi-chloride of gold, the institute attracted clients from across the country including prominent personages whose names, to this day, have remained confidential.


Country Mansion & Windmill, Dwight

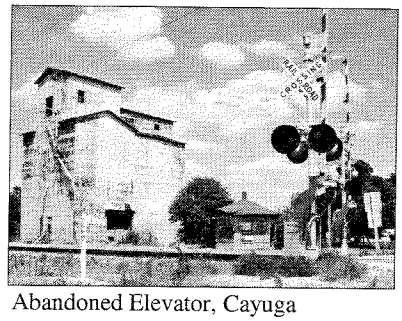
Rotary Park, and Garrett Park are located along Gooseberry Creek. Other parks, trails and open space along the creek have been proposed in *An Environmental Study of Gooseberry Creek for the Village of Dwight, Illinois* prepared in 1972.

Odell (pop. 1,014), **Cayuga** (pop. <225), **Ocoya** (pop. <225)

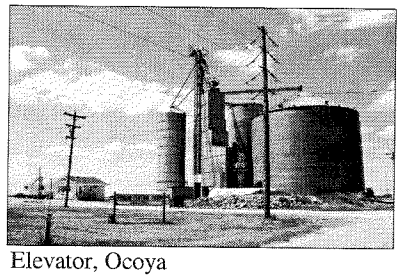
These towns have interesting features. They are situated along historic Route 66 and the active Amtrak line.


Town Square, Odell

Odell is centrally located between Dwight and Pontiac with Route 66 along its west edge. The 'Standard Service' station listed on the National Register of Historic Sites sits along the old highway, as does a stately Catholic church. Signs along the route direct motorists to an older alignment of Route 66 leading into the historic downtown. Here, brick commercial buildings face the railroad tracks. The broad area between the tracks and building facades probably once was used for cattle pens and livestock sales. Odell also has a public swimming pool. Just south of town on Route 66 are several old, picturesque barns.


Abandoned Elevator, Cayuga

North of Pontiac, Cayuga has an abandoned elevator and station building along the railroad. A business and several homes lie west of the highway, and a cluster of houses and a golf club have been built to the east.


Elevator, Ocoya

South of Pontiac, Ocoya is a small town with a large active grain elevator and several homes.

Graymont (pop. <225), **Flanagan** (pop. 1,083)

Both towns lie along IL Route 116. The old Illinois Central Railroad once ran through these towns and east into Pontiac.

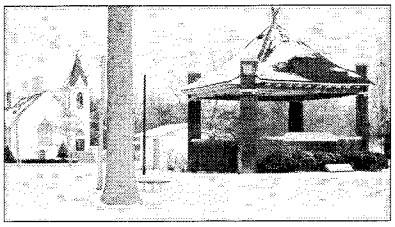
Historic Buildings, Graymont

Graymont is a quiet town with a grain elevator and several stores. Three charming old one-story, frame store buildings sit side-by-side downtown. They are being nicely maintained, although they appear not to be used.

Downtown Flanagan

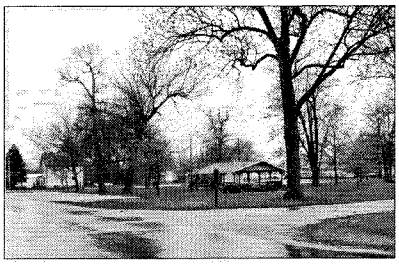
Flanagan has a community swimming pool center connected to the school along the highway. The historic downtown has well-maintained old buildings and many businesses. The grain elevator boldly towers above the downtown. The community has several churches and other community facilities.

Long Point (pop. 247), **Cornell** (pop. 511), **Rowe** (pop. <225)


Long Point Square

The town of Long Point lies near Long Point Creek. This tidy community has a town square with a pavilion and playground. The square is surrounded by homes and churches.

Cornell, on IL Route 23 is one mile east of the Vermilion River. It has a row of storefronts, a fire station and a service station. A community park serves the surrounding residential areas.


Cornell Park

Northwest of Pontiac is **Rowe**, a small, primarily residential community.

Ancona (pop.<225), **Reading** (pop.<225)

These towns lie off IL Route 17, along the Amtrak (BNSF) railroad. They are primarily residential communities. Each has a grain elevator.

South Streator (pop. 182)

South Streator is primarily a residential community with some commercial businesses along IL Route 23. The Vermilion River enters town from the south, providing dramatic topography and attractive views. To the south, beyond the city limits, year-round homes, along with some cabins and seasonal homes have been built in picturesque settings along the river.

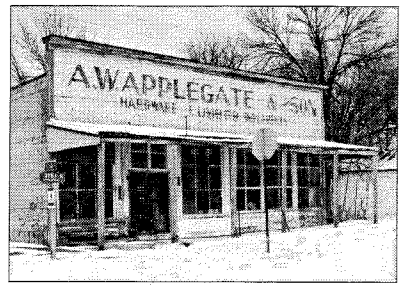
Streator (pop. 14,121) in LaSalle County lies just north of South Streator. Streator has developed the Hopalong Cassidy River Trail system and the Hopalong Cassidy Canoe launch along the Vermilion River. The *Vermilion River Greenway Master Plan* prepared for the city of Streator describes many other possible improvements to increase recreation opportunities along the river. The plan recommends reclamation and then recreational use of both the Streator Landfill and the old Smith-Douglas industrial site. Both are located in South Streator.

Manville, Blackstone, Budd (pop.< 225)

These communities are along IL Route 17 on the far north side of the county.

Manville is a small town with a few homes and vacant stores. Southeast of Manville is the Manville Camp and Retreat Center, an extensive private facility.

In Blackstone, an old store façade still boasts *A.W. Applegate & Son, Hardware, Lumber, Implements.* Several houses are nearby.



Old Store, Blackstone

Budd has a few area homes and an elevator. Along the abandoned tracks a prairie area, the Sunbury Prairie Preserve, has been developed. It is managed by the Prairie Lands Foundation.

Communities east of old Route 66

Blair (pop.<225)

Just off IL Route 17 in the northeast corner of the county, Blair has a few area homes and an elevator.

Loretto (pop.<225)

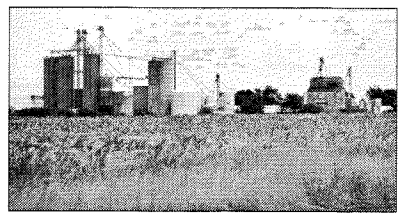
Loretto is a small community along Gooseberry Creek. It is one of the few towns not built along a railroad.

Strawn (pop.104), **Risk** (pop. 0), **Wing** (pop. <225), **Saunemin** (pop. 456), **Emington,** (pop. 120) **Campus** (pop. 145), **Reddick** (pop. <225)

Strawn Park

These towns were developed along the old Wabash Railroad that was abandoned a few years ago. Already some right-of-way sections have been acquired by adjacent towns for footpaths, open areas and even new buildings.

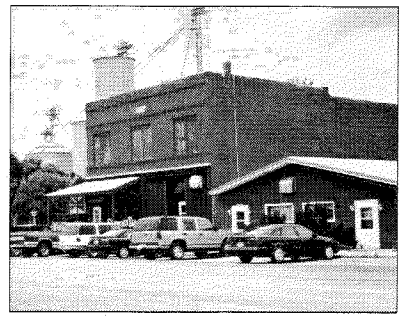
On the county's south side, Strawn has a large, well-maintained park with a large pavilion, picnic areas, playground and horseshoe area. An attractive church and local restaurant are near the park.

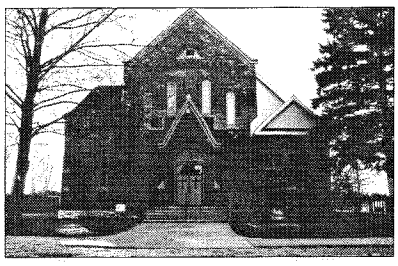

Old and New Elevators, Wing

Although the town of Risk no longer exists, it was once along this railroad line. Also along the old line, Forrest has purchased two miles of the old right-of-way for a trail. Forrest is discussed below in more detail.

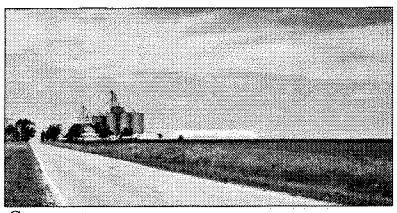
Wing has two distinct elevator facilities, one probably built at the time the railroad was built, the other much newer. These facilities are still used for grain storage. Several houses are nearby.

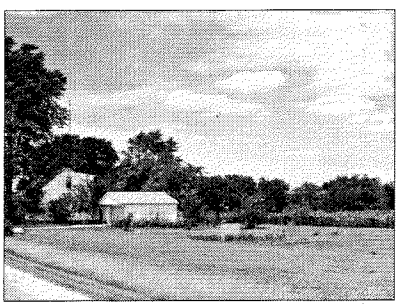
Located along IL Route 116, Saunemin's school buildings and community cemetery provide a picturesque

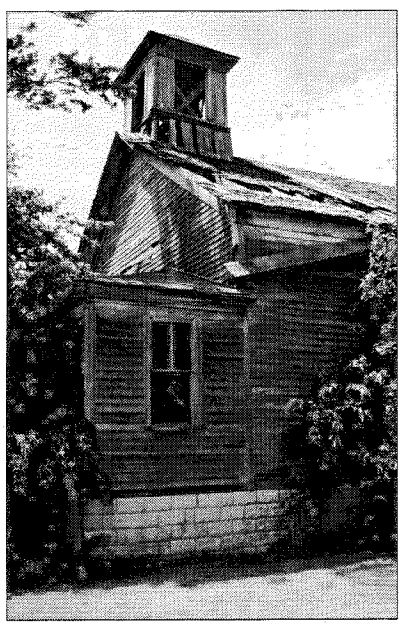

Downtown, Sauneman


Church, Campus

Old Elevator, Reddick


Swygert


Rugby


Old Church, Eylar

entrance to the community. The Albert Cashier and Jennie Hodges grave are particular points of interest. Several businesses and community services occupy the downtown buildings. The abandoned railroad right-of-way through town has been developed with a new grain elevator building.

Emington is a small town with several homes and a large frame church. The abandoned railroad through town appears to be used as a footpath.

Campus is a small town with a brick church. The abandoned railroad through town is used as a walking trail. Additional points of interest are the nearby historic Wylie Barn and Broughton Township Cemetery with its natural prairie.

Reddick has several homes and a picturesque wood grain elevator. The name *Reddick Grain Company* on the front of the abandoned elevator is still discernable.

Swygert, Rugby, Eylar, Scovel (pop's.<225)

Years ago, Swygert, Rugby, Eyler and Scovel were all along the old Illinois Central Railroad that was abandoned years ago. Authoritative populations are not available since these communities are not incorporated. Located approximately 2 miles apart along the rail line, they are an interesting part of the county's early history. Griswold has a stately frame church and several homes. Along the town's east side are a walking trail along the abandoned railroad, the Griswold Prairie Plot managed by the Prairie Lands Foundation and a grain elevator. Nearby is the Rooster Haven Hunting Club.

Sywgert, the first town east of Pontiac, still has an elevator and several homes.

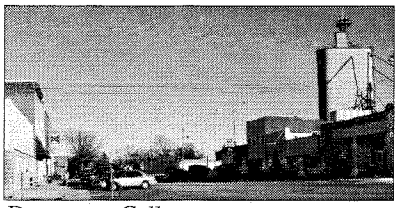
Rugby, 2 miles east of Swygert, has two houses. A section of the old right-of-way is still intact, with woody vegetation along its edges.

Eylar, 2 miles east of Rugby, is a cluster of small buildings. A picturesque, old frame church is badly deteriorated and scheduled to be torn down next year. This town once had an elevator along the railroad, a section house where railroad workers lived, a store and several homes. The current owner has a photograph of the town during its heydays.

Scovel is gone now too, but likely has a history similar to the other towns along this route. Griswold was on both this line, and the recently abandoned NS line (Wabash Line) described above.

Charlotte (pop. 168), **Cullom** (pop. 563)

These towns are along the operating Bloomer Railroad line that hauls grain in this Livingston-McLean county area. On the county's south side, Risk was the first town on this line. As previously described, it no longer exists. Chatsworth is next, and is described below.

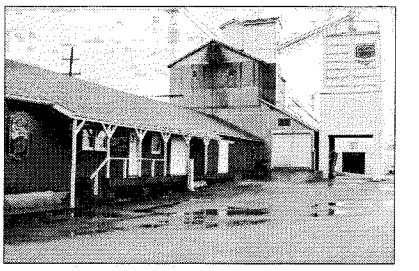

Downtown Cullom

Charlotte is a small residential community with an elevator.

Cullom is a larger town with a wide main street lined with storefronts. Also in town are The Lucy Hahn Memorial Medical Museum, several churches and a grain elevator.

McDowell (pop.33), **Lodemia** (pop. 0)

McDowell is south of Pontiac, near the Vermilion River. The town has a few homes. The Wilken Seed Grains Company occupies the grain elevator and an associated building. The winding drive along the river from Pontiac to McDowell is scenic and attractive. At one time the old Wabash Railroad line ran from Pontiac southeast through McDowell. That line continued to Lodemia, Fairbury and beyond.

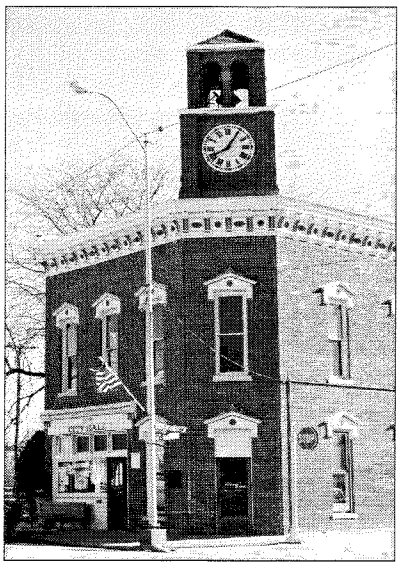

Seed Company, McDowell

The town of Lodemia, about two miles southeast of McDowell, no longer exists. The buildings once occupying this triangular area along the railroad were demolished years ago. The site has been acquired for a new house and yard.

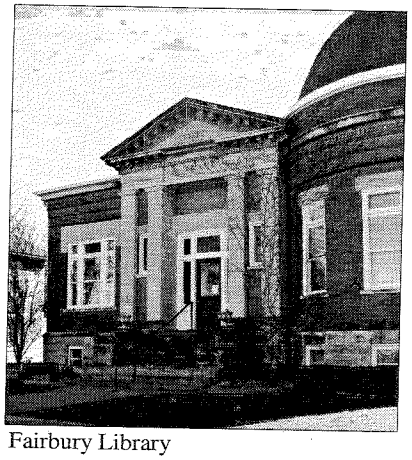
Site of Lodemia

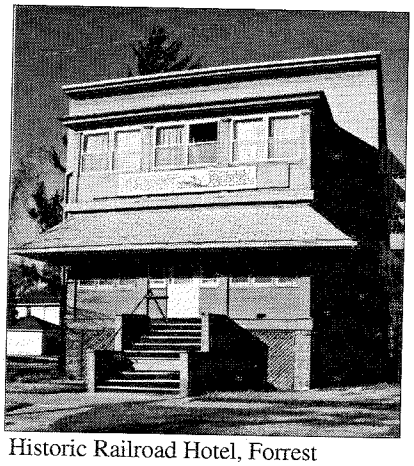
Fairbury (pop. 3,968)

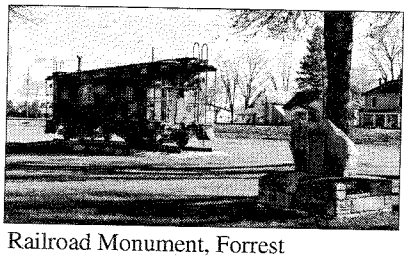
Fairbury is an active community located along US Route 24 and the TP&W Railroad. Its downtown has many historic commercial buildings and businesses of many types. The City Hall, on the National Register of Historic Places, with its bell and clock tower has been restored. With its name, the Bluestem National Bank illustrates the community's pride in its prairie heritage. Also in the town are the Fairbury Dominy Memorial Library, the Fairbury Echoes Museum and the Beach House, another National Register site.

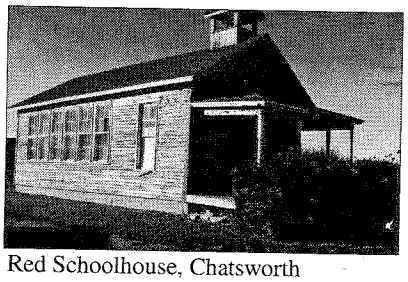

Fairbury City Hall

On the south side of town is the Fairgrounds, with its historic grandstand. On the north is the Fairbury Community Park with a swimming pool, tennis courts, several picnic pavilions, picnic areas and playgrounds. A bicycling and walking trail loops through the park, then runs east across town, past the high school and to Indian Creek. Farther north, Fugate Timber is a 120-acre woodland that is being improved for passive recreation and nature study.


Fairbury Library


Historic Railroad Hotel, Forrest


Railroad Monument, Forrest


Red Schoolhouse, Chatsworth

Several cemeteries lie within Fairbury and outlying areas including the Avoca Cemetery, Graceland Cemetery, Spence Cemetery, and Weston Cemetery just over the boundary in McLean County. Outside town the Travis Historical Farm offers private tours and special events, and the Rooster Heaven Hunting Preserve caters to pheasant hunters.

Forrest (pop.1,225)

Forrest is located on the active TP&W Railroad line, and also the abandoned Norfolk and Western Railroad line that once ran north-south. The village has acquired two miles of the abandoned right-of-way, one mile north and one mile south with the intention of developing it into a trail. On the north, the corridor extends to the first township blacktop. To the south, the corridor runs through wooded areas and over the South Fork River where an old railroad bridge still stands. It continues south to another township blacktop. Along the corridor is a lake and beach house developed as a community swimming facility. Beyond that is a park filled with picturesque hardwood trees.

Forrest's downtown extends several blocks along the railroad with intermittent commercial buildings. On the east end is the Forrest Railroad Hotel, an historic frame building that is being restored by a local preservation group. East across the now abandoned railroad is the old train station. The group hopes to restore this structure as well. In tribute to the railroad heritage, they have placed an old railroad car and plaque in the adjacent open area along US Route 24.

Chatsworth (pop. 1,265)

Chatsworth is a community with homes and businesses. Its landmark is the old Red School House museum. It is in the community park on the west side of town along with a swimming pool and other recreational facilities.

Three miles east of town is the site of the historic Chatsworth Train Wreck, a disaster caused when a railroad trestle caught fire and collapsed under the weight of a train.

C. EXISTING PARKS AND OPEN SPACE

Parks and Open Space have been described within the context of the communities they are in or near. These facilities contribute to the quality of life of community residents, offering open space and recreational opportunities.

Within a countywide greenways and trails system, these facilities might also serve as trailheads, rest stops or recreational facilities. Opportunities are discussed in the next chapter. The following is a summary.

Dwight

1. Downtown area around train station
2. Renfrew Park
   a. Swimming pool
   b. Tennis courts
   c. Playground
   d. Play fields
   e. Picnic shelters and grounds
3. Neighborhood Parks
4. Gooseberry Creek easements
5. Pine Cone Path
6. Oughton Windmill area
7. School Campuses
   a. High School - 35 ac. site
   b. Elementary School - 30 ac.
   c. First Baptist Academy
8. Dwight Country Club and golf course
9. Lions Lake

Odell

1. Downtown open area
2. Park and swimming pool
3. School campuses

Pontiac

1. Historic courthouse square
2. Pontiac RecPlex
3. City Parks along Vermilion River
4. Humiston Woods nature area
5. Reclaimed landfill site (future)
6. State-owned land along Vermilion, southeast of town
7. Elks Country Club
8. Livingston County Fairgrounds and campground
10. Pontiac High School, sports fields, tennis courts, ball fields and playground
11. Outdoor sports complex
12. Thresherman's Park

13. Elementary School Campuses
14. Neighborhood Parks

Flanagan

1. Community center with indoor swimming pool
2. School Campus
3. Village Park

Fairbury

1. Fairbury North Park
   a. Swimming pool
   b. Community Center
   c. Tennis Courts
   d. Play fields
   e. Playgrounds
   f. Picnic shelters and grounds
2. Fairgrounds w/track and historic grandstand
3. School Campuses
   a. Prairie Central High School grounds and sports fields
   b. Elementary School w/open space and adjacent athletic fields
4. Fugate Timber nature area

Forrest

1. Railroad Heritage Park
2. Wooded Park
3. School Campus
   a. Elementary School w/open spaces, and school property open space

Chatsworth

1. The Red Schoolhouse museum
2. Park with swimming pool
3. School Campus
   a. Elementary School w/open space

South Streator

1. Water Company canoe launch and fishing area (below dam) - currently closed
2. Streator Boat Club (above dam)
3. Katchawan Lakes Campground
4. Streator Landfill (currently active) potential for recreational development
5. Smith-Douglass Plant (abandoned. industrial site) potential for recreational development

Other Towns

Most smaller towns in Livingston County have public open space of some type. Several towns have *squares* with band pavilions, picnic shelters, restrooms and/or playground equipment. Other towns have quasi-public areas such as cemeteries or church grounds that are used for memorial events.

Griswold and Emington have footpaths along old railroad rights-of-way. South of Budd along the abandoned railroad is the Sunbury Railroad Prairie Preserve and east of Griswold is a prairie plot. And near Emington is the historic Broughton Township Cemetery with a native prairie.

D. EXISTING GREENWAYS & TRAILS

Several segments of greenway and trails already exist or are being planned in the county. These trails are (will be) used primarily by local residents.

In the future, they could be interconnected with other local trails to form longer routes. They might also be connected with county-wide trails providing local residents access to the county trails, and county trail users the opportunity for interesting local routes. Specifics are discussed in the next chapter. The following is a summary of those trails:

South Streator/Streator

1. The Hopalong Cassidy Trail runs along segments of the Vermilion River through South Streator and Streator. Several segments are built, others are planned.
2. Vermilion River is accessible from the Hopalong Cassidy Boat Launch.

Pontiac

1. Foot paths are provided through the city parks along the Vermilion River.
2. A trail runs from Humiston Riverside Park south to the Outdoor Sports Complex. Future expansion of the trail is planned.
3. An extensive nature trail system has been developed through Humiston Woods
4. Parks and open space along the river conserve the flood plain and provide access to river for boating

Dwight

1. Future plans are to develop a trail through town along Gooseberry Creek, interconnecting the downtown, parks, schools and other public areas.

Fairbury

1. Stafford Trail is located along the north side of town, from the Fairbury North Park, along Prairie Central High School to Indian Creek.
2. Future plans include extending the trail north along the South Fork to Fugate Timber and developing a foot path through the timber.

Forrest

1. Future plans are to develop a trail along 2 miles of the abandoned railroad right-of-way. The right-of-way, one mile to the north and one mile to the south of town, has already been acquired. Within town, several associated railroad relics are being rehabilitated including the old train station, the railroad hotel, and a train car exhibit.

Griswold, Emington and Campus

1. Segments of the abandoned railroad right-of-way through these towns are available to be used as footpaths. In some areas, native prairie plants line the old right-of-way, making it attractive for both walking and nature study.

III. GOALS AND CRITERIA

A. MISSION STATEMENT

Early in the planning process, the Livingston County Trails and Greenways Committee adopted the following mission statement.

The intent of the Livingston County Trails and Greenways Plan is to preserve and enhance Livingston County's natural heritage and assets for use and enjoyment. This Greenway Plan will identify the benefits of trails and greenways and their value to recreation, conservation, tourism and the economic welfare of the county. It will serve as a tool to coordinate efforts of local agencies and community organizations. It will also aid the Illinois Department of Natural Resources and other entities in evaluating projects for grant funding.

B. PLAN PURPOSE

The purpose of the plan was to identify optimum locations for various types of greenways and trails. These are possibilities to be evaluated as public support, local initiative and project funding become available. This plan does not recommend condemnation of lands to accomplish these projects.

C. GREENWAYS & TRAILS PLANNING

Development of this trails and greenways plan involved a year long planning process. The Livingston County Trails and Greenways Committee met regularly with staff from the planning firm of Massie Massie & Associates (MMA). The committee contributed information and ideas, and evaluated plans developed by MMA. Meetings and presentations were provided to local organizations including the Farm Bureau. A public information meeting was held for everyone in the county.

The *Livingston County Comprehensive Plan, rev. 5-2-03* was referenced extensively during the process. The plan established goals and objectives for all manner of subjects. Goals related to this Greenways and Trails Plan are listed below.

Open Space and Recreational Goals

Promote the retention of open space for a variety of uses such as recreation, wildlife habitat, historical and archeological preservation by:

1. *Encouraging the preservation of sufficient quantity and variety of open space to meet both the recreational, aesthetic and ecological needs of the county.*
2. *Promoting environmentally supportive recreational uses of lands in floodplains and areas adjacent to waterways and other natural open space systems.*
3. *Encouraging the preservation of historical sites and landscapes, the study of archeological sites, and the expansion of conservation areas.*
4. *Promoting the use of greenways to establish municipal growth boundaries and recreation corridors, and to provide a buffer for adjacent land uses, for example, between farms and municipal growth areas.*
6. *Encouraging the use of creative techniques to preserve permanent open spaces such as conservation easements, which maintain private property values.*
7. *Encouraging the dedication of open space and recreational land in subdivisions.*
8. *Promoting the development of a recreation/open space facility, utilizing county landfills and surrounding private recreational facilities, and developing a plan to do so.*

Environmental and Natural Resource Goals

Preserve the ecological integrity and foster the wise and beneficial use of the land, air and water resources in Livingston County, thereby providing every resident a healthful, clean and attractive environment in which to live, work and enjoy, by the following goals.

Water Resources

1. *Protecting the quality of groundwater and surface waters in Livingston County as sources of potable drinking water, irrigation water supply, industrial process and cooling water supply and recreational resources.*

Floodplain and Storm Water Management

1. *Maximizing the wise use of flood-prone lands and wetlands.*

Wastewater Management

1. *Abating non-point sources of pollution by filtering and storing storm runoff from impervious surfaces such as buildings, roads and parking lots and using prairie grasses on farms to filter runoff and control soil erosion.*

Agriculture and Natural Resources

1. *Integrating open space and outdoor recreation into community and economic development plans.*
2. *Utilizing open space for multiple purposes by promoting the development and/or preservation of greenways; nature and forest preserves; historic, cultural and archeological sites; public and private outdoor recreation areas and ecologically sensitive habitats in addition to agriculturally productive areas in Livingston County.*
3. *Promoting the identity and character of communities by enhancing natural and rural landscape settings and scenic vistas.*

Environmental Incentives

1. *Using incentives to encourage private owners to make wise land use and environmental management decisions.*

D. DEFINITIONS

Trails and greenways are becoming more common elements in comprehensive plans for municipalities, counties and states. Even so, terminology is often confusing. Within this report, the following terms are used.

Greenways. Greenways are geographic corridors that follow waterways, edges of water bodies or other distinct features. They often have natural environments that are either intact or could be re-established. Greenway designations can be an effective way of defining valuable or sensitive areas that should be protected or enhanced to preserve their intrinsic value.

Trails. Trails are routes designated for non-motorized transportation, primarily bicycling and hiking. They commonly are paved with asphalt or concrete and are located along highway rights-of-way, on abandoned railroad beds or through open areas. Where traffic counts are low, trails can share roads with motor vehicles.

Walking Paths. Paths are walking routes, intended for slower pedestrian speeds and more passive uses. They are narrower than trails and their surface is often hard-packed soil or wood chips. Paths are often aligned through natural areas where people can walk leisurely, study nature or peacefully contemplate.

Equestrian Trails. Trails for horse back riding often are located in open areas where they wind through woods, over hills or along creeks. Their surfaces are usually compacted soil or wood chips. Where equestrian and bicycling trail alignments coincide, the trails usually are built side-by-side with each having the appropriate surface.

Driving Routes. Driving routes are existing roadways selected for their attractive qualities. Routes may be selected for their natural characteristics including topography, vegetation, waterways or views. Cultural elements are often considered as well including towns, historic sites, buildings with historic or architectural interest, cemeteries, etc.

Off-Road Vehicle Routes. Routes for all terrain vehicles (ATVs) and other off-road vehicles require sites where the effects of their operation are acceptable. Such facilities usually are privately owned and operated, although sometimes public facilities are provided.

Greenways Plan

Livingston County
Trails and Greenways

Greenways Plan

LEGEND

- PRIMARY GREENWAY
- CONSERVATION GREENWAYS
- WOODED AREAS
- FOREST PRESERVES

IV. GREENWAYS PLAN

The Vermilion River, its tributaries and the other creeks in the county could be developed into a greenway corridor system. These waterways and adjacent lands provide many benefits to the region. The waterways drain both farm fields and urban areas of the county. They detain floodwater and recharge ground water. The corridors provide habitat for a variety of game and non-game species. They provide attractive and educational natural areas in the region and offer opportunities for recreational activities.

Designating these waterway corridors as Greenways can emphasize their importance and focus attention on their preservation and enhancement. The following have been identified as desirable greenways within the county. These are possibilities to be evaluated as public support, local initiative and project funding become available. Cooperation of local landowners could be encouraged with incentives for their wise use and management of lands affecting a greenway. This plan does not recommend condemnation of lands to accomplish these projects.

A. A PRIMARY GREENWAY

The Vermilion River Greenway

The Vermilion River is a major natural resource in Livingston County and should be considered a Primary Greenway. It is the source of municipal water for towns along the river. It drains most of the county, and its flood plains provide for groundwater recharge. Native plant communities along the river provide extensive and varied wildlife habitat. The river corridor is an attractive feature to local residents and tourists for its beauty, natural qualities, and recreation opportunities

Water Supply

The Vermilion River is the water supply for Pontiac, Streator and adjacent mainly residential areas. In both communities, impoundments of the river provide a constant water supply. The river as a water source is critical for these communities, and needs to be protected from sedimentation and pollution.

Drainage and Ground Water Recharge

The river and its system of tributaries drain almost 80% of the county's area. Effective drainage is essential for both agricultural areas that require drained land for good crop production and for urban areas that depend on unobstructed flows to avoid damaging floods. To maintain effective drainage, sedimentation and other obstructions along the waterways must be controlled. Flood plains also must be preserved for their water-holding capacity during flooding conditions and their ability to percolate surface water to recharge ground water.

Wildlife Habitat

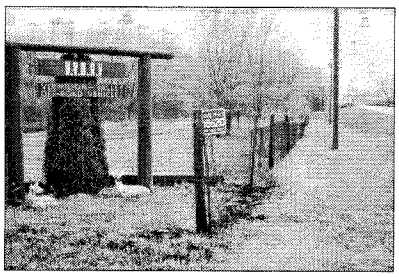
Various plant communities line waterways and valleys, including wetlands, bottomland forests and upland forests. Preserving and extending vegetation along the river can improve the quality of wildlife habitat. Natural areas should be preserved and improved to form stable plant communities. Areas could be extended so one area adjoins the next forming habit corridors. These will support a wide variety of game and non-game species.

Landscape Feature

With its rolling topography and forested edges, the Vermilion River is a landscape feature attractive for its visual quality and nature character. Both residents and visitors are attracted to the parks and nature preserves along the river. Many residents live near the river for the amenities it provides. Still others drive along it, on their way to other destinations.

Nature-Based Recreation

The river environment offers opportunities for nature study and resource-based recreation. Many public and quasi-public areas already exist along the river.



Off-road vehicle park west of Pontiac

Within Pontiac and Streator, parks and other public lands are sited along the Vermilion River. Two forested areas, Fugate Timber in Fairbury and Humiston Woods in Pontiac, have been preserved and allow limited public use. Several outlying sites are developed as golf clubs, boat clubs, campgrounds, retreats, off-road vehicle parks, hunting clubs and other private recreation facilities.

Campground along the Vermilion River south of Streator

Several major sites along the river eventually could be developed for conservation and recreation purposes. These include the Streator Landfill in South Streator, the abandoned Smith-Douglass industrial property in South Streator, the Livingston County Landfill in Pontiac, and the large state-owned tract southeast of Pontiac that is part of the Pontiac Correctional Center property.

The Vermilion River Greenway has great potential for additional conservation and recreational use. When additional nature preserves or nature-based parks are needed by communities or the county, sites along the Vermilion River should be evaluated. Parties interested in developing private recreation-based facilities should also consider the corridor. Facilities located along the Vermilion River Greenway will be interconnected by hiking and biking trails, scenic driving routes and a recreational boating route proposed along the river. Facilities and activities along the Greenway could be incorporated in planning or activities and promotion of the areas.

Conservation

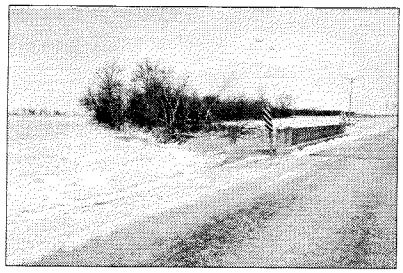
The Vermilion River is an important resource that should be preserved and protected from adverse conditions:

a. The river banks should be protected from erosion. Soil erosion not only damages the immediate area, but also causes downstream siltation. Similarly, erosion from unprotected surrounding lands should be controlled to reduce sediment in the river.

b. Any contaminated surface water run-off into the river needs to be controlled. Run-off is inadequately treated sewage, salt or petroleum products on pavements, livestock lots, excessive fertilizers or pesticides from fields or lawns, etc. Contaminated water can sicken or kill fish and animal life and destroy plants in the area.

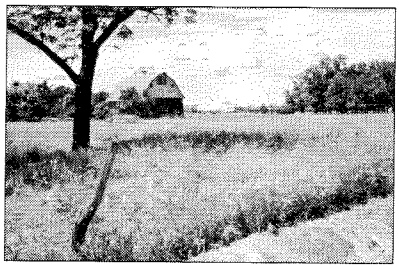
c. Stable, native plant communities should be encouraged. Non-natives species, especially invasive species, should be eradicated. Control of undesirable species should be considered beyond the immediate river areas, since seeds are distributed by wind, surface drainage and wildlife.

B. SECONDARY GREENWAYS


Typical tributary

The tributaries of the Vermilion River, as well as the other creeks in the county, should be considered Secondary Greenways. They should be valued for their contribution to good water quality, wildlife habitat and an attractive environment. These tributaries flow through privately owned lands. Management and use of the creeks and adjacent lands are the right and responsibility of private landowners. These lands are by-and-large well managed throughout the county.

Good management entails soil stabilization to control erosion and minimize downstream siltation. Most tributaries currently have sections that are wooded or covered with other vegetation that help stabilize land and control erosion. Most are heavily forested near their confluence with the Vermilion River and a few almost totally vegetated, including Long Point Creek, Rooks Creek, The Slough north of Pontiac and Indian Creek by Fairbury.


Barn south of Odell

Vegetative cover also can provide good wildlife habitat. By expanding vegetative cover along the tributaries, more wildlife habitat is provided. Interconnecting these linear habitats with the Vermilion River Greenway offers an opportunity to create an integrated habitat network within the county.

Well-managed Secondary Greenways also contribute to the overall appearance of the county. Seeing rolling land, vegetated with forests or prairie is a pleasant experience for residents or tourists to the area.

Owners of land along the creeks should be encouraged to practice good conservation techniques. Information and incentives are available from agricultural entities including the National Resource Conservation Service, the Department of Agriculture, the Vermilion Watershed Task Force, and the Livingston Soil and Water Conservation District. They encourage good management practices. Goals should include:

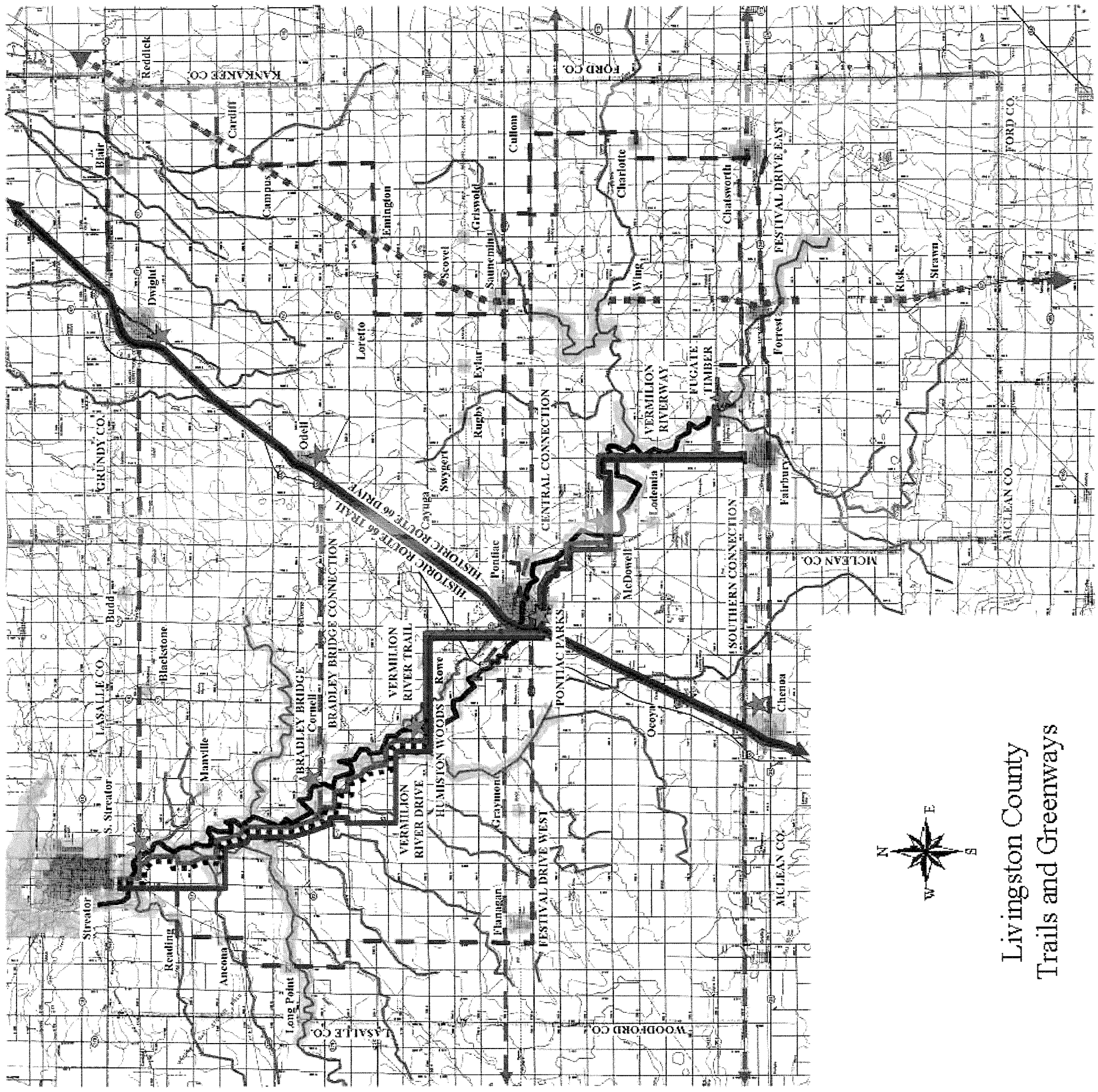
a. Stabilize the creek banks and surrounding areas to control erosion. Site-appropriate native plant species and communities (wetlands, bottomland forests, and upland forests) should be established. Non-natives species, especially invasive species, should be eradicated.

b. Avoid run-off into the creeks of drainage from inadequately treated sewage, salt or petroleum products, livestock lots, excessive fertilizers or pesticides, etc.

Trails Plan

LEGEND

- VERMILION RIVERWAY
- TRIBUTARIES
- PRIMARY TRAILS
- SECONDARY TRAILS
- LOCAL TRAILS
- EQUESTRIAN TRAILS
- PRIMARY DRIVING ROUTES
- SECONDARY DRIVING ROUTES
- REST / ACCESS AREAS



Livingston County
Trails and Greenways

Trails Plan

V. TRAILS PLAN

A. HIKING AND BICYCLING TRAILS

Trails for hiking and bicycling can be a great asset to the region. For local residents, trails provide a recreational facility for walking, hiking, bicycling, roller blading, etc. Trails also can provide connections to parks, other public facilities, shopping areas and work places. For tourists, trails are a recreational opportunity for hikers and bicyclers who wish to enjoy the cultural and/or natural qualities of the region.

The following have been identified as optimum trail locations within the county. These trails are possibilities to be evaluated as local initiative, public support and project funding become available.

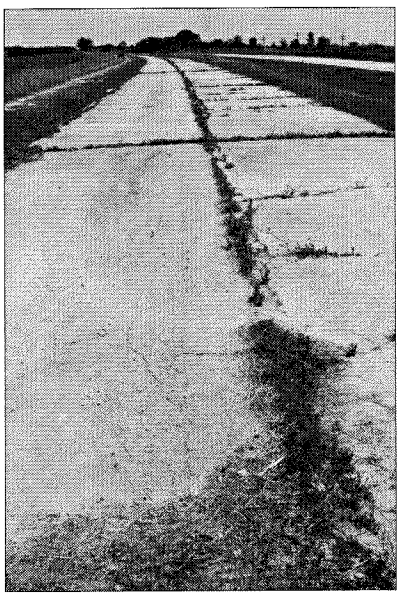
Primary Trails

Two primary trail corridors through Livingston County were identified. These potential trails follow significant features of the landscape, and they can be extended beyond the boundaries of the county to form more extensive trail routes in the future. The Route 66 Trail can be a thematic trail based on the history and culture of old Route 66. The Vermilion River Trail can focus more on the natural quality and recreational opportunities of the Vermilion River environment.

1. Historic Route 66 Trail 30 miles

The Route 66 Trail is proposed along old Route 66, to form a trail about 30 miles long. This trail would be aligned either on the abandoned lanes of Route 66 where they exist or adjacent to the Route 66 right-of-way. The trail would be paved primarily for hiking and bicycling. Trailheads with shelter and restrooms would be located about every eight miles in towns along the route.

The concept of a Route 66 Trail is gaining momentum. McLean County, just south of Livingston County, is developing plans for the Route 66 Trail. Several other Illinois counties along Route 66 also are considering trail opportunities. Eventually the Route 66 Trail could extend through Illinois, from Chicago to St. Louis. It could then continue through the other six states along the original highway to Los Angeles, CA.



Abandoned Route 66 south of Ocoya

Chenoa to Pontiac Trail Section
8 miles

At Chenoa, a trailhead might be located at Silliman Lake near old Route 66. Here, trail users could access or exit from the trail and use the conveniences available. From Chenoa the trail would run northeast through Ocoya to Pontiac. This section of Route 66 is especially attractive for a trail. Pavement from the old southbound lanes is largely intact, and I-55 is about ½ mile to the west, far enough away not to diminish the historic sense of the old highway.

This section of Route 66 is on the National Register of Historic Places. Plans for developing a trail along this section will need to be the coordinated with the Illinois Historic Preservation Agency to determine the best way to utilize this cultural resource.

Pontiac Trail Section
3.5 miles

Around Pontiac, both the old northbound and southbound lanes of Route 66 now are used for traffic. Through this section, three alternative approaches are available.

- The trail could follow the Route 66 right-of-way to the side of the existing lanes. This alignment would allow the trail to continue within the original right-of-way of old Route 66. The exact width and condition of the right-of-way would need evaluation to determine if a trail would fit within the existing area or if additional right-of-way would be needed.

- The trail could run through Pontiac on some (or all) of the older alignment of historic Route 66. This through-town option would involve many design challenges as the hiking and bicycling traffic is integrated with existing traffic patterns. It would, however, bring trail users into town where they can experience the local environment.

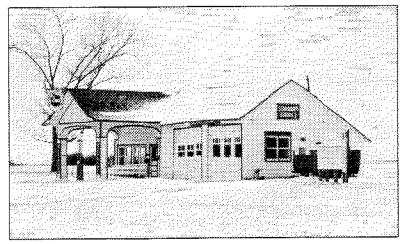
- Some trail users would enjoy a through-town route, however, others likely would prefer to continue along the primary Route 66 alignment with fewer obstacles. Both could be accomplished by supplementing the Route 66 main trail with a local Pontiac Trail.

A local trail system within Pontiac could lead trail users through town and provide access to parks, the downtown square and other points of interest. Pontiac may wish to designate a particular park area as a trailhead. Here, Pontiac residents could

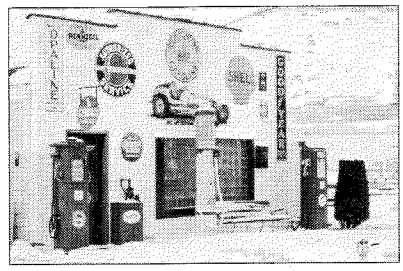
access the Route 66 Trail and trail users could stop for a rest and use of conveniences.

Pontiac through Odell Trail Section
10.5 miles

The trail could be built on the abandoned southbound lanes of old Route 66 lanes from north of Pontiac to just north of Cayuga. North of Cayuga to south of Odell, however, the I-55 right-of-way now occupies the former southbound lanes. Here, the trail would be built along remaining Route 66 right-of-way. Through Odell the southbound lane re-emerges, but both lanes are used for traffic. Here too, the trail could be located in the Route 66 right-of-way.


Standard station in Odell

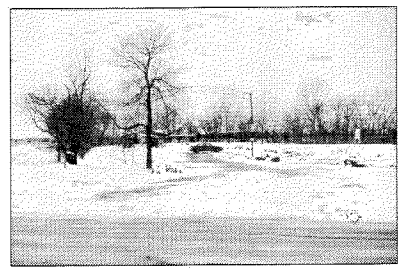
Through Odell, an older Route 66 alignment runs farther east. Now identified with directional signs along Route 66, this local road could be promoted for bicycle use, forming a local bike trail. The local trail also could make a loop of the downtown square. Here, the open central area and existing or new businesses could serve trail users. A trailhead also could be developed here.


Service station circa Route 66 near Dwight

Odell through Dwight Trail Section
8 miles

North of Odell, the southbound lane was again incorporated in the I-55 right-of-way. South of Dwight the southbound lanes emerge but are used for traffic. The trail would be built along the remaining Route 66 right-of-way.

Through Dwight a local trail could be developed providing access to the parks, downtown and other points of interest. A trailhead location could be designated, perhaps within Renfrew Park, providing local residents access to the Route 66 Trail and providing trail users with conveniences.


Lions Lake in Dwight

2. Vermilion River Trail
40 miles

The Vermilion River Trail would extend along the Vermilion River Greenway, about 40 miles, from Fairbury to Streator. The hiking and bicycling trail would wind along the scenic river.

The trail would interconnect various public and private facilities with opportunities for recreational activities including hiking, nature study, fishing, boating and camping. At various locations, trailheads or rest stops would provide restrooms, water, shelter and possibly other services for trail users.

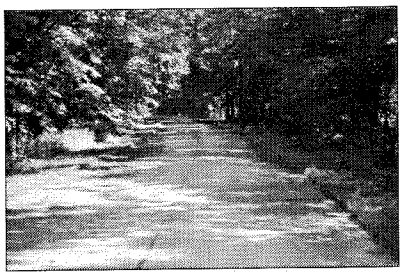
The trail could be situated in several different ways, depending on specific site conditions.

a. Low traffic roads can be posted as 'shared-use' roadways, and hikers and bicyclers actually use the road surface as a trail. Some of the proposed shared-use roads along the river are now gravel. Although useable as a trail, these roads might be considered for upgrading in the future to an oil and chip or even bituminous surface.

b. Trails can be built along the sides of local roads. Where the rights-of-way allow, a trail can be offset from the road for increased safety. Where rights-of-way are not adequately wide, additional rights-of-way or easements could be secured.

c. Recreational easements could be acquired from adjacent property owners so the trail could be built separate from the roadway system. This is especially desirable where roads are heavily used or where desirable areas are not accessible by existing roads.

Fairbury to Pontiac Trail Section
14 miles


Rural roadway

The southern terminus of the Vermilion Trail would be near Fairbury where the Vermilion River converges with Indian Creek. A trailhead would be developed in or near Fugate Timber where the river and forest create an attractive environment. The trail would run along the wooded edge of the river north about 5 miles. It would cross the bridge, then turn west and run along the north side of the river. The trail would cross the river again and run through the small town of McDowell. It would then meander northwest along the river toward Pontiac.

If the large tract of state-owned lands southeast of Pontiac were developed for recreational use, the trail could run along its south border. Additional trails could be developed within the site to provide access to the Vermilion River and other recreational facilities therein.

The trail would continue west on the N 1550 Road, extended as shown in the City's Master Plan. The trail would intersect Pontiac's trail system, providing access to the Pontiac trailhead, also used as a trailhead and the Route 66 Trail west of town.

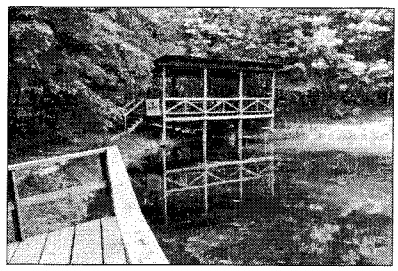
Pontiac to the Bradley Bridge Trail Section
15 miles

The Vermilion River Trail would run coincident with the Route 66 Trail for about one mile within the city of Pontiac. The trail would head north at IL Route 23. At N 2100 Road, it would turn west to continue through the landfill site. Both IL Route 23 and N 2100 Road are heavily used in this area. The trail, therefore, should be separate from the roadway, probably built within the existing roads rights-of-way. If the landfill and/or adjacent areas are developed in the future for recreation or other compatible uses, interconnecting trails can be developed.

Humiston Woods, north of Pontiac

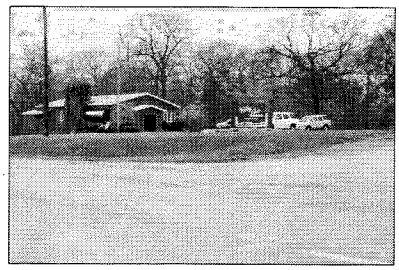
The trail would cross along Humiston Woods that would serve as a trail rest stop where restrooms and water are provided and other nature-related activities are available. Canoe access to the Vermilion River also is provided at Humiston Woods.

From Humiston Woods, the trail would wind northerly adjacent to the river wherever possible. Many of the existing roads lie quite close to the river, although several of the roads are gravel. For roads to be designated for shared-use, consideration should be given to upgrading their surfaces with oil and chip or bituminous.


Humiston Woods

Three miles north of Humiston Woods, toward the mouth of Rooks Creek, is a mile-long section without roads. Here the possibility of acquiring land or recreation easements should be investigated. An off-road trail through this scenic stretch of river would add greatly to the quality and attractiveness of the Vermilion River Trail.

About two miles north of Humiston Woods is a privately operated campground available to tourists. Other service businesses could be developed along the trail section such as bicycle rental and repair, camping supplies, boat rental, bait and tackle, groceries and meals. Such businesses need to be located where convenient for trail users, however, they must be in compliance with local zoning.


Former campground at Bradley Bridge

At the Bradley Bridge, a trailhead is recommended on the east side of the bridge where a former campground is located.

Bradley Bridge to Streator Trail Section
11 miles

The trail would run north on existing roadways along the river's west side about 6 miles. From this point, two options are available.

- The trail could run west a mile to IL Route 23 and north to Streator. Because of the heavier traffic and higher speeds of IL Route 23, this section would need to be separated from the roadway. This alignment is on high, level ground and is not particularly scenic.

- The trail could follow the local road north a mile where it dead-ends at the river. From here, land or recreation easements would be obtained along the river for a mile to Streator. This option would create a beautiful section of trail through native vegetation with vistas of the river.

The trail would connect to Coalville Road south of South Streator. The old IL Route 23 Canoe Launch here could be renovated for use. Additionally, a portion of the nearby Streator Landfill site could be reclaimed for public use in the future.

The trail would continue north to connect with the Hopalong Cassidy Trail and recreational system being developed in Streator as outlined in the *Vermilion River Greenway Master Plan for Streator, Illinois* published in January 2002. From Streator, the trail would continue down the river approximately 20 miles to connect into the National Heritage Corridor along the Illinois River.

Secondary Trails

Secondary trails can serve several purposes. They can provide recreational opportunities for residents along the routes. They can provide access to the primary trail, the Route 66 Trail and the Vermilion River Trail. Secondary trails also can interconnect with surrounding counties, offering opportunities to share trails and other resources with tourists and nearby populations.

1. South Connection 25 miles

The South Connection would run through the Livingston County towns of Chatsworth, Forrest and Fairbury. It would continue east into McLean County, connecting the Route 66 Trail in Chenoa. Where the South Connection meets the Route 66 Trail, a trailhead, possibly at Chenoa's Silliman Lake, is desirable.

The South Connection could be built in one of three alignments:

- Along N 900 Road, approximately one mile north of US Highway 24. This road is used extensively for

commuting to schools in each community. For safety, a trail along this route should either be, 1) entirely separate from the road or 2) separate bike lanes should be provided by widening the road and striping the lanes.

- Along US Highway 24, as a separate trail built within the highway right-of-way. If the existing right-of-way is not adequate, additional land or easements may be acquired.

- Along the railroad line, if this railroad is abandoned in the future, this alignment would be optimal. It has little potential conflict with motor traffic, the right-of-way is adequate, suitable grades and base material are already in place.

The feasibility of these alternatives would need to be evaluated based on traffic counts, right-of-way widths, the type and number of intersections along the route, the likelihood of the railroad becoming available and the overall cost of the options. One approach would be to develop the lower-cost 900N Road route until such time as one of the other options becomes available.

The South Connection would continue west from Chenoa along the McLean County line into Woodford County as shown in the *Urbanized Greenways and Tails Plan for Woodford and McLean Counties* adopted by these counties in July 2002. To the east it could continue into Ford County, which at this time has not developed a plan.

2. Central Connection 36 miles

The Central Connection would cross the central part of the county, intersecting both the Route 66 Trail and the Vermilion River Trail in Pontiac. It could be developed as either an off-road trail built along the IL Route 116 right-of-way or a designated shared-use roadway using a combination of 1700N Road and 1900N Road, avoiding the heavy traffic of IL Route 116.

The feasibility of these alternatives should be evaluated based on traffic counts, right-of-way widths, the type and number of intersections along the route and the overall cost of the options

The old Illinois Central Railroad line once ran parallel along this route. The history of this railroad and the original towns along the route including Graymont, Flanagan, Pontiac, Swygert, Rugby, Eylar, Scoval and Griswold would be interesting for trail users. Interpretative markers along the route

and an interpretative brochure would be desirable.

On the west, the Central Connection could be extended into Woodford County as shown in the *Urbanized Greenways and Tails Plan for Woodford and McLean Counties* adopted by these counties in July 2002. On the east, it could be extended into Ford County to connect with other possible local and regional trails.

3. Bradley Bridge Connection 13 miles

The Bradley Bridge Connection would connect the two primary trails, Route 66 Trail and the Vermilion River Trail, along Route 23 in the central part of the county. The connection would run from the Route 66 Trail south of Odell, west through Cornell to the Vermilion River Trail. A reststop or trailhead is suggested on the east side of Bradley Bridge, the site of a former campground.

This connection provides the option for trail users along both the Route 66 Trail and Vermilion River Trail to cut across to the other trail and experience another trail environment. Trail users could ride in a loop, rather than retracing their route, or interconnect with other current and future local trails in the region.

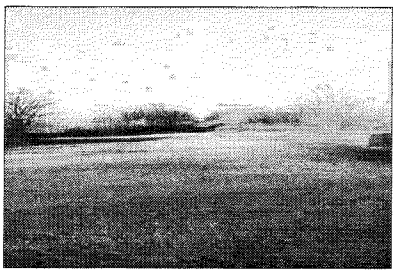
4. Other Links

Other connections to the primary trails could be made. Although the south and central connections collect the more concentrated populations in the county, there may be residents in outlying areas of the county who would use the trail system if they were better connected. Such routes could be designated if and when they are needed.

There is little reason not to provide additional connections using the shared-use roadways. The roads selected should have low vehicular traffic and the surface should be paved. Connections to the primary trails should be made at safe locations. The cost is minimal, involving primarily installation of signs to mark the route.

Abandoned Railroads

Abandoned railroad corridors can provide excellent opportunities for trail development. They have an existing, continuous alignment and the ballast material is an excellent base for a trail surface. Some rights-of-way are grown with prairie plant communities or woody species. As railroads in the county are abandoned, their acquisition and development for trail use should be considered.



Abandoned railroad right-of-way in Griswold

Already, several communities in Livingston County have acquired sections of abandoned railroads to use for local walking and bicycling trails.

1. Illinois Central Line

Sections of the old IC right-of-way in Rugby and Eylar were acquired years ago and are used as local recreational walking routes.

2. Wabash Line

This line was abandoned recently. Forrest has acquired two miles of right-of-way extending through their town. Saunemin, Griswold, and Emington apparently also have acquired sections. These segments provide communities with local hiking and biking routes. Potentially, they can interconnect facilities within towns and interconnect with other trails.

Abandoned railroad bridge in Forrest

Township Roads

Livingston County is fortunate to have high quality township roads throughout its rural areas. With their low traffic volume, these roads are reasonably safe for bicycle traffic to share with motorists. The roads provide everyone in the county, even those in remote locations, road access to the designated trails and greenways.

These roads have some limitations however. Some roads are gravel making them more difficult for bicycling. Distances to interconnect with other trails can be lengthy. Overall safety, especially for children, may not be adequate. For those concerned with such matters, transporting riders to a trailhead along a designated route will be a better alternative.

Local Trails

As earlier described, several communities already have developed trails within their jurisdictions, and some have plans for future trails. These trails can interconnect neighborhoods, schools, libraries, parks, downtowns, commercial areas and other public facilities. They can function as both a recreational facility and a route for walking and bicycling to local destinations.

Communities can link their local trails with the regional trails nearby. This provides the local residents access to the regional trail system and provides an opportunity for regional trail users to access local trails. Local trails can route these tourists to parks, museums and community centers. Local trails can also direct tourists to downtowns, restaurants, convenience stores, gift shops, etc. where they would enjoy doing business.

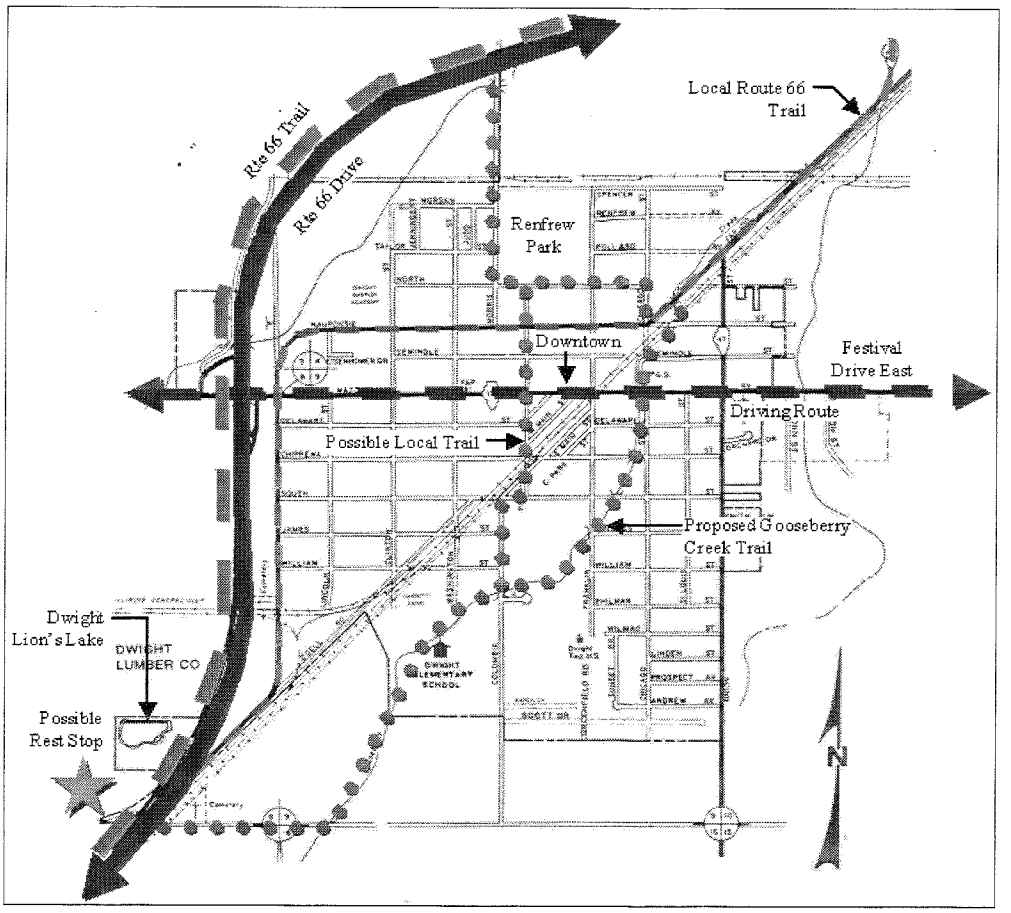
For these reasons, local trails should tie into the overall trail system where possible. Suggestions of how to connect Livingston County towns with proposed regional trails are provided below. The exact routes may be adjusted to fit with current or future local conditions.

Dwight Local Trail

A local trail through Dwight could form a loop. The trail could begin near the Dwight Lions Lake, where a reststop could be located. The trail would extend east along 3100N Road then turn northeast along Gooseberry Creek past the Dwight elementary and high schools. At Columbia Street it would turn north passing Rotary Park, the County Mansion and Windmill. Turning east on Prairie, it would intersect the downtown area and continue north to Renfrew Park.

A Local Route 66 Trail could be developed along the highway's older alignment through town. The Local Route 66 Trail would turn off the Route 66 Trail by the Dwight Lions Lake, continue north, then east on Waupansie Street. It could turn north on Prairie to become part of the proposed local route north. It could instead turn northeast and continue on what has become part of IL Route 47 to reconnect with the Route 66 Trail. This second option would require greater separation from the roadway because traffic speeds are higher.

Dwight has adopted *An Environmental Study of Gooseberry Creek for the Village of Dwight, Illinois*, May 1972. A component of the plan is to develop the Gooseberry Creek Park and Trail System that is shown.

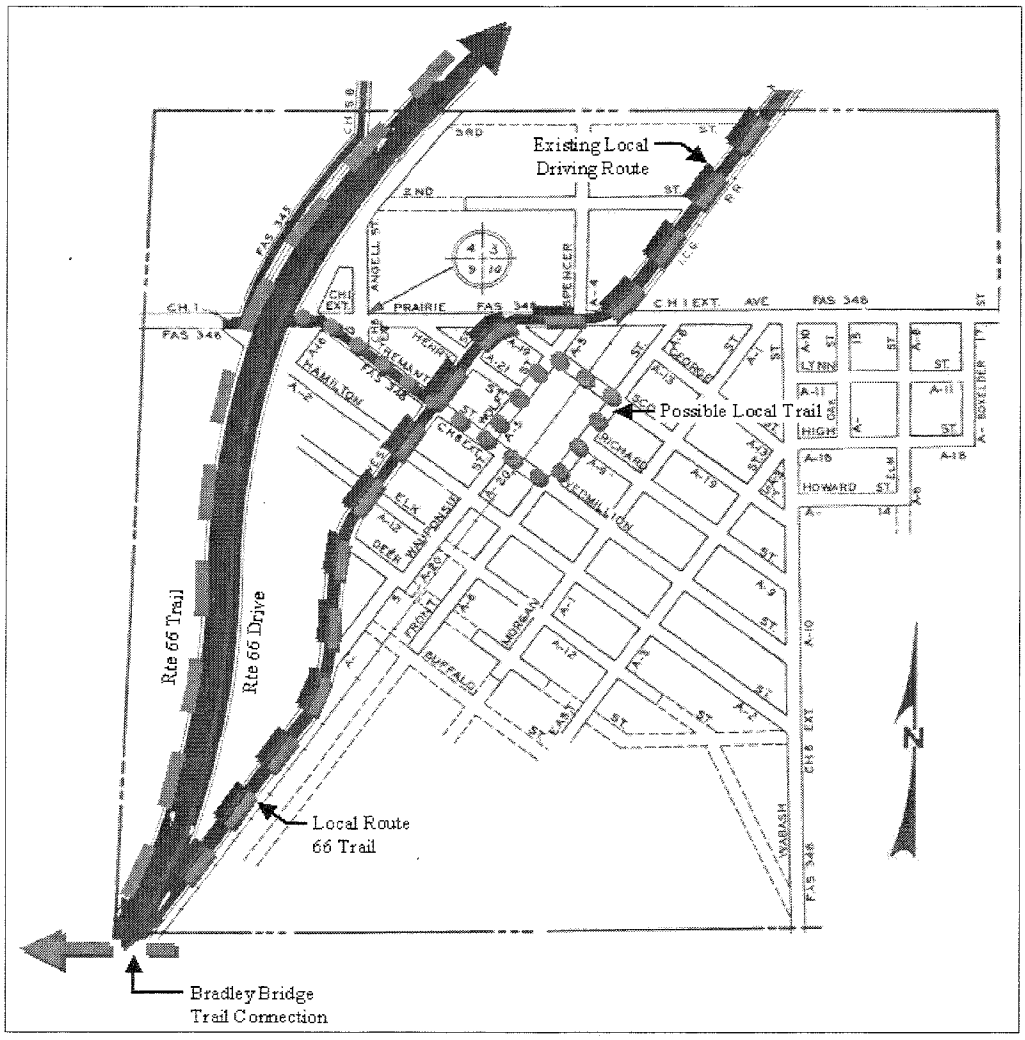


Trail Concept for Dwight

Odell Local Trail

Odell has a local driving route through town that follows an old alignment of Route 66. This is an interesting section of roadway with Route 66 era buildings alongside. This route could also be a Local Route 66 Trail, leaving the Route 66 Trail south of town and re-connecting north of town including the Standard Oil Gas Station Museum.

Another local loop trail could be developed into and around the historic square where livestock was once bought and sold. Existing and potential businesses here could cater to both local residents and trail users, further developing the character of this interesting town.



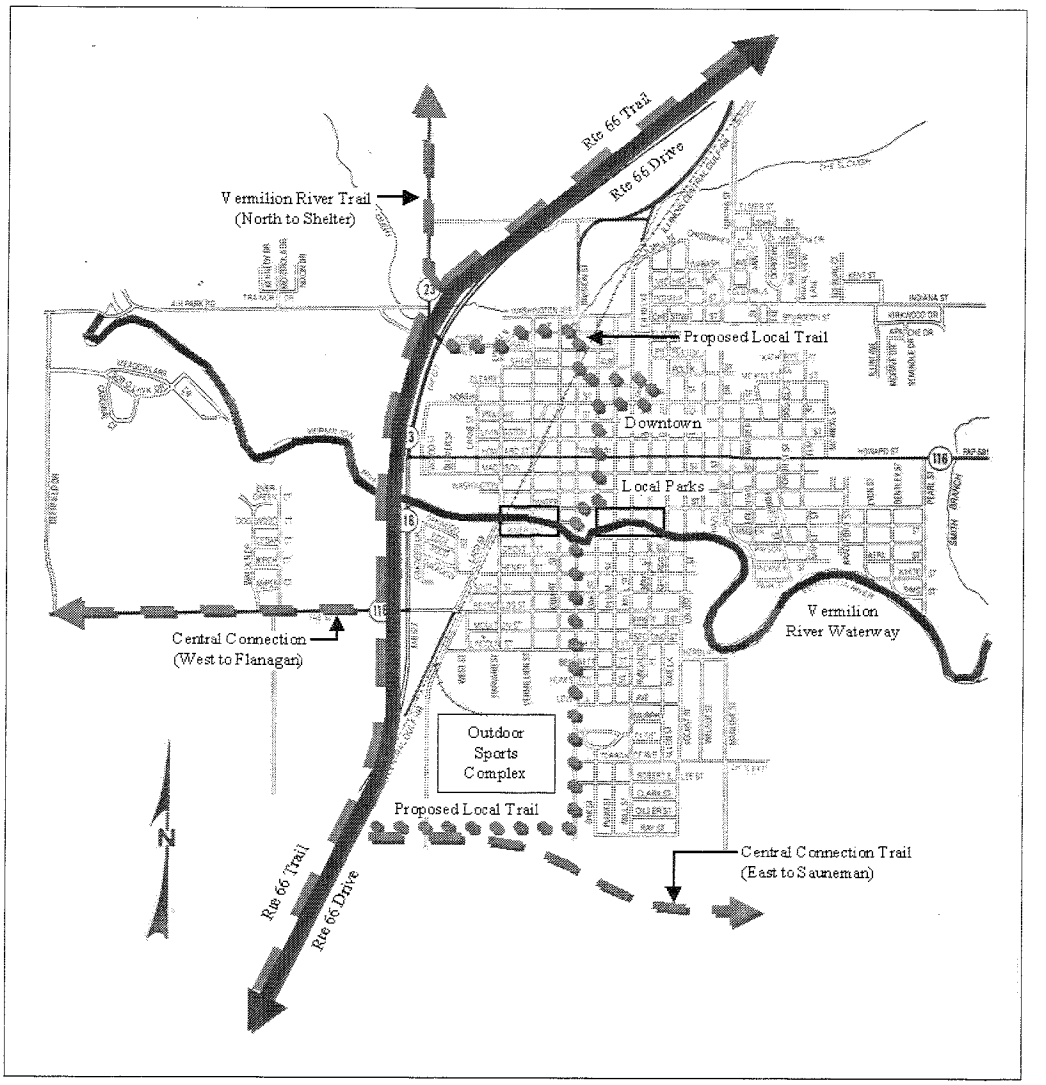
Trail Concept for Odell

Pontiac Local Trail

Pontiac would serve as a hub of Livingston County's proposed trails. The two primary trails, Route 66 Trail and Vermilion River Trail, and the secondary Central Connection all intersect here. Additionally, the Route 66 Driving Route, the Vermilion River Driving Route and the Vermilion Riverway cross through town.

The Central Connection Trail could join the local trail at the Outdoor Sports Complex on the city's south side and continue west to intersect with the Route 66 Trail.

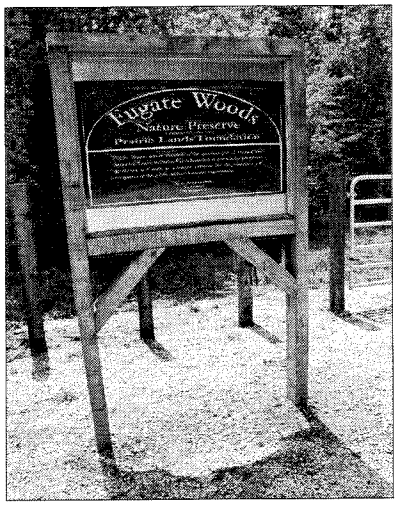
From the terminus of the existing trail north of the Vermilion River, the local trail could jog east and run north along Oak Street. The route would circle the downtown square then continue north on Division Street and cross the tracks. The trail would turn on Lincoln Avenue, then Custer Avenue to intersect with the Route 66 Trail. As Pontiac develops its trail system, other intersections with the Route 66 Trail could be made.



Trail Concept for Pontiac

Fairbury Local Trail

Fairbury has a two-mile trail along its north side from the Fairbury North Park on the west through the high school campus to Indian Creek.



Fugate Woods

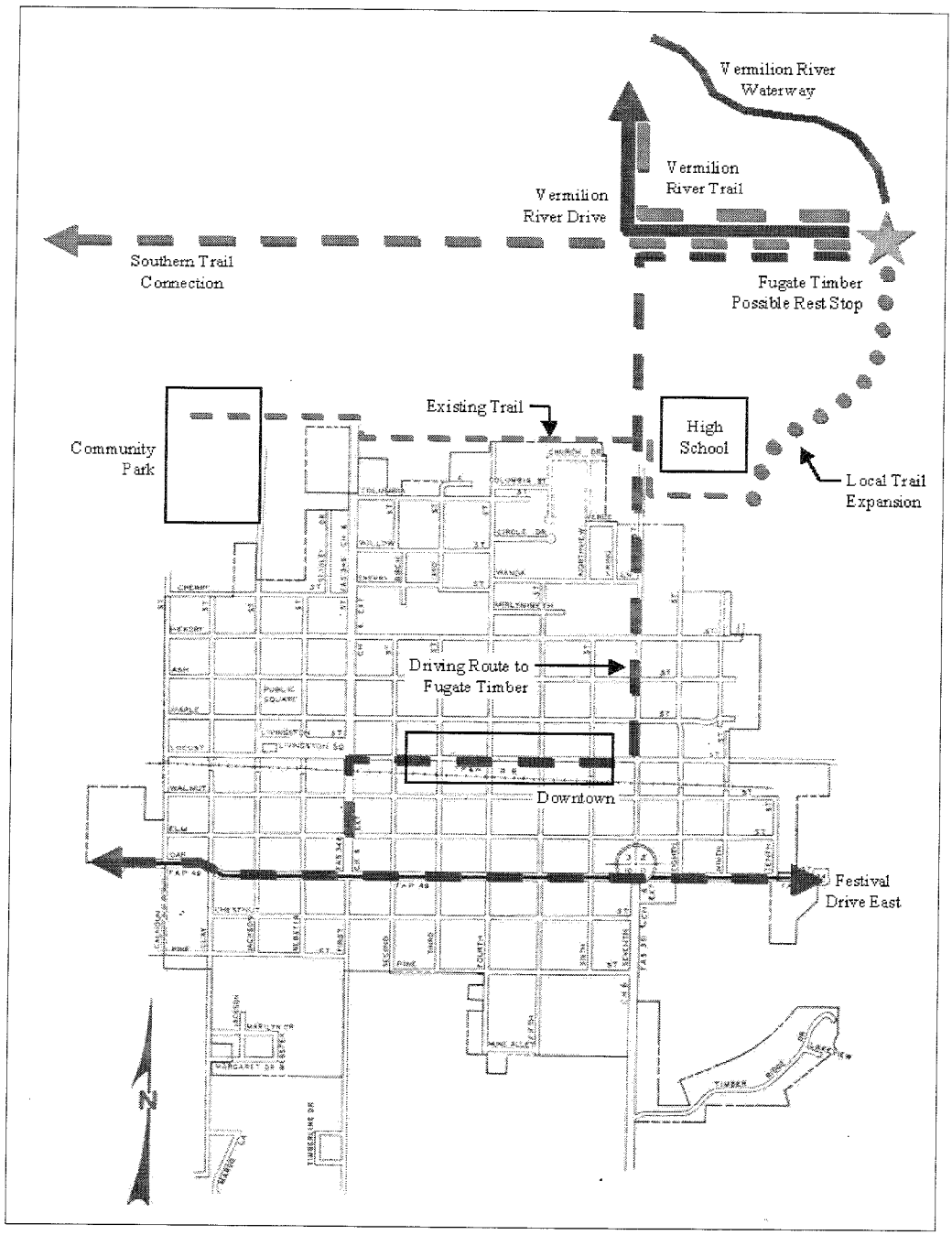
Land has been secured along the west side of Indian Creek for a trail north to Fugate Timber. This trail section will allow residents to access Fugate Timber without traveling on roadways. It will provide a trail route for tourists at Fugate Timber to access Fairbury with its many points of interest and local businesses.

Fairbury, and Fugate Timber in particular, could be considered the terminus of the three Vermilion River routes – the Vermilion River Trail, the Vermilion River Driving Route and the Vermilion River Waterway. It is here that the headwaters of the Vermilion River joins with Indian Creek forming a substantial flow of water. It then flows northwest through the county to Pontiac, Streator and on to the Illinois River in LaSalle County.

Fugate Woods

At this starting point a trailhead will be needed that provides facilities including a canoe launch, picnic area, water, toilets, a parking area, etc. Executed sensitively, such facilities could be developed within or near Fugate Timber without degrading its resources. Such facilities would attract tourists and promote economic development in the area.

To access the Vermilion River Driving Route, most motorists would pass through downtown Fairbury where many of the historic buildings and local businesses are located. It would turn north on Seventh Street, intersect with the existing trail, then with the Southern Trail Connection. A short distance to the east is Fugate Timber from which the three major routes would begin.

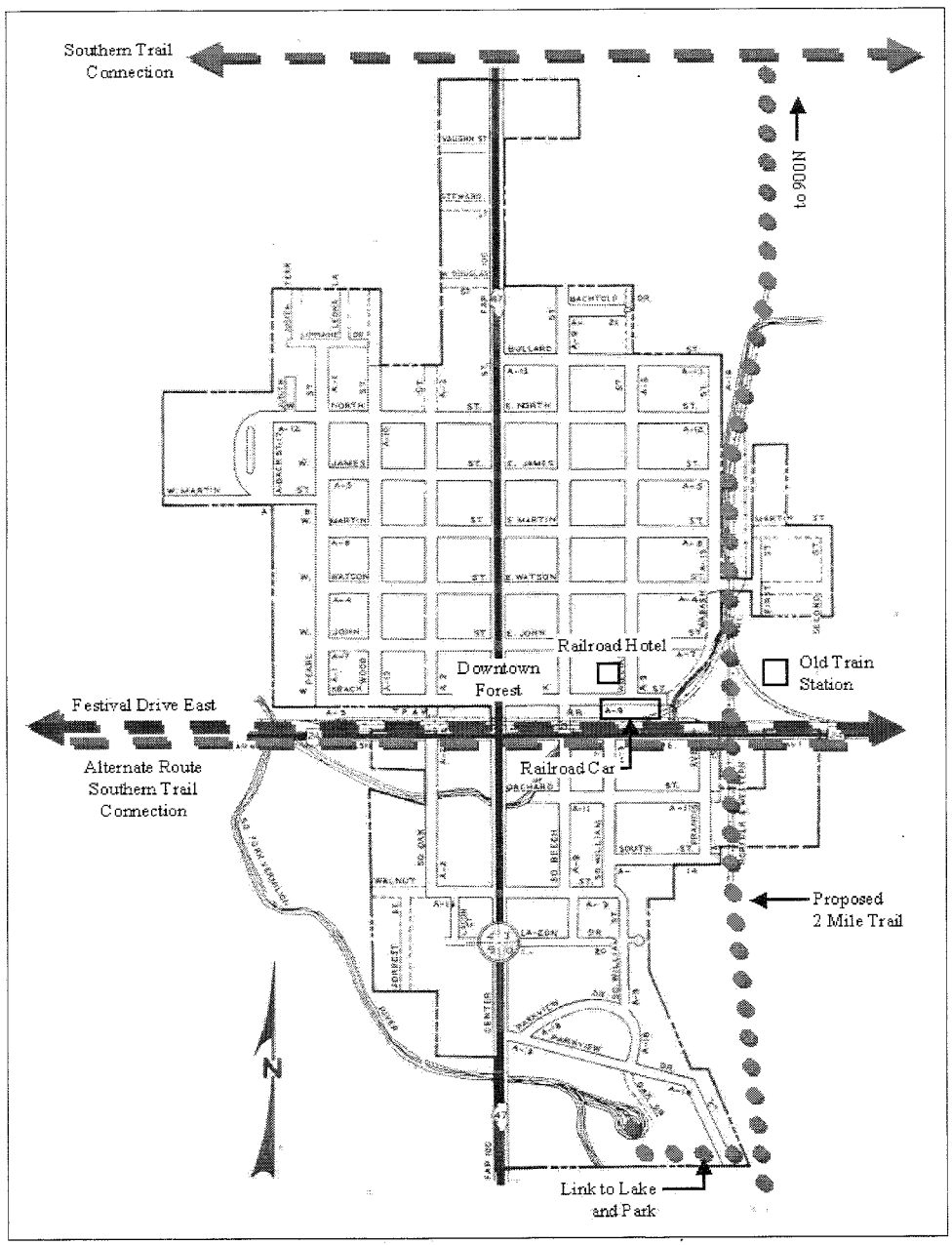


Trail Concept for Fairbury

Forrest Local Trail

Forrest purchased two miles of the abandoned north-south Wabash Line with the intention of developing it into a trail. The route is interesting. Going south from town, it runs by the swimming lake and park before crossing the South Fork at an old railroad bridge. Going north, it passes the old train station and has woods along its edge.

North of Forrest, the trail will connect with the Southern Trail Connection if it is built along 900N Road. If the TPW rail line through Forrest is abandoned, however, the Southern Trail Connection could be built here along this right-of-way instead. This alternative would form a rails-turned-trails intersection in downtown Forrest.

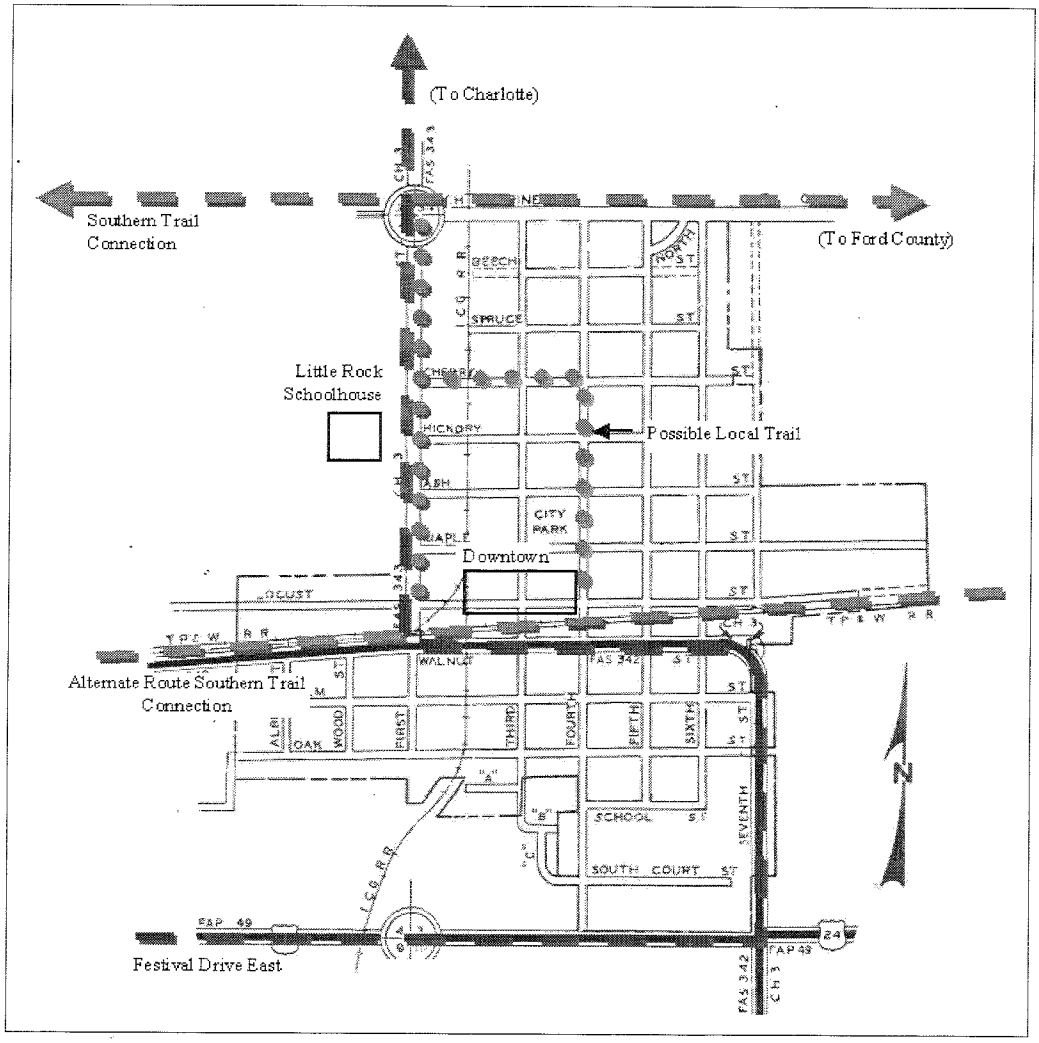


Trail Concept for Forrest

Chatsworth Local Trail

In Chatsworth, the Southern Trail Connection would run either across the north side of town or on the railroad tracks through downtown. A local trail route could loop through town, north on First, east on Cherry and south on Fourth streets. This route would pass the Little Red School House, Community Park and the downtown area.

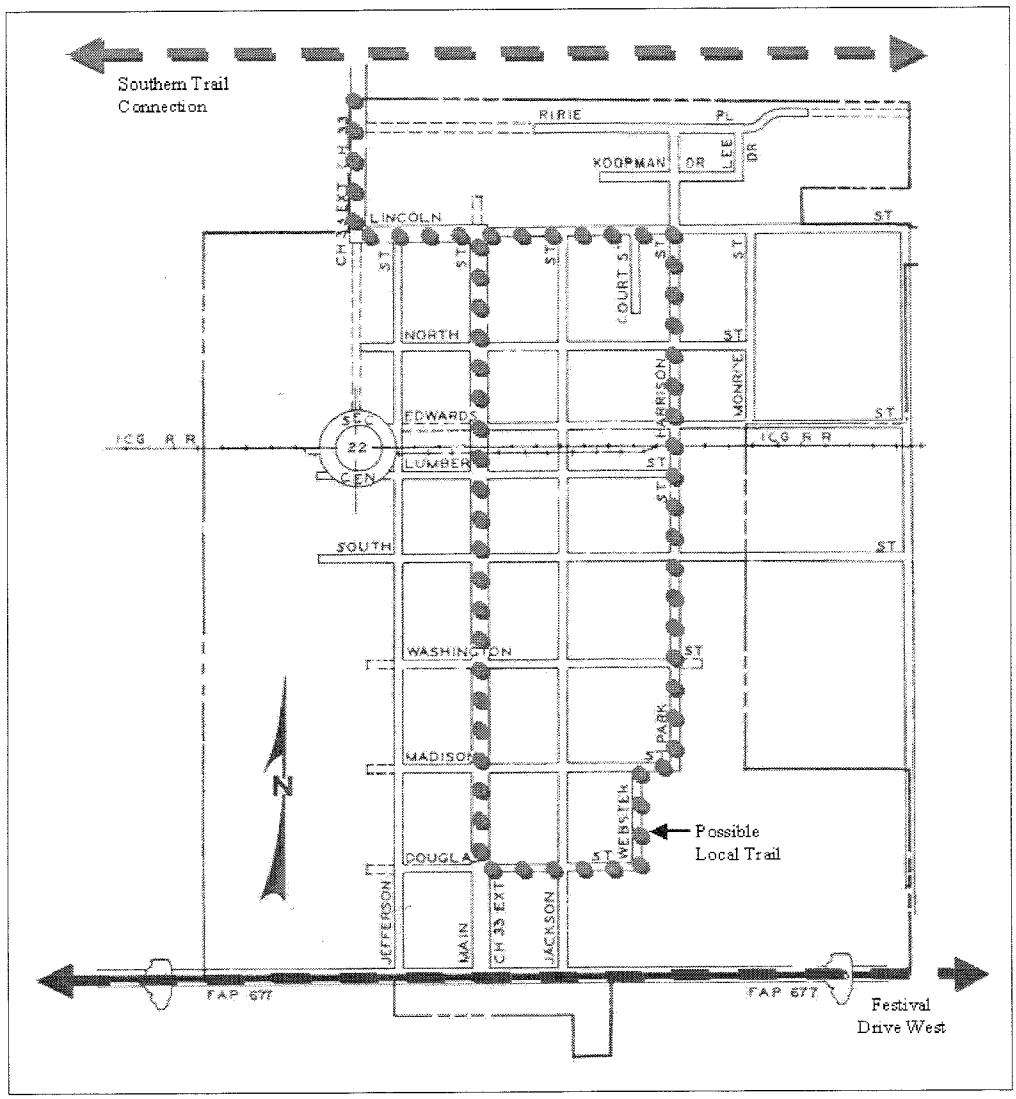
The Festival Drive East would turn north off IL Route 24 and jog through the downtown and continue north to other Livingston County communities.



Trail Concept for Chatsworth.

Flanagan Local Trail

Flanagan could offer an attractive trail looping through town. It would run south of the Central Trail Connection. It could be designated as a shared-use roadway, extending west on Lincoln, south on Main, west on Douglas, and north on Webster and Park streets. This route would provide local residents a designated route to access the Central Trail Connection, and a route for trail users to explore Flanagan.



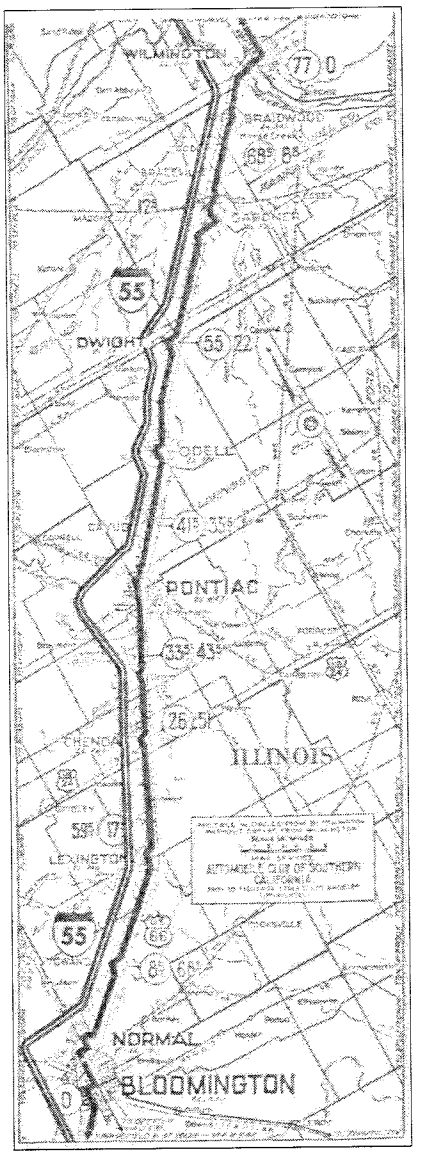
Trail Concept for Flanagan.

B. DRIVING ROUTES

Interesting and attractive driving routes through Livingston County can benefit both residents and visiting tourists. Residents could enjoy attractive routes as they commute for work, travel to local destinations or take pleasure drives through the county. Tourists would enjoy attractive routes as they drive to specific destinations or simply enjoy a recreational drive. The following have been identified as optimum driving routes within the county. These routes are possibilities to be evaluated as public support, local initiative and project funding become available.

Primary Routes

1. Historic Route 66
30 miles



Route 66 is already a tremendously popular driving route. Tourists come from across the country and around the world to experience this historic highway corridor that once spanned from Chicago to Los Angeles. Route 66 is the quintessential National Highway. It provided a route for 20th Century Americans to travel west for pleasure, commercial development and emigration. Memorialized in song and story, Route 66 symbolizes freedom and opportunity. The city of Pontiac is now the home of the Route 66 Association Hall of Fame.

The concept of a regional or statewide Route 66 Trail is gaining momentum. McLean County is developing an alignment plan from McLean north to Towanda. The plan is being developed with the consideration that the bicycling trail would eventually be extended northward in the future, possibly to its original terminus in Chicago. Similarly, consideration is being given to its southward extension to St. Louis and beyond.

Once a National Highway, Route 66 still extends diagonally through Livingston County. It is used as a divided local highway through Pontiac, Odell and Dwight. Through rural areas the northbound lanes still are used for two-lane local traffic. The southbound lanes are abandoned. In two locations the southbound lanes were absorbed within the I-55 right-of-way. Those are the 3-1/2 miles between Cayuga and Odell and 4-miles between Odell and Dwight.

The major towns have even older roadway sections of Route 66 that are partially or fully intact. Along these routes are many historic service stations and diners. Some have been renovated and are operational, including the station in Odell.

The popularity of Route 66 will undoubtedly continue to grow. The route has been nominated as a National Landmark, which will add even more attention to the highway. Incorporating a Route 66 Trail for bicycling and hiking along the corridor will add more interest and opportunities for both residents and tourists.

Improvements can be made along Route 66 in Livingston County to build on this momentum. Improvements can take many forms.

Preservation and Enhancement

The Route 66 Roadway Corridor is attractive to tourists because it still has much of the quality and character of old Route 66. The character is developed by a combination of elements.

Primary Resources

The original Route 66 pavement, bridges and other elements that comprised the actual roadway are features to be preserved. Tourists enjoy driving on the actual highway and viewing the surrounding landscape from its historical perspective.

This original fabric of Route 66 should be preserved to the extent possible. People are thrilled by seeing the material of the original highway. Its characteristics, however, make preservation complicated. The highway is extensive, running 30 miles in Livingston County alone. Located outdoors, much weathering has occurred and more is unavoidable.

Preservation is a particular concern along the section from Chenoa to Pontiac. This 8-mile section is on the National Register of Historic Sites. It is part of the 1926 alignment of Route 66 and is sufficiently separated from I-55 and other recent improvements to provide a true sense of the historic Route 66.

Associated Resources

Facilities built along the roadside to accommodate motorists include service stations, diners, motels, billboards, etc. These were a large part of the Route 66 experience. Today, Route 66 enthusiasts appreciate restored facilities or new features built with a Route 66 character.

Already several historic buildings have been renovated and decorated in a style of the Route 66. Other remaining buildings could be renovated or new structures developed in a Route 66 highway architecture. This would further develop the ambiance of Route 66 and provide opportunities for local business.

Complementary Resources

The surrounding landscape of fields and farmsteads, towns with grain elevators, railroads, woodlands and prairies provide additional sights and sounds along the way.

Although much of the area's landscape has changed, opportunities exist to emphasize remaining elements and to re-create aspects of the historic environment. Elements such as grain elevators and railroad embankments should be preserved and remain visible from Route 66. Vistas across natural areas and farmlands should be provided. On the other hand, modern elements should be screened from view. Interstate 55 which often closely parallels Route 66 creates great conflict with the historic qualities of Route 66. It occupies a broad expanse of the landscape and its traffic is fast and noisy. Visual screening and noise buffering should be developed in areas where the ambiance of Route 66 is desired.

With the proposed use of the southbound lanes for hiking and biking, attention must be given to how trail users and motorists can compatibly and safely function together. Both motorists and trail users appreciate similar facilities including rest stops, interpretative stations, and opportunities for side trips. Such services should be located and designed for use by both motorists and trail users.

Additional signs, interpretative information, and promotion of this driving route will increase use of the route. Coordination and development of attractions and events in Livingston County could aid in tourism and economic development.

Cultural Tourism

Leaders of communities along Route 66 have a great opportunity to promote their towns and local attractions. Route 66 tourists look for nearby areas to explore and things to do.

Tourists like side trips. They enjoy driving though towns to view historic buildings, museums, downtown and other commercial areas, and other unique features. They typically stop at one or more locations along the route that particularly interest them. Tourists also appreciate public facilities including restrooms, picnic areas and parks.

A designated driving route is advantageous for both the motoring tourist and the community. Tourists can conveniently visit communities and residents can assure that local points of interest are on the tour routes. Well-marked locations for tourists to obtain local maps and other information are also useful in this regard.

Towns interested in tourism can include information in the many brochures and other promotions related to Route 66. The Illinois Bureau of Tourism coordinates promotional literature and is a resource for ideas.

Economic Development

Economic development can result from a growing tourism base. Tourists who enter a community are often looking for things to do. Shopping and eating are usually popular. Often clusters of retail businesses are most effective to encourage motorists to stop and explore. Festivals and other special events can help attract local and regional tourists.

Approaching tourism on a countywide basis could aid in economic growth. Opportunities for extended or overnight stays can be developed by pooling tourism resources within the area. Overnight accommodations in hotels, motels or bed and breakfast establishments provide additional options for tourists.

Additional signs, interpretative information and promotion of this driving route will increase use of the route. With the old northbound lanes of Route 66 used by motorists and the southbound lanes proposed for hiking and biking, attention must be given to how these uses can function together. In some locations physical and visual barriers may be needed for safety. Facilities needed/desired by both motorists and trail users such as rest stops and interpretative stations, should be designed to accommodate both user groups.

2. The Vermilion River Drive
40 miles

The other Primary Driving Route in Livingston County would be a nature-based drive along the Vermilion River. The river is a dramatic feature on the landscape and a valuable natural resource. It is difficult to appreciate, however, because most roads are set far back from the river's edge. Views of the river and its wooded banks are minimal. Many people, both local and tourists, are unaware of the quality and beauty of the river valley.

A designated driving route would help make people aware of this valuable resource and appreciate its qualities. To create the Vermilion River Drive, existing state and township roads would be designated. The proposed drive would closely follow the proposed hiking and bicycling trail from Fairbury to South Streator. The route follows the river to the extent possible crossing bridges in many locations with views along the river channel. The route also passes public parks, nature preserves and private recreational facilities. Access to the river is provided in several locations.

Fairbury to Pontiac Section
14 miles

The drive would begin in Fairbury. Motorists would be directed to Fugate Timber. Here a proposed trailhead facility would offer maps, restrooms, water and shelter. The route would head north along the wooded edge of the Vermilion River for about 5 miles where it would cross a bridge. The drive would turn west and continue along the north side of the river. Crossing another bridge, it would continue through the town of McDowell then meander northwest along the river toward Pontiac.

If the state-owned land on the southeast side of Pontiac were developed for recreation, the driving route could provide motorist access to the site. The route would continue west on the 1550N Road along the proposed extension of 1550N Road (shown on Pontiac's Master Plan) into Pontiac.

Pontiac to the Bradley Bridge Section
15 miles

The Vermilion River Drive would run coincident with the Route 66 Drive for about one mile. The drive would extend north on IL Route 23. The Vermilion River Drive would turn west on 2100N Road through the landfill site.

About four miles from the turn, the drive would cross along Humiston Woods where motorists could enjoy river walks, nature and hiking trails, restrooms and water.

From Humiston Woods, the route would wind northerly along the west side of the river, hugging the river wherever possible. Many of the existing roads lie quite close to the river.

About two miles north of Humiston Woods is a campground that provides facilities for tourists.

At the Bradley Bridge, a proposed trailhead and rest stop would be available for motorists to use. One mile east is the town of Cornell where services such as a convenience store or café could be provided.

Bradley Bridge to Streator Section
11 miles

The drive would continue north along township roads to IL Route 17. It would continue into South Streator and Streator.

Secondary Routes

Secondary driving routes are those that interconnect communities in the county. They provide opportunities for both county residents and visitors to explore sites not on the primary driving routes.

Secondary Routes would be clearly marked with roadside signs. Other roadside improvements could be made to further designate the route and enhance the driving experience. Trees, shrubs or flowers could be planted. Roadside markers or wayside picnic sites could be developed. Brochures could be available mapping various routes and providing information about points of interest.

These designated secondary routes would be beneficial in several respects.

- The routes would provide clear direction for those unfamiliar with the roads.

- They would allow interested parties to explore the area in self-guided tours.

- Tours groups could be organized that focus attention on particular features in Livingston County. Tours might be of specific subjects such as grain elevators, churches, cemeteries, historic downtowns, or museums in the county. A tour could involve forest and prairie areas

left in the county. Another could explore the history of railroading in the county, or an examination of old town sites along abandoned railroads. Tours could emphasize photography or painting of the many picturesque old buildings in the county.

- The many festivals held each year in the county could linked by driving routes. These routes would provide motorists with clear directions and could encourage coordination and expansion of festivals

1. Festival Drive East

This route would begin in Chenoa and follow US Route 24 east to the Livingston County communities of Fairbury, Forrest and Chatsworth. Each community has many interesting features.

At Chatsworth the route turns north to the smaller towns of Charlotte, Wing, Cullom, Saunemin, Griswold, Scovel, Emington, Campus and Cardiff, and terminates in Dwight.

2. Festival Drive West

This drive begins in Pontiac and follows Rte. 16 west to Graymont and Flanagan turning north on County Highway 16 to Long Point, Ancona and Reading. It concludes at Streator.

C. EQUESTRIAN TRAILS

Trails and facilities for horseback riding would be a desirable addition to the area's recreational opportunities. The many equestrian enthusiasts in Livingston County and surrounding areas would use and enjoy such facilities. Several equestrian trail possibilities exist in the county that can be evaluated as public support, local initiative and project funding become available.

Equestrian trails are best located in 'open country' where trails can wind through woods, over hills or along creeks. The relative slow pace of equestrians allows them to appreciate nature and elements in the environment. Horses and riders tend to dislike excessive motor traffic and other loud or disruptive activities.

Sometimes equestrian trails can be provided along hiking and bicycling routes. Typically trails for horses lie along the side of the hiking and bicycling trail and have a dirt or wood chip surface. Where land is available, the equestrian trail could veer away from the hiking and bicycling trail.

Two very desirable equestrian trails could be associated with the Vermilion River Hiking and Bicycling Trail. One would run from Humiston Woods to Bradley Bridge, about 8 miles. It would include the one-mile section of acquired, natural area trail. The other would run from Bradley Bridge to Coalville Road, also 8 miles. It would include the one-mile section of acquired, natural area trail. The southern section already has Humiston Woods and a private campground that could accommodate equestrian use.

Private stables and trail riding facilities also could be developed along these trails to serve equestrian interests. Stables could lease horses for daytime rides or offer overnight events. Private trails could wind through the owner's wooded areas along the river or its tributaries. They could connect with the public trails described above to expand trail-riding opportunities. This private/public relationship could create expanded opportunities to attract more use than stand-alone facilities.

D. RIVERWAYS

The Vermilion Riverway
40 miles

The Vermilion River already is used for canoeing, kayaking and other small craft. Canoe clubs and other groups in the area paddle sections of the river, putting in and taking out at public parks, bridges and recreational facilities along the way. Until a few years ago, the river through Pontiac was used for canoe races and other special events. The lower reaches near Streator are used extensively for both small craft and motorized boats, many of which are moored along the river during the boating season.

The Vermilion River through Livingston County could be designated as a water route primarily for canoes and kayaks. Beginning near Fairbury, the route could run approximately 40 miles through Livingston County to Streator. It would continue another 15 miles from Streator to the Illinois River. Along the route are parks, nature areas and campgrounds where boaters could rest for a while or conclude their trip. The entire route would take an average of 12 hours or more providing the opportunity for overnight trips. Potential locations for embarking and debarking would effectively divide the route into 5 or 6 segments, providing opportunities for a variety of shorter trips. The following have been identified as desirable routes for small craft boating. These are possibilities to be evaluated as public support, local initiative and project funding become available.

Fairbury to McDowell Section
10 miles

The riverway could begin near Fairbury where Indian Creek joins the South Fork, creating a flow navigable for much of the year. Small craft could put-in at a location within or near Fugate Timber. A few basic facilities here would accommodate the boaters including a stable river bank for launching canoes and kayaks, parking spaces for short-term and possibly overnight stays, toilets and trash receptacles. A small shelter and drinking water also are desirable, but not essential.

From Fairbury, the river flows northwest through woodlands and farmland. It passes under 4 bridges and at about the 10 mile mark, it flows under a concrete and steel stringer bridge along 1400N Road just east of McDowell. Boaters could pull up their boats for a rest at this location or debark from the river. Boaters will need to exercise safety along the roadway if they are using the area for loading or unloading boats from vehicles.

McDowell to Pontiac Section
6 miles

The river meanders for about 3 miles before reaching the large state-owned tract on Pontiac's east side. If this site were developed for public recreational use, canoeists and kayakers on the Vermilion River should be accommodated.

The river should be kept free of snags for boating safety. The river and surrounding area should be protected from erosion and managed to assure a high quality, diverse environment for plant life and animal habitat. The area should be attractive and offer opportunities for various recreational and educational activities related to the environment. A variety of locations should be available for boaters to pull-up. Trails from the river's edge should provide access to facilities at the site. At least one trailhead type area should be convenient for boaters. It should have a stable riverbank or boat slip, parking spaces, toilets and trash receptacles, a small shelter and drinking water.

The next rest area for boaters is at Play Park in Pontiac where a boat slip is available. Other facilities in Play Park and other nearby city parks would be available to boaters. Two shallow dams cross the river in Pontiac. They generally do not create a hazard, but must be portaged around most of the year.

Pontiac to the Bradley Bridge Section
16 miles

The Vermilion River winds northwest from Pontiac about 8 miles to Humiston Woods. Here, a river access for small craft has already been developed, as well as a parking area, toilets, water, trails and campgrounds. This is one of the primary locations boaters could enter or leave the river. Boaters could also use the existing facilities for camping, hiking and nature study.

North of Humiston Woods about two miles is a private campground along the river. This facility is well-located for boaters wishing to camp overnight.

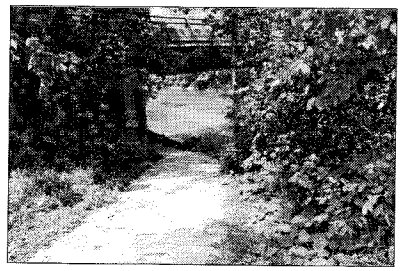
Another 8 miles downstream is Bradley Bridge on IL Rte 23. Here, boaters could stop for a rest. This location could also be used to embark or debark from the river, provided boaters exercised safety along the roadway. On the northeast side of the bridge along a bayou area, is the site of the now-closed Valley View Campground. This location is excellent for a facility for boaters. It is an attractive open area with easy access from IL Route 23 for motorists delivering or picking-up boats.

Bradley Bridge to South Streator Section
8 miles

Eight miles north of the Bradley Bridge is the bridge along IL Route 23 and nearby boat access site. Beyond that bridge, the Illinois-American Water Company maintains a dam on the river that impounds a drinking water reservoir for Streator. Public access to the dam and reservoir has been restricted in recent years.

Streator to the Illinois River Section
10 miles

The next boat launch is at the Hopalong Canoe Launch on the west side of Streator. The launch connects with the Hopalong Trail on the old dike along the Vermilion River. *The Vermilion River Greenway Master Plan* for Streator, Illinois, January 2002 lays out a proposed boating route through the area as well as other uses of the greenway along the river. The Vermilion River continues northwest through LaSalle County flowing into the Illinois River at Oglesby.


Hopalong Trail

VI. PUBLIC OPINIONS AND SUGGESTIONS

A public open house was held on May 12, 2004, with the purpose of obtaining opinions and suggestions from people in the county.

Informational posters were developed that provided an overview of the planning effort and invited all residents to the open house. Posters were sent to approximately one hundred destinations, including county, township and municipal officials, public libraries, civic organizations and clubs, and other interested individuals.

In addition, two separate press releases were provided to all local media outlets, two and four weeks ahead of the meeting. News of the planning project and information about the upcoming public open house received good coverage.

More than ninety people attended the open house, including several reporters. People had a variety of backgrounds and interests. Generally, they were interested in hearing more about the preliminary plans and were eager to share their thoughts.

Many people were very supportive of developing more opportunities for Livingston County residents and encouraging tourism and economic development in the county.

Several people were interested in pursuing possibilities associated with the large state-owned parcel east of Pontiac. Many thought a variety of conservation and recreational facilities could be developed here.

Representatives of a local canoe club told about their use of the Vermilion River for canoeing and kayaking. Since access to the river is limited, they often entered or left the river at bridge crossings of the river. Better facilities were desirable to improve their safety and boating pleasure.

One person spoke about some of the recreational opportunities that younger residents would enjoy. Specifically off-road vehicle riding and paint ball. He believed these activities would be better used than some of the nature-based activities associated with greenways and trails. He understood, however, that such activities are usually provided by private facilities that can accept the associated liability.

VII. PRIORITIES

This chapter provides criteria as to how each of the greenways, trails and routes which have been proposed in this plan for Livingston County can be evaluated. A list of criteria that should be considered in evaluating the potential for each of the greenways, trails and routes is listed on this and the following page. This evaluation of greenways, trails and routes is not limited to these criteria listed in this chapter. Individuals or groups evaluating these greenways, trails and routes may choose to evaluate other criteria more specific to their evaluation of greenways, trails and routes outlined in this plan.

Criteria

#1 Protection and Enhancement of Resources
#2 Proximity to the Needs of People
#3 Quality, Safety, Enjoyment of Uses
#4 Potential Social and Economic Benefits
#5 Connection and Integration Potential

Values

High H Medium M Low L

Greenways

Value ranking of the Vermilion County greenways is useful when determining where to begin an overall effort to preserve and enhance greenways. Since these greenways (except for the *Other Tributaries* category) are part of the Vermilion River watershed, however, they should be considered as a whole for project planning purposes.

Name Criteria:	*#1*	*#2*	*#3*	*#4*	*#5*	*Total*
Greenways – Primary						
Vermilion River	H	H	H	M	H	H
Greenways – Secondary						
Vermilion River Tributaries	H	L	M	M	H	M
Other Tributaries	H	L	M	L	L	L+

Trails and Routes

Trails and routes discussed in the plan may also be evaluated. The trails and routes that emerge from this evaluation reflect two overall goals of this plan. One is to develop opportunities to appreciate and use the natural and cultural resources in the county. The other is to protect natural and cultural resources within the county to insure that they are preserved for the long-range benefit to future generations. Two potential dominant resources for further developing trails and routes in Livingston County are the Route 66 by-way and the Vermilion River corridor.

Criteria

#1 Protection and Enhancement of Resources
#2 Proximity to the Needs of People
#3 Quality, Safety, Enjoyment of Uses
#4 Potential Social and Economic Benefits
#5 Connection and Integration Potential

Values

High H Medium M Low L

Name	Criteria: #1	#2	#3	#4	#5	Total
Trails – Primary						
Route 66 Trail	H	H	H	H	H	H
Vermilion River Trail	H	M	H	M	H	H-
Trails – Secondary						
Southern Connection	L	M	M	M	M	M
Central Connection	L	M	M	M	M	M
Bradley Bridge Connection	M	H	M	H	H	H-
Driving Routes – Primary						
Route 66 Route	H	H	H	H	H	H
Vermilion River Route	H	H	H	M	H	H-
Driving Routes – Secondary						
Festival Route East	M	M	H	M	M	M
Festival Route West	M	M	H	M	M	M
Equestrian Trails						
Vermilion River (sections)	M	H	H	M	M	M+
Riverways						
Vermilion River	H	H	H	M	H	H

VIII. STRATEGY FOR IMPLEMENTATION

This plan proposes many greenways and trails, each serving a somewhat specific function. The greenways and trails form a network that relates to the natural and cultural resources of the county facilities.

To achieve this plan, the greenways and trails will be developed section-by-section as the critical components of community support, lands and funding become available. For some sections, these 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 (linkage with 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. The steps are:

1. Organize and develop community support
2. Target individual projects (develop intergovernmental agreements)
3. Secure funding, acquire land and rights-of-way
4. Build trails and encourage supplementary business developments
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 which will 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 study and preservation would be supportive. Others may be motivated as well. Community leaders who want improvements for area residents, business people who see possibilities for expansion, developers who understand the value of trail facilities, all would be important members who could expand the support.

The Trails and Greenways 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 will probably require the assistance of public bodies. Specifically, the Livingston County Board and the municipal governments located within Livingston County are 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. Additionally, the Illinois Department of Natural Resources (IDNR) will have input in developing plans for the Route 66 Trail and could become involved in developments proposed within and near this site.

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 which have the greatest opportunities for success. The projects should be those that are located either on public lands or on property where easements or acquisitions are feasible. For popular support, the initial projects should also appeal to a large population and provide various uses. These characteristics also tend to be attractive priorities for grant funding.

All phases of the targeted project need to be planned. At the outset consideration should be given to the following

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.
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 questions.

Acquiring land can be a sensitive matter. Since each landowner's situation is different, it is often helpful to have people involved in negotiations who 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 very 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 Livingston County's situation will be an advantage in securing funds. Grant funding, generally, is a high priority for under-served areas. The fact that Livingston County presently has few trails and little preserved open space is an advantage. A great advantage would be to develop trails along the two significant features – Route 66 and the Vermilion River. Livingston County will want to be prepared, to demonstrate other critical grant requirements.

1. Community support.
2. Availability of a local match.
3. Ability to manage the trail once built.

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 Business

When the rights-of-way and funding become available, the trail must be designed. Consideration must be given to safety of trail users, intersecting 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.
3. Future maintenance responsibilities.

At this time, too, business owners should be encouraged to provide important 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 encourage the patronage of trail users by expanding product lines, establishing locations near trails perhaps on a seasonal basis, or even starting 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. Hand-out 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, fund raisers, etc. These can be sponsored by a local group, a unit of government, a regional or national organization or business enterprise.

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 corridor is essential. Maintenance provides a clean and wholesome environment which users will want and expect. A well maintained environment will also encourage 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 a 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 would increase. Each repeat would, 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.

ADDENDUM #1
OWNERSHIP AND ACQUISITION STRATEGIES

COMPARATIVE OWNERSHIP STRATEGIES FOR GREENWAYS & TRAILS

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

Source: The Conservation Fund, Greenways: A Guide to Planning, Design, and Development, 1993, p. 113
McLean County Regional Greenways Plan

SUMMARY OF ACQUISITION AND PRESERVATION STRATEGIES FOR GREENWAYS

Fee Simple Acquisition

Method	Explanation	Advantages	Disadvantages
Fee Simple Purchase	Outright purchase of full title to land and all rights associated with its use.	New landowner has full control of land. Allows for permanent protection and public access.	Cost of purchase may be outside local ability. Removes land from tax rolls.
Donations and Gifts	A donation by landowner of all or partial interest in the property.	Provides permanent protection without public expenditures. Tax benefits to donor - charitable gift.	Receiving agency must be able to accept donation and be capable of managing land.
Purchase and Lease Back	Purchase of full title, then lease back to previous owner subject to restrictions.	Essentially land banking. Income derived from lease payments. Owner is not displaced.	Lease may restrict public access. Land must be leased for appropriate uses.
Bargain Sale	Part donation/part sale because property is sold at less than fair market value.	Tax benefits to seller, difference in sale price is considered charitable gift.	Seller must be agreeable to terms of sale. Bargain price may be inflated.
Condemnation/Eminent Domain	The right of government to take private property for public purpose upon payment of just compensation. Can be exercised for recreational purposes in some states.	Provides tool for acquiring essential or endangered properties, if other techniques not workable.	Costly. Also creates a negative attitude about government and potentially the greenway concept. Only recommended as last resort.
Installment Sale	Allows buyer to pay for property over time.	If seller-financed, can lower taxes for seller, buyer can negotiate better sale terms.	Long term financial commitment (30 years). Mortgage lien.
Land Exchange	Swapping of developable land for property with high conservation value.	Relatively cost-free if trade parcel is donated. Reduces capital gains tax for original owner.	Owners must be willing to swap. Property must be of comparable value. Can be time consuming.

Acquisition of Partial Interest

Method	Explanation	Advantages	Disadvantages
Purchase of Development Rights	Local or state government purchases the rights of more intensive land use from current landowner.	Landowner derives financial benefit from selling rights and has reduced taxes. Government pays only for the rights it needs.	Can be costly to purchase development rights.
Management Agreements	Agreements between agency and landowner for a specific purpose.	Avoid purchase and other options, gain desired rights with minimal red tape.	Only applicable with current landowner, and could be revoked at any time.
Land Leases	Short- and/or long-term rental of land.	Low cost use of land. Landowner receives income and retains property control.	Lease doesn't provide equity and affords limited control. Does not assure protection.
Right of Public Access Easements	Provides the public with the right to access and use of a parcel of land for a specified purpose, limited to defined land area.	Can avoid need to purchase land from owner, may provide right of public access and use. Excellent for greenways.	Can be time limited, usually restricts other uses, doesn't prevent owner from exercising other property rights.
Conservation Easements	A partial interest in property generally for expressed purpose of protecting natural resources. Public access is not always a component.	Inexpensive method for protection of natural resources. Landowner retains all other property rights, land remains on tax rolls.	Public access is usually restricted. Easement must be enforced. Easement may lower resale value.
Preservation Easements	Same as conservation easement, most useful for historic landscapes.	Defines protection of historic elements of landscape.	Can restrict public access. Must be enforced.
Joint Use Easements	Accommodates multiple uses within one easement type: for example, sanitary sewer routing and public access. Should be one of the preferred methods for many greenways.	Provides opportunity to combine several public interests with one agreement. Easier for landowner to understand complete request rather than several different requests.	Can be difficult for all landowners to agree to multiple uses along an entire greenway corridor. If one objects, the entire multiple use potential can be jeopardized.

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

SUMMARY OF ACQUISITION AND PRESERVATION STRATEGIES FOR GREENWAYS

Regulatory Control

Method	Explanation	Advantages	Disadvantages
Exaction	As a condition of obtaining subdivision approval, local government requires developers to pay a fee or dedicate land to a municipal trust for open space.	New construction and development pays for its impact on open space. Good method during high growth periods.	Acquisition funds dependent on specific development. Difficult to calculate fair costs. Not effective during recessionary periods.
Transfer of Development Rights	Under legally established program, owner can transfer development rights from one property to another property designated to support increased density.	Cost of preservation absorbed by property owner who purchases rights. Allows local government to direct density and growth away from sensitive landscapes.	Difficult to implement. Very controversial. Often hard to identify areas where increased density is desirable. Must be established by legislation.
Cluster Development	Permits higher density development in parts of subdivision to protect sensitive lands.	Flexible and negotiable with landowner-developer. Can reduce construction and infrastructure costs.	Open space may not be linked.
Performance Zoning	Zoning district uses defined by permitted impacts as opposed to permitted uses.	Development occurs based on comprehensive, environmentally based strategy.	Criteria are hard to establish. Development plans more expensive to prepare.

NATURAL RESOURCE MANAGEMENT INCENTIVES APPLICABLE TO GREENWAY PRESERVATION

Program	Contact	Term	Minimum Acres	Purpose					
				Natural area, habitat preservation	Open space, recreation	Forestry	Wetland, water resource protection	Soil conservation	Farmland preservation
Cost Share Programs									
Ag Conservation Program	ASCS	10 years	1 acre			X		X	
Ag Loans	State Treasurer							X	
Conservation Reserve	ASCS	10-30 years	1 acre			X		X	
Forest Stewardship	IDNR	10 years	5 acres			X	X	X	
Forestry Incentive Program	ASCS	10 years	10 acres			X			
Ill. Forestry Dev. Act	IDNR	10 years	5 acres			X	X	X	
Partners for Wildlife	USFWS/IDNR	10 years	1 acre				X		
Stewardship Initiatives	IDNR	10 years	5 acres	X	X	X	X		
Trees, Shrubs, Seedlings	IDNR					X		X	
Wetland Reserve	ASCS	permanent	2 acres			X	X		
Technical Programs									
Emergency Conservation	ASCS							X	X
Forest Mgmt. Assist. Program	IDNR			X		X	X	X	
Natural Heritage Landmark	IDNR			X					
Private Land Habitat	IDNR		1 acre ●	X					
Private Waters	IDNR			X			X		
Register of Land & Water Reserves	IDNR			X					
Tax Incentives									
Assessment with Easements	SA			X					
Conservation Easements	IDNR			X					
Forestry Mgmt. Plan	IDNR	10 years	5 acres			X	X	X	
Illinois Nature Preserves	IDNR	permanent		X					
Open Space Assessment	SA		10 acres	X	X		X	X	
Preferential Assessment of Farmland	SA								X
Tax Cert. for Livestock Waste Mgmt.	IEPA						X		

Abbreviations:

ASCS	Agricultural Stabilization and Conservation Service
IDNR	Illinois Department of Natural Resources
USFWS	United States Fish and Wildlife Service
SA	Supervisor of Assessments
IEPA	Illinois Environmental Protection Agency
●	minimum of one acre for rural areas, 1/4 acre for urban area

Source: Illinois Department of Natural Resources
McLean County Regional Greenways Plan

ADDENDUM #2
FUNDING SOURCES

PRIVATE SECTOR FUNDING SOURCES

Method	Explanation	Advantages	Disadvantages
Foundation Grants	Foundations, usually private or corporate, provide grant money for greenway related projects.	Variety of foundations creates a wealth of possible funding opportunities.	Foundation grants may have strict guidelines regarding use of funds and project scope.
Company Grants	Corporations provide grants of funds and resources for greenway related projects. Corporations provide financial support and often volunteer employee time as well.	Many corporations love community service projects such as greenways.	Corporate giving funds are often committed quickly, and there may be competition for funds.
Individual Donors and Memberships	Funding derived from individual fund-raising campaigns or through membership drives through nonprofit organizations which solicit members as a way to raise money and support projects.	Excellent method for raising funds and building support for a greenways organization and its projects.	Membership or nonprofit organizations may require a great deal of time and effort on the part of its members in order to succeed.
Planned Giving, Life-Income Gifts, and Bequests	Planned giving and life-income gifts allow the donor to give away some land, receive some continued use privileges and benefit financially through charitable tax write-offs.	These techniques can be useful in protecting private land that has important greenway features. In addition, these techniques can offer tax and investment advantages to the donor and recipient nonprofit organizations or land trust.	Can be complex issues. Require financial and legal expertise.
Service Clubs	Organizations that perform community service activities or sponsor projects such as greenways. Examples of service clubs include the Lions Club, Rotary Club or Kiwanis organization.	Service clubs can sponsor fundraising activities and provide volunteers and publicity.	Getting commitment from service club to help in a greenways project can be difficult.
Special Events and Fundraisers	These events are designed to raise funds through activities such as benefit dinners, races, tours and related activities.	Special events and fundraisers can be very successful in raising money and creating publicity for greenways.	These activities can require significant time and resources and may not provide a significant return.

FEDERAL AND STATE FUNDING SOURCES FOR TRAILS & GREENWAYS

FEDERAL PROGRAM	INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT (1)					LAWCON	N/A	HISTORIC PRESERVATION FUND
STATE ADMIN AGENCY	IDOT				IDNR			IHPA
FUNDING PROGRAMS ISTEA ENHANCEMENT CATEGORIES	TEP Illinois Transportation Enhancement Program (2)	STP Surface Transportation Program	SCENIC BYWAYS	FTA Federal Transit Act (3)	SYMMS National Recreational Trails Funds	LAWCON Land and Water Conservation Program (W/OSLAD) (4)	Illinois Bicycle Path Grant Program	Certified Local Governments Program (5)
Provision of Facilities for Pedestrians and Bicycles	80% Fed $ 20% Loc $	80% Fed $ 20% Loc $	80% Fed $ 20% Loc $	80% Fed $ 20% Loc $	100% Fed $ FFY93	50% Fed $ 50% Loc $	50% State $ 50% Loc $	
Acquisition of Scenic Easements and Scenic or Historic Sites	80% Fed $ 20% Loc $							
Scenic or Historic Highway Programs	80% Fed $ 20% Loc $		80% Fed $ 20% Loc $					
Landscaping and Other Scenic Beautification	80% Fed $ 20% Loc $							
Preservation of Abandoned Railway Corridors (Including Conversion and Use for Pedestrian or Bicycle Trails)	80% Fed $ 20% Loc $	80% Fed $ 20% Loc $			100% Fed $ FFY93	50% Fed $ 50% Loc $	50% State $ 50% Loc $	60% Fed $ 40% Loc $

(1) Reauthorization of ISTEA will be considered by Congress in Spring, 1998
(2) Excludes land acquisition
(3) Bicycle and pedestrian facilities related to transit projects only
(4) State OSLAD program follows LAWCON guidelines
(5) Program restricted to Historic Register Properties only