McDonough County
Trails and Greenways

Comprehensive Plan

November 2004

COMPREHENSIVE PLAN FOR TRAILS AND GREENWAYS
McDONOUGH COUNTY

prepared for

THE McDONOUGH COUNTY BOARD

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administered by

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McDONOUGH COUNTY
TRAILS AND GREENWAYS PLAN

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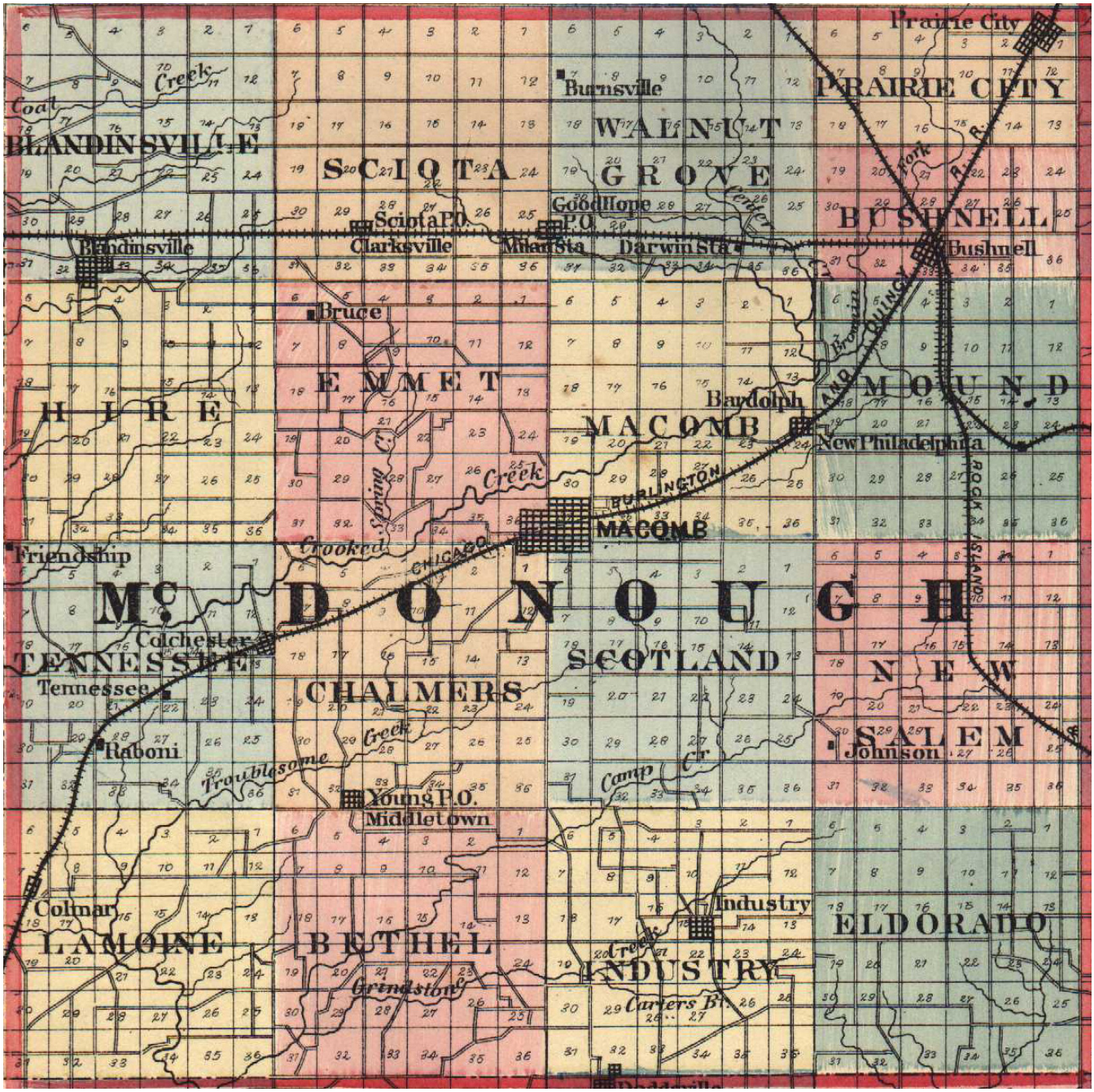


Historic Map of McDonough County, 1875

CHAPTER 1 – OVERVIEW

Background

During the past few years residents of McDonough County have had increasing interest in development of trails and preservation of natural and cultural resources. Spurred by recent trail initiatives and preservation efforts in nearby areas, residents and officials resolved to have a Comprehensive Plan for Trails and Greenways developed for McDonough County. The plan would identify opportunities for trails and greenways and would serve as a guide for decision making in the future.

Plan Preparation

The plan was prepared by Massie Massie & Associates from Springfield, IL, under the guidance of the McDonough County Greenways and Trails Committee. Funded by the Illinois Department of Natural Resources and administered by the Prairie Hills RC & D, this plan was started in September 2003 and completed in November 2004. During this time, the committee held open meetings that many interested citizens attended. The committee also held public open houses and other special meetings to solicit public opinions that were incorporated into the plan.

Trails and Greenways Plan

This Trails and Greenways Plan provides recommendations for conservation and recreational corridors of several kinds -- driving routes, hiking trails, walking and bicycling trails, riding trails, and even air and water routes. These corridors incorporate many of the outstanding historic and natural features that exist in McDonough County. The plan also defines opportunities for connections with potential corridors and sites in adjoining counties. It ranks the proposed trails and greenways as to their need, connectivity and feasibility. Finally, it discusses funding sources and other implementation opportunities for development and management of these corridors.

Argyle Lake State Park

Benefits of Greenways

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

Benefits of Trails

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

Trails also add recreational opportunities for visitors to the area. Trails can increase the number of tourists and extend the length of their stay. In turn, trail-related business opportunities and other local economic benefits can be realized.

CHAPTER 2 – INTRODUCTION

The landscape of McDonough County has changed dramatically during the last 200 years as human populations have molded it to suit their purposes. Changes will continue as decisions are made about the future of the region. Some of those decisions will have to do with development of trails and greenways.

Native Americans once living in this area depended on products of the natural environment for their food, shelter and transportation. They consumed native plants and animals, built homes from timber and hides, and used waterways and overland animal traces for transportation routes.

When European settlers arrived early in the 1800s, they also depended on the environment. Considering the dense prairies "a hostile sea" infested with insects and snakes, settlers located within the forests. Here there was good hunting and raw materials for building and fuel. Much of the forest was cleared for small farm fields.

Early immigrants to the Midwest often traveled on waterways to find new lands for settlement. Since no major rivers flowed through this area now known as McDonough County, early settlement was rather sparse. The first county census, recorded in 1840, was only 5,308 persons.

By the mid 1800s, technological advances began promoting development within McDonough County. The new steel moldboard plows could cut through the dense prairie sod, creating rich cropland that greatly expanded agricultural activity in the county. A network of railroad tracks was being built through the area to transport farm crops and other local products. Additional forests were cleared for construction lumber, fuel and livestock pastures. The population grew with many immigrants from eastern and southern states and several European countries. By 1870 the population was 26,609. (Interestingly, 130 years later the county's population had increased only another 6,000 to its current population of 32,913.)

Camp Creek Cemetery near Industry

The county was part of the military bounty lands for veterans of the War of 1812 and was surveyed on one-mile grids as conceived by Thomas Jefferson. Public access rights-of-way were designated along the edges of these grids. In hilly terrain, notably in the county's southwest area, the grid system merged with existing roads or trails that followed ridges and crossed creeks where possible.

Horses and wagons first used the public accessways, creating dirt roads that were rutted and often muddy. As automobiles became more common, roadways were improved with drainage ditches and aggregate surfacing. Over time, many roadways were widened, and paved with concrete or asphalt to accommodate increasing traffic of larger and faster vehicles.

Although most of McDonough County's rural roads still follow the originally platted grid system, new traffic corridors now are being developed. With their wide pavement and broad curves, Routes 336 and 67 will accommodate future traffic.

As highway transportation has developed, rail transportation has lost its dominance in passenger service and freight hauling. In McDonough County, as elsewhere, some railroad lines have been abandoned. Additionally some roadways are no longer used. These abandoned rights-of-way are used as corridors for communication transmission lines or utility service lines. Some local governments have acquired other corridors for use in flood control, emergency service access, natural habitats, public utilities and public recreation spaces. Communities have acquired and 'banked' abandoned corridors in anticipation of future needs for transportation, utility easements, recreation, etc.

Greenways and trails in McDonough County are needed now to protect and enhance the county's landscape. Greenways should include waterways and their floodplains, forests, wetlands, relict prairies, parklands and other open areas. Trails and other routes can increase the quality of life for local residents and provide tourism and economic opportunities. This Trails and Greenways Plan provides the initial step of identifying opportunities for future corridors within McDonough County.

Scotland Township north of Industry

Mission Statement

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

CHAPTER 3 – COUNTY RESOURCES

Natural Resources

Land and Water

Land in the northern and the eastern areas of McDonough County is relatively flat. Native prairie once covered this land, creating fertile soil for current crops of corn and beans. Few trees exist in the area. Where crops are grown on tilled fields, the ground is subject to a limited amount of erosion from wind and rain.

Most of the county drains to the southwest into the LaMoine River. A very small area along the county's eastern edge (east of Rte 41) drains into the Spoon River.

On the county's north side, the East Branch of the LaMoine River forms the principal drainageway. From the northeast corner of the county near Bushnell, it flows southwest through Macomb to the west edge of the county near Tennessee. Shortly after crossing into Hancock County, the East Branch joins with the West Branch to become the LaMoine River. The LaMoine River continues to the Illinois River. The south half of the county is drained by three principal creeks, Troublesome Creek, Camp Creek and Grindstone Creek that flow southwest into the LaMoine River downstream of the East Branch. No designated navigable streams or rivers exist in McDonough County for public or commercial use.

Land in the county's southwest area is more rugged where these tributaries approach the LaMoine River. Slopes are steeper making the soil more susceptible to erosion. Much of this area retains its native forest growth or has a stabilizing turf cover and is used for pasturing livestock.

Broad floodplains lie along the lower sections of the LaMoine River and its tributaries. Following heavy rainfalls or snowmelts, creeks breach their banks and flood these areas. Receding floodwaters leave behind sediment that generally improves the agricultural productivity of the area. Because periodic flooding destroys these crops, government programs have been established to discourage farming in flood-prone areas. Instead, development of wildlife habitat, wetlands and forests are being promoted. In McDonough County many floodplain areas are being

converted for forestry, recreational hunting, and other open space activities.

Lakes and ponds in McDonough County are man-made. Public water supply for the Macomb area is Spring Lake within Spring Lake Park northeast of the city.

Another man-made reservoir in the county is Argyle Lake within Argyle Lake State Park. This lake is a major recreational facility in the region. Many small farm ponds are scattered along drainageways throughout the county.

Land Cover and Vegetation

McDonough County is part of the Illinois Western Forest Prairie Division as classified by the Illinois DNR. The area historically was covered with prairie and intermittent deep, forested ravines. An oak/prairie savannah was probably typical of the transitional areas between the forest and prairie.

Today, most of the prairie has been converted to agricultural fields except for remnants found along railroads and around pioneer cemeteries. Some recent prairie reestablishment has occurred in the county near Spring Lake and on scattered private lands in the Conservation Reserve Enhancement Program (CREP). Agricultural cropland still covers approximately 80% of McDonough County's total land area.

Most of the native forests and savannahs have been harvested or totally cleared. Only 15% of the county's land is now forested. Most of that is in the southwest area near the LaMoine River where second or third generation forests are composed of mid-continental native species with invaded exotics. Forested land is used for residential sites, livestock grazing, hunting and other recreational activities. Timber harvesting is minimal.

Spring Lake

LaMoine River northwest of Bardolph

Wildlife

The varied environments in the county offer habitats for many native animal species. Game species include deer, squirrels, rabbits, geese, ducks, quail and wild turkeys. Raccoon, opossum, and skunk are common. Numerous species of birds are common, including hawks, vultures, owls, and songbirds. Reptiles and amphibians abound and many species of fish are found in the streams and lakes. Such numerous and varied species indicates a generally high quality habitat environment and provides interest for both casual and serious observers.

Climate

The climate of McDonough County is typical of central United States with extremes of hot humid weather in the summer and cold dry periods in the winter. High humidity, strong winds and insects are the primary natural deterrents to outdoor recreational activity in this area. Storms can be sudden and dangerous. Periodic flooding, ice coatings and snow drifting will limit outdoor activities at certain times. Snow cover is typically not sufficient for winter activities such as skiing, sledding and riding snowmobiles. The seasonal changes, however, provide a changing environment, often picturesque and beautiful.

Cultural Resources

Socio-Economic

McDonough County's permanent population of 33,000 has predominately a European heritage. Many county residents are direct descendents of early settlers from Kentucky, Tennessee and the Mid-Atlantic states. Like their ancestors, the population tends to be hardworking, self-sufficient and protective of their land and individual rights.

The socio-economic fabric of McDonough County is based primarily on agriculture. Grain production is the major land use and economic resource. Service and retail businesses, many related to agriculture, are concentrated in Macomb. Western Illinois University is the major public institution in the county. It has a faculty and staff population of about 700. Its student population of 13,000 adds an additional 28% to the counties permanent population. Transportation, small industry, and extraction of coal, oil and limestone are also significant employers.

The rural, agricultural population of McDonough County has been declining. Non-farm dependant residents now occupy many rural homesteads. Urban population, on the other hand, has increased slightly.

These socio-economic conditions are contributing to change in local land use, recreation trends and business opportunities. Business and recreation, especially in the Macomb area, is influenced by the high number of college-age students. Tourism is beginning to be viewed as a growth industry, particularly for hunting and other recreational activities.

Windmill 800N near Pennington Point

Rural

Most land in McDonough County is privately owned farmland. Where small family farms were once typical, large corporate operations are becoming more common. Although some aging farmsteads are being demolished, a significant number of well-maintained traditional farmsteads still exist throughout McDonough County.

Many old barns are being demolished or simply collapse. With changes in livestock production and equipment needs, these old structures are often no longer

Barn south of Adair

useful. However, a barn preservation effort is underway in McDonough County. Owners are being encouraged to save and maintain these structures. An historic barn tour brochure has been published to recognize the design and craftsmanship of these historic farm structures. This and other remaining historical aspects of the county's agricultural heritage have potential for significant tourist appeal. Unlike urbanized areas that have lost most of their agricultural heritage, McDonough County has much to offer.

Other elements of the rural landscape are changing as well. Fence rows and planted windbreaks (typically Osage-orange trees) are being removed to create larger fields. Wood and woven wire livestock fences are being removed or replaced with electrified wire. These strong visual lines once created the stitching and borders of the field "quilt" of western Illinois. Many of the plants and animals that occupied these lines are also disappearing.

Recent government programs to protect erosion and flood prone land are resulting in alternative management practices in rural areas. Efforts to control erosion and to limit fuel and chemical use also are becoming evident.

Also evident in some areas is a shift from traditional agriculture uses of row crop and livestock production. One growing activity is outdoor recreation including hunting, fishing, camping, all-terrain vehicle use and golf. Such facilities sometimes have income potential greater than agricultural use.

McDonough County's rural landscape is rich with picturesque farmsteads, rolling topography and forested creeks and hillsides. Its once almost exclusive agricultural use is gradually changing to include conservation and outdoor recreation.

Urban

McDonough County's population is 32,913 according to the 2000 census. Its largest town is Macomb with a permanent population of 18,558 and a university student population of 13,000. Bushnell, the largest of the other 13 communities in the county, has a population of 3,221.

Towns in McDonough County were established during the first half of the 1800's as railroad lines were rapidly being built throughout the United States. Towns were established at regular interval along the tracks to serve as centers of commerce. From these locations, grain, livestock and eventually coal and other products were loaded and shipped to other parts of the country. Farm supplies, industrial equipment and domestic goods were delivered by rail to the towns for local distribution.

Tennessee town center along railroad

Railroad towns became the commercial and cultural hubs for the surrounding area. Churches, schools and stores for goods and services were built. Many of these early structures remain, although many are now used for other purposes or are vacant. Other buildings are gone, having been demolished or destroyed by natural causes. Some of the old streets and railroad lines are gone too.

Route 41 entrance to Bushnell

Populations of rural towns have a growing percentage of retired persons. Small towns close to urban centers with employment opportunities are used as bedroom communities for commuters. Many schools and churches in small towns have consolidated due to changes in populations, economic conditions and social trends.

Although towns have changed, many retain a strong sense of community. Local residents support civic projects and activities. Cooperation among small towns is increasing.

Western Illinois University campus

As a major state university, Western Illinois University attracts people with varied backgrounds and expertise. Its large student population, although transitory, is a primary use group for existing and future recreational facilities in the county.

Existing Greenways and Open Space

Greenways

McDonough County has no designated greenways. The LaMoine River and its tributaries is a natural feature that could become the focus of a designated greenway corridor.

Two federal programs are contributing to potential greenways in the county. The Federal Emergency Management Agency (FEMA) acquires flood prone properties and converts them for more suitable open space uses.

The U.S. Department of Agriculture offers Conservation Reserve Program (CRP) to promote establishment of long-term resource-conserving practices that improve soil, water and wildlife resources. This voluntary program provides annual lease payments, incentive payments and cost-share assistance to establish alternative cover on eligible cropland.

Another effort to preserve sensitive lands is being initiated in McDonough County. The Conservation Reserve Enhancement Program (CREP) of the Soil and Water Conservation Service encourages private landowners to convert farmland adjacent to waterways to riparian and woodland environments. The program provides for acquisition of easements in erosion-sensitive areas that can be converted into woodland habitats and greenway corridors.

LaMoine Valley north of Bardolph

Lakeview Nature Center at Spring Lake Park

Open Space

Argyle Lake State Park north of Colchester is the largest public open space in the county. It is heavily used for picnicking, camping and hiking, boating and fishing.

Spring Lake Park offers camping facilities, play areas and boating opportunities. It is adjacent to the Macomb Park District's Lakeview Nature Center where hiking trails wind through timber, prairie and wetlands.

The following open areas within and (in the case of Weinberg King State Park) near the county could be incorporated, in a trail and greenway system.

1. Argyle Lake State Park
   Managed by Illinois Dept. of Natural Resources
2. Spring Lake Park and Lakeview Nature Center
   Managed by Macomb Park District
3. Weinberg King State Park in adjacent Schyler Co.
4. Managed by the Illinois Department of
   Natural Resources
5. Macomb Community Parks
   Managed by the Macomb Park District
6. Bushnell Community Parks and Recreation Center
   Managed by the Bushnell Park District
7. Community Parks
   Located in Colchester, Blandinsville, Good Hope, Adair and Prairie City
8. School Grounds
   In various communities
9. Vishnu Springs Historic Site
   Managed by Western Illinois University

Existing Trails, Routes and Corridors

Trails

Argyle Lake State Park has equestrian and hiking trails. Spring Lake Park has hiking and mountain bike trails. There are also short-distance trails at several parks in Macomb.

Routes

Most existing routes in McDonough County are roads and highways principally for passenger and commercial motor vehicles. Interestingly, although many of these routes originally were established for pedestrian or horse drawn carriages, these uses are now restricted or prohibited for safety reasons.

Few official bikeways or trails are designated in the county. Most trails are within the parks and nature areas described above. Public sidewalks are available in some communities for pedestrian use, however, they are not always required in new residential or commercial developments.

Corridors

Corridors of varied lengths exist in McDonough County, including utility corridors for underground or overhead lines and transportation corridors for roads and railroads. For the purpose of conservation and recreation, these existing corridors have potential if their use can be shared or if corridors are abandoned, offering opportunities for a new use.

The inactive TP&W Railroad across the county's north edge may become available in the future. Under the right circumstances, it could be considered for development as a multi-use trail linking several communities.

TP&W Railroad near Blandinsville

CHAPTER 4 – PUBLIC INPUT

Public input was provided and included in this plan. A steering committee was developed to coordinate and guide development of the Trails and Greenways Plan. Members included those already on the Western Illinois Network of Trails and Greenways (WINTAG). Joining them on the committee were other volunteers from throughout the county who were interested in trails, conservation and overall improvement of the area. Members had a broad variety of backgrounds and thorough knowledge of the county's history and geography. They also had previous extensive involvement in civic activities.

The steering committee met regularly during the year-long process. Committee members aided immensely. They helped identify opportunities and analyze potentials for trails and greenways throughout the county

On October 20, 2003, the committee and its consultants began the year-long planning process with a brainstorming session for members and the interested public. Trail and greenway needs were identified, and key ideas were recorded on charts and maps.

On March 29, 2004, a public open house was held to exhibit preliminary concepts for the location and use of greenways and trails in McDonough County. More than forty individuals attended the event (Addendum #3). Many discussed ideas at length with committee members.

Another public open house was held on November 17, 2004 to display and present the Draft Plan for review and comments.

Local media outlets including newspapers, radio and TV stations covered these meetings and progress of the plan through the year-long process.

CHAPTER 5 – GOALS AND CRITERIA

Overall Goal

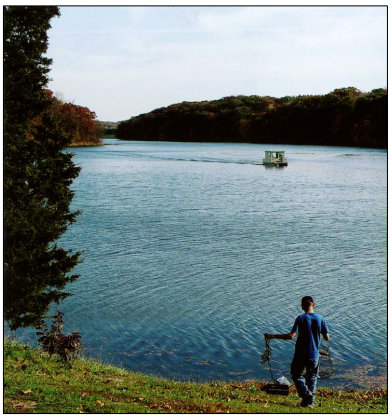
Trails and greenways in McDonough County should be *Corridors of beauty, enjoyment and opportunity*. These simple words embody the essence of what such a system can provide within McDonough County, specifically:

Beauty

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

Enjoyment

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



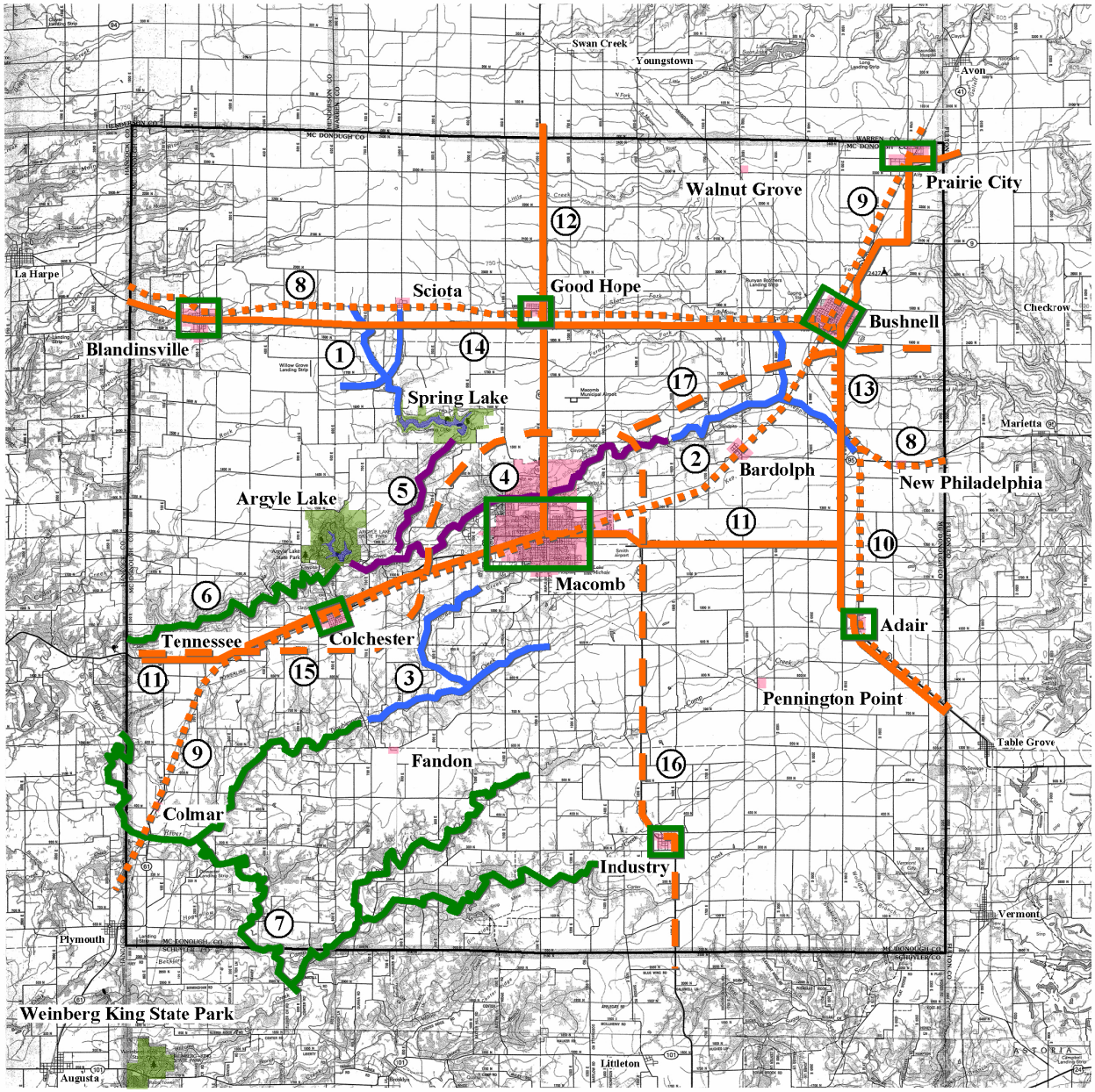
Argyle Lake State Park

Opportunities

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

McDonough County Trails and Greenways

Greenways



LEGEND

- **COMMUNITY GREENWAYS**
- **WATERSHED GREENWAYS**
  - 1 SPRING LAKE WATERSHED
  - 2 UPPER LAMOINE DRAINAGE AREA
  - 3 TROUBLESOME CREEK VALLEY
- **RECREATIONAL GREENWAYS**
  - 4 MIDDLE LAMOINE VALLEY
  - 5 SPRING CREEK VALLEY
- **RESOURCE CONSERVATION GREENWAYS**
  - 6 LOWER LAMOINE VALLEY
  - 7 LAMOINE RIVER AND TRIBUTARIES
- **TRAVEL GREENWAYS**
- RAILROAD CORRIDORS
  - 8 TP&W – INACTIVE
  - 9 B&N – ACTIVE WITH AMTRAK SERVICE
  - 10 CB&Q – ACTIVE FREIGHT
- EXISTING HIGHWAY CORRIDORS
  - 11 ROUTE 136
  - 12 ROUTE 67 NORTH
  - 13 ROUTE 41
  - 14 ROUTE 9
- PROPOSED HIGHWAY CORRIDORS
  - 15 ROUTE 336 WEST
  - 16 ROUTE 67 SOUTH
  - 17 ROUTE 336 EAST

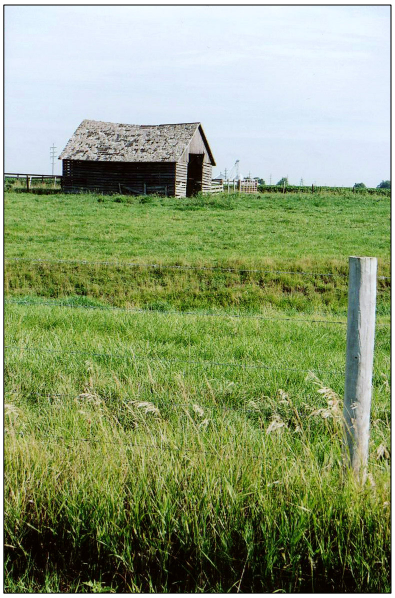
2004

Massie Massie & Associates

CHAPTER 6
GREENWAYS AND TRAILS

GREENWAYS

Greenways are designated corridors established to preserve high-quality natural areas and other open space needed in the future for parks and recreation, drainage and flood control, utility easements, etc. Greenways encompass a variety of lands and waters. They often include both public and privately held lands, areas with varied land uses, and navigable and non-navigable waterways. Programs addressing how to manage and use the corridors are developed. The programs should both guide private land owners in their volunteer management practices and public officials in their decision making.



Grass swale and crib west of Adair

The federally administered CRP (Conservation Reserve Program) is helping develop many greenways. CRP encourages the conversion of privately owned flood-prone-farmland to stabilizing plantings of forests and grasslands. Erosion is reduced and water quality improved. Additional benefits are that floodplain habitat is increased and opportunities are created for hunting, camping and other recreational pursuits. Many areas in McDonough County along the LaMoine River and its tributaries are in the process of being converted to forests and grasslands, forming a basis for greenways in the county.

Other government programs contribute to the formation of greenways. FEMA programs purchase flood-prone property leaving it for open space and conservation purposes. The DOT requires that wetlands damaged by highway building be reconstructed in appropriate locations. Although each of these programs provides significant conservation benefits, they are somewhat fragmented and lack a comprehensive goal and coordinating body. Some counties have established forest districts or conservation districts to coordinate greenway opportunities and encourage watershed preservation.

Greenways can also be designated for the purpose of preserving lands needed in the future for development. Especially in urban areas, expansion requires new corridors for highways and streets, utilities, public service facilities, drainage and detention areas, parks and open space, etc. Until that development is needed, the greenways can be "land banked" for their existing value in drainage control, open space, and aesthetics. These greenways also can be

linked with natural greenways to expand wildlife habitat or offer extended trail routes and park lands.

Greenways can offer opportunities for more environmentally sensitive roadways with amenities. Parkways and preserved open spaces historically have increased the value and desirability of adjacent real estate. Kansas City, Missouri, is an example where a comprehensive parkway system was planned during its early development to protect drainageways, create attractive parkways, and increase the value of nearby real estate.

Proposed Community Greenways

- ***Community Entrances and Thoroughfares***

Visitors usually form a lasting image of a community by what they see as they approach and travel through town. To enhance that image for both visitors and the residents of the community, civic projects should be encouraged along these corridors. A coordinated tree planting and maintenance program is a relatively easy way to enhance communities' aesthetics and environment. Programs including Main Street Illinois can assist communities with funds and technical expertise.

- ***Community Drainageways***

As communities develop, more land is covered with impermeable surfaces – roadways, parking, roofs. This increases the volume of runoff into ditches, creeks, and rivers. Along with the run-off is the potential for increased amounts of pollutants, debris and eroded soils flushing through the drainage system.

Communities should develop comprehensive programs to manage drainage. Natural drainageways should be preserved and means of reducing and controlling runoff devised. Controlling soil erosion is also critical. Use of BMP's (Best Management Practices) are required by state and local governments based on federal guidelines. Federal programs such as FEMA (Federal Emergency Management Administration) are encouraging wise drainage management.

- ***Community Public Open Spaces***

Open areas within communities including parks, school grounds and civic building sites can be linked together with sidewalks and parkways. Drainageways described above could be part of this system. These interconnected open areas form a local greenway for the purpose of providing recreational facilities for local residents.

Compton Parkway in Macomb

Watershed Greenways

The watersheds above the principal water supplies should be carefully managed. The main purpose of conservation initiatives in these areas is to improve water quality and reduce soil erosion.

- Spring Lake Watershed -Spring Lake to Sciota
- Upper LaMoine Drainage Area - Macomb to Bushnell
- Troublesome Creek Valley - Colchester/Fandon to Macomb

Recreational Greenways

Recreational greenways are zones around major recreational areas and connecting corridors where aesthetics and conservation are important to maintain a high quality recreational enjoyment.

- Middle LaMoine Valley - Argyle Lake State Park to Macomb
- Spring Creek Valley - LaMoine River to Spring Lake Park

Resource Conservation Greenways

Resource conservation greenways are broad zones focused on ecosystem preservation, migratory routes, habitat development, recreational hunting and fishing.

- Lower LaMoine Valley - Hancock County Line to Argyle Lake State Park
- LaMoine River and Tributaries - Southwest areas of the county

TP&W Railroad near Sciota

Travel Greenways

Travel greenways are linear corridors for various modes of human travel where aesthetics and environmental quality are important.

Railroad Corridors

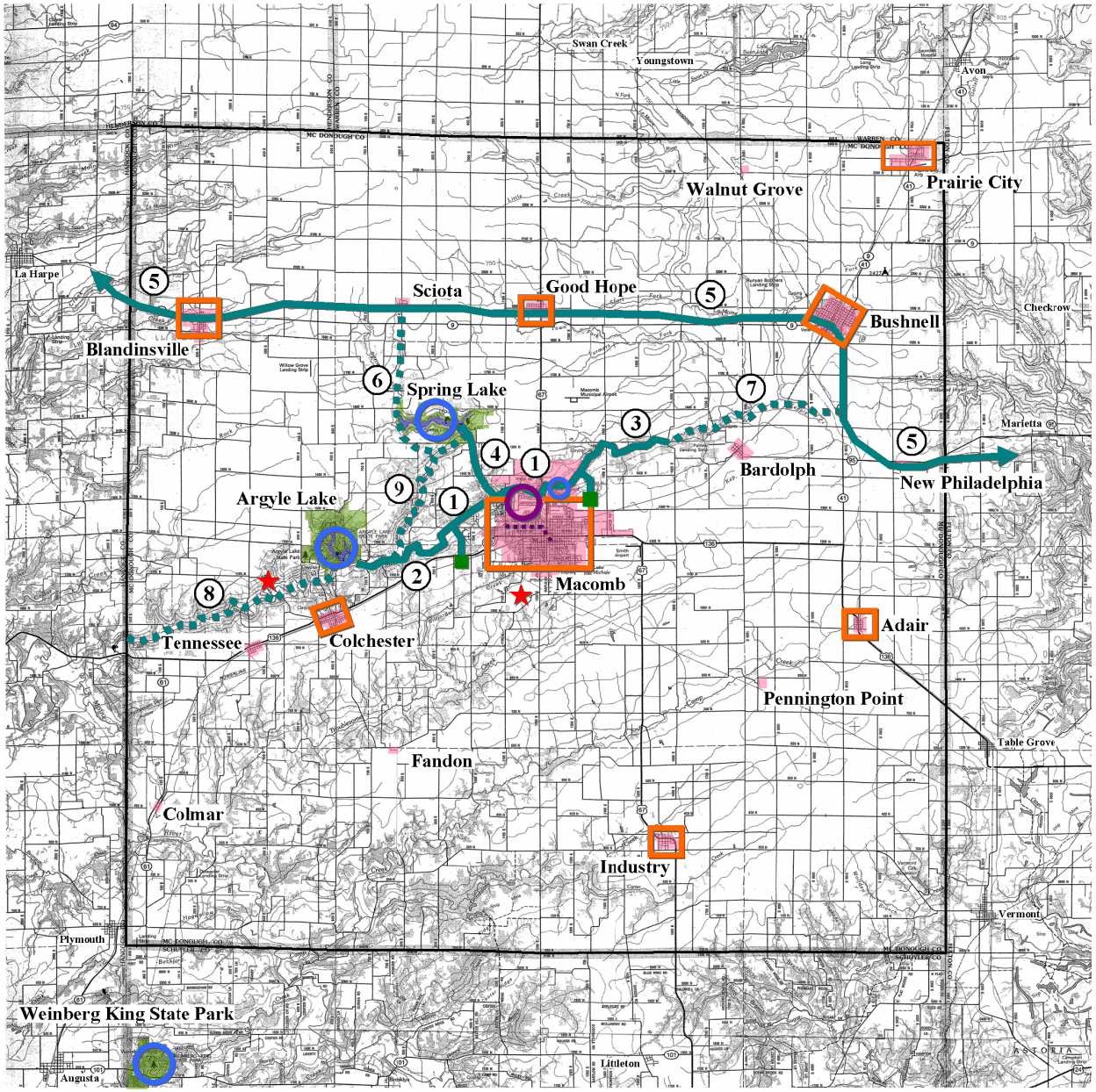
- TP&W, inactive - Blandinsville to New Philadelphia
- B&N, active as Amtrak - Colmar to Prairie City
- CB&Q, active - Bushnell to Adair

Existing Highway Corridors

- Rte. 136 - Tennessee to Adair
- Rte. 67 North - Macomb to Good Hope
- Rte. 41 - Prairie City to Rte 136
- Rte 9 - Blandinsville to Bushnell

Proposed Highway Corridors

- Rte. 336 West - Tennessee to Macomb
- Rte. 67 South - Industry to Macomb
- Rte. 336 East - Macomb to Bushnell



McDonough County Trails and Greenways

Pedestrian Trails

LEGEND

- COMMUNITY WALKWAY SYSTEMS
- CAMPUS WALKWAY SYSTEM
- CAMPUS TO THE SQUARE PEDESTRIAN CORRIDOR
- PARK TRAILS
- WALKING TRAILS – PAVED
  - 1 MIDDLE LAMOINE TRAIL
  - 2 LOWER LAMOINE TRAIL
  - 3 UPPER LAMOINE TRAIL
  - 4 SPRING LAKE TRAIL
  - 5 RIVER TO RIVER TRAIL
- HIKING TRAILS – UNPAVED
  - 6 SPRING LAKE TRAIL EXTENSION
  - 7 UPPER LAMOINE TRAIL EXTENSION
  - 8 LOWER LAMOINE TRAIL EXTENSION
  - 9 SPRING CREEK TRAIL
- CLIMBING AREAS

2004
Massie Massie & Associates

PEDESTRIAN TRAILS

Pedestrian trails through communities can provide safe access to neighborhoods and community facilities. Pedestrians of all ages can benefit physically and mentally as they walk to visit friends or walk to work or shopping. Recreational walking and running trails are currently the most popular desired item as surveyed by the Macomb Park District.

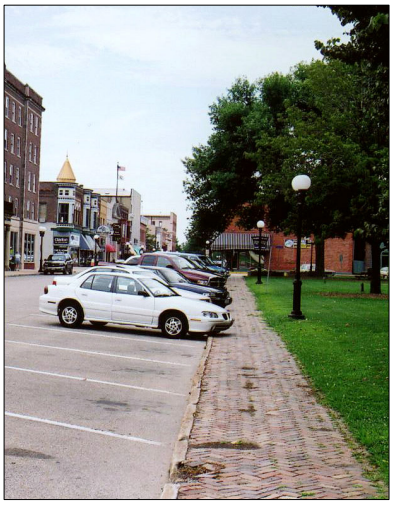
Pedestrian walkways reduce people's dependence on vehicular transportation. Increased pedestrian activity can also reduce motor vehicle traffic and the need for parking spaces. Walkways should be major components of all community facilities and residential developments. Pedestrian walkway systems are an essential component of college campuses such as WIU.

Too often walkways are viewed as a route between a parking lot and a building. Instead, walkways should be defined systems of connecting pedestrian routes safely separated, wherever possible, from motorized traffic.

Community Walkways

- ***Community Walkway Systems***

Community sidewalks should be expanded so all schools, parks and public facilities are accessible to pedestrians and comply with ADA (Americans with Disabilities Act) guidelines. Each community in the county should assess their current public walkway system and budget funds for repair of deteriorated sidewalks and construction of new sidewalks. Priority should be given to areas of potentially high use (schools, parks, shopping districts) and where safety is a special concern (highway & railroad crossings). A comprehensive sidewalk system should be part of each community's long-range plan and a requirement for all new development.



Downtown Macomb

Community fitness trails offer pedestrian routes of short to moderate lengths for both exercise and leisure activity. These trails can be attractively developed as special fitness routes for walking and running, and as pleasure walkways for strolling. For the convenience of users, trailheads should be provided with parking, water, shelter and maps. The routes could be provided with distance markers, exercise stations and lighting for evening use.

Pedestrian fitness routes can be developed in communities of all sizes. Their locations should be convenient for the greatest number of users including children in local schools and those in their work locations.

- ***Campus Walkway System***

The university's pedestrian walkway system could be expanded to include more recreational walkways along the LaMoine River and the adjacent sports fields. A system of pedestrian walkways on this part of campus could be used primarily for walking and fitness. They could also provide access to the river area for environmental study and research.

Ideally, the walkway system would connect the main campus with all the university areas on the north side of the river including the golf course, research farms, and student residential complexes.

Attention to pedestrian walkways should continue to be a major component of the University's master plan of capital projects. Various areas on campus could be improved for better safety, more pedestrian services and additional climate protection.

West Jackson in Macomb

- ***Campus to the Square Pedestrian Corridor***

A pedestrian corridor is greatly needed to establish a link between the WIU campus and Macomb's downtown square. This pedestrian link would provide convenient access in both directions for social and commercial purposes.

The only current pedestrian linkage between campus and downtown is along the narrow sidewalks through the residential neighborhood separating the areas. An attractive pedestrian connection could be created with wide sidewalks, good lighting, safe crossings of streets and alleys, street trees and other amenities. This would make a safe and pleasant pedestrian route.

Many college communities define a commercial area specifically oriented for students. These areas, often referred to as a campus town, have convenient access from campus for student-oriented businesses and entertainment. The areas can be attractive with distinct streetscapes. In Macomb, the West Adams Street area has potential for such a district.

Park Trails

Argyle Lake State Park, managed by the IL Department of Natural Resources, and Spring Lake Park, managed by the Macomb Park District, are the two large public recreational areas in the county. In both parks, more pedestrian walkways and trails could be developed for pleasure and fitness. Loops similar to those previously described would be ideal for campers, day-users and neighbors of these parks. With rugged areas at both sites, trails could offer a variety slopes and scenery. Comprehensive plans for each site should include specific layouts for pedestrian trail systems.

Library Park in Bushnell

Everly and Glenwood parks on the north edge of Macomb are large enough for development of good trail systems connecting the recreational and natural areas within the parks.

Walking Trails - Paved

- ***Middle LaMoine Trail - East Section***

Linkage – WIU Campus to Everly Park and Glenwood Park
Distance – 2 miles
Route– Adjacent to the LaMoine River from Wigwam Road Bridge through WIU campus under Rte 67 to Glenwood Park

Since the WIU campus and Everly and Glenwood parks are in close proximity, a paved trail ideally would connect these facilities. The trail could be used for both walking and bicycling. It would follow the LaMoine River's south edge and pass under the Rte 67 highway bridge. Trail access points would be located on campus near the sports fields and in central locations of the parks. This would be a safe and attractive route. Already much of the corridor is publicly owned. Where the route lies within the floodplain, the walkway should be designed for periodic flooding.

Other trails and sidewalks could interconnect to provide access from surrounding areas including campus residential areas. Another connection could be made with the university golf course and experimental farms to the north.

- ***Middle LaMoine Trail - West Section***

Linkage – WIU Campus to West Adams Street and Ball Fore Park
Distance – 2 miles
Route – Adjacent to the LaMoine River from Wigwam Road Bridge to Adams Street Bridge

This safe and attractive paved route would follow the LaMoine River from Wigwam Road Bridge to the Adams Street Bridge. Most of the land is currently in private ownership. Where the route lies within the floodplain, the walkway should be designed for periodic flooding. Trailhead facilities could be developed near the bridges. Connections could be made to residential areas west of campus. A spur could extend south from the Adams Street Bridge to the Ball Fore Park adjacent to Rte 136.

Participants:
City of Macomb, WIU, Macomb Park District, IDOT, private landowners, Illinois State Police

Design Factors:
Floodplain restrictions, bridge creek crossings, Route 136 and 67 creek crossings¸ private land ownership

- ***Lower LaMoine Trail***

Linkage – Macomb to Argyle Lake State Park
Distance – 5 miles
Route – Connect the Middle LaMoine Trail at Adams Street Bridge following LaMoine River to the Argyle Lake State Park

This paved route would be a western extension of the Middle LaMoine Trail. The trail could be used for both hiking and bicycling. It would follow the LaMoine River offering scenic views of the creek and adjacent forested hills. The trail would connect several new residential areas west of Macomb with both the WIU campus and Argyle Lake State Park. It would provide recreational opportunities for tourists from the park's campground and Macomb motels. Combined with the Spring Lake Trail, this trail would provide an ideal venue for large trail events such as triathlons, marathons, and charity races and walks.

This route lies in the floodplain, requiring trail design to accommodate periodic flooding. Modifications of road bridges will be needed to accommodate pedestrian use. An additional benefit of the trail would be access to the creek for maintenance and emergencies.

Participants:
Argyle Lake State Park, IDNR, IDOT, McDonough County Highway Department, private landowners

Design Factors:
Floodplain restrictions, steep terrain, private land ownership

- ***Upper LaMoine Trail***

Linkage –	Glenwood Park in Macomb to 1600 East Road Bridge
Distance –	5 miles
Route –	Adjacent to the LaMoine River and passing under the proposed Route 336 bypass bridge

This paved trail is an extension of the Middle LaMoine Trail. It would run from Macomb's Glenwood Park east along the creek to 1600E. It would pass under new Rte 336, providing a safe, scenic route to eastern McDonough County. A wayside on Rte 336 near the creek could provide a potential mid-route location for access to the trail. A trail spur could also be south to connect to the new Macomb park site.

There are no landmark termini to this trail, such as a state or regional park. If the River-to-River Trail is developed, this trail could be extended along the creek to near Bushnell, forming a direct route between Macomb and the Peoria area.

Participants:
Macomb Park District, McDonough County Highway Department, IDOT, private landowners,

Design Factors:
Floodplain restrictions, private land ownership

- ***Spring Lake Trail***

Linkage – WIU Campus to Spring Lake Park
Distance – 3 miles
Route – Wigwam Bridge, along Wigwam Hollow, to Lakeview Nature Center

This paved trail connects the WIU and Macomb pedestrian system to Spring Lake Park, the area's major recreation facility. The trail could be used for both hiking and bicycling. It would follow Wigwam Hollow passing along dramatic forest-covered hills. Only a few houses and one road occupy this area. Following the drainageway, the trail will gradually rise 100 feet to the park entrance. The corridor is near Macomb's water main easement from the lake to the city. New Route 336 will have a large drainage structure and an overpass near the park entrance. Both are potential trail crossings. The trail would connect to the Lakeview Nature Center in the park's southeast corner. This connection between the community and the park would be a benefit for University staff and students, Macomb residents and local tourists.

The second phase of the Spring Lake Trail would extend from its terminus at the Nature Center around the lake to connect with the River-to-River Trail in Sciota. This 5-mile section could provide access to the water quality demonstrations within the Spring Lake Watershed Greenway. Initially, this section would be an unpaved pathway or a shared roadway. It could be more fully developed at a later time.

Participants:
WIU, McDonough County Highway Department, Macomb Park District, Village of Sciota, IDOT, private land owners

Design Factors:
Steep terrain, private land ownerships, environmental impacts along the lake, Route 336 crossing

- ***River-to-River Trail - TP&W Railroad Corridor***

Linkage – County line near Blandinsville to county line near New Philadelphia
Distance – 30 miles
Route – Old TP&W Railroad through Blandinsville, Sciota, Good Hope, Bushnell and New Philadelphia

The TP&W Railroad is currently inactive and in the future may become available for other uses. A trail along this corridor would cross the entire county and interconnect with five communities. It could extend into Hancock County to the west and Fulton County to the east. This trail could be designed to accommodate hiking, bicycling, equestrians, ATVs and/or snowmobiles, either on a time-share basis or along an adjacent path.

The railroad's relatively level alignment would provide a comfortable walkway. The tree-lined route is pleasant, passing along fields and remnants of forest and prairie. It is also quite scenic with panoramic views of the countryside. Facilities for trail users such as parking, shelters, restrooms and water are already available in communities along the route.

The recreational benefits would be significant for those residents in communities along the trail. Other county residents could ride or drive to access points along the way. The route also could attract tourists interested in a safe, long-distance trail facility.

Ultimately a trail loop could be developed connecting the Spring Lake and LaMoine Trails with the River-to-River Trail. This would create a regional system with potential for connection to a statewide trail network.

Participants:
IDNR, IDOT, McDonough County Highway Department, various communities, private land owners

Design Factors:
Single ownership with roadbed, bridges and roadway crossings in place

TP&W Railroad near Good Hope

Hiking Trails – Unpaved

- ***Spring Lake Trail Extension***

Linkage – Spring Lake Park to Sciota
Distance – 5 miles
Route – Around Spring Lake following Spring Creek to Sciota

This unpaved trail could lie along Spring Lake's south and west sides where the water quality demonstrations in the Spring Lake Watershed Greenway could be viewed. It would then follow the principal drainageway north to Sciota. If the River-to-River Trail is developed, this section could be paved.

Participants:
Macomb Park District, McDonough County Highway Department, Soil and Water Conservation District, IDOT, local running and ski clubs, private land owners

Design Factors:
Environmental impacts, private land ownerships

LaMoine River in winter northeast of Bardolph

- ***Upper LaMoine Trail Extension***

Linkage – Road 1600E to the Rte 41 Overpass near Bushnell
Distance – 5 miles
Route – 1600E Bridge following LaMoine Creek then east along Keppler Creek to the overpass

This unpaved trail or path would follow the LaMoine River north of Bardolph to Keppler Creek then east to the overpass south of Bushnell. This trail could be similar in character and purpose to the Spring Lake Trail Extension. The design of future Route 336 through this area may affect the trail alignment. If the River-to-River Trail is created, this section should be paved to link Macomb with Bushnell and Peoria.

Participants:
BN Railroad, McDonough County Soil and Water Conservation District, IDOT, McDonough County Highway Department, private land owners,

Design Factors:
Railroad crossings, private land ownership

- ***Lower LaMoine Trail Extension***

Linkage –	Argyle Lake State Park to County Line
Distance –	7 miles
Route –	Along the LaMoine River from Colchester Bridge to Rte 136 Bridge

Starting at Argyle Lake State Park, this unpaved trail would follow the LaMoine River west through steep forested hills and scattered stone quarries, one of the most scenic areas in the county. A trail spur can connect to the historic Vishnu Springs Resort, managed by WIU. The trail could terminate at a Route 336 wayside near the county line where the east and west branches of the LaMoine River merge. This access point would also be a travel gateway to the county.

Although challenging to construct, this trail can offer spectacular scenery and, in the future, could be extended into Hancock County connecting with other trails in the LaMoine River Valley.

Participants:
McDonough County Highway Department, stone quarry operators, private land owners, IDOT, Hancock County

Design Factors:
Private land ownership, active quarry operations, trail access limitations

- ***Spring Creek Trail***

Linkage – Spring Lake Park to LaMoine River
Distance – 3 miles
Route – Following Spring Creek below Spring Lake Dam to the confluence with the LaMoine River

This hiking trail would connect Spring Lake Park with Argyle Lake State Park following Spring Creek. This unpaved trail passes through the Spring Creek Greenway and state-owned mitigation lands. A triangular loop interconnecting the two parks and Macomb would be formed with Spring Lake Trail and LaMoine Trail. A Route 336 wayside near the LaMoine River could provide trail access and a facility for distributing trail maps and interpretive materials.

Participants:
McDonough County Highway Department, Macomb Park District, IDOT, private land owners

Design Factors:
Steep terrain, private land ownership

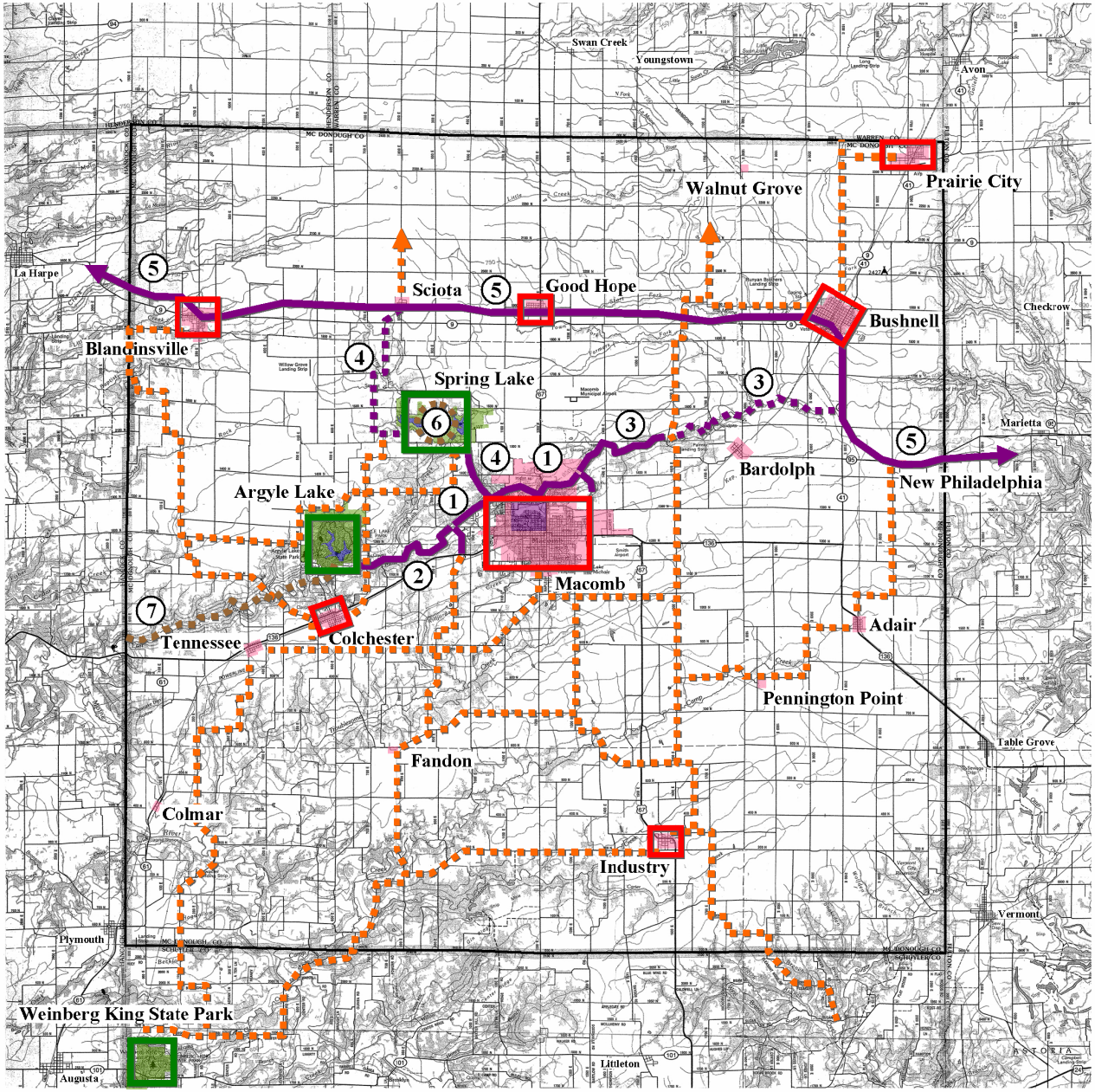
Climbing Areas

Rock climbing and rappelling are site-based recreational activities, but also are considered vertical trails for purposes of this report. The potential area for climbing and rappelling is in the rock quarries of western McDonough County. Some of these quarries are abandoned, others are active. All climbing and rappelling should be in areas that are either publicly managed for this purpose, or where private landowners are offering climbing as a recreational activity. Climbing sites need to be carefully managed and maintained. Liability considerations need to be understood.

Rock climbing and rappelling are popular in many locations. Availability of attractive climbing areas would add another recreational venue to the LaMoine Trail Corridor and generate more tourism in the area. The proximity of WIU's large university-age population adds to the pool of probably local users and the overall feasibility of such a facility.

McDonough County Trails and Greenways

Bicycle Trails



LEGEND

- COMMUNITY BIKEWAYS
- SHARED ROADWAYS
- SHARED PARKWAYS
- WIU BIKEWAY SYSTEM
- BIKE TRAILS – PAVED
- (1) MIDDLE LAMOINE TRAIL
- (2) LOWER LAMOINE TRAIL
- (3) UPPER LAMOINE TRAIL
- (4) SPRING LAKE TRAIL
- (5) RIVER TO RIVER TRAIL
- BIKE TRAILS – UNPAVED
- (6) SPRING LAKE PARK BIKE CIRCUIT
- (7) LOWER LAMOINE TRAIL EXTENSION

2004
Massie Massie & Associates

BICYCLE TRAILS

Community Bikeways

Community bikeways ideally are separated from automobile traffic and pedestrian sidewalks. However, site limitations sometimes make it necessary to combine bikeways with roadways. Generally, bicycles and other non-motorized vehicles are not allowed to ride on sidewalks.

The best locations for separated recreational bikeways are in parks and other large open areas where there is little conflict with traffic. Abandoned railroads, old roadways, utility corridors and drainage ways are also ideal locations for safe bikeways.

Unfortunately, these corridors are often not linked to the schools, shopping areas and neighborhoods for those people who wish to use the bicycle as an alternative mode of transportation. To make these links, many communities develop on-street bikeways or designate certain streets as shared use streets, alerting motorists to the presence of bicyclists. Some communities widen certain sidewalks to safely accommodate both pedestrians and bicyclists.

A combination of such methods is often needed to create bikeways. Areas being newly developed, as well as major new roadways, should incorporate bikeways in their development plans.

Library Park in Bushnell

Shared Roadways

Shared roadways are designated roads used by both motor vehicles and bicyclists. These are used where a separate corridor is not available or where bicycling use does not warrant the cost of a separate trail. These routes typically are paved roads, not heavily used by motorists. Like other trails, these routes should pass through scenic landscapes and/or connect points of interest such as towns, historic sites and parks. They can also connect with other trails. Facilities including water, food and restrooms should be available for trail users along the way.

A clear sign system needs to be created for these shared roadway routes. Signs should warn both motorists and bicyclists of the route's shared use. Drivers and bicyclists should be aware of the shared-use designation and the safety precautions needed. To inform the public, articles could be published in local newspapers and programs presented at schools and civic organizations. Bike route maps with pertinent information should be available to bicyclists. Maps could be available at trailheads, rest stops, local bike shops, tourism offices and on the Internet for downloading.

Shared Parkways

Parkways at both Argyle State Park and Spring Lake Park are currently used by both bicycles and motor vehicles. People are attracted to large parks such as these for bicycle riding and often go to the park for that purpose.

Motorists need to be aware that bicycles frequently use parkways and shared-use warning signs should be posted. A map either mounted or available for bicyclists in parks is useful to explain precautions and routes.

Argyle Lake State Park

Western Illinois University Bikeway Systems

Students and faculty often use bicycles as an alternative mode of transportation traveling to campus and within the campus and community. Bicycling is also a form of recreation, exercise and, for some, an organized sport.

A bikeway system is desirable within a campus to promote bicycle use. Safe and attractive routes within the community can link the campus to various areas of town and nearby recreational facilities.

The proposed LaMoine River Trail through campus would be an impressive beginning of a trail system. This trail would provide an attractive route along the river. It would form a principal link in the LaMoine Trail Corridor that eventually would provide interconnected routes to many local and county-wide destinations.

Bike Trails – Paved

- ***Middle LaMoine Trail - East Section***

Linkage –	WIU Campus to Glenwood Park in Macomb
Distance –	2 miles
Route –	Adjacent to the LaMoine River from Wigwam Road Bridge through WIU campus, under Rte 67 to Everly Park and Glenwood Park

This shared use paved trail would allow bicyclists to travel safely under the Rte 67 Bridge between sites. A spur of this trail could cross the river and follow Burlington Road as a shared roadway north to Tower Road and the University Golf Course.

Since much of the trail is in the floodplain, it must be designed to accommodate intermittent flooding. Users should expect short periodic closure due to flooding.

The parks, motels, offices, and campus housing near this corridor will likely generate many trail users. This section links the two sides of Macomb and is the hub for the entire LaMoine Trail Corridor.

Participants:
WIU, Macomb, IDOT, IL State Police, private land owners

Design Factors:
Subject to flooding, river crossing, Route 67 right-of-way

- ***Middle LaMoine Trail - West Section***

Linkage –	WIU Campus to Adams Street Bridge in Macomb
Distance –	2 miles
Route –	Along the LaMoine River from Wigwam Bridge to Adams Street Bridge

This paved trail section connects the WIU campus to the newer residential areas and rural roads west of Macomb. A spur trail could extend south to Ball Fore Park and the rural roads south of Macomb. This spur could be either a shared roadway or shared sidewalk.

Participants:
WIU, Macomb, Macomb Park District, private land owners, IDOT

Design Factors:
Floodplain restrictions, creek crossings, Rte 136 crossing

- ***Lower LaMoine Trail***

Linkage –	Macomb to Argyle Lake State Park
Distance –	5 mi.
Route –	Along the LaMoine River from Adams Street Bridge to Argyle Lake State Park

This paved trail would follow the creek under the new Rte 336 bypass to the east edge of Argyle Lake State Park. The trail would rise from the floodplain to connect with the parkway loop near the lake's dam.

This section can provide access to the roadways leading to Colchester and the rural roads to the west. Access to the trail could be provided at a wayside along Route 336 near the LaMoine River.

The Lower LaMoine Trail is a major link in a three point system that connects the two major parks with the Macomb and WIU population.

Participants :
IDOT, Argyle Lake State Park, IDNR, McDonough County Highway Department, private landowners

Design Factors:
River crossings, flood-prone lands, Route 336 crossing, steep terrain

- ***Upper LaMoine Trail***

Linkage – Glenwood Park in Macomb to Bardolph
Distance – 5 miles
Route – Along the LaMoine River from Glenwood Park to 1600 East Road Bridge

This paved trail begins at Glenwood Park in Macomb, runs east along the creek and under Route 336 to 1600E Road. This shared-use trail connects the LaMoine Trail with rural roads east of the bypass. Midway, a spur could extend south to the new park and commercial area on Macomb's eastside.

East of Glenwood Park along the creek's south edge are the Macomb Country Club and a major landfill site. For safety, the trail would be best located on the north side of the creek through this section.

A wayside on the Rte 336 bypass near the creek crossing could offer access to the trail and creek.

- ***Upper LaMoine Trail - Extension***

Linkage – 1600 East Road to the River-to-River Trail
Distance – 5 miles
Route – Along the LaMoine River to Kepple Creek and east to the Route 41 overpass

Similar to the Spring Lake Trail Extension, this bikeway would be ideal to safely link the River-to-River Trail with the LaMoine Trail Corridor rather than use "shared roadways." This would also create a direct bike route from Macomb to Bushnell or eastward eventually to the Peoria area.

The trail extension would basically follow the LaMoine River through the Upper LaMoine Greenway near Bardolph to Kepple Creek, then east under the Burlington Northern Railroad Bridge to the overpass south of Bushnell.

Participants:
IDOT, Macomb, McDonough County Highway Department, railroad companies, McDonough County Soil and Water Conservation District, private landowners

Design Factors:
Creek crossings, flood-prone lands, railroad crossings

- ***Spring Lake Trail***

Linkage – WIU and Macomb to Spring Lake Park
Distance – 3 miles
Route – Wigwam Bridge, along Wigwam Hollow, crossing Rte 336 to Spring Lake Park

This paved bikeway provides access to Spring Lake Park and Lakeview Nature Center. It would follow Wigwam Hollow passing under or over the Rte 336 bypass near the park entrance. This section also provides access to the rural road network in the northern part of the county. This would be an attractive trail and would be popular for residents and tourists using the park's campground or nearby motels. The relatively short distance, the scenic character, and the Spring Lake Park terminus would provide a pleasant ride for all ages.

Spring Lake Park's campground

- ***Spring Lake Trail Extension***

Linkage – Spring Lake Park to Sciota
Distance – 5 miles
Route – Around Spring Lake north along Spring Creek to Sciota

This trail would provide the shortest and safest link between the River-to-River Trail and Spring Lake Park. It

would begin at Spring Lake Park, extend around Spring Lake, and follow Spring Creek past West Prairie High School campus to Sciota. Although local roads could be used for this connection, they would lack the safety and scenic quality of a separate bikeway.

Participants:
Sciota, Macomb, Macomb Park District, McDonough County Highway Department, IDOT, private landowners,

Design Factors:
Difficult rural road crossings, steep terrain and dense forest along Wigwam Hollow and around Spring Lake, Route 336 crossing

- ***River-to-River Trail - TP&W Railroad Corridor***

Linkage – Blandinsville to New Philadelphia
Distance – 30 miles
Route – Old Railroad from Blandinsville (county line) to New Philadelphia (county line)

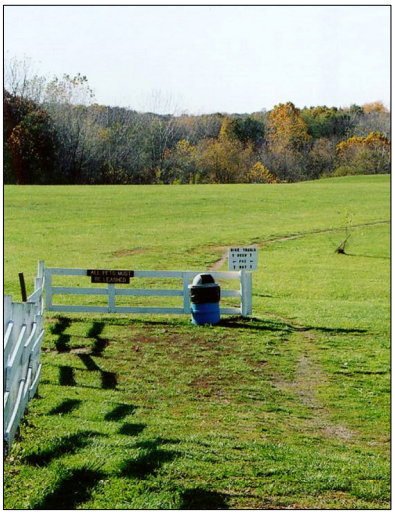
If the railroad is abandoned this corridor will create the potential for an ideal bike route connecting the Illinois and Mississippi River Valleys through a scenic section of Illinois. The railroad grade provides a perfect situation for bicycling. It has small communities regularly located along its length to provide access points and services for trail users. This major bikeway would link communities in the north part of the county not served by the LaMoine Trail and Spring Lake Trail.

The trail could extend into the adjacent counties of Hancock and Fulton. As a major long-distance bikeway, it will attract visitors for extended stays and as a vacation destination. Tours, races and other special events could be promoted as tourist attractions.

Participants:
McDonough County Highway Department, Blandinsville, Sciota, Good Hope, Bushnell, New Philadelphia, Fulton and Hancock Counties, IDOT, DNR

Design Factors:
Road and street crossings, railroad crossings, adjacent county participation

Mountain Bike Trails



Trailhead at Spring Lake Dam

Mountain bike trails and facilities need to be challenging for various levels of users. Environmental and safety factors also need to be considered. Since trail biking is typically a drive-to activity, parking lots and staging areas are needed. Signs and information about the bike routes, their length, difficulty, etc. are usually provided. Support services such as shelters, restrooms and drinking fountains also are desirable.

- ***Spring Lake Park Mountain Bike Circuit***

Spring Lake Park has recently developed a mountain bike circuit. If there proves to be substantial use, this area could be expanded by public or private entities.

- ***Lower LaMoine Trail Extension***

Linkage –	Argyle Lake State Park to the Route 136/336 Gateway
Distance –	7 miles
Route –	Along the LaMoine River between Argyle Lake State park and the county line

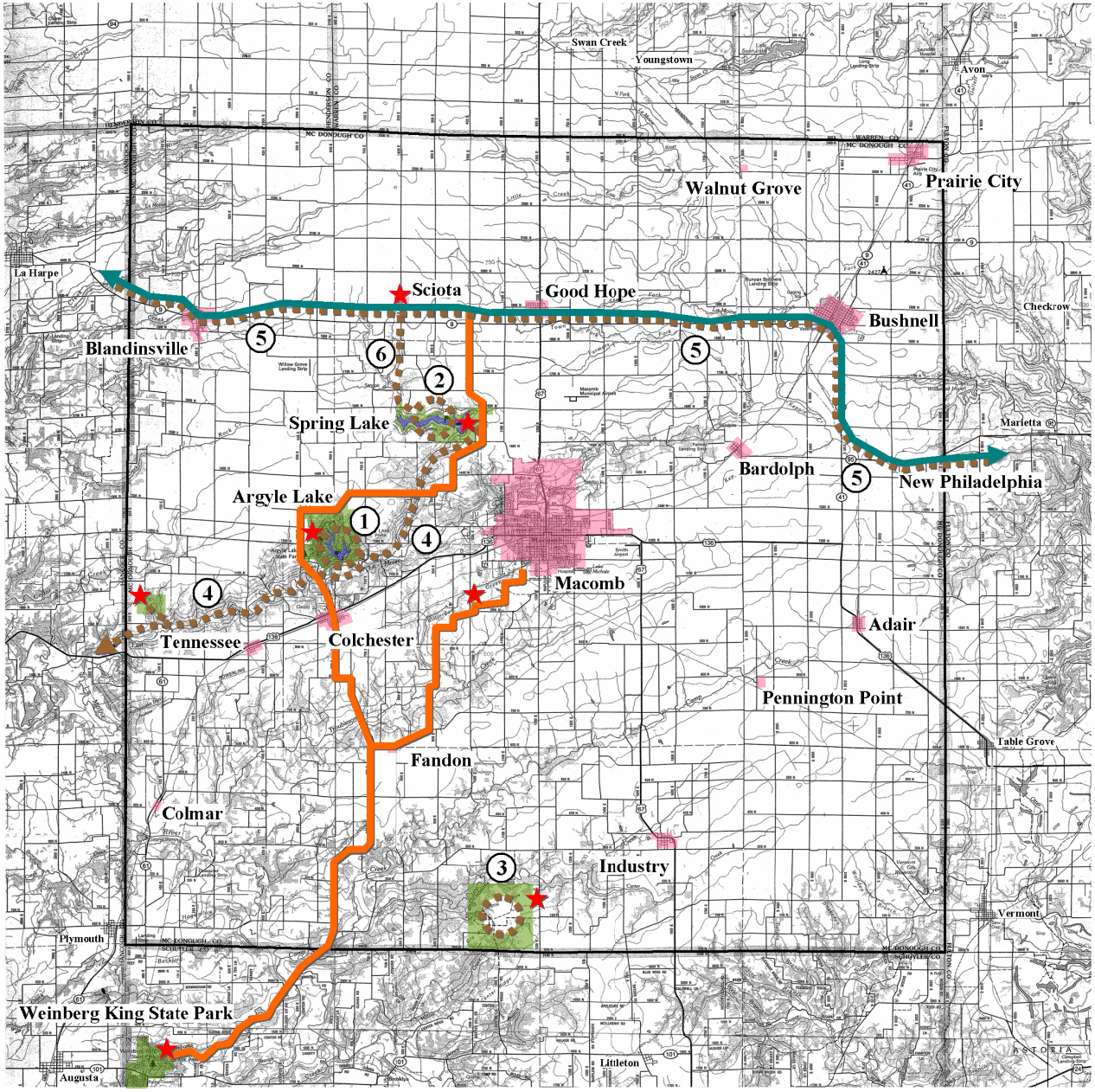
Mountain bikers possibly could share these hiking trails through the Lower LaMoine Greenway. This is a scenic area but it is less populated than other trail locations. As such, there will be fewer users and less potential for use conflicts to arise. If conflicts developed, use of the trail could be scheduled for each type of activity or certain areas could be designated for only mountain bike use.

Participants:
Private land owners, McDonough County Highway Department, Hancock County

Design Factors:
Private land ownerships, limited access points, road and bridge crossings

McDonough County Trails and Greenways

Equestrian Trails



LEGEND

- SHARED ROADWAYS – PAVED
- SHARED TRAILS – PAVED
- HORSE RIDING TRAILS – UNPAVED
- 1 ARGYLE LAKE TRAIL
- 2 SPRING LAKE TRAIL
- 3 MINING SITE - RECLAIMED
- 4 LAKE-TO-LAKE TRAIL & LOWER LAMOINE EXTENSION
- 5 RIVER-TO-RIVER TRAIL
- 6 SPRING CREEK TRAIL CONNECTION
- EQUESTRIAN EVENT & SUPPORT FACILITY

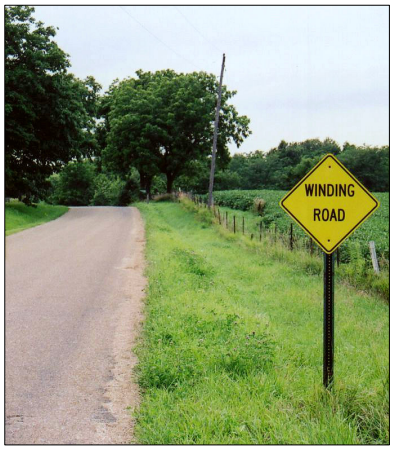
2004
Massie Massie & Associates

EQUESTRIAN TRAILS

Shared Roadways – Paved

Equestrian use could be allowed on local roads with low traffic volumes. Desirable shared-use routes are scenic roadways connected to campgrounds, riding facilities, fairgrounds, etc. In these locations horses can be unloaded and conveniences accessed.

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



Country road near Blandinsville

A dedicated paved roadway specifically for carriage use is probably not feasible in McDonough County. Abandoned roads and low traffic rural roads, especially in the area near the two large park sites, may be used. This idea should be explored if local interest or livery service is available nearby.

Shared Trails - Paved

- ***River-to-River Trail – TP&W Railroad Corridor***

Linkage – Blandinsville to New Philadelphia
Distance – 30 miles
Route – Old railroad across northern McDonough County

The River-to-River Trail, if developed, would be the major paved trail across northern McDonough County. This trail could be shared with hiking and bicycling uses. Time-sharing could be an effective approach, hereby horse use would have exclusive use of the route, or a portion of the route, for regular, specified times. If a time-shared use could be negotiated, the opportunity for exclusive, equestrian use over such a long trail would be exceptional in the Mid-west. The trail could attract people from great distances for carriage use and horse riding.

Participants:
McDonough County Highway Department, Blandinsville, Sciota, Good Hope, Bushnell, New Philadelphia, Fulton and Hancock Counties, IDOT, DNR

Design Factors:
Road and street crossings, railroad crossings, adjacent county participation

Horse Riding Trails – Unpaved

- ***Public Road Rights-of-Way***

The rights-of-way of abandoned or low traffic roadways can sometimes accommodate riding trails. Where sufficient width exists, horse trails can be designated along the roadsides. The trails should have signs at regular locations designating the route for equestrian uses and signs in any locations equestrians must cross traffic lanes. The trails should be maintained to control erosion that might develop.

Use of rights-of-way is practical if a number of landowners along the way keep horses, or if there are public or private equestrian facilities nearby to provide support services.

- ***Argyle Lake Riding Trail***

Unpaved trails within Argyle Lake State Park could be improved and even expanded to better accommodate horse riding. In areas with steep terrain and streambeds, erosion control measures may be needed to prevent site damage. The equestrian camping area could be expanded and upgraded if demand justifies.

Argyle Lake State Park Equestrian Campground

- ***Spring Lake Riding Trail***

Spring Lake Park is a large enough facility to accommodate trails for horse riding similar to Argyle Lake. The existing camping area could be expanded for equestrian use, if interest in this activity justifies the expenditure.

- ***Private Equestrian Trails***

Private landowners and stable operators should be encouraged to provide horse riding facilities and activities. The rugged landscape in the western half of the county is particularly suited for horse riding. Field roads, abandoned pastures, reclaimed lands, utility easements, etc. provide opportunities for equestrian riding. Additional lands for trail development could be secured though leases or easements with adjacent landowners.

The mine site in southern McDonough County could be developed for equestrian use. To justify the cost of trail development here, it may be desirable to share the trail's use with other types of trail users.

- ***Lake-to-Lake Riding Trail***

Linkage – Argyle Lake to Spring Lake Park
Distance – 5 miles
Route – Along Spring Creek and the LaMoine River

A lake-to-lake corridor linking Argyle Lake and Spring Lake parks could create an ideal horse-riding trail. Both parks have support facilities and the five-mile distance between would create a pleasant route.

An unpaved equestrian trail could parallel the proposed paved Lower LaMoine Trail and Spring Creek Hiking Trail. Sharing the same corridor could make maintenance and management more efficient. The unpaved path could be time-shared with other uses including mountain biking and cross-country skiing if desired.

An unpaved equestrian trail along Spring Creek could form a direct route between the parks. This trail could be routed through the Route 336 mitigation lands where wetlands and forests will be developed. In other areas, it would be routed on easements from private landowners and old roadways near the creek. The trail also

would provide access to the area for management of the valley as a greenway corridor protecting Spring Creek.

A scenic extension could be provided with a riding trail following the Lower LaMoine Trail Corridor and Greenway to the county's west boundary. This route could connect to historic Vishnu Springs and future equestrian trails in Hancock County.

Participants:
Macomb Park District, Argyle Lake State Park, IDNR, McDonough County Highway Department, IDOT, private landowners, Hancock County

Design Factors:
Steep terrain, flood plain conditions

- ***River-to-River Riding Trail***

Linkage – Blandinsville to New Philadelphia
Distance – 30 miles
Route – Across northern part of McDonough County

The River-to-River Trail is proposed as a paved trail on the old railroad bed. The route would be attractive for equestrian use because it is scenic and 30 miles in length. It also could connect to other trails. The corridor has sufficient width for an unpaved equestrian trail beside the paved route.

Participants:
Communities along the trail, IDOT

Design Factors:
Existing railroad embankment and structures

- ***Spring Creek Riding Trail***

Linkage – Spring Lake Park to Sciota
Distance – 5 miles

The Spring Creek Riding Trail would link the Lake-to-Lake Trail with the River-to-River Trail. It would follow the creek above Spring Lake through the proposed Spring Lake Watershed Greenway. The trail would use a combination of public land, easements through private property and existing road rights-of-way.

The network formed by this interconnection could be a major equestrian facility in the Midwest. It could attract both local and distant visitors for extended stays creating opportunities for equestrian related businesses.

Participants:
Macomb Park District, Sciota, McDonough County Soil and Water Conservation District, private landowners

Design Factors:
Friable lands, roadway crossings

Horses in pasture near Sciota

Equestrian Event and Support Facilities

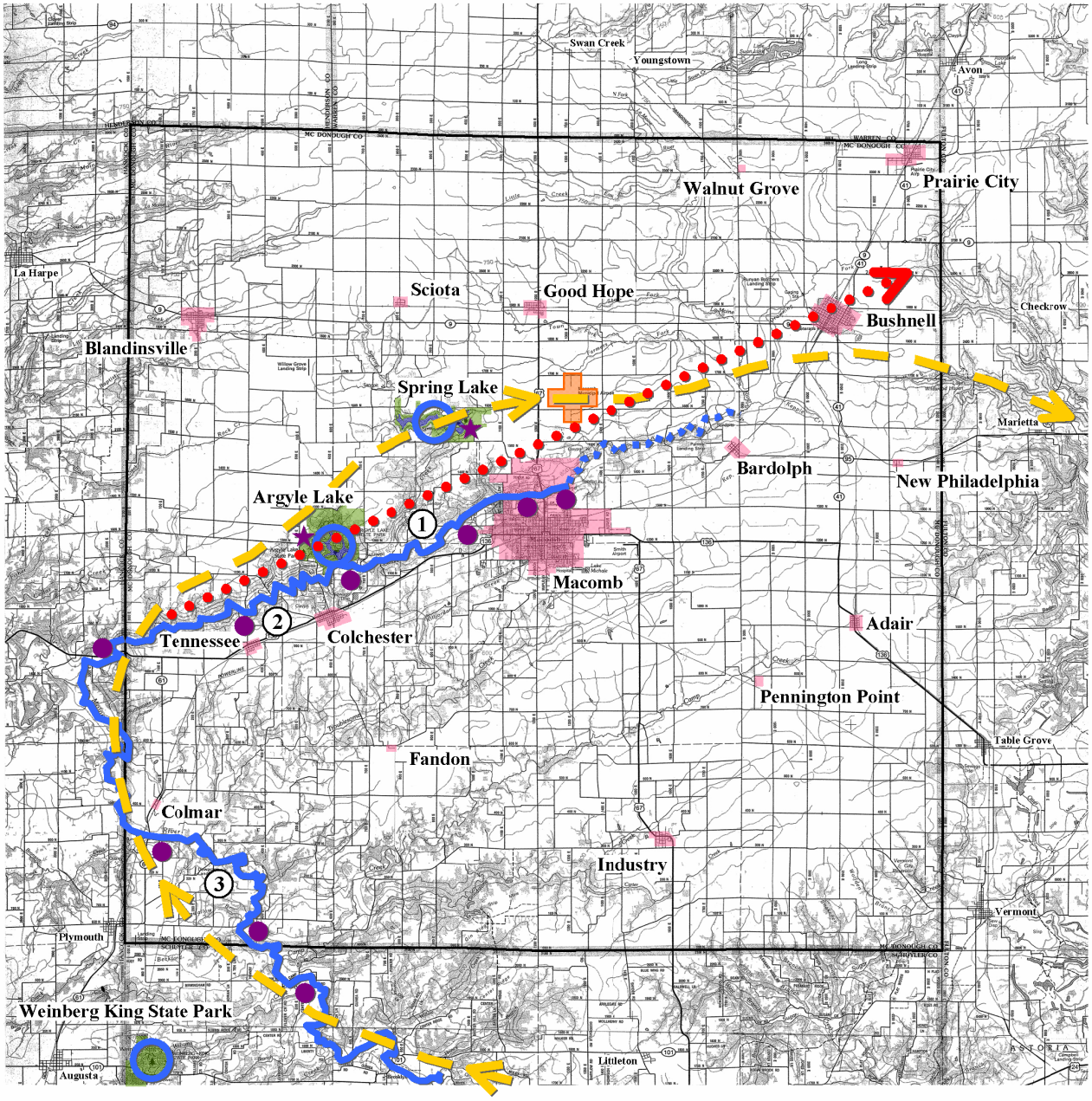
Special events involving horses could be organized to develop interest in equestrian facilities and activities in McDonough County and to build tourism and economic opportunities in the area. Events such as horse shows, rodeos, cart racing, polo games and historical reenactments could be held. Particular facilities are needed for each event, as well as general services and opportunities for those attending. Events of this sort often begin on a small scale and gradually develop into huge functions that attract people from distant locations.

Participants:
Macomb Park District, Argyle Lake State Park, IDNR, business owners, private landowners

Design Factors:
Required support facilities, trail proximity

McDonough County Trails and Greenways

Waterways and Air Routes



LEGEND

- PUBLIC LAKES
- DOCK LOCATIONS
- WATERWAY TRAILS
- ① LAMOINE WATERWAY TRAIL
- ② LAMOINE WATERWAY TRAIL EXTENSION
- ③ LAMOINE RIVERWAY TRAIL
- ACCESS POINTS TO RIVERS & STREAMS

AIR ROUTES

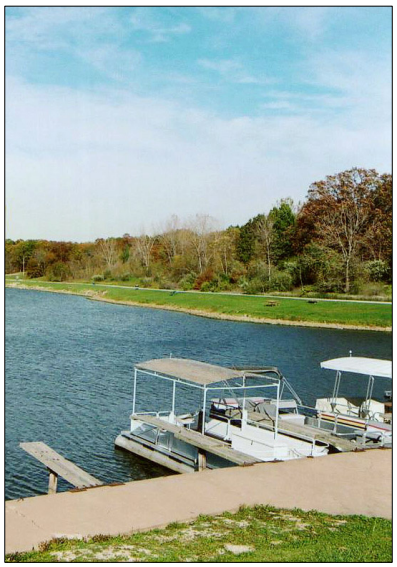
- RIVER VALLEYS SCENIC AIR ROUTE
- BALLOON FLIGHT ROUTE
- MACOMB MUNICIPAL AIRPORT

2004
Massie Massie & Associates

WATERWAYS

Boating, canoeing, kayaking and rafting are done on both lakes and rivers. These small-craft boating opportunities are defined for this report as waterways.

By identifying and promoting suitable watercraft routes, the public and tourists can participate in these activities. As with all recreational boating activities, users should comply with regulations and any local rules.



Dock at Spring Lake

Public Lakes

Argyle Lake and Spring Lake are the two large water bodies in the county. They have docking and support facilities for paddle craft and small motorboats.

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

Waterway Trails

- ***LaMoine Waterway Trail***

Linkage – Macomb to Argyle Lake State Park
Distance – 5 miles
Route – Glenwood Park to below the dam of Argyle Lake

The East Branch of the LaMoine River could be a designated water route for small crafts. This creek flows from Bushnell west through Macomb to near Tennessee.. Although rather shallow, the creek can accommodate canoes, kayaks and rafts during much of the year. Upstream from Macomb, however, the creek probably is usable only during high water.

This creek is an important part of the LaMoine Trail corridor. The creek and land on both sides, from Glenwood Park in Macomb to Argyle Lake State Park, could be acquired permitting public use for small watercraft and other conservation and recreational purposes. This corridor could be publicly acquired out-right or easements for recreational purposes could be obtained from the land owners.

Access to the creek and trail could be provided at several locations -- Glenwood Park, WIU campus, public road crossings, and Argyle Lake State Park

Participants:
Macomb Park District, WIU, IDOT, McDonough County Highway Department, Argyle Lake State Park, IDNR, private landowners

Design Factors:
Flooding and sedimentation of creek, road crossings, access for management

- ***LaMoine Waterway Trail Extension***

Linkage – Argyle Lake State Park to the county line
Distance – 7 miles
Route – Argyle Lake State, along LaMoine River to to the Route 136 Bridge

An extension of the LaMoine Waterway Trail is possible from Argyle Lake State Park west along the East Branch of the LaMoine River to the county line. Although now used for farming and quarry operations, lands along the creek could be acquired or an easement could be obtained for public use. Public access to the creek could be provided at existing road crossings. A logical take-out point might be the wayside created where Route 136/336 crosses the river in Hancock County.

Participants:
Private Land Owners, IDOT, Hancock County, Argyle Lake State Park, IDNR

Design Factors:
Flooding and sedimentation of creek, road crossings, access for management

- ***LaMoine Riverway Trail***

Linkage – Rte 136 to Birmingham
Distance – 12 miles
Route – LaMoine River in McDonough County

The LaMoine River flows for 12 miles through the southwest corner of McDonough County. Although it has greater water flow than other creeks in the county, it is not classified as a navigable public waterway. For public use

of the river, either land along the river must be acquired or an easement obtained for access and use of the river.

A wayside at the Rte. 136/336 crossing could provide access to the river. Bridges in the area could serve as take-out locations. Much of the river's floodplain is being converted to forests and wetlands. Its emerging character of a wilderness-like environment will be attractive for recreational uses.

Participants:
IDOT, McDonough County Highway Department, private landowners, Hancock and Schyler counties

Design Aspects:
Flooding and sedimentation, road and railroad crossings, access for management

Spring Lake

Kevin Seals

Aerial view

AIR ROUTES

The absence of major civil or military airfields in the county is a benefit for those interested in small craft recreational flying. This special interest group includes people who enjoy hot air balloons, gliders, experimental aircraft and small fixed-wing airplanes. The number of private aircraft owners in McDonough County combined with the number of people attracted to the Annual Balloon Festival demonstrates a substantial interest in this type of recreational activity.

- ***Scenic Air Routes***

An air trail around McDonough County could be developed with the participation of local communities and landowners. Fliers could be guided by landmarks visible from the air and markings painted on water towers and barn roofs. Crop mazes and mowing patterns could be encouraged to add interest to the route. The Macomb Airport could be hub for this trail. Air shows, balloon festivals, and other special events could be staged to add public interest and attract visitors.

Kevin Seals

Parachute plane

An airway trail map could be produced to guide recreational fliers along the route. The map could include a description of the landforms and land use patterns visible from the air.

- ***River Valleys Scenic Air Route***

Linkage –	The LaMoine River, Illinois River and Spoon River valleys
Distance –	100 miles
Route –	Macomb Airport, following the river valleys and returning to the airport

A scenic flight route could begin at the Macomb Airport, follow the Spoon River Valley east to the Illinois River and return along the LaMoine River and the East Branch to Macomb, a clockwise loop.

Participants:
Macomb Airport, aircraft clubs, local communities, private landowners

Design Factors:
Macomb Airport cooperation and facilities for take-offs and landings

- ***Balloon Flight Route***

Linkage – Colchester to Bushnell
Distance – 30 miles
Route – Following East Branch of LaMoine River valley

A logical balloon flight route should follow the southwesterly summer breezes. It could start in western McDonough County and float northeasterly following the East Branch, passing near Argyle Lake State Park and Spring Lake Park. This route provides a picturesque landscape of wooded hills and rolling farmland. Historic farmsteads and country churches are scattered between creeks and forests, creating a rural America mosaic.

Kleinkopf Barn west of Argyle Lake State Park

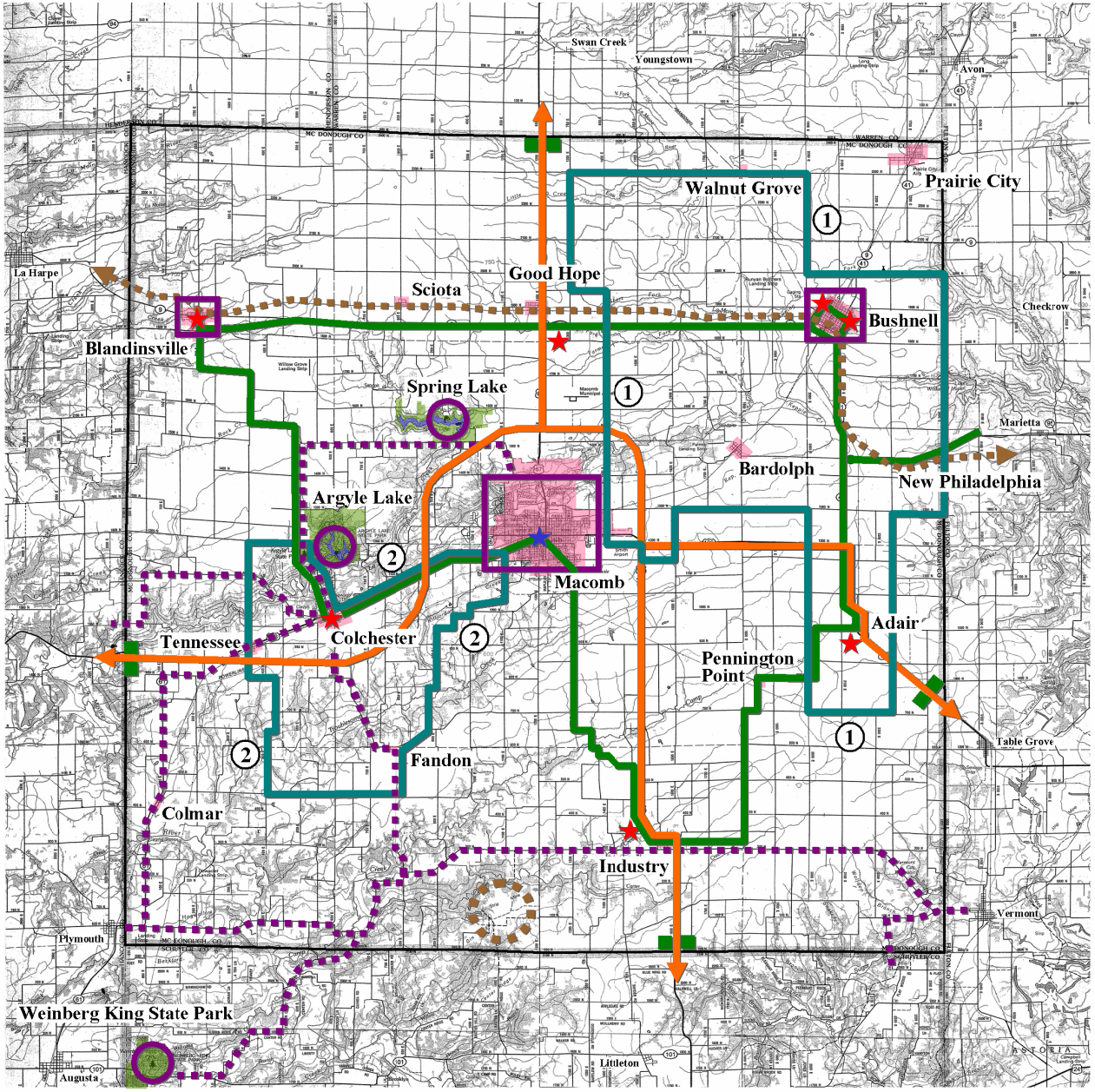
Logical balloon take-off stations could be located on the west side of Argyle Lake State Park or near Vishnu Springs. Another possible location would be the lawn south of the railroad tracks in Tennessee. Private pastures could also be used for this purpose.

Participants:
Macomb Airport, ballooning clubs, local communities, private landowners

Design Factors:
Available launching and landing sites

McDonough County Trails and Greenways

Motor Vehicle Routes



LEGEND

- DRIVING ROUTES
- COMMUNITY TOURS
- SCENIC PARK DRIVES
- SCENIC COUNTRY DRIVES
- RURAL HERITAGE TOURING ROUTES
- BARN TOUR
- HISTORIC FARM ROUTE
- PARK-TO-PARK-TO-PARK TOURING ROUTE
- TOWN PARKS
- PRINCIPAL TRAVEL ROUTES
- GATEWAYS
- OFF-ROAD VEHICLE TRAILS
- MINING SITE – RECLAIMED
- RIVER-TO-RIVER TRAIL

2004
Massie Massie & Associates

MOTOR VEHICLE ROUTES

Driving Routes

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

Recreational drives can be developed as part of an event such as the Spoon River Festival in nearby Fulton County, or for exploration and study such as the Great River Road Heritage Corridor in Hancock County along the Mississippi River. Others scenic drives can lead from one point of interest to another.

- ***Community Tours and Scenic Drives***

Individual communities can develop routes that showcase aspects of their town and outlying area. Often a local route includes historic buildings, sites of importance, parks, churches, cemeteries, and scenic areas. Routes can be marked with signs. A map can be provided to guide users and provide supplemental information about particular locations.

Rte. 136 in Adair

Special landmarks, markers, monuments, statues, street tree planting and flowerbeds can be used at junctions and other key locations to identify and enhance the drive. Such improvements generate civic pride and improve the overall quality of life for local residents.

- ***Scenic Park Drives***

Argyle Lake State Park was originally developed with a scenic driving route around the lake that is still enjoyed by motorists today. The drive could be enhanced by opening views to distant areas in some locations and creating a visually interesting sequence of broad and narrow spaces, sun and shadow areas, etc.

Argyle Lake State Park

This drive is now used by motorists, bicyclists and pedestrians. Safe use requires controlled speeds and good visibility at curves, hilltops and intersections.

Some shorter driving routes are provided through smaller parks in the county.

- ***Country Tour Routes***

Tour routes through the country are similar to community routes except often larger in scale. McDonough County is blessed with a very scenic rural landscape dotted with attractive farmsteads, rural churches, cemeteries, historic barns and great open vistas. Numerous routes could be created that link communities and highlight the area's rural and natural features. Maps, signs, landmarks, support services and conveniences are important to make a driving trail a pleasant and educational experience.

Church near Tennessee

Many attractive driving routes are available in the county's southwest area where the terrain is more rugged and landscape is varied.

- ***Rural Heritage Touring Routes***

Already the Macomb Area Convention and Visitors Center Bureau has developed The McDonough County Historic Barn Tour. This brochure attracts an increasing number of tourists each year. This tour could be expanded to include country schools, rural churches and cemeteries.

Barn near Pennington Point

A series of route maps and interpretative information could be provided describing historical farming practices, current farming practices and other cultural information about the rural landscape.

Along the route facilities could be provided such as rural museums, bed and breakfast farmsteads, cafés and other thematic facilities. Special events could be held that fit the subject such as the Steam Engine Festival in Colchester, the 4-H Fair near Macomb and historic farming demonstrations. A well-organized trail with related sites and events could become a regional attraction and create a sense of pride for residents.

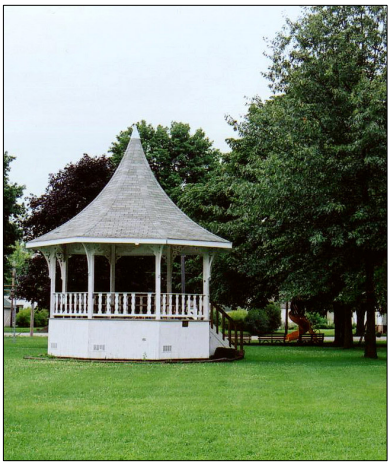
- ***Park-to-Park-to-Park Touring Route***

A Park-to-Park-to-Park Touring Route could be developed that connects community parks found in most McDonough County communities. Tourists would have an opportunity to view and use the parks' facilities. Many are the sites of reunions, markets and other community events. Many have bandstands, picnic shelters, ball fields and playgrounds. Most have memorials and monuments reflecting towns' pride in their history. Fine historic

homes, churches and civic buildings such as those in Bushnell and Blandinsville often surround these parks.

Signs and information kiosks can be used to mark the driving route, provide maps and information about the route and describe each community. Services including water, shelter, picnic tables and restrooms are often available at the parks. In some cases community parks can be the trailhead, or starting point, for local walking, bicycling and driving tours.

Communities should maintain and improve their parks as a showcase for local pride and for use by visitors. Events such as antique and flea markets, arts and crafts fairs, and sports events can be held in parks. Events in local parks could be held at one time to create a regional event attracting tourists from greater distance.



Gazebo in Blandinsville Town Park

Adair Town Park

- ***Gateways and Principal Travel Routes***

New roadway development along Routes 136 and 67 will change the way visitors approach and travel through the county. The roadways will offer opportunities for improvements that enhance the route and the county as a whole.

Gateways are locations, which feature attractive elements that signify an entrance into a specific area. Gateways could be developed at the major entrances to McDonough County, establishing a sense of place and a theme for identifying features throughout the county.

A gateway along Route 336 on the county's west side also could serve as a trail facility described earlier.

Markers along routes would direct visitors to sites, intersecting routes, etc. The elements used in gateways, markers, kiosks and other features should be similar in design to present a coordinated image.

Off-Road Vehicle Trails

All terrain vehicles, motorbikes, snowmobiles and other motorized off-road vehicles are a fast-growing segment of recreational trail users. Their use usually is prohibited on hiking and bicycling trails and on roadways. Therefore, trails dedicated solely to motorized off-road vehicles are needed. Funding is available from taxes on off-road motorized vehicles for their development.

With use of these vehicles increasing and funding available, some communities, private landowners and even state parks are considering the development of such facilities. These proposals, however, are often met with concern or opposition. Nearby landowners worry that high level noise and poor habits of trail users could affect their lives and property values. Potential off-road track operators are concerned about a high level of property maintenance and liability associated with such an activity.

No corridors were found to be suited for exclusive off-road vehicle use. Certain hiking and bicycling trails, however, might be managed for time-sharing with other uses. Additionally, low volume or abandoned public roads, utility access roads, levee roads, etc., could be considered for off-road vehicle use. Before designating any of these, however, nearby landowners and others who potentially are affected by such use should support the idea.

- ***Off-Road Vehicle Park***

A large facility for off-road vehicles might be developed within the coal mined area in the south central part of the county. An area could be identified that would have surrounding buffer lands. The site could be designed specifically for off-road vehicles, and all shaping and grading could be done as part of the reclamation process. The site could be operated as either a private business or public facility.

It could be feasible to share the off-road site and the buffer lands with other uses such as hunting, fishing or possibly horse riding. Such a facility might be an

"extended stay" destination activity generating potential revenue for the community.

- ***The River-to-River Trail***

The River-to-River Trail along the TP&W Railroad corridor, if managed as a time-shared route, could provide specific times for off-road vehicle use.

The time-share concept would provide exclusive use of the trail to particular user groups, at scheduled times. For example, off-road vehicles only could use the trail on the first weekend of each month, equestrians could use it on the second weekend, bicyclists on the third, etc. This way, the various trail users would plan ahead for their weekend. Campgrounds and other support services could be prepared for each user group's needs

Such a time-share management system would offer opportunities to more interest groups and individuals than a typical hiking and bicycling trail. Since more people could use the trail, 1) the local support for its development would be greater and 2) the cost of development and maintenance could be better justified.

Funds for management and maintenance of off-road trails are sometimes provided from user fees, permits and use stickers. Special motel and campground fees also are used. Trail use can be increased by promotion through regional and national off-road organizations.

TP&W Railroad Corridor near New Philadelphia

Route 136 near Adair

CHAPTER 7 – PRIORITIES FOR GREENWAY AND TRAIL PROJECTS

This chapter evaluates each of the trail and greenway categories that have been proposed for McDonough County. Five criteria were established for evaluating each project. Values have been assigned for each criteria and a total value determined for each project. These ratings, then, provide a way to set priorities among the proposed categories. The trails and greenways are listed in the same order that they appear in Chapter 6, not in an order of priority.

Criteria:

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

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

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

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

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

Values:

H High
M Medium
L Low

GREENWAYS	Criteria: #1	#2	#3	#4	#5	Total
Proposed Community Greenways (pg. 22)						
Community Entrances and Thoroughfares (pg. 22)	H	H	H	H	M	**H**
Community Drainageways (pg. 22)	H	H	M	M	M	**M+**
Community Public Open Spaces (pg. 23)	H	H	H	H	H	**H**

Watershed Greenways (pg. 23)						
Spring Lake Watershed	H	L	M	M	M	**M**
Upper LaMoine Drainage Area	M	L	L	L	M	**L+**
Troublesome Creek Valley	M	M	L	L	L	**L+**
Recreational Greenways (pg. 23)						
Middle LaMoine Valley	H	H	H	H	H	**H+**
Spring Creek Valley	M	M	M	M	H	**M**
Resource Conservation Greenways (pg. 23)						
Lower LaMoine Valley	M	L	M	M	M	**M**
LaMoine River and Tributaries	M	L	L	M	L	**L+**
Travel Greenways (pg. 24)						
Railroad Corridors	L	M	L	L	M	**L+**
Existing Highway Corridors	M	H	M	H	H	**H-**
Proposed Highway Corridors	M	M	M	H	M	**M**

PEDESTRIAN TRAILS	**#1**	**#2**	**#3**	**#4**	**#5**	**Total**
Community Walkways (pg. 27)						
Community Walkway Systems (pg. 27)	M	H	H	H	H	**H**
Campus Walkway System (pg. 28)	M	H	H	H	H	**H**
Campus to the Square Pedestrian Corridor (pg. 28)	M	H	M	H	H	**H-**
Park Trails (pg. 29)	M	H	H	H	H	**H**
Walking Trails - Paved (pg. 29)						
Middle LaMoine Trail - East Section (pg. 29)	H	H	H	H	H	**H+**
Middle LaMoine Trail - West Section (pg. 30)	H	H	H	H	H	**H+**
Lower LaMoine Trail (pg. 30)	H	L	L	L	M	**M**
Upper LaMoine Trail (pg. 31)	H	L	L	L	M	**M**
Spring Lake Trail (pg. 32)	H	H	M	M	H	**H-**
River-to-River Trail - TP&W Railroad (pg. 32)	H	M	H	H	H	**H**
Hiking Trails - Unpaved (pg. 34)						
Spring Lake Trail Extension (pg. 34)	H	L	L	L	M	**L+**
Upper LaMoine Trail Extension (pg. 34)	H	L	L	L	M	**L+**
Lower LaMoine Trail Extension (pg. 35)	H	L	M	L	M	**M-**
Spring Creek Trail (pg. 36)	H	M	H	M	H	**H-**
Climbing Areas (pg. 36)	H	L	H	M	L	**M**

BICYCLE TRAILS	**#1**	**#2**	**#3**	**#4**	**#5**	**Total**
Community Bikeways (pg. 39)	M	H	H	H	H	**H**
Shared Roadways (pg. 40)	M	M	M	M	L	**M**
Shared Parkways (pg. 40)	M	M	M	M	H	**M**
Western Illinois University Bikeway System (pg. 41)	M	H	H	H	H	**H**

Bike Trails - Paved (pg. 41)						
Middle LaMoine Trail - East Section (pg. 41)	M	H	H	H	H	**H**
Middle LaMoine Trail - West Section (pg. 42)	M	H	H	H	H	**H**
Lower LaMoine Trail (pg. 42)	M	L	L	M	M	**M-**
Upper LaMoine Trail (pg. 43)	M	L	L	M	M	**M-**
Upper LaMoine Trail Extension (pg. 43)	M	L	L	L	M	**L**
Spring Lake Trail (pg. 44)	H	H	H	H	H	**H**
Spring Lake Trail Extension (pg. 44)	M	M	M	L	H	**M**
River-to-River Trail - TP&W Railroad Corridor (pg. 45)	M	M	H	H	H	**H-**
Mountain Bike Trails (pg. 46)						
Spring Lake Park Mountain Bike Circuit (pg. 46)	M	H	H	M	H	**H-**
Lower LaMoine Trail Extension (pg. 46)	M	L	M	M	M	**M**

EQUESTRIAN TRAILS	**#1**	**#2**	**#3**	**#4**	**#5**	**Total**
Shared Roadways - Paved (pg. 49)	M	M	H	M	M	**M**
Shared Trails - Paved (pg. 49)						
River-to-River Trail (pg. 49)	M	M	H	H	H	**H-**
Horse Riding Trails - Unpaved (pg. 50)						
Public Road Rights-of-Way (pg. 50)	M	M	M	M	M	**M**
Argyle Lake Riding Trail (pg. 50)	H	M	H	H	M	**H-**
Spring Lake Riding Trail (pg. 51)	H	H	H	H	M	**H-**
Private Equestrian Facilities (pg. 51)	M	M	H	H	M	**M+**
Lake-to-Lake Riding Trail (pg. 51)	H	H	H	M	H	**H**
River-to-River Riding Trail (pg. 52)	H	M	H	H	H	**H**
Spring Creek Riding Trail (pg. 52)	M	M	M	L	M	**M**
Equestrian Event and Support Facilities (pg. 54)	M	M	H	H	M	**M+**

WATERWAYS	**#1**	**#2**	**#3**	**#4**	**#5**	**Total**
Public Lakes (pg. 57)	H	M	M	H	H	**H-**
Waterway Trails (pg. 57)						
LaMoine Waterway Trail (pg. 57)	H	H	H	M	H	**H**
LaMoine Waterway Trail Extension (pg. 58)	H	L	M	L	M	**M**
LaMoine Riverway Trail (pg. 58)	M	L	L	L	L	**L**

AIR ROUTES	**#1**	**#2**	**#3**	**#4**	**#5**	**Total**
Scenic Air Routes (pg. 61)	H	M	H	H	M	**H-**
River Valleys Scenic Air Route (pg. 61)	H	M	H	H	M	**H-**
Balloon Flight Route (pg. 62)	H	M	M	H	M	**M+**

MOTOR VEHICLE ROUTES

Driving Routes (pg. 65)						
Community Tours and Scenic Drives (pg. 65)	H	H	M	H	H	**H**
Scenic Park Drives (pg. 65)	H	M	H	M	H	**H-**
Country Tour Routes (pg. 66)	M	M	M	M	H	**M**
Rural Heritage Tour (pg. 66)	H	M	H	H	H	**H**
Park-to-Park-to-Park Touring Route (pg. 66)	H	M	M	H	H	**H-**
Gateways and Principal Travel Routes (pg. 67)	M	M	M	M	M	**M**
Off-Road Vehicle Trails (pg. 68)						
Off-Road Vehicle Park (pg. 68)	M	M	H	H	L	**M+**
River-to-River Trail (pg. 69)	M	M	H	M	M	**M**

CHAPTER 8 – STRATEGY FOR IMPLEMENTATION

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

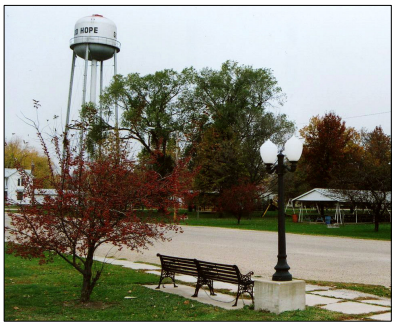
This is an idealized model. In practice, development of these greenways and trails will be section-by-section as the critical components of community support, lands and funding become available. For some sections, the critical components may not come together in a timely manner. When this occurs, alternate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

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

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

Spring Lake

1. Organize and Develop Local Support



Good Hope Town Park

The first step in designating greenways and creating trails is to form a group to promote their development. People who now enjoy walking, riding bikes, canoeing and other recreational activities are obvious recruits for membership. Those who are involved in environmental 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 local support.

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

Initially, many of the chores delineated in this report can be accomplished through a volunteer organization consisting of committed community members. In the long term, however, a properly developed and maintained trail system probably will require the assistance of public bodies. Specifically, the McDonough County Board and municipal governments within the county should be encouraged to consider how they might be involved and thereby assist in the development and maintenance of the trail system. This assistance might take the form of financial participation, technical advice, public safety help, and/or promotion of trail-related events. Additionally, involvement in future developments proposed within and near Western Illinois University, Argyle Lake State Park, Spring Lake Park and the parks within the Macomb Park District.

2. Target Individual Projects

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

opportunities for use. These characteristics also tend to be attractive priorities for grant fund allocations.

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

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

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

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

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

Several aspects of McDonough County's situation will be an advantage in securing funds. Grant funding,

Pennington Point Cemetery

generally, is a high priority for under-served areas. The fact that McDonough County presently has few trails and little preserved open space is an advantage. Connecting existing tourist sites is a high priority. The links between Argyle Lake State Park, Spring Lake Park, Western Illinois University, and Macomb are favorable. McDonough County will want to be prepared to demonstrate other critical grant requirements, 1) community support, 2) availability of a local match, and 3) ability to manage the trail once built.

Historic home in Bushnell

Local matches can be made in many ways. Grant matches can be made with general revenue, cash donations, and proceeds from fund raising. Matches can be of land values or easement values which are donated to the project. Finally, construction materials and labor can be structured as a donation for this purpose. In cases where businesses or individuals are making donations, many options are available to suit particular needs of the donors.

4. Build Trails and Encourage Development of Business

When the rights-of-way and funding become available, the trail must be designed. Consideration must be given to the safety of trail users, intersections with other transportation routes, means of access/egress, conveniences along the route, connection with community services, amenities along the trail and blending with surrounding environments. All aspects need to be designed with an eye to 1) safety and security, 2) attractive facilities which enhance adjacent lands and contribute to good environmental quality and 3) future maintenance 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. Handout maps can be offered at locations in the community. The trail can be listed in the brochures printed by state and local centers for tourism and in directories published by numerous publishing companies.

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

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

Maintenance of the corridors is essential. Maintenance provides a clean and wholesome environment, which users will want and expect. A well maintained environment would 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 the process of targeting a project, getting it built and working toward its popularity and success. This process would repeat itself. With each successful targeted project, interest and support should increase. Each repeat should, in some significant ways, be easier to accomplish.

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

Bridge at Compton Park

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	ITEP 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

MCDONOUGH COUNTY TRAILS & GREENWAYS
PUBLIC HEARING – MARCH 29, 2004

ATTENDEES NAME	ORGANIZATION	COMMUNITY
Shannon Duncan	WIRC	
Jennifer Cornelius	WIRC	
Lyle Nichols	Macomb Park District	
George S. Bellovics	IDNR	
Jane & Mike Coplan	City Council	
Scot LaSalle	IDOT	D4
Ray Peterson	Macomb Park Dist	
Ken Park	IDOT	D-4
Josh Richardson	McDonough County	
Ray Harris	ECC-	
Dennis Moon	Alderman City of Macomb	
Ruth Schorber		Macomb
Charles C. Gilbert	City Council	"
Ken Zahnle	Macomb Park District	Macomb
David King	USDA-NRCS	Macomb
Dick & Mary Ann Watson	personal	Macomb.
Anne Edsall	personal	Macomb
Lindy & Ann Powell		Macomb
Don Johnson	personal	Macomb
Frank Covey		Macomb
Jeff Calhoun	MAEDCO	Macomb
Mark Seipel	WINTAG	Macomb.
Bill Herrmann		Macomb
John Warnock	SELF	Macomb
Charles Ehrschlager	WIU	Macomb
Amy Hinchee	Argyle	Colchester
Ami Miner	WIU	Macomb
Margaret Harn		Macomb
Jack Zimmerman		Walnut Grove Township
Dean Zoerink		Macomb
Dana Walker	Env. Concerned Citizens	"
Peter Cole		Macomb
Becky Poulsen	MDDC	Macomb
Ede Evelyn Franks		Colchester
Mick Weinhold	Mayor	Macomb
John Maguire	City Alderman	Macomb
Jamie Lane	Wintag	Macomb
Bob Harnack	McDonough Co	Macomb
Lee Trotter	McDon	Macomb
Sara Wood	W P Audubon, ECC LaMoine River Ecosystem Dist.	Macomb
Ray Majeres		Macomb.
Gary Beck		Macomb
Bill Jacobs	citizen	Macomb

11/17/04 McDONOUGH CO. TRAILS + GREENWAY PLAN P.1.

REGISTRATION PUBLIC OPEN HOUSE

NAME	ADDRESS	PHONE	AFFILIATION
~~Marty Fischer~~			
Mort Fischer	9 Hickory Grove	836-6796	None
Frank Covey	16 Grandview Dr.	837-5218	
Jeff Calhoun	814 E Jefferson, Macomb	836 3706	WINTAG + MABC
Katherine Brown	1901 W. Adams	836.2424	Univ of Ill
Dana Walker	315 N. Madison, Macomb	833-3268	Env. Concerned Citizens
Alice Henry	24 Grandview Dr Macomb	836-7231	McDonough County Board
Bob Henry	24 Grandview Dr, Macomb	836-7231	Env. Conc. Citizens
Janet & John Mowry	18670 N. 1900th Rd Bushnell	772-3726	None
Charles Ehlenberger	245 Jana Rd Macomb	836 5987	WIU
Terry Yackey	ONE NATURAL RESOURCES WAY, SPRINGFIELD	557-6724	IDNR
Bob Cook	151 Holden - Macomb 61455	837 1327	Friends of Argyle
Eric Moe	McClure Eng.	833-4594	WINTAG
Rick Clemons	634 S. Randolph Macomb	833-3651	Macomb Park District
Donald Wynn	727 E. WASHington ST. MACOMB	837-3086	MACOMB PARK DISTRICT
Robin Hinchee	1955 N. Coal, Colchester		Argyle Lake State Park/IDNR
Roger L. Barclay	124 Holden Ter. Macomb	836-7276	
David King	910 Stadium Dr Macomb		Prairie Hills RC&D
Sara Woods	604 Memorial Dr, Macomb	s-wood@uiuc.edu	Audubon, ECC, Friends of Argyle
Dennis Moon	721 W. Adams St Macomb		City of Macomb Alderman
Gary E. Foster	1620 N Coal Rd.	776-4162	Colchester, Ill.
Bill Hoggatt	175 Lorete Rd, Plymouth	458 3192	Plymouth IL