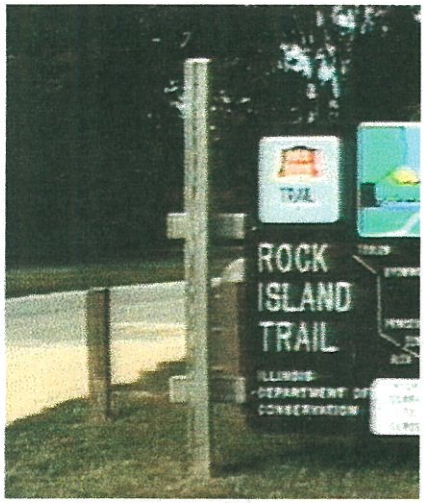
Unurbanized Greenways and Trails Plan for Peoria and Tazewell Counties



Tri-County Regional Planning Commission

August, 2002

Tri-County Regional Planning Commission

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GREENWAYS AND TRAILS PLAN FOR
UNURBANIZED PEORIA AND TAZEWELL COUNTIES

Developed by
Tri-County Regional Planning Commission

With funding from
The Illinois Department of Natural Resources

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FOREWORD

In May of 1995, the Illinois Department of Conservation, now the Department of Natural Resources (IDNR), held the Governor's Conference on Greenways and Trails. The intent of that conference was to spark statewide interest in the coordination and planning of regional networks of greenways. Several local agencies including the Tri-County Regional Planning Commission represented the Peoria Metro Area at that conference. During an afternoon session, representatives from the Peoria Metro Area met to decide whether there existed, at the local level, adequate interest in creating a Greenways and Trails plan specifically for the Peoria Metro Area. A resounding YES was the answer to the question. As the only organization representing the entire region, the Tri-County Regional Planning Commission was selected to take a lead role in organizing and coordinating the effort.

IDNR was to contribute funding for this initiative provided local agencies could support the project in the form of matching funds, in-kind services or personnel time. This was Phase Two of IDNR-assisted greenway and trail planning—downstate metropolitan areas. Phase 1 was for Northeastern Illinois

A Regional Greenways and Trails Task Force was formed under the auspices of the Tri-County Regional Planning Commission. The Task Force has continued its efforts in greenways and trails planning and advocacy ever since. Representation comes from a wide array of public and private organizations with direct interest in creating greenways and trails.

In May of 1997 the Tri-County Regional Planning Commission completed the Peoria Metro Area Greenways and Trails Plan. With Phase 2 complete, the Tri-County Planning Commission set out to embark on Phase 3—planning for the unurbanized areas.

This plan is meant to facilitate coordination among the various agencies that have an interest in providing greenway and trail facilities to the citizens of Peoria and Tazewell counties. The Regional Greenways and Trails Task Force, acts as the forum for these coordination efforts. The purpose of the Task Force is to identify various greenways and trails projects and serve as an advisory committee, providing expertise in this area of development.

A solid greenways and trails foundation is already in place for Peoria and Tazewell Counties. This foundation comes from the Peoria Metro Area Greenways and Trails Plan along with already existing trails and natural resources, such as the Rock Island Trail and Kickapoo Creek. The goals of this plan include expansion of the existing network of greenways and trails, creation of inter-county connectivity, promotion of greenways and trails education and the facilitation of coordination and cooperation between local agencies.

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1 INTRODUCTION

Greenways and trails play an integral role in shaping a region's livability by preserving natural resources and wildlife, providing erosion and storm water control, and providing recreational and alternative transportation options. This plan will help to ensure that such amenities become and remain prevalent in Peoria and Tazewell Counties.

Greenways and trails have played an important role in Peoria and Tazewell Counties for many years. When IDNR held a conference in May of 1995 to introduce the Governor's Greenways and Trails Program, a delegation from the Peoria area had already been working on a network of trails and greenways for more than twenty years. IDNR provided a much needed opportunity for area agencies to work together on future greenways and trails planning.

This plan identifies the process taken to bring people together to create a common vision for greenways and trails in the area. The plan discusses the positive externalities that greenways and trails can bring to an area. It goes on to discuss the resources currently possessed by Peoria and Tazewell Counties and what types of greenways and trails can be created and preserved by utilizing them. Finally, the plan discusses techniques for plan implementation and what steps should be taken in the near future.

Planning Process

The Tri-County Regional Greenways and Trails Task Force (Task Force) has been a major contributor to the planning process. The Task Force is made up of an array of interested citizens, government officials and not-for-profit organizations. This group has played a role in corridor identification, creation of presentation materials and review of plan documents.

Public input played a role in corridor identification. Public meetings were held in which attendees were given the opportunity to provide feedback. Such feedback helped to identify corridors discussed in the plan.

Plan Intent

The intent in creating this plan can best be summarized by listing four key goals. First, the plan intends to identify important greenway and trail opportunities in Peoria and Tazewell Counties. Second, the plan intends to be the impetus for regional greenways and trails coordination. This coordination will lead to regional and statewide connectivity that will not only allow users to access different parts of their own municipality or county, but many different parts of the State. Third, the plan intends to help coordinate projects among various agencies. Forth, the plan intends to assist IDNR in determining area priorities as part of its grant selection process.

Another important result that the Task Force is constantly trying to achieve is implementation. Creation of a plan is only one step in the difficult yet rewarding process of helping to enhance livability by creating an attractive and functional system of greenways and trails. With the planning process finished, the Task Force will now turn its attention to implementation. The Task Force will work to assist communities with implementation strategies by helping them understand the intricacies of land acquisition, funding and maintenance.

Finally, the Task Force plans to utilize the plan as part of a greenways and trails educational movement. Included in the plan are maps depicting Peoria and Tazewell Counties' existing and proposed greenways and trails. Also included are a user map and an educational CD that allows for corridors to be navigable on a personal computer.

These attachments will be utilized in the effort to educate citizens about greenways and trails.

Study Area

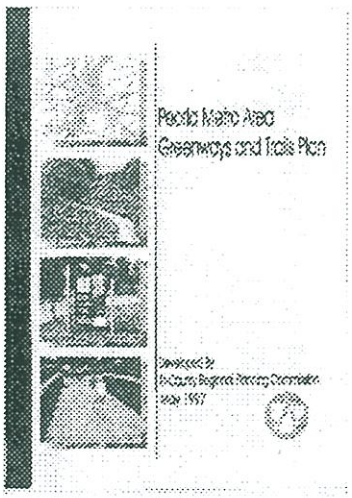
The Plan's study area includes all of Peoria and Tazewell Counties. The study area can be seen on the map in Figure 1 on page 8. While this Plan's study area only covers two counties, references beyond this two county area will be made. Discussion of many of the greenways and trails identified in the study area will include specific reference to the continuation into adjoining counties and beyond.

Related Documents

This Plan utilizes other plans to improve its information as well as to improve its ability to identify connections to areas outside of the study area. The most important of those documents are listed below.

Peoria Metro Area Greenways and Trails Plan

The Tri-County Regional Planning Commission, with assistance from the public and the Task Force, produced its Metro Area Greenways and Trails Plan (Metro Plan) in 1997. The Study Area for the Metro Plan encompasses the urbanized area of the Tri-County area. The entire area is in Peoria and Tazewell Counties, and is centered around the cities of Peoria, Pekin, Morton, East Peoria, and Washington. Resources and corridors are identified in and around these cities. The Metro Plan identified excellent opportunities for connectivity within the urbanized area and provided the opportunity connectivity beyond the area. Many opportunities identified in this Plan are continuations of what was planned for in the Metro Plan.

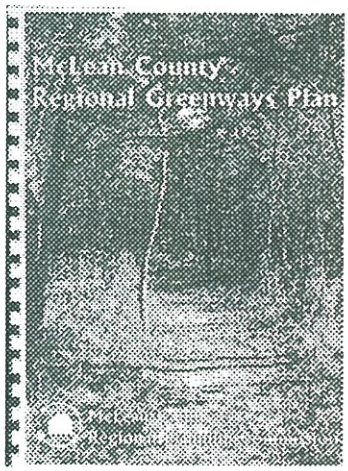


Unurbanized Greenways and Trails Plan For Woodford and McLean Counties

Simultaneous to creation of this plan is the creation of a similar plan for Woodford and McLean Counties. While being created, these two plans were interdependent. A significant number of the corridors identified in Tazewell County continue into Woodford and McLean Counties. The finished product of the two plans identifies connectivity within the four counties that will, with proper implementation, allow for bicycle and pedestrian connectivity throughout the four county area.

McLean County Regional Greenways Plan

The McLean County Regional Greenways Plan was produced by the McLean County Regional Planning Commission in April of 1997. This plan identified many of the County's resources as well as existing and proposed greenways and trails. The McLean County Plan was invaluable in its assistance identifying connections to Tazewell County in this Plan as well as to Woodford County in the Unurbanized Greenways and Trails Plan For Woodford and McLean Counties.



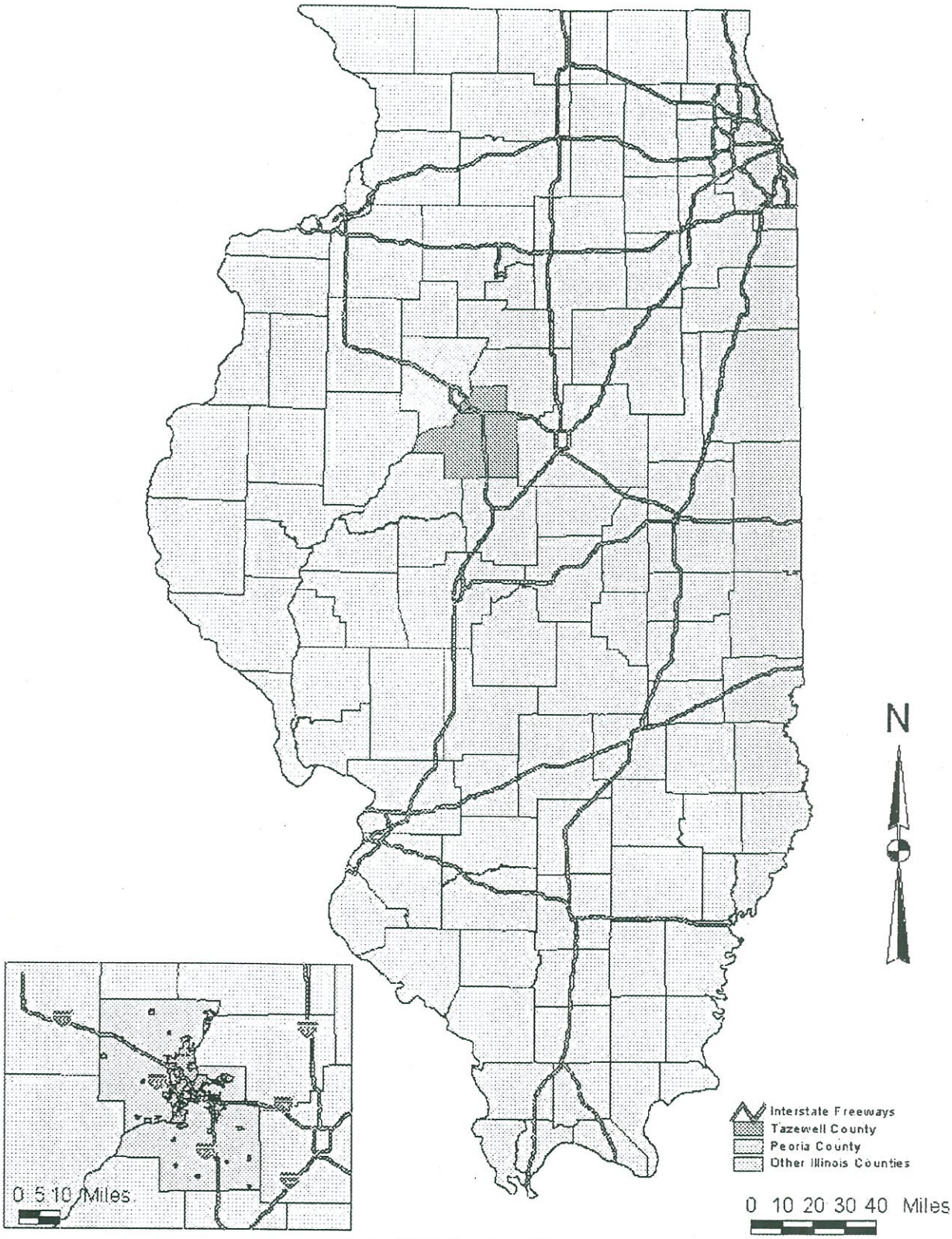
Use and Limitation of the Plan

This Plan can be used to help educate local and regional entities that desire to plan for, fund and implement greenways and trails. It identifies corridors and resources and shares implementation strategies. Localities that adopt the plan can utilize it to assure that

greenways and trails are taken into consideration for future growth. The plan can also help IDNR recognize the area's funding priorities.

The Plan's primary limitation is that it has been created to serve primarily advisory purposes. The Plan provides ideas to interested parties but does not carry any authority to mandate that it be followed in any way. Localities sometimes have a tendency to focus within their own borders, regardless of regional implications. It is the responsibility of local and regional entities to carefully, creatively, and aggressively act on this plan and keep regional priorities in mind.

Figure 1: Study Area



Source: Illinois Department of Natural Resources
Software: ArcView GIS 3.2

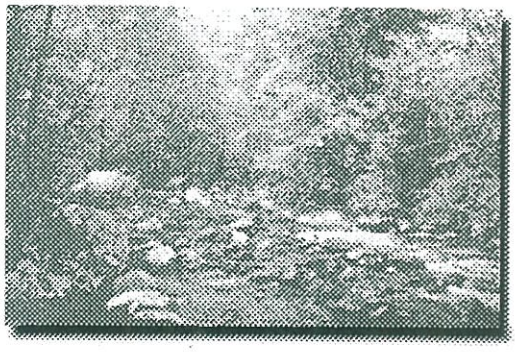
2 Greenways and Trails: Function and Benefit

What is a Greenway?

According to the Conservation Fund's American Greenways Program, a greenway is a corridor of protected open space managed for conservation and recreation purposes. Charles Little, author of the book *Greenways for America*, offers the following definition:

> *1. A greenway is a linear open space established along either a natural corridor, such as a riverfront, stream, valley, or ridge line, or overland along a railroad right-of-way converted to recreational use, a canal, a scenic road, or other route. 2. Any natural or landscaped course for pedestrian and bicycle passage. 3. An open space connector linking parks, nature preserves, cultural features, or historic sites with each other and with populated areas. 4. Certain strip or linear parks designated as a parkway or greenbelt*

Urban greenways often provide a natural and/or recreational connection between neighborhoods, schools, parks and other public gathering and recreational areas. For example, the Metro Plan calls for a bicycle and pedestrian connection between Westwood Park and Birchwood Park in Morton using primarily abandoned railroad Tracks.



The Greenways and Trails Clearinghouse

Rural greenways are likely to make connections between state parks, national forest or wildlife features. An example of this is the natural connection made by Kickapoo Creek between Rutherford Park and Wildlife Prairie Park in Peoria County.

Greenways and Trails: Is There a Difference?

By many definitions, greenways are natural areas that encompass many natural resources such as water or vegetation. The Northeastern Illinois Regional Greenways Plan of 1992 states that "Vegetation is a critical element in a greenway. Greenway functions cannot be achieved without a highly vegetated landscape."

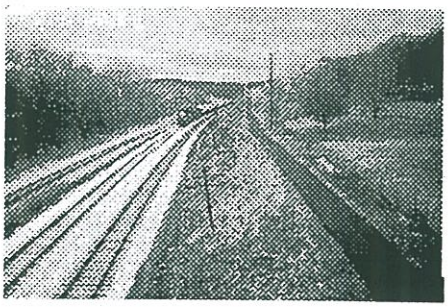
Within the context of this plan, trails do not need to be surrounded by vegetation. For example, the Metro Plan proposes connecting trails that run along streets and are not surrounded by majestic natural features. Along with natural greenways, this Plan tries to identify recreational and alternative means of transportation, whatever the surroundings.

For the purposes of this plan, the term "greenway" will be used to signify a natural area not for recreational use, while "trail" will be used to signify corridors used for recreation. Even though not all greenways

are trails and not all trails are greenways, the two coincide quite often.

What are the Benefits of Greenways and Trails?

The availability of greenways and trails is a factor in determining whether an area is "livable". Some benefits of greenways and trails that may come to mind are those of natural beauty, environmental preservation, recreational availability, alternative transportation options and the ability to display cultural resources. Such benefits may come in the form of a natural buffer between a parking lot and a park; a large area of green space protected from development; a long pedestrian, bicycle, equestrian or snowmobile trail; a path connecting parks or other points of interest; a bicycle path that connects residents with schools or places of employment or a linear array of plaques commemorating a historical route.



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While the aesthetic and recreational benefits of greenways and trails are fairly evident, their extensive ability to preserve the environment provides benefits that many people are unaware of. Greenways are a means of getting back to the basic principle of nature and conservation. Greenways function in many different ways and provide several important processes. They control floods by allowing a natural spreading of water and trapping sediments. Greenways help nature's ability to respond to changes in the landscape. They protect natural systems so that they function properly and maintain the health of the landscape by providing access and a connection to environmental resources.

Other benefits of greenways are:

- They act as a habitat for different species of plants and animals. Wetlands, forests and prairies are prime examples. Greenways sustain vegetation and natural areas for growth.
- They act as conduits that are areas in the landscape that provide movement. A river or stream is a common illustration. They allow movement to link areas together, connect habitats and permit migration of species.
- They act as filters that allow the passage of some things but prevent the passage of others. Greenways have large potential to filter sedimentation from the surface water. Buffering and erosion control measures are important functions of filter greenways.
- They act as a tool to promote environmental awareness and education. They can be used as a device to involve youth in environmental programs.
- They protect and enhance forests, which improve air quality.
- They protect farming operations from wind and create routes to farm fields.

Many people are unaware that greenways and trails provide a great deal of economic benefit. The American Greenways Program lists the following benefits:

- Many studies show an increase in real property values. Increased property values can lead to increased tax revenues, which can help to offset greenway acquisition costs
- Spending by local residents on greenway related activities helps support recreation-oriented business and employment.

- Greenways may lead to new commercial activities related to additional recreational opportunity
- Tourism may increase, which could create the opportunity for new expenditures on lodging, food and recreation-oriented services.
- The managing agency will help the economy by purchasing supplies and services as well as by creating new employment opportunities.
- Presence of greenways is often cited as an important factor in quality of life. Evidence has shown that a community's quality of life is an important factor in corporate relocation decisions.
- Environmental conservation can lead to a decrease in governmental spending in response to natural hazards and on environmental cleanup.

3 GOALS AND OBJECTIVES

This section is dedicated to a discussion of goals and objectives coming out of this plan. These goals and objectives are meant to alert government agencies and citizens to how greenways and trails can improve community livability. Most of these goals and objectives will come to fruition long after the publishing of this plan. They will be realized in the long term through continued work of the Task Force, state and local government and citizens. Below is a list of nine goals and the objectives that are important in assuring their achievement. Note that some objectives are duplicated as they fit within multiple goals.

Goal: Environmental Protection and Preservation
Greenways benefit citizens and promote the preservation of land and water while providing a habitat for plant and animal communities. They are frequently part of conservation strategies that meet important ecological needs. Peoria and Tazewell Counties possess many natural areas, including the Illinois River Valley, which, with its associated watershed, provides spectacular scenery in nearby natural areas. Area residents enjoy many benefits from the Illinois River and its tributaries.

The Conservation Fund

- **Objective: Provision of Erosion and Stormwater Control**
  Greenways provide natural stormwater control. Riparian zones provide for flow moderation, nutrient and sediment filtration and bank stabilization. Greenways are perfect for floodplain protection and provide a low cost solution to erosion problems.

- **Objective: Identification of Environmentally Sensitive Areas**
  Identification of environmentally sensitive areas is important in that it can lead to the taking of measures to promote or require preservation in development and redevelopment. It is also important to identify connections between environmentally sensitive areas. Interconnected greenways can preserve habitat and create buffers from human activity and development.

- **Objective: Maintaining Wildlife Habitats**
  Greenways serve two functions for wildlife: they provide habitats, especially for animals whose natural habitat is linear, and act as conduits by allowing access to additional habitats and promoting the diversity of species.

Goal: Countywide and Regional Connectivity
With proper planning, Peoria and Tazewell Counties could be a part of a large, inter-county system of greenways and trails.

- **Objective: Promotion of Connectivity to the Grand Illinois Trail**
  The Grand Illinois Trail Covers 475 miles and will soon provide a connection from Lake Michigan to the Mississippi River. There is plenty of trail connectivity in the northern portion of the State. The northern border of Peoria County is within 30 miles of the Grand Illinois Trail. Connection to the Grand Illinois Trail in LaSalle or Bureau County would create a connection to Chicago, the Quad Cities and more.

- **Objective: Connectivity with Neighboring Counties**
  Peoria and Tazewell Counties have the opportunity to create trail connectivity with neighboring counties, which can ultimately lead to miles of available trails. For example, a connection into Fulton County could eventually result in the ability to travel over 50 miles by bicycle. Any inter-county connection can help lead to a better statewide trail network.

- **Objective: Incorporate Greenways and Trails into Highway and Bridge Design**
  The best time to create connectivity along the street network is during the design phase of road and bridge projects. Both new and repaired roads and bridges can accommodate trails before construction easier than they can after construction. Early consideration of greenway and trail opportunities can create a situation in which there are ample access points and right-of-way available for a trail.

- **Objective: Promote Safe Street Routes for Bicycles**
  In some cases it may not be feasible to connect two trails with a majestic corridor. In such cases, the street network may be the only means of connectivity. Street rights-of-way that are navigable by bicycles and pedestrians can create a link between trails, providing much desired connectivity. Measures such as the addition of bicycle lanes should be taken to assure that bicycles and pedestrians are safe on as many roads as possible.

- **Objective: Identify Additional Greenways and Trails in the Metro Area**
  Any recreational routes, bodies of water or natural corridors and areas that could be created or protected should be identified, as they can help increase connectivity between other greenways and trails.

Goal: Public Access to Open Space and Recreation

Planning for public access to greenways creates many concerns. Greenways do not require public access to be effective, and some greenways—particularly those in environmentally sensitive areas—can be harmed if the public has free access to them. Other greenways can provide public access to areas that could not normally be enjoyed without access points. Ways to remedy access concerns include limiting public access to environmentally sensitive areas and working with private landowners who do not want their property open to the public. Access to a particular user can also be limited through the use of certain surface types. Each greenway identified in this plan possesses unique attributes that may or may not make it accessible to the public. Ultimately, accessibility will be determined by the implementing agency.

Providing opportunities for recreation is a primary greenways and trails planning goal. Although some greenways are not designed for recreation, others, particularly those that involve trails, provide for expanded recreational activities. In addition to providing access to other facilities, these trails can promote cycling, walking, in-line skating cross-country skiing, snowmobiling and equestrian.

- **Objective: The Availability of a Large Park System**
  The area's park system should be able to accommodate present and future users from the entire region who desire to use parks in many different ways. Provision of active uses such as playgrounds, ball fields, tennis courts, basketball courts and connecting bicycle paths should not preclude the availability of passive uses such as botanical gardens and benches.

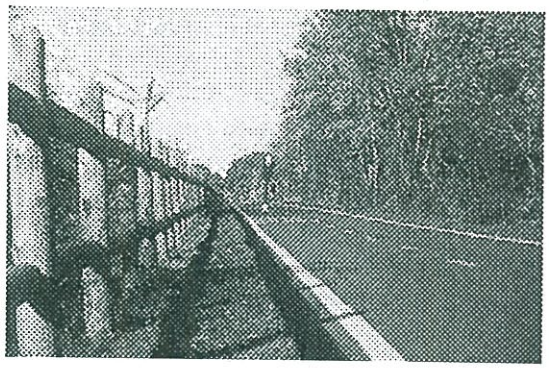
- **Objective: Create Equal Access for All Residents**
  Assurances should be made that all residents, particularly minority and lower-income groups, have access to greenways and trails. Greenways and trails should also be designed in a fashion that allows for use by children, senior citizens and the disabled. Designs should be compliant with the Americans with Disabilities Act.

- **Objective: Interconnectivity of Parks**
  Greenways and trails should be able to provide connections between area parks to provide users with the most convenient access possible.

- **Objective: Promotion of Facilities to Accommodate Recreational Needs**
  No matter how much connectivity is created, there will always be residents that need to access the greenways and trails system by automobile. Adequate parking will enable these residents to do so. Drinking fountains, uniform informational signage and trash receptacles can all improve the recreational experience. It is also important that facilities are able to accommodate both active and passive recreational uses.

- **Objective: Creation of Linear Trails**
  Bicycling, walking, in-line skating, cross-country skiing, snowmobiling and horseback riding are most enjoyable and safe on dedicated trails. A large system of trails provides the ability to participate in such activities while separated from automobile traffic. Connections between such trails allow for the opportunity to access many different recreational opportunities.

Goal: Alternative Transportation Options
Providing means of transportation other than the automobile is an aim of planners in areas that have air quality problems. In Peoria and Tazewell counties, we are fortunate to have met air quality standards set forth by the Environmental Protection Agency. However, there are reasons aside from air quality, such as congestion, to use alternative transportation. Greenways and trails, particularly bike trails and paths, provide alternate transportation options.



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- **Objective: Promote Connectivity to Transit**
  Coordination of transit stops with safe street bicycle routes, greenways, trails and open space would create alternative transportation options for additional people. CityLink, the major transit operator in the Peoria area, will soon have bicycle racks on all of its buses. Therefore, the interest of providing alternative transportation options will be well served by making sure that there are safe bicycle routes to bus stops. While this is currently most useful in the City of Peoria, CityLink is studying the possibility of expanding to other parts of the Tri-County area. There is also a transit provider in Pekin that could be served by pedestrian connectivity.

- **Objective: Incorporate Greenways and Trails into Highway and Bridge Design**
  Designing roadway and bridge construction and repair projects with greenways and trails in mind can help add to the area's alternative transportation options. Early consideration of greenway and trail opportunities can create a situation in which there are ample access points and right-of-way available for a trail.

- **Objective: Promote Safe Street Routes for Bicycles**
  While greenway-type bicycle trails are excellent for recreation, they do not always properly serve commuter needs for transportation to work, school and other destinations. Most such destinations need to, at least in part, be accessed via the street network. Measures, such as the addition of bicycle lanes, should be taken to assure that as many roads as possible are safe for bicycle travel.

Goal: Continued Planning and Implementation Efforts for the Metro Area
The Peoria Metro Area Greenways and Trails Plan is nearly four years old. However, that does not mean that planning for the area cannot continue. Identification of additional greenways, trails, bicycle routes or historical trails within the Metro Plan's planning area is important to the promotion of regional connectivity.

- **Objective: Promote Safe Street Routes for Bicycles**
  Safe street routes for bicycles are important for continued planning of the Peoria metro area. Street bicycle routes can improve connectivity for both alternative transportation and recreation.

Goal: Identification of Cultural and Historic Areas
Marking areas of cultural or historical significance enhances the recreational aspect of greenways and trails. Such markings can occur along natural corridors, bicycle and pedestrian routes or along city streets.

- **Objective: Inform Applicable Organizations of Funding Options for Signage**
  Placing signs at culturally or historically significant points can be an inexpensive way to inform residents and tourists of the importance of certain areas of the community.

- **Objective: Connection of Cultural or Historical Sites to Greenways and Trails**
  Connectivity to pedestrian and bicycle areas is a good way to enable users to view cultural and historic markers.

Goal: Utilize Designs that Best Enhance Greenways and Trails
Greenways and trails should use design techniques and standards that create optimum aesthetics, accessibility and authenticity. One way to assure that this takes place is by using landscape design professionals.

- **Objective: Include all Interested Parties**
  All interested parties should have early input into the preservation and development process of individual greenways and trails.

- **Objective: Design Greenways and Trails that Best Fit the Environment**
  Enhanced vegetation can improve the aesthetic quality of greenways and trails. Using native plant materials is an appropriate way to add vegetation. Greenway improvements should be designed to utilize state of the art environmental management and restoration principles in order to maximize their ability to protect the environment.

- **Objective: Encourage Compatibility Between Greenways and Trails and Surrounding Land Use**
  Land use plans should promote compatibility between greenways and trails and adjacent uses so as to assure maximization of utility. Greenways and trails should be as visible as possible, particularly from roadways and public space.

Goal: Increase the Likelihood for Grant Opportunities
Since the passage of the Intermodal Surface Transportation Act of 1991 (ISTEA), a minimum of 10 percent of appropriated transportation dollars are set aside for transportation-related enhancement projects. While funding opportunities for trails and other pedestrian and bicycle related projects are plentiful, competition for these dollars is intense. Peoria and Tazewell Counties have a history of receiving a significant share of this money, a trend that is due to quality planning.

The Illinois Department of Natural Resources (IDNR) offers several assistance programs for local agencies to improve their greenway and trail systems. Regional cooperation and planning will help to increase the opportunities for participating agencies to receive funding.

- **Objective: Inform Area Agencies of Available Funding Options**
  There are a wide array of greenways and trails funding options available. The Task Force needs to keep area agencies abreast of what options exist, when grant applications must be finished, how much money is available and what type of funding is best suited to meet their needs.

- **Objective: Show a Commitment to Regional and State Connectivity**
  One of IDNR's goals in creating the Greenways Grant Program was to help improve regional and state trail connectivity. This Plan echoes that desire and supports connectivity to adjoining counties, which will hopefully lead to statewide connectivity. An important connection is to the Grand Illinois Trail. This connection would help connect Peoria and Tazewell Counties with much of the northern portion of Illinois.

- **Objective: List Priority Greenways and Trails**
  Identification of Priority Greenways and Trails will help to ensure that IDNR is aware of which greenways and trails are of the most currant importance. Priority Greenways and Trails are selected based upon criteria such as the ability to provide regional and statewide connectivity or the physical, political and financial feasibility.

Goal: Continued Greenways and Trails Success
A plan, no matter how viable, well researched, attractive, convincing or important, is not effective if simply placed on office shelves to collect dust. Therefore, it is the Task Force's goal to continue to work hard to improve the greenways and trails landscape of Peoria and Tazewell Counties and make sure the effort put into this plan proves fruitful.

- **Objective: Work Towards Implementation**
  Perhaps the most important post-planning focus of the Task Force is to work on implementation of the proposed greenways and trails. The Task Force is able to act as a central figure that can be of assistance to other area agencies and act as the key information and knowledge provider for the purpose of implementation.

- **Objective: Using the Task Force as a Legal, Informational and Coordination Center**
  In order to make sure that all greenway and trail possibilities are identified, the Task Force needs to be knowledgeable on the issues such as the ability to use conservation districts, conservation easements, utility easements and other such mechanisms. The Task Force should also bring about coordination among area government entities. This can help to facilitate a situation in which government entities are cooperative in

placing regional priorities ahead of their own.

- **Objective: Acquisition of Unused Railroad Rights-of-Way for Use as Trails**
  Acquiring unused railroad right-of-way can prove difficult. It is imperative that there be a group like the Task Force to understand the intricacies involved in such a task. With this knowledge, the Task Force will be able to guide different groups in railroad acquisition, helping improve the chance of success and reducing the cost and difficulty of acquiring such land while maximizing the length and width of right-of-way. In order to assure smooth transactions, the Task Force needs to build cooperative relationships with railroad companies.

- **Objective: Assure that Greenways and Trails Will be Taken into Consideration in Development and Redevelopment**
  In new development and redevelopment, providing for green space and connectivity to the area's regional greenways and trails system is important in enhancing community livability. This can best be achieved by including greenways and trails in planning phases. The creation of development standards would help to assure that greenways and trails are included in new development. Dedication of open space and natural areas will not only benefit the developer, but the community as a whole.

- **Objective: Promotion of the Greenways and Trails Cause Through Education**
  Many residents do not necessarily lend a great deal of thought to the importance that greenways play in an area's livability. Reaching the public and conveying the role greenways and trails play in creating recreational opportunity, transportation alternatives, environmental quality, local economics and aesthetics will help to create public sentiment for greenways and trails.

- **Objective: Update the Plan as Needed**
  There may come a time where there are certain areas of the Plan that are outdated. In such a case the Plan should be updated to reflect progress made, necessary corrections or additional resources, greenways or trails that have been identified.

4 GREENWAYS AND TRAILS RESOURCES

Peoria and Tazewell Counties are abundant with resources that can add to their recreational, environmental and aesthetic values. Such resources can come in the form of existing or potential greenways, trails or open space areas. Following is a discussion of just some of the resources the area has to offer.

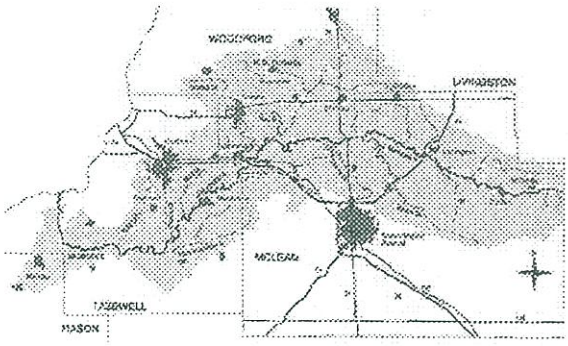
Natural Features

The **Illinois River** is a major Illinois waterway and tributary to the Mississippi River. The river makes up Peoria County's eastern border and Tazewell County's western border and provides the area with important water transportation as well as recreation and natural beauty. Many streams flow into the Illinois River from Peoria County. **Kickapoo** Creek is perhaps the most notable and important of these streams. The creek was identified in the Metro Plan as an important natural corridor and may have the potential to be used as a canoeing trail.

The **Illinois River Bluffs**, which cover parts of Woodford, Marshall, LaSalle, Putnam, Bureau, and Stark Counties, are a valuable ecological asset to northeastern Peoria County and northern Tazewell County. The bluffs, which have been diminished in places by development, contain a mix of woodland, savanna and prairie and are home to nature preserves, natural areas, over 300 archeological sites and many plant and animal species, some of which are rare. An example is the decurent false aster, which exists only in the Illinois River Valley.

Senachwine Creek, which is in the northeastern corner of the County, is another major tributary of the Illinois River. The creek serves as a bottleneck for an extensive collection of smaller streams, including **Gillfillan Creek** and **Hallock Creek** and enter the river just south of the **Spring Branch Conservation Area**. In the Southwest Portion of the County, an array of streams, highlighted by **the East Branch of Copperas Creek**, flows through Fulton County into the Illinois River. In the southernmost area of the County is **Banner Marsh Fish and Wildlife Area,** which is in a flood zone along the Illinois River.

The County has many other streams and creeks that add to its natural beauty. Flood zones and wetlands are also abundant. **Spoon Creek**, in the northwest corner of the County and the **West Branch of Kickapoo Creek** in the West Central portion of the County are two major flood zones. Each of these creeks flows into Knox County.



The Mackinaw River Partnership

The Mackinaw River Watershed

Tazewell County is similarly abundant with flood zones and wetlands. The most notable feature is the **Mackinaw River**, a tributary of the Illinois River that crosses the County from east to west. A majority of the County's waterways flow into the Mackinaw. Another large flood zone is the area between **Spring Lake** and the Illinois River, which runs up the river from Mason County to Pekin and includes the **Powerton Lake State Fish and Wildlife Area.** North of that area are the **Manito Prairie Nature Preserve**, **Pekin Lake Conservation Area** and the **Creve Coeur Nature Preserve** which lie along the Illinois River.

The **West and Middle Forks of Sugar Creek** are waterways that cut through the southeast corner of the county from McLean County and flow into Logan County where they join en route to the Illinois River. In the Southern part of the County, many waterways flow into **Main Ditch,** which eventually flows into the Illinois River through northern Mason County.

The most notable natural feature of the urbanized portion of Tazewell County is **Farm Creek.** Farm Creek is a tributary to the Illinois River and its levee is going to be used for portions of the River Trail of Illinois.

The area also has a number of bodies of water, many of which are along the Illinois River. Some water features located away from the River include **Bessler Lakes, Bowen Lake** and **Meyers Lake** in Tazewell County along with **Lake Lancelot** in Peoria County. There are also areas of wildlife, plant life and tree cover throughout the area. **Spring Branch State Conservation Area,** the **Robert Rutherford Wildlife Sanctuary** and **Gaylord Wildlife Area,** located along the Illinois River, are three examples.

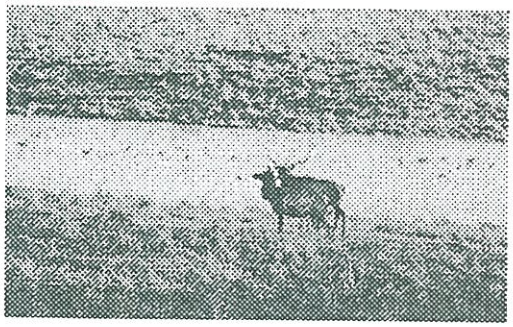
Urban Growth

Urban growth can, if allowed to, cause a loss of open space and greenway availability. It can, however, be used as an opportunity to enhance an area's greenways and trails. Creation and enforcement of development standards that call for greenways, trails, open space and environmental protection can increase livability without undermining desired economic growth. The City of Peoria plans to use its **Growth Cells Two and Three** to create trail connection between the Rock Island State Trail and Jubilee College State Park. These growth areas will have a mix of uses and allow for extensive trails and parks. In Tazewell County, a prospective City of Pekin annexation is currently being planned to include trails.

These examples show how greenways and trails can be used as a response to development. Localities, however, can use them to help drive where future development may occur. Because many people would take advantage of the opportunity to live near recreational amenities, placing trails in a preferred development area can help attract development to where a municipality wants it to occur.

Open Space

Peoria and Tazewell Counties have a great deal open space both in their urbanized and unurbanized areas. Many urbanized open space features were identified in the Metro Plan. In Peoria County, some of these include **Rutherford Park, Sommer Park, Kinsey Park, Robinson Park, Detweiller Park, Forest Park, Glen Oak Park, Bradley Park** and **Madison Park. Wildlife Prairie State Park** is also included. Wildlife Prairie Park, which is on Kickapoo Creek, is a large conservation area that boasts miles of hiking trails, native vegetation and large, natural habitat areas for Bears, wolves, bison, elk and other wild animals.



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Wildlife Prairie State Park

Plenty of Tazewell County open space was also identified in the Metro Plan. These areas include **Illinois Central College, Spindler Park, Cooper Park, Oakridge Park, Farmdale Park, Ulrich Wildlife Preserve, Northwood Park, Dirksen Park, McNaughton Park, Mineral Springs Park, Westwood Park** and **Birchwood**

Park. In Tazewell and Peoria Counties, there is significant existing and proposed greenway and trail connectivity between these parks.

There are many important open spaces that were not identified in the Metro Plan. Some of these are **North Park**, near Dunlap; **Santa Fe Park** in Chillicothe; **Sweetwater Park** in Elmwood and **Brock Park** in Mackinaw.

The largest and most well known park in the area is **Jubilee College State Park**. The park houses 15 miles of bicycle, hiking, equestrian and cross-country skiing trails. In Tazewell County, the **Mackinaw River State Fish and Wildlife Area** is the largest open space not identified in the Metro Plan. Along with these parks and open spaces are smaller parks in the various municipalities that are scattered throughout the study area.

Greenways and Trails

One of the best possible resources to utilize in creating a comprehensive system of greenways and trails is the existing greenways and trails network. Clearly, the Metro Plan laid out a scenario for a large system of trails. That plan is an important resource in and of itself. However, a majority of the corridors highlighted in that plan still fall in the category of proposed. There are, however, some existing trails in Peoria and Tazewell Counties. The most well known of theses trails is the **Rock Island State Trail**, which currently runs from just north of the city of Peoria to just short of Toulon in Stark County. The trail is being used as a resource by the City of Peoria, which is currently in the process of linking it to the **Pimiteoui Trail**, located in Downtown Peoria. This connection will allow for access to the trail from the city of Peoria and Tazewell County. Another Peoria County trail is along **Grandview Drive**. This trail is in the construction phase, and when completed will connect with the Pimiteoui Trail.

There are also a number of existing trails in Tazewell County. The **River Trail of Illinois** is the most notable trail east of the Illinois River. The Metro Plan identifies a numerous connections to the trail, which will be a major route across the Illinois River. A section of the trail runs north along the Illinois River from the Robert Michel Bridge to just south of State Route 150. Portions of this section of trail are pedestrian boardwalks that cut through wooded areas. The main section of the trail runs east of the river where it connects to the **Morton Bike Trail**. This connection provides the west side of the Village of Morton with access through East Peoria into Peoria and beyond. Other connections to the Morton Bike Trail that were identified in the Metro Plan would provide the Village with greater access to the network.

The first two phases of the Washington Recreation Trail are complete. While these do not cover a great deal of distance, they do lay a foundation that will likely allow Washington bicycle and pedestrian access to Morton and East Peoria. Similarly, the Pekin Bike Trail is currently under construction and is an early step toward connection Pekin with East Peoria, giving it the opportunity for optimal connectivity.

Roadways

While roadways may not be the most ideal venue for trails, they can prove useful for bicycle and pedestrian movement. Because they are linear and have connectivity to just about anywhere, roadways have an inherent transportation utility. Roadways can be useful in three ways: with a portion of right-of-way dedicated to a trail, with bike lanes on the side of road, and as bicycle safe roads.

Roadways can also carry trail designation. For example, Illinois Route 29 and Illinois Route 8 are designated as the Ronald Reagan Trail. The trail begins in Tampico, the birthplace of the former United States President, as well as Dixon, his childhood

home. The trail ends at Eureka college, his alma matter. Illinois Route 29 and Illinois Route 26, along either side of the Illinois River, are designated "The Illinois River Road," a scenic byway.

Consideration of greenways and trails should take place early in the process of planning new roadways. If a new roadway is planned to utilize greenways and trails, right-of-way acquisition is more likely to be ample enough to include adequate width. The City of Pekin is currently in the planning phase of its new **Pekin Beltline**. The City is planning to acquire enough right-of-way to allow for a trail. Another way to add trails to the existing roadway network is to dedicate unutilized right-of-way to trails.

Adding bike lanes to city streets and other roads is an option to create bicycle connectivity to greenways, trails, open space and transit. This is not ideal in that it does not create a greenway atmosphere and it caters almost exclusively to bikers. However, it can be a cost-efficient alternative to creating expensive greenways that may not be financially, physically, or politically feasible.

The Illinois Department of Transportation (IDOT) has issued the Illinois Official Bicycle Map, which displays color-coded roads based on their suitability for bicycling. Suitability is based on: traffic volumes, including truck traffic; lane widths; width of paved shoulders; and road surface type and condition. Some of the roads deemed most suitable for bicycling create connectivity to different existing and proposed greenways, trails and open spaces.

Because the selection of trails is limited, many avid bicyclists ride many miles on the rural road network. It is the belief of the Task Force that the majority of such roads are able to support both bicyclists and motorists and that roads are a viable for both recreation and transportation. Area bicylists were utilized to determine which rural roads were most suitable for bicycling.

Railroads

For many reasons, unused railroads make ideal greenways and trails. Railroad corridors are linear and often, unlike roadways, are surrounded by natural features. Rail-trails can be extremely attractive corridors with many opportunities for connectivity.

Railroad acquisition, however, can be difficult. Whether or not a railroad is in use is not always evident. There are three categories that a railroad may fall into: active, abandoned and inactive.

An active railroad is one that is currently in use by a railroad company. Railroads that are currently active are not available for conversion into a trail. In cases where there is adequate right-of-way, these corridors could be available for having trails parallel the tracks. Otherwise, the best that can be done is to consider an active corridor a distant priority.

An abandoned railroad is usually very difficult to acquire. The land along the corridor usually begins to fall into the hands of adjacent landowners soon after official abandonment. Purchasing the corridor in piecemeal fashion is a very difficult and expensive task.

The best-case scenario for creating a rail-trail is to have an unused track that has not yet been officially abandoned. In such a case, negotiations to purchase the corridor occur with only one owner, as opposed to multiple owners. Even in the case of an inactive railroad that has not been officially abandoned, acquiring a railroad corridor can be a very involved task. This is particularly the case if the corridor was originally taken from the adjacent landowners by eminent domain. In these cases, landowners may try to claim a right to the land. If, however, the land was acquired through outright

purchase, it will be easier to purchase the land from the railroad company. Even in that situation, action must be taken quickly. Adjacent landowners are able to claim the corridor 90 days after official abandonment. If that occurs, the corridor's pieces will most likely become part of a farm or a yard, which could lead to the permanent loss of a rare and important transportation and recreational resource.

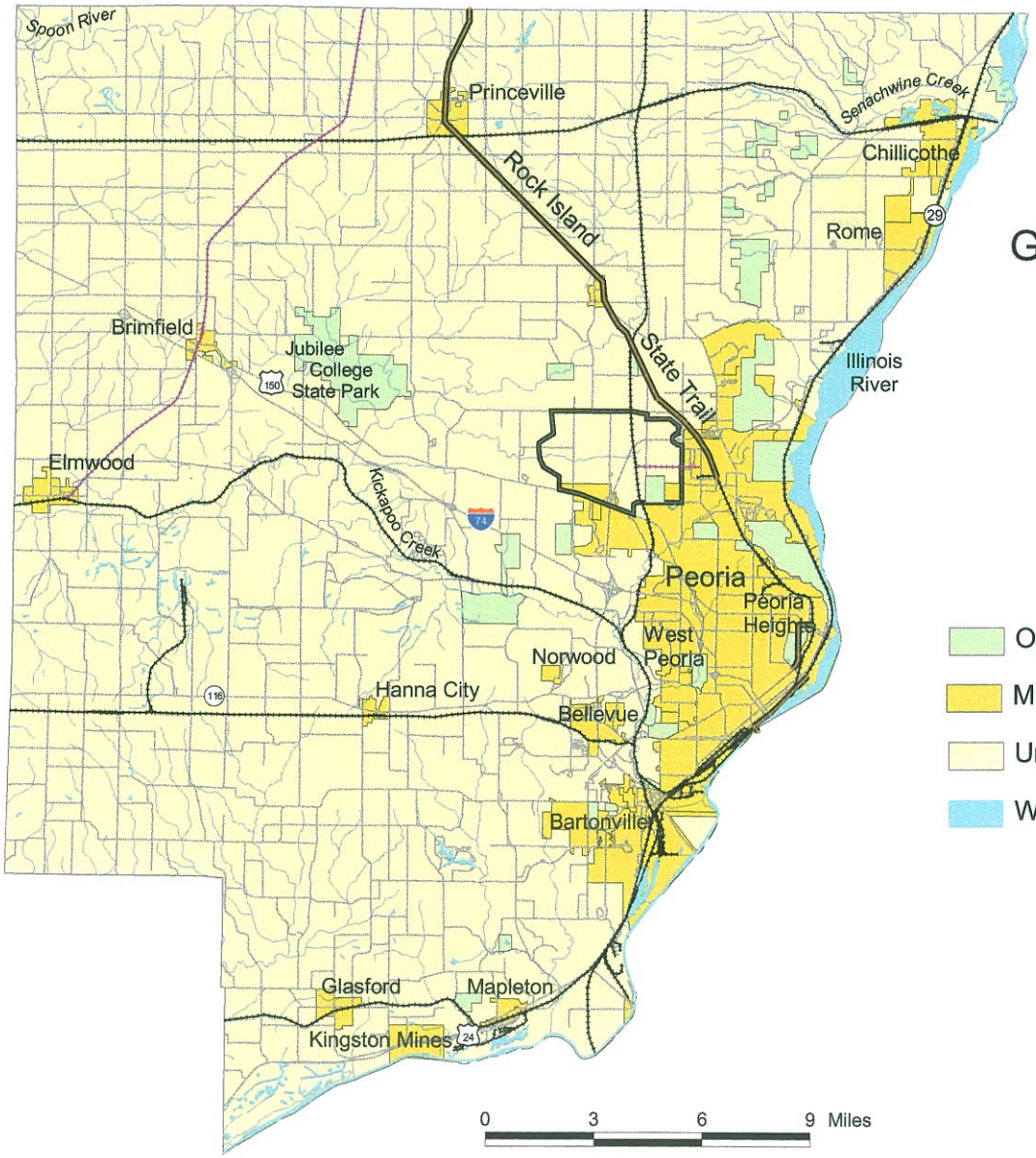
In some cases a railroad company is unwilling to sell the railroad corridor on the chance that it will one day wish to resume rail service. In such a case, railbanking can be an option. Railbanking allows for placement of a trail while keeping intact the ability for a rail carrier to use the tracks for service should the opportunity arise.

There are many railroad corridors in Peoria and Tazewell Counties. However, the area still has a significant reliance on rail transportation. The most important railroad resources in Peoria County are the **Keller Branch** and the Unused **Union Pacific** line from Bellevue to Fulton County. The Keller Branch is the missing link that will connect the Pimiteoui Trail to the Rock Island Trail. The City of Peoria is in the process of negotiating acquisition of the Keller Branch in order to complete connection to the Rock Island Trail. Negotiations to acquire the Union Pacific corridor are in the early stages. In Tazewell County, a number of abandoned corridors have started to revert back to previous landowners.

Note: The Tri-County Regional Greenways and Trails Task Force does not advocate the abandonment of rail corridors. However, when railroads decide to discontinue use, the Task Force would like to work with them to preserve these corridors for future transportation uses and convert them into trails for public use. Rail corridors provide an impressive amount of space on very little land – a mere 200 acres of right-of-way provides a linear park of more than 20 miles ling. Working with railroads and special interest groups such as the Rails-to-Trails Conservancy can help preserve as many of these corridors as possible.

Figure 2

Greenway and Trail Resources:
Peoria County



Open Space
Municipalities
Unincorporated
Water
Streams
ExistingTrails
Peoria Growth Cells
Active Railroads
Abandoned Railroads
Roads

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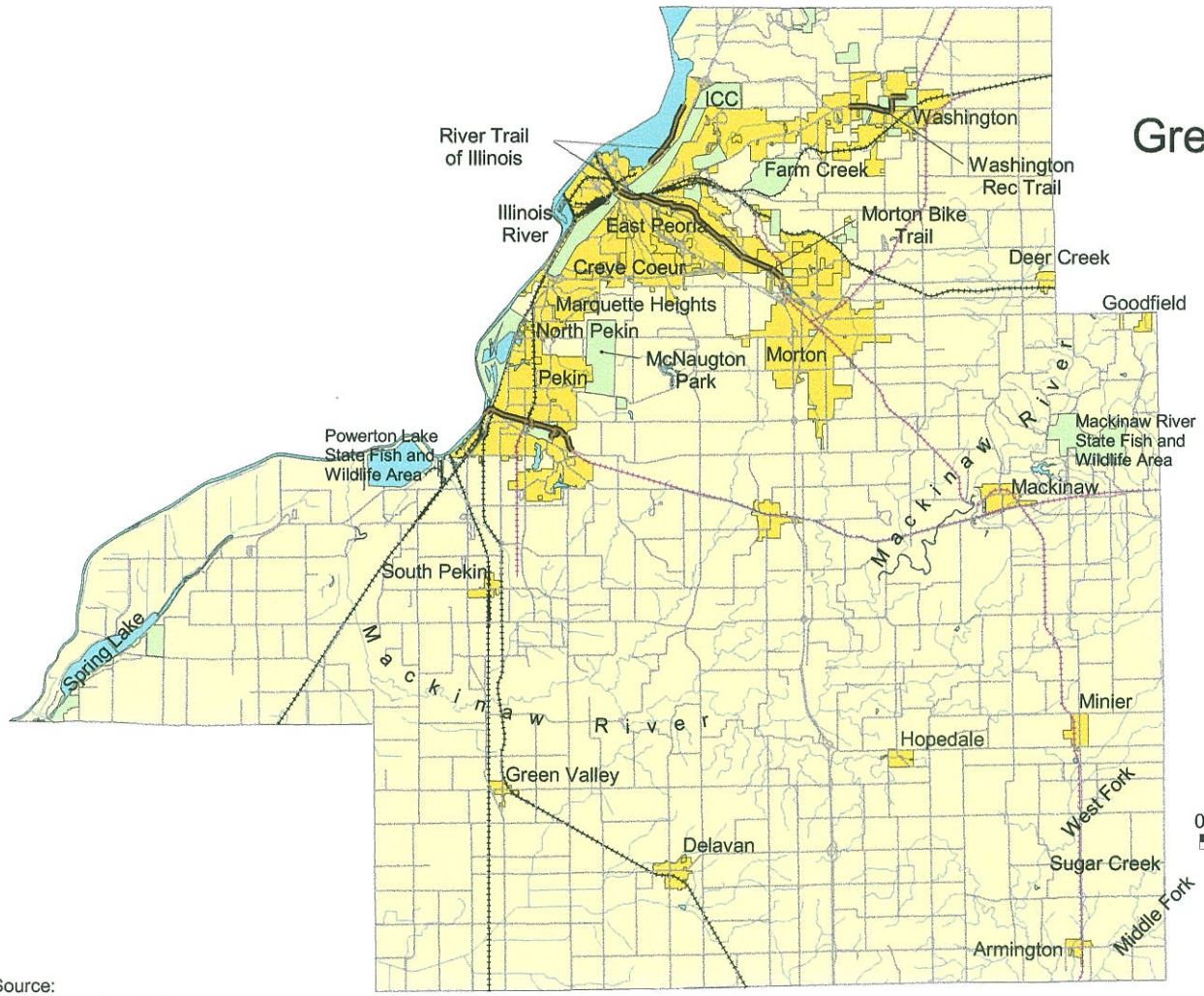
Source:
Illinois Department of Natural Resources, Illinois Geographic Information Systems. Vol I & II

Tri-County Regional Planning Commission

Figure 3

Greenway and Trail Resources:
Tazewell County



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- Open Space
- Municipalities
- Unincorporated
- Water
- Streams
- ExistingTrails
- Active Railroads
- Abandoned Railroads
- Roads

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Source:
Illinois Department of Natural Resources, Illinois Geographic Information Systems Vol I & II

Tri-County Regional Planning Commission

5 The 1997 Peoria Metro Area Greenways and Trails Plan

This plan is a follow-up of the 1997 Peoria Metro Area Greenways and Trails Plan (Metro Plan). That Plan identified proposed open space and corridors, both natural and human made. Corridors and open spaces were identified in the urbanized area of Peoria and Tazewell Counties and were broken up into five municipalities: Morton, East Peoria, Washington, Pekin, and Peoria.

It is the goal of the Tri-County Regional Greenways and Trials Task Force to take steps to help to see that many of these greenways and trails be implemented. Progress has been made on many of the greenways and trails identified in the Metro Area Plan. Following is a summary of each corridor identified.

Peoria County

Peoria

Peoria is witnessing many exiting projects related to greenways and trails. The River Front is seeing many millions of dollars in public and private investment. The Rock Island Trail (P10) is now being extended through the city to connect to the Pimiteoui Trail and cross the Illinois River into Tazewell County.

(P1) Kickapoo Creek
Kickapoo Creek is a major tributary of the Illinois River in Peoria County. The creek, which meets the Illinois River just north of Bartonville, has experienced flooding problems in the past. However, Peoria County is working with homeowners in a FEMA buyout program. The Creek will be addressed later in this plan as it is an important resource in rural Peoria County as well.

(P2) Western Avenue Greenway
This greenway stems from a citizen group devoted to developing this corridor along Western Avenue in Peoria. This area connects with Bradley Park and will eventually connect to the Moss Avenue Historic District.

(P3) Big Hollow Creek
This natural greenway is part of the Kickapoo watershed. It flows from the northwest part of Peoria to the Kickapoo Creek Channel and can be classified as a stream greenway corridor.

(P4) Dry Run Creek
This tributary is also a component of the Kickapoo Creek watershed. It flows through West Peoria to Bradley Park and Horseshoe Bottoms, which is an IDNR designated Natural Area.

(P5) Sterling and Rohmann Avenue
These will be on-street bicycle lanes linking an existing bicycle system in West Peoria. No action has taken place since the Plan was issued.

(P6) MacArthur/Southtown Greenway
A bicycle/pedestrian corridor has been proposed through this developing area of Peoria. It would connect the Moss Avenue Historic District with downtown Peoria. No action has taken place since the Plan was issued.

(P7) Fargo Run
This is a watershed that flows westward toward Jubilee College State Park and joins the Kickapoo Creek watershed.

(P8) Bartonville Trail
This natural area currently connects Alpha Park and Lauterbach Park in Bartonville. Village officials would like to develop a trail

in this greenway. No action has taken place since the Plan was issued.

(P9) Wheeler Road
This road in Bartonville is adjacent to the Illinois River. Route 9 and the Wheeler Road Trail could connect Pekin and Peoria. No action has taken place since the Plan was issued.

(P10) Rock Island Trail
The State of Illinois' Rock Island Trail, which comes south into Peoria County from Toulon, in Stark County, is being extend through the City of Peoria, along the downtown riverfront and across the Robert Michel Bridge to connect with the East Peoria Trail system. Currently, there is a missing section, known as the Keller Branch. Once alternative rail service is provided to businesses dependant on the Keller Branch, it will be able to be railbanked and allow access from Toulon, through downtown Peoria, to areas east of the Illinois River.

(P11) Pimiteoui Trail
Initially a hiking trail from downtown Peoria utilized by Girl Scouts and hiking club members, the trail went northward toward Robinson Park paralleling the River. This trail runs concurrently with the Rock Island Trail extension southward from Grand View Drive to the Downtown riverfront and the Robert Michel Bridge in addition to its sole route through the Forest Park Nature Center, Detweiller, and Robinson Parks.

(P12) Lakeview Wilds
Lakeview Wilds is a fifteen-acre natural wooded watershed that extends from Glen Avenue at Sheridan Road southward and westerly through Lakeview Park. It also flows northeast to Donovan Golf Course and eventually connects with the Keller Branch of the Rock Island Trail. When this portion of the Trail is completed, the Lakeview Wilds will create connectivity from a popular Peoria park to one of the best linear recreational assets in central Illinois. Preservation of Lakeview Wilds has been the result of neighborhood efforts that have resulted in the temporary protection of the stream and surrounding woodland.

(P13) Grand View Drive
Grand View Drive Park was established as one of the Peoria Park District's first parks in the early 1900's. The steep hillsides were preserved along the river bluff as the scenic drive was constructed thereby providing numerous passages for wildlife from the upper bluff to the river. Several views from the upper bluff and across the river provide recreational enjoyment for Peoria Area residents and visitors. The trail is currently being constructed through the renovation of streets, sidewalks, curbs, gutters and storm sewers. The trail, which is sponsored by the Peoria Park District and was funded by general obligation bonds, will run from Prospect Road in Peoria Heights to Illinois Route 29.

(P14) River City Galleria Path
The proposed 1.1 mile multi-use path is located on the south side of US 150 between Orange Prairie Road and Frostwood Parkway. The path was planned in conjunction with a proposed new regional shopping mall.

(P15) City of Peoria Neighborhood Greenways
The City of Peoria, through its Neighborhood Development Plans, has called for neighborhood greenways to serve as buffers and to bring green into various neighborhoods in the city. These greenways will provide the linkage to major greenways and trails. The Greenways that have been planned thus far are on Spring Street, Wayne Street, and Columbia Terrace.

There are many other attractions in Peoria County. Forrest Park Nature Center has hiking trails, while other attractions include Detweilier Park, Robinson Park Bradley Park, Madison Park and Glen Oak Park.

Tazewell County

Morton

The most notable resource in Morton is the **Morton Bike Trail (M7).** This trail provides access to East Peoria and ultimately is a link to the main trail system of the Peoria area. The trail starts at the intersection of Jackson Street and Detroit Avenue and runs parallel to Route 150 into the River Trail of Illinois in East Peoria. The trail, which is nearly two miles in length, was funded by the Illinois Department of Natural Resources (IDNR), the Illinois Department of Transportation (IDOT), and the Morton Park District. While there is a gap in this trail, IDOT has recently provided the right-of-way and 80 percent of the funding to complete the trail.

(M1) Westwood Park Extension
This trail is meant to serve Westwood Park, providing it with a northern connection to other planned greenways and trails in the area of Morton and East Peoria, eventually connecting with Ackerman Creek. No action has taken place since the Plan was issued. However, the Morton Park District has preliminary plans to acquire a section of the old Veterans roadway when the Veterans/West Jackson/Muller Road intersection is reconstructed in 2003.

(M2) Lakeland Road
This road serves as a connection between Westwood Park and the parks in the northeast section of Morton. A pedestrian/bicycle facility could be built within the existing right-of-way. No action has taken place since the Plan was issued.

(M3) Morton Bike Trail Extension
Currently, the eastern head of the Morton Bike Trial is at the intersection of Detroit Avenue and Jefferson Street. This extension would provide access to Downtown Morton. This access could be accomplished by using the Penn-Central Right of Way or with street improvements along Jefferson Street. The extension would cross and abandoned rail line that runs north to Washington. No action has commenced since the Plan was issued.

(M4) Detroit Avenue
This extension would allow Birchwood Park to connect to the Morton Bike Trial. It would use off-street right-of-way to connect to the trail. This trail could serve as a potential link to an abandoned railway that leads to Mackinaw. No, action has taken place since the Plan was issued

(M5) Ackerman Creek
This creek is part of the Farm Creek watershed and is located North of Morton. It would serve as a natural link to the Farmdale Recreation area. No action has taken place since the Plan was issued.

(M6) Norfolk and Western Rail ROW
Although this rail line is still active, it would be an ideal candidate for railbanking if given the opportunity. Its location is within the natural area of Ackerman Creek and would serve as a good candidate for a rails-to-trails project.

East Peoria

East Peoria is notable for the existing trails system and spectacular bluffs that bisect the community. East Peoria serves as a hub for the communities east of the Illinois River. It is the location of the only pedestrian/bicycle crossing over the river, making the area a vital local and regional connecting point.

(EP1) The River Trail of Illinois (Phase I)
This phase of The River Trail of Illinois runs southeast through the community and provides the connection to the Morton Trail. The Trail is complete from Morton west through Main Street in East Peoria. The trail is currently planned to continue along the Farm Creek Levee (see Phase III below) to the Robert Michel Bridge, which will provide a connection with Peoria.

(EP2) The River Trail of Illinois (Phase II)
This walking trail, which is partially a boardwalk trail, lies within the wetland of the Illinois River. It connects Spindler Marina to Cooper Park in East Peoria. This portion of the River Trail of Illinois is not suitable for bicycles.

(EP3) The River Trial of Illinois (Phase III)
This phase uses the Farm Creek Levee to connect to the Robert Michel Bridge over the Illinois River. It also runs northward along the lower Peoria Lake to connect to Phase II. This will be the primary place to cross the River on bicycle or by foot. Use of the Farm Creek Levee must be delayed until completion of an Army Corps of Engineers project.

(EP4) East Peoria Bike Route System
This system involves roadways that either have scenic value or serve to connect trails with macro sites. They include portions of Fondulac Drive, Highview Road, Pleasant Hill Road, School Street, Farmdale Road, and Oakwood Road. This system provides access to the Morton Bike Trail, Illinois Central College, and many other existing and proposed greenways and trails.

(EP5) Illinois River Levee
This levee, which is owned by the East Peoria Levee District, connects trails of East Peoria and Peoria southward along the Illinois River.

(EP6) Diversion Channel
The Diversion Channel is a channelized stream off of Farm Creek in the Camp Street area. It provides habitat for wildlife and the movement of wildlife in the urban area.

(EP7) Cole Street Creek
This is a natural greenway that runs from Farm Creek to Muller Road in southern East Peoria

(EP8) Fahey Hollow
This is a natural greenway that encompasses roughly two-thirds of Phase I of the River Trail of Illinois. This Greenway extends from Farm Creek to Interstate 74, just east of Pinecrest Drive

Washington

The Washington area is proud of its recreational trail system. The Metro Plan is highlighted by the linkages through the community to schools, parks, residential developments and local business areas. It also has the long-term potential to link to the rest of the Peoria metro area regional trail system.

(W1) Washington Recreation Trail (Phase I)
This section of trail, completed in 1995, was the initial phase of the Washington Recreational Trail System. It essentially links **Washington High School (W5)** to **Central Grade School (W6)** and a small business area on route 24. The trail is a ten-foot wide asphalt path used for walking, biking and in-line skating. The path was funded by IDNR.

(W2) Washington Recreational Trail (Phase II)
This phase was completed in 1996 and funded by the Washington Park District and a Bike Trail Grant from IDNR. This section of trail connects to Phase I and runs from Washington High School through **Washington Park (W10)** to a trail head located at Lincoln Grade School.

(W3) Washington Recreational Trail (Phase III)
This section of trail will connect to the trail head at Lincoln Grade School and run along an abandoned rail road right-of-way to Jefferson Street. The plan for this trail has been completed. This phase will connect to Phase II and will be a ten foot wide asphalt path used for walking, biking and in-line

skating. Washington applied for IDNR funds in the year 2001.

(W4) Washington Recreational Trail (Future Phases)
Development of future phases of the Washington Recreation Trail will take the trail North along Cummings Lane to Oak Ridge Park and East to Weaver Park on Lawndale Avenue. This will create connection to Phase I. Funding will come from IDNR, the Washington Park District Board, and possibly IDOT Enhancements.

(W7) T.P. & W Rail Right-of-Way
This connection would provide an excellent connection to Meadow Valley Park and ultimately could be used as a link to the East Peoria trail system. This rail line is still active and no action has taken place since the Plan was issued.

(W8) IL 8 Bike Lanes
No action has taken place since the Plan was issued. The Washington Park District will further evaluate the feasibility of providing pedestrian/bicycle facilities within the planned Route 8 improvements from Washington to East Peoria.

(W9) Farm Creek
Farm Creek is a major Stream way that traverses East Peoria and connects to the City of Washington. It has a significant impact in storm events. Farm Creek should be preserved in its natural state where possible to help mitigate the impacts of erosion.

Pekin

The Pekin area is located in the southwest portion of the Peoria metro area. Pekin is adjacent to the Illinois River and maintains many wonderful parks and golf courses.

(PK1) Pekin/Illinois River Extension
This project is essential in linking the Pekin area to a regional greenway system. It would connect at the Pekin riverfront and move northward along the Illinois River and along the Illinois River Levee. IDNR owns significant amounts of property along this corridor. The Pekin Park District is in the early stages of discussions with IDNR related to acquisition of property between the end of Pekin Bike Trail and Pekin Lake Conservation Area.

(PK2) G.M.O. Rail Right-of-Way
This link would provide another corridor to the north as it connects to the existing bicycle trail and goes north to the North Pekin area. No action has taken place since the Plan was issued.

(PK3) Lick Creek
This corridor is a natural greenway that starts at Bessler Lakes and travels through the macro sites of McNaughton Park and Lick Creek golf course. Lick Creek flows northwest and eventually empties into the Illinois River.

(PK4) Brentwood Greenway
This is a natural greenway that is primarily under private ownership. It traverses Pekin from the intersection of Parkway Road and Sheridan Road.

(PK5) Front Street
This road is adjacent to the Illinois River south of the Pekin riverfront. It has the potential to be a southern link to a riverfront trail. No action has taken place since the Plan was issued.

(PK6) Pekin to Tremont Bike Trail
This conceptual trail would extend form the existing Pekin Trail at Allentown Road along the abandoned rail corridor to the Tremont Village Park. No action has taken place since the Plan was issued. The Pekin Park District is beginning discussions for acquisition of property between Pekin Trail and Veterans Parkway in Pekin.

(PK7) Power Line Easement

An opportunity for linear open space exists underneath the existing power lines in an easement. This is located north of Lick Creek and extends from Parkway Drive to Illinois Route 29 and the Pekin Lake Conservation Area. The route runs between McNaughton Park and Dirksen Park, which have a system on connecting walking foot trails. No action has taken place since the Plan was issued.

(PK8) IL 98 Bicycle Pedestrian Facility
This improvement will be in done in coordination with the Illinois Department of transportation. It will facilitate pedestrian and bicycle movement along State Route 98. No action has taken place since the Plan was issued.

(PK9) Pekin Bike Trail
The Pekin Bike Trail is currently in use. The trail bisects the city along an abandoned rail corridor and will serve as a spine to other greenway and trail projects. The 4.3 mile paved trail runs from the Pekin riverfront east to Allentown Road

6 Existing and Proposed Greenways and Trails Opportunities

The primary purpose of this plan is to develop a vision for a network of greenways and trails that can be of use to all parties interested in helping to improve upon the natural and recreational amenities that exist in Peoria and Tazewell Counties. This section is dedicated to the identification of important corridors that, if implemented, will help to create such improvements. Each of the greenway and trail opportunities identified can serve at least one of the following purposes: connectivity to other greenways and trails, connectivity between area landmarks, environmental protection or enhancement, recreation or alternative transportation.

It is worth noting that many proposed trails are alongside currently active railroad lines. The reasons for this is that if the railroad were to ever become inactive, it would act as an ideal trail corridor. Since the railroad tracks often connect cities, nearby roads would also serve as good corridors in most cases. The following greenways and trails are identified in Figures 4-7.

Peoria County

Peoria County currently has an extensive array of greenways and trails opportunities. Most existing greenways and trails are identified in the Peoria Metro Area Greenways and Trails plan of 1997 (Metro Plan) and are updated in Chapter 5. Peoria County's existing greenways and trails provide the initial framework to create an extensive system of natural and recreational assets.

(PC1) The Rock Island State Trail
The Rock Island State Trail is one of the longest recreational trails in Peoria County. The trail, which is used for hiking and biking, was identified in the Metro Plan as a major recreational thoroughfare. The trail currently exists from northern Peoria to Toulon, a length of approximately 26 miles. From its head just north of Pioneer Parkway in Peoria, the trail runs through Alta, Dunlap and Princeville in Peoria County and Stark and Wyoming before ending near Toulon in Stark County.

The City of Peoria owns a portion of railroad track known as the Keller Branch. This is the necessary urban portion of the trail that will provide a connection from the Robert Michel Bridge, located downtown, to the northernmost point of the trail, located in Toulon. The addition of the Keller Branch will allow the trail to provide users with a 31 mile biking and hiking corridor. Most of the existing trail north of town is unpaved, limiting its use for in-line skaters.

The costs to create this continuation of the Rock Island trail are approximately $200,000 per mile. However, the cost increases to at least $350,000 per mile within the central business district. In addition to these costs, a bridge placed over Knoxville Avenue will carry a cost of approximately $1.2 million.

Currently, the trail needs to be accessed via automobile for most residents. However, when finished, the trail will be able to provide many residents of the City of Peoria with access via walking or biking. The trail will cross many streets that the Illinois Department of Transportation has classified as most suitable for bicycle traffic. The trail will also cross many CityLink bus routes, which will be of value to both pedestrians and bicyclists since all buses are equipped with bicycle racks.

When finished, the Rock Island Trail will provide pedestrian and bicycle access to

Kickapoo Creek along with a variety of public spaces. The trail will provide access to the River Trail of Illinois in East Peoria and its connections east of the Illinois River. The trail's connection to Stark County pushes trail connectivity to within 25 miles of the Grand Illinois Trail, which runs through Bureau County.

(PC2) Jubilee College State Park
Jubilee College State Park is located in between the towns of Kickapoo and Brimfield, not far off of US Route 150. The park, while not a provider of linear connectivity, does have ample recreational options and natural features. Deer, rabbits, squirrel, fox, coyote and raccoon may be seen in the park's forests. Visitors may see mink, muskrat and beaver in Jubilee Creek.

The park's visitors may embark on picnicking, camping, fishing or hunting. The park has 15 miles of trails that can be used for hiking, mountain biking, equestrian, cross-country skiing and snowmobiling.

Ideally, this plan will help lead to greater bicycle and pedestrian accessibility to the park. Currently, most users have a difficult time accessing the park without an automobile. However, there are some proposed corridors that would greatly enhance accessibility. At this time there is no direct trail access to the park. There is access along bicycle-suitable roadways. These roadways provide direct access from Princeville and Brimfield.

(PC3) Wildlife Prairie State Park
Similarly to Jubilee College State Park, Wildlife Prairie State Park has recreational trails in a non-linear area. For a fee, the park offers users the ability to see much of Central Illinois' natural plant habitat along two short railroad routes. The park also offers over four miles of wooded hiking trails. Along these trails users can see wolves, bears, foxes, bison, elk and other animals in their natural environments.

The park is located approximately four miles west of the City of Peoria and is connected via a linear park to Kinney Park. The park's northern border is made up by Kickapoo Creek, which is its only greenway or trail connection. The park, therefore, must almost exclusively be accessed by automobile.

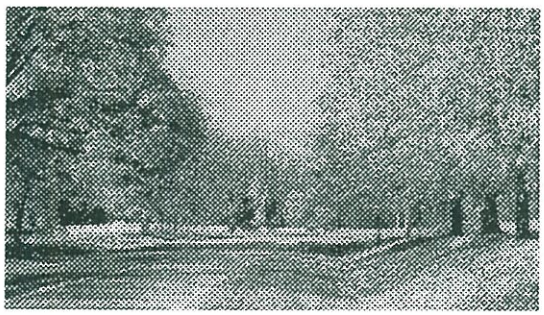
(PC4) The Heritage Trail
The Heritage Trail is located entirely within the city of Peoria. The trail would be difficult to walk in its entirety, as it is 17 miles in length. It is likely a trail that a visitor would drive to and see only portions of at a time.

The Heritage Trail is an interpretive trail that can best be navigated through use of a map published by the Joint Action Committee for Historic Tourism. The trail allows tourists to see some of the City's historic landmarks. These landmarks highlight 19th and early 20th century architecture and display the area's cultural and industrial history. The map also lets users know which buildings along the trail are on the National Register of Historic Sites or in a National Historic District.

(PC5) Old Galena Trail and Coach Road
The Old Galena Trail and Coach Road is an interpretive trail that follows paths blazed by Native Americans, fur traders and pioneers in the 18th and 19th Centuries. Famous figures such as Sauk Chief Black Hawk, Abraham Lincoln, Jefferson Davis, Zachary Taylor and Potawatomi Chief Shabonna have traveled along the trail. The trail begins in Downtown Peoria and leads to Galena in Jo Daviess County. Along the way, the trail travels through Marshall, Bureau, Lee, Ogle, Carroll and Stephenson Counties. In North Hampton, located in northern Peoria County, the trail divides into the Old Galena Trail and the Galena Coach Road. The two trails intertwine through 175 miles of countryside. The Galena Coach Road was surveyed in 1833 and was intended to be a shorter route to Galena than the older trail. This trail is a driving route

from which visitors can access numerous hiking and biking trails, conservation areas, historic sites and other points of interest.

Peoria County points of interest include Forest Park Nature Center, which provides forest trails, bird watching and scheduled events. The Trail also crosses paths with the Heritage Trail, providing connectivity for those interested in finding historic points in City of Peoria. This is an existing but unmarked trail. Directional signage would lead visitors through the trail while landmarks and points of interest will be identified on maps, brochures and signage.



Friends of the Galena Trail

The Old Galena Trail

(PC6) Kickapoo Creek and its Tributaries
Kickapoo Creek is a major tributary of the Illinois River. The Creek begins in the northeastern part of the County and runs south around Dunlap, through Rutherford Park to the center of the County. From that point, the Creek runs southeast before entering the Illinois River just north of Bartonville.

The Creek is a major stormwater drainage way for both the City and County of Peoria. It is not only important to protect Kickapoo Creek itself, but also the natural areas in its vicinity. This is of particular importance to the City of Peoria. As development moves west towards the Creek, stormwater runoff becomes a greater issue for the flood-prone waterway.

The Task Force is currently in the early stages of planning a canoe trail along Kickapoo Creek. The trail would start at Wildlife Prairie State Park and wind 11.5 miles on its way to Bartonville. Ideally, there would be the availability of canoe rental and ample parking. This trail would be a unique asset in that there are very few dedicated canoe trails in Illinois

One obstacle to canoeing is the Creek's history of flooding. However, stream bank stabilization measures can be taken to both improve the Creek's ecology and to enhance its navigability. Most of Kickapoo Creek is in a flood zone. Peoria County has worked with homeowners in the flood zone in a FEMA buyout program.

Peoria County has identified a portion alongside Kickapoo Creek as a potential trail connector that would, via Fargo Run Watershed, connect the Rock Island Trail to Jubilee College State Park. These trail options are still in need of further exploration.

Peoria County is currently applying for a grant that will help fund the planning of a recreational trail node. Centering near western Peoria where Kickapoo Creek Crosses Kickapoo Creek Road exists proximity among the following proposed recreational trails: The Kickapoo Creek Canoe Trail, The Hanna City Rail-Trail (PC7), Kickapoo Creek Road (PC14), a connection to downtown Peoria and the Rock Island Trail (PC15) and the Taylor Road portion of a trail from the Hanna City Rail-Trail to Wildlife Prairie Park (PC17).

(PC7) The Hanna City Rail-Trail
This trail would be built along a corridor currently occupied by the Union Pacific rail line. This trail is considered an immediate Priority for two reasons. First, it is feasible. The rail line is unused to the point that some vegetation growing along the corridor stands at over six feet tall. At the same time, the corridor has not been officially abandoned, leaving it in the hands of one owner. Second, the rail line provides regional connectivity. The corridor starts in Bellevue and extends through the Village of Hanna

City to beyond the western border of the County. There has been interest shown in Fulton County to extend the trail into the to Farmington and Canton. This would ideally allow users to access the Rock Island Trail from Fulton County, providing the ability to travel nearly 50 miles by bicycle.

On its way east towards Peoria, the corridor starts in Middlegrove and moves on through Farmington in northeastern Fulton County. In Peoria County, the line runs through Cramer, Trivoli and Eden before bisecting the Village of Hanna City. The eastern end of the corridor is located just east of Bellevue as it terminates at an active Union Pacific line.

In Fulton County, the Corridor is crossed at Farmington by another active, but little-used rail line. That corridor is the Burlington Northern Santa Fe line that runs from just south of Canton in Fulton County to Yates City in Knox County. Groups in Fulton County have started the process of trying to acquire or railbank this line.

The Village of Hanna City has shown interest in purchasing the entire length of track from its eastern head to the border of Fulton County. Trail maintenance would most likely not be the responsibility of the Village of Hanna City outside of its limits. Maintenance would probably fall into the hands of multiple jurisdictions.

One of the challenges is to create a connection to the Rock Island Trail. The eastern trailhead ends at a point with no trail connection to the city of Peoria. However, this point is within one half mile of Madison Park. The Metro Plan identifies some of the roadways between Madison Park and the Rock Island Trail as greenways and trails. In order to connect the Hanna City trail to the Rock Island Trail it will be necessary to either connect to Madison Park and to finish connection between the points or find another means of connection to the Rock Island Trail.

(PC8) Spoon River
This flood zone is made up primarily of the Spoon River and its tributaries. The corridor includes Stark County to the north and Knox County to the west. From Knox County, the river flows south into Fulton County and into the Illinois River. This area has been classified as an environmental corridor in Peoria County's Land Use Plan.

(PC9) Senachwine Creek
This flood zone consists primarily of Senachwine Creek and its tributaries. Some of these tributaries include Hallock Creek and Gilfillan Creek. Along with Coon Creek, Senachwine Creek flows into the Illinois River. This area has been classified as an environmental corridor in Peoria County's Land Use Plan.

(PC10) Copperas Creek
The East Branch of Copperas Creek and its numerous tributaries form this flood zone. The creek, which is the recipient of water from a number of tributaries, flows south into Fulton County on its way to the Illinois River. Most of the area has been classified as an environmental corridor in Peoria County's Land Use Plan.

(PC11) Southeastern Flood Zones
From Bartonville down to the southernmost point of the County, most of the Illinois River is lined with flood zones, which extend up to two miles off of the river. The East and West Branches of Lamarsh Creek and other streams enter the flood zone. The area is highlighted by Banner Marsh Fish and Wildlife Area, which is located at the County's southernmost point.

(PC12) Rocky Glen
Rocky Glen is a privately-owned 90 acre parcel of land along Kickapoo Creek Road near southwestern Peoria. IDNR recognizes this space as a high-quality natural area. Within the area can be found woodlands, streams, and magnificently carved canyons, a rare treasure to central Illinois. The area's historical significance is evidenced in the existing mine-shafts and sandstone-carvings.

Its location near Kickapoo Creek and alongside a similarly sized Peoria Park District Parcel creates a 180 acre natural area.

(PC13) Illinois River Bluffs Trail
The Illinois River Bluffs are lined with several parks from just North of the City of Peoria to very near the northeast corner of the County. The Peoria County Land Use Plan of 1992 identified the desire for a trail connecting these parks. This trail could be an extension of the Pimiteoui Trail, which connects Forest Park, Detweiler Park and Robinson Park in the City of Peoria.

(PC14) Kickapoo Creek Road
The Right of Way for Kickapoo Creek Road, which is adjacent to Kickapoo Creek, could be used for a bicycle and pedestrian trail. This trail would run from Bartonville to Pottstown, crossing the Hanna City Rail-Trail near its eastern head. Peoria Park District and Peoria County own land adjacent to a portion of the road. The northern trailhead would be at the point where Kickapoo Creek Road terminates at Pottstown Road. From there, the trail would follow Kickapoo Creek Road south until meeting Smithville Road in Bartonville. The trail would follow Smithville Road east and connect with Alpha Park and Lauterbach Park.

Peoria County is discussing closing the southern portion Kickapoo Creek road to automobile traffic from the Village of Bartonville north to Plank Road, just north of the termination of the Hanna City Rail Trail. This would provide Bartonville residents with a safe, scenic route north to the Peoria area.

(PC15) Connecting the Hanna City Rail Trail with the Rock Island Trail
In order to create connectivity between the Hanna City Rail-Trail and the Rock Island Trail, bicycle accommodations need to be made between the Village of Bellevue and Downtown Peoria. The Harmon Highway right-of-way could be used to fill in the first gap between the Hanna City Trail and The Rock Island Trail. Just before the eastern terminus of the Hanna City Trail, a bicycle and pedestrian path or lane would take users north on Kickapoo Creek Road before going west on the Harmon Highway for one mile, providing access to Madison Park. The path would be continued by the potential path that was identified in the Metro Plan along Martin Luther King, Jr. Drive.

From Madison Park to downtown, US Route 24 could be used to create bicycle and pedestrian connectivity. This would expand on the Southtown Pedestrian/Bicycle Corridor identified in the Metro Plan. The path on State Route 8 would continue from Adams Street to U.S. 24. It would then follow U.S. 24 northeast seven blocks to State Street where it would run southeast for one block. At that point the path would run northeast on Water Street until a connection is made with the Pimiteoui Trail.

Another option to fill the gap between Madison Park and the Rock Island Trail is through another extension of the Southtown Pedestrian Bicycle Corridor. This path would cross I-74 on Perry Avenue to enable connection with the Pimiteoui Trail.

(PC16) City of Peoria Growth Cells
The City of Peoria is focusing much of its future development into two adjacent areas known as Growth Cell Two and Growth Cell Three. The two cells make up a 4,000-acre area that straddles Route 6 between West War memorial Drive and North Allen Road. The City of Peoria is considering greenways, trails and open space early in the planning process for this area. Within this growth area will be a mix of uses including office, commercial, industrial, single-family residential and multiple-family residential. Also included in the planning process is an extensive network of trails and parks that will be of great benefit to the approximately 18,000 people that will reside in the area.

The plan includes a regional park located near the center of Growth Cell Three. Seven

smaller, neighborhood parks will be located throughout the residential areas of the Growth Cells. Each of these parks will be connected to the regional park by a system of linear parks and trails. Furthermore, the City of Peoria intends to connect this network of trails to the Rock Island Trail, which is located only about one half mile away from Growth Cell Three. The City ultimately hopes these trails and future extensions to the west will link the Rock Island Trail with Jubilee College State Park. This is a very desirable goal in that it would connect one of the County's best recreational resources with a regional trail that is growing increasingly accessible. In setting forth these ambitions, the City of Peoria is asserting itself as a leader in thinking regionally about greenways and trails.

This trail would run along the western border of the City of Peoria. Therefore, there is potential for connection into the city and subsequently the rock Island Trail. This would provide connectivity from the Rock Island Trail to the Hanna City Rail-Trail as well as to the Village of Bartonville.

(PC 17) Jubilee College State Park to the Hanna City Trail
With caution, a bicycle trip can be made between Jubilee College State Park and Wildlife Prairie State Park by utilizing State Route 150 and County Highway R 40 (Kickapoo Edwards Road). A trail would provide safer, more attractive connectivity between the two parks.

From Wildlife Prairie State Park, County Highway R40 (Taylor Rd) connects with the Union Pacific right-of-way that is proposed to be used for the Hanna City Rail-Trail. A trail along the Taylor Road right-of-way will provide connectivity amongst some of the most-used recreational resources in Peoria County.

(PC18/TC21) Tri-County Bird-Watching Trail
These interpretive trails are the best places along the Illinois River to see birds. Portions of these trails need to be navigated by boat, while others can be seen from land. The trails cover parts of the Illinois River between southern Tazewell and Peoria Counties as well as land and water between Peoria and East Peoria and between Chillicothe and Woodford County

(PC19) Hanna City Rail-Trail Spur
This trail would be a spur running north off of the Hanna City Rail-Trail. Like the Hanna City Rail Trail line, this spur is owned by Union Pacific. If the Hanna City Rail-Trail were to be implemented this line would be of no use as a railroad and would therefore be ideal for conversion into a trail. The spur extends about four miles north and comes to a stop. On its way north it does not pass any population centers before ending abruptly. However, this trail would forge a path toward Elmwood.

(PC20) Brimfield Trail
This trail would run northeast along an abandoned railroad line that extends from Elmwood to the northern border of the County, bisecting Brimfield along the way. This trail would promote connectivity as the abandoned rail corridor connects with the Rock Island State Trail in Stark County. However, the rail line is abandoned and much of it has been acquired by adjacent landowners.

(PC21) West Illinois River Trail
This trail runs along active railroad tracks that parallel the Illinois River and State Route 29. If use were to discontinue, the line would be an ideal corridor because it would be likely to provide bicycle and pedestrian access from the City of Peoria to the Grand Illinois Trail in Bureau County. An alternative to this rail line could be the State Route 29 or other road rights-of-way.

(PC22) Grand Illinois Trail Connector
This corridor is congruent with the active rail line that runs north/south through the County. The corridor comes in from Tazewell County just west of the Powerton Lake State Fish and Wildlife Area and runs to the northern border of Peoria County. On the way to Peoria County's northern border, the corridor bisects Bartonville, crosses the eastern trailhead of the Hanna City Rail-Trail, runs near the western border of the City of Peoria, bisects the Peoria Growth Cell area and crosses the Rock Island Trail. Because these tracks are active, the corridor is not considered a priority at this time. However, if the rail line ever becomes unused, it would be an ideal corridor because it intersects the Grand Illinois Trail in Bureau County.

(PC23) Elmwood Rail-Trail
This rail line is currently active. Should this corridor become a reasonable trail option, it would be able to provide connectivity from near the western part of the City of Peoria to Elmwood, which is located near the western border of the County. The rail line, which runs near Kickapoo Creek for much of its distance, bisects Elmwood, before running through Knox and Henry Counties on its way to Rock Island County.

(PC24) Southern Peoria County Rail-Trail
This rail line is currently active. The corridor starts in Bartonville and runs southeast through Mapleton and Glasford. In Bartonville, it would provide for connectivity with a number of trails identified in both in this plan and the Metro Plan. After leaving Peoria County, the line runs crosses Fulton, McDonough and Hancock Counties on its way to Henderson County.

(PC25) Senachwine Creek Rail-Trail
This rail line is an active AMTRAK line that cuts across the northern tier of the County, coming in contact the Village of Princeville, the Senachwine Creek Watershed and the City of Chillicothe. This section of AMTRAK rail line is a link in a corridor that runs from Henderson County to Chicago.

(PC26) Farmington Road Trail
TCRPC is currently working on a plan to beautify Farmington Road form Southport Road to Kickapoo Creek Road. Plans are likely to include a bicycle and pedestrian path that could provide connectivity between the City of Peoria and the network of recreational trails west of Peoria.

Tazewell County

There are many existing greenways and trails in Tazewell County. Most of these are identified in the Metro Plan and are updated in Chapter 5. Some of Tazewell County's existing trails will provide connectivity to Peoria County and provide the County with a foundation of for an extensive recreational and natural system. Connectivity to rural Tazewell County is important for all citizens of the County.

(TC1) Spring Lake Conservation Area
Spring Lake Conservation Area is located in the westernmost area of Tazewell County and is located in a flood zone. The flood zone is adjacent to the Illinois River from Mason County to the Mackinaw River, a distance of about 14 miles, and adjoins the Mackinaw River flood zone. The area is available for picnicking, fishing, boating, and hunting. The 1,946 acre area is home to five hiking trails ranging in length from one half mile to two and a half miles.

(TC2) Mackinaw River State Fish and Wildlife Area
Located northeast of Mackinaw, Mackinaw River State Fish and Wildlife Area covers 1,423 acres and is able to provide users with canoe access, fishing, hunting, hiking, and picnicking. This area is bisected by the Mackinaw River.

(TC3) Tazewell County Mountain Biking Trails
Farmdale Reservoir Park, Dirksen Park and Independence Park are three Tazewell County Sites that offer mountain biking opportunities. Farmdale Reservoir Park, located in East Peoria, has a variety of mostly unmapped trails for riders of beginner, novice, intermediate and advanced levels. Most trails are open to hikers, bikers and equestrian.

Dirksen Park, located in Pekin, is suitable for all levels except for beginners. These single track surface trails are all mapped. These trails are open to bikers and hikers. For a map of these trails contact Little Ade's Bike Shop at (309) 346-3900.

Independence Park is open to hikers and bikers and all trails are unmapped. These trails are designed to accommodate intermediate and advanced riders.

(TC4) Dirksen and McNaughton Parks
Dirksen and McNaughton Parks each contain miles of hiking trails. Running Deer Trail in Dirksen Park, located north of State Route 98 northeast of Pekin, is a three mile long trail for use by hikers and mountain bikers. The trail has many alternate routes, which provides many options when exploring Dirksen Park.

McNaughton Park, located across Route 98 from Dirksen Park, is home to the Potawatomi Trail, a seven mile trail used by hikers, bikers and horseback riders. Similarly to Running Deer Trail, the Potawatomi Trail has alternate routes to explore.

(TC5) Mackinaw River
Tazewell County's most notable tributary to the Illinois River is the Mackinaw River, which starts in eastern McLean County and crosses southern Woodford County before bisecting Tazewell County east to west. In eastern Tazewell County, the River runs through the Mackinaw River State Fish and Wildlife Area. The 130 mile river enters the Illinois River just south of Powerton Lake State Fish and Wildlife Area.

The entire Mackinaw River Watershed, including its many tributaries, covers an area of over 744,000 acres or 1,135 square miles in six counties. Seventy-eight percent of the watershed is planted to rowcrops and small grains.

(TC6) Sugar Creek
Three forks of Sugar Creek are identified in the McLean County Regional Greenways Plan of 1997. The three streams converge in Logan County before flowing westward to the Illinois River. Two of the Creek's branches, the West and Middle (also known as Kings Mill Creek) Forks, flow through the southeast corner of Tazewell County. The West and Middle Forks only cover about 12.5 and 5 linear miles within Tazewell County respectively. However, each is within a flood zone and the municipalities of Minier and Armington are each located within a quarter mile of one of the zones.

(TC7) The Pekin Beltline
The City of Pekin is currently planning a bypass expressway that would create a north-south connection between State Route 29 just outside of Pekin and Interstate 474 in East Peoria. The City is in the planning phase for a two mile north/south section of the beltline just outside of the southeastern portion of the City and is planning a bicycle and pedestrian trail to be adjacent to the roadway. Should the city choose to acquire enough right-of-way to place a trail along the entire corridor, the result will be a trail that extends approximately 6.5 miles. Such a trail would come in contact with the Lick Creek Greenway, the proposed Illinois Route 98 Bicycle Pedestrian Trail, the Pekin Power Line Easement and the Pekin Trail, all of which are identified in the Metro Plan.

The City is Currently planning a 2,000-acre area for possible annexation that has the potential to be similar to what is currently

planned for Peoria's Growth Cells Two and Three. This area is for the unincorporated land between State Route 9 and Broadway Street. This growth area, with proper planning, has the opportunity to provide its residents with bicycle and pedestrian connectivity within and outside of the cell. Such connectivity could be to the trail planned for the beltline, to the Pekin Trail or to residential, public and commercial areas within the growth area. The area could also be sprinkled with community and linear parks.

(TC8) Tremont to Mackinaw
This trail would be built along an abandoned railroad corridor that connects Tremont to Mackinaw. The trail would be an extension of the proposed trail planned to extend connectivity from Pekin to Tremont. Once each of these trails is completed, Mackinaw would be able to have trail access to Pekin and, depending on implementation success of the Metro Plan, Peoria County. This trail, however, may be difficult to implement. Because the rail line is abandoned, adjacent landowners have acquired the land. Landowner cooperation is difficult in creating a rail-trail. However, an option to augment the missing portions of this trail could be to utilize the right-of-way for State Route 9.

(TC9) Washington to Illinois Central College
The City of Washington currently desires to create a connection to Illinois Central College. There are two possibilities for this connection. First US 24 could connect to the northern portion of the Illinois Central College (ICC) Campus. Second, Centennial Drive could be used to access the southern portion of campus. Centennial Drive will soon be undergoing repairs, making a bicycle path effort there very timely.

(TC10) Fondulac Seep
Fondulac Seep is a strip of land located in Northern East Peoria near the Illinois River, just east of Illinois Route 116. Fondulac Park District owns a portion of it including Bennett's Terraqueous Gardens. The Park District is looking to purchase more of this area, which contains bubbling water and a great deal of plant life.

(TC11) Caterpillar Proving Grounds
Caterpillar, Inc, has natural land located along the northern border of Tazewell County. The 2,500-acre steep-slope area is adjacent to the valley along Ten-Mile Creek. Some of this property is enrolled in the Conservation Reserve program while hill prairie located on the site is recognized by Illinois Natural Resources Inventory (INAI) as high-quality hill prairie of statewide significance.

This large woodland serves as a valuable habitat for hundreds of native plants and animals. The area is particularly unique in that it contains a large tract of oak-hickory woods, a marsh and large populations of Shrebers aster, a plant listed as threatened in Illinois.

(TC12) Illinois Route 98 Bicycle Pedestrian Facility Extension
The Metro Plan identified State Route 98 as a bicycle-pedestrian corridor that will extend from route 29 to the western borders of Dirksen and McNaughton Parks. This plan simply proposes an extension that would bring the route into Morton and hopefully provide connectivity with the Morton Bike Trail, which was identified in the Metro Plan.

(TC13) The Washington to Metamora Blacktop
This trail would provide a connection between Washington and Metamora, which is located in Woodford County. The connection would take place along Tazewell County Highway 3, which becomes Woodford County Highway 23. The trail would be approximately six and a half miles in length and would enable connectivity from Metamora to Washington, and hopefully East Peoria.

(TC14) Mackinaw to McLean County Trail
This trail could be a part of a connection from Bloomington-Normal to the Rock Island Trail. In Tazewell County, this trail is meant to be a continuation of the Tremont to Mackinaw Trail. Similarly to that portion of the trail, this portion is meant to traverse the abandoned rail corridor, meaning that State Route 9 may be a more feasible route.

The trail would enter McLean County and, near Danvers, would come within a mile of a bike route proposed in the McLean County Greenways Plan. It would also cross the Plan's identified on street bicycle route, which will provide connectivity to many parts of McLean County. State Route 9 also runs to Bloomington-Normal, leaving multiple connectivity options.

(TC15) Morton to Eureka
From Morton to Washington, this bicycle-pedestrian trail would run along an abandoned rail corridor. From Washington to Eureka, the trail would be along the right-of-way of what is currently one of the most active railroad lines in the Tri-County area, which makes this trail a future priority. The corridor, if ever converted into a trail, would provide connectivity to the Woodford County communities of Eureka, Secor and El Paso on its way to crossing the northern tier of McLean County, where it bisects Gridley and Chenoa, before getting to Indiana. State Route 24 takes essentially the same path and could be used as a connector, starting with Business Route 24 in Washington and ending along State Route 24 in Eureka.

(TC16) Deer Creek Rail-Trail
This trail would run on a railroad right-of-way that is currently active and often used. The tracks enter Woodford County after running through deer creek. In Woodford County, the tracks bisect Goodfield and Congerville before entering McLean County and connecting to Carlock and Normal. There are many possibilities for connectivity to the Bloomington-Normal area.

(TC17) Western Woodford County Connectors
These bicycle-pedestrian trails would run along the corridors of State Routes 26 and 116 and act as continuations to Phase II of the River Trail of Illinois. Route 26 would provide connectivity to Bay View Gardens and Spring Bay while Route 116 would create connections with Germantown Hills and Metamora. Creation of these trails would be an effective way to help residents of Woodford County gain access to Tazewell and Peoria Counties.

(TC18) Southern Tazewell Rail-Trail
This trail could use either of two rail-road rights-of-way that run parallel to each other. From near Pekin, the tracks are within a half-mile of each other until splitting in Green Valley. From there, the one line cuts through Delevan on its way to Matoon, while the other travels due south into Madison County. These lines are active.

(TC19) Pekin Southwest Rail-Trail
This rail-trail would run along a railroad right-of-way that cuts through Manito, Havana and Athens on its way to Springfield. This line is currently active.

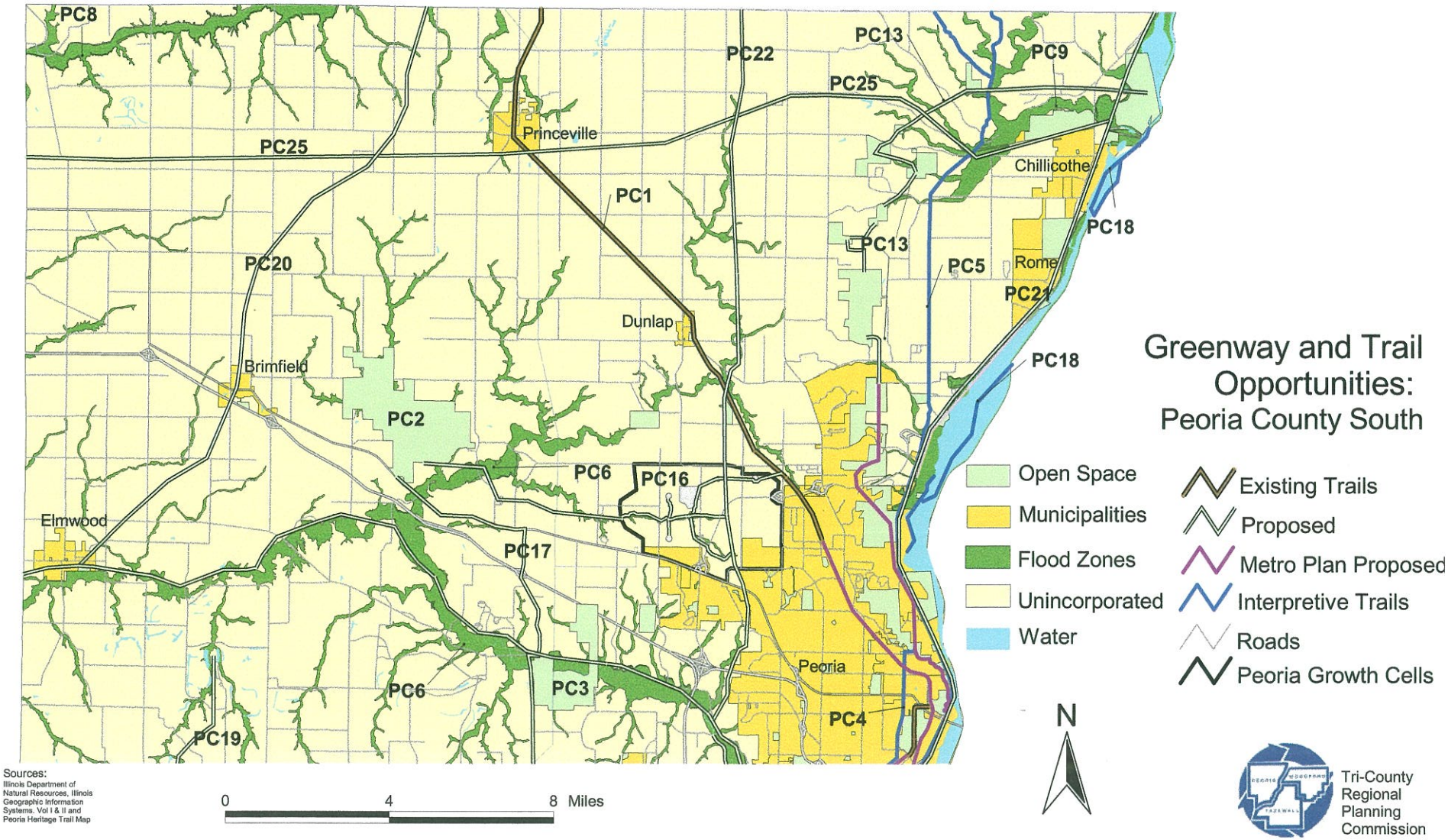
(TC20) Southeastern Tazewell County Rail-Trail
This trail would generally follow the abandoned rail line that starts in Morton and runs through Mackinaw, Minier and Armington. Because the line is abandoned, the street network may need to be used in places.

Municipalities

While a key purpose of this plan is for the connectivity between various municipalities, it is also of great benefit for municipalities to create greenways and trails plans within their own borders. Long-distance greenways and trails are enhanced by the ability to bike and walk to many destinations in town. This can not only help to increase

municipal recreational opportunities, but also business for local merchants. Examples of Municipalities that could benefit are Mackinaw and Dunlap. Mackinaw could create connectivity among Heritage Lake, Brock Lake, and Westwood Park as well as places of interest such as Lily Ministries. These areas could be stops on the way from a Danvers to Tremont bike ride. In Dunlap North Park and Central Park could be connected to each other as well as the Rock Island State Trail, which could help make the Village a stop for bicyclists on the Trail

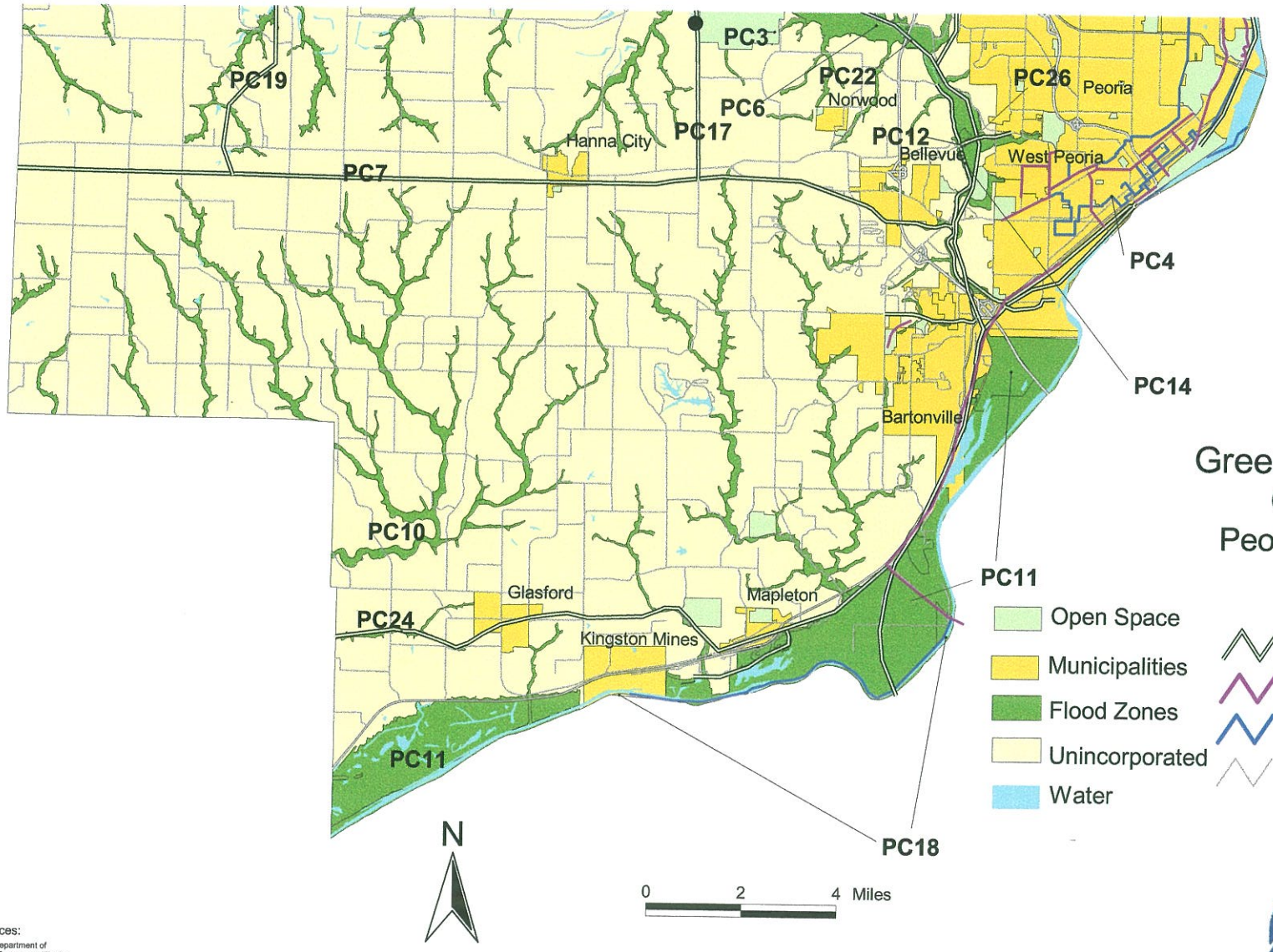
Figure 4



Sources:
Illinois Department of Natural Resources, Illinois Geographic Information Systems. Vol I & II and Peoria Heritage Trail Map

Tri-County Regional Planning Commission

Figure 5



Greenway and Trail Opportunities: Peoria County South

- Open Space
- Municipalities
- Flood Zones
- Unincorporated
- Water

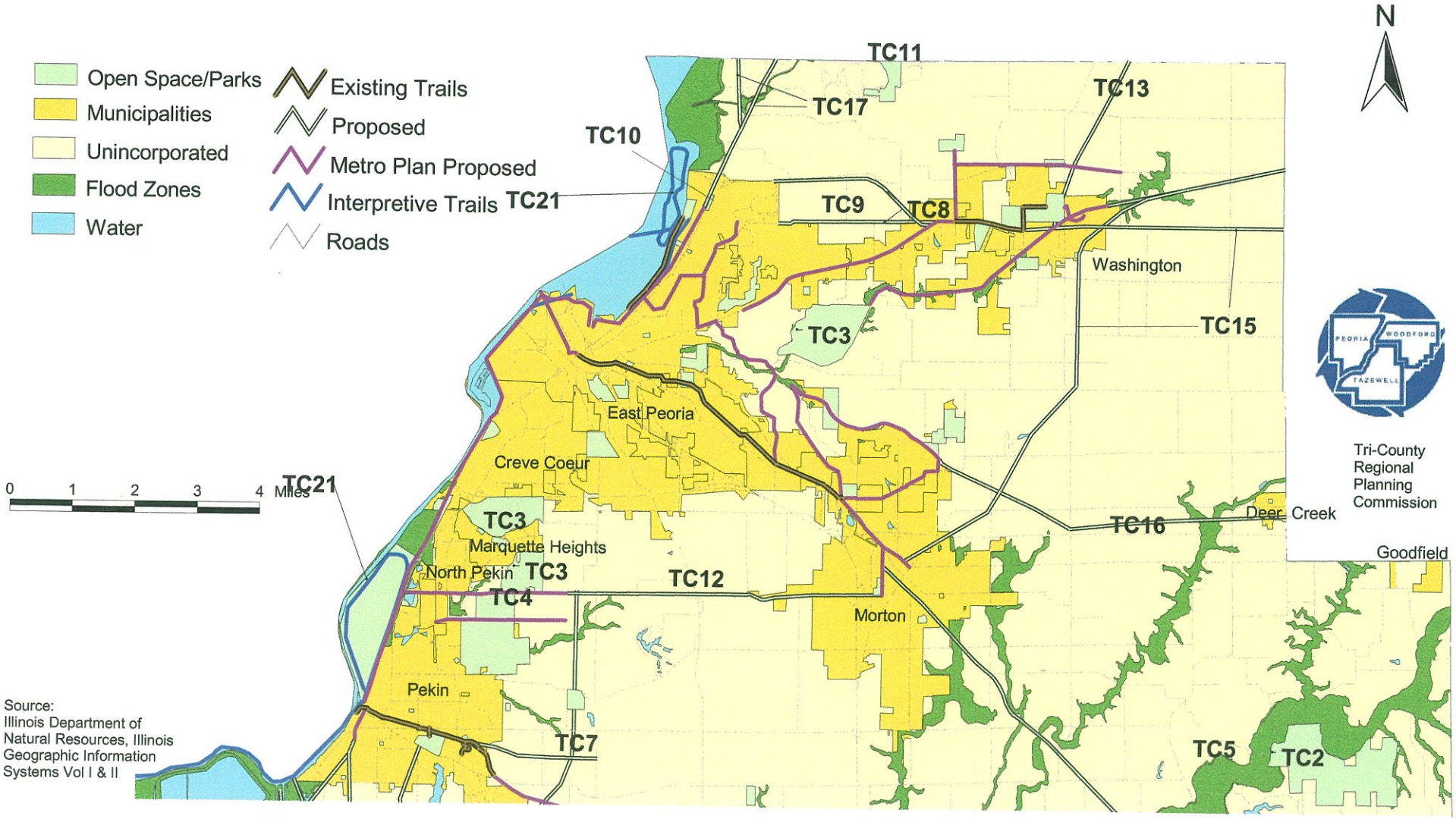
- Proposed
- Metro Plan Proposed
- Interpretive Trails
- Roads

Sources:
Illinois Department of Natural Resources, Illinois Geographic Information Systems. Vol I & II and Peoria Heritage Trail Map

Tri-County Regional Planning Commission

Greenway and Trail Opportunities:
Tazewell County North

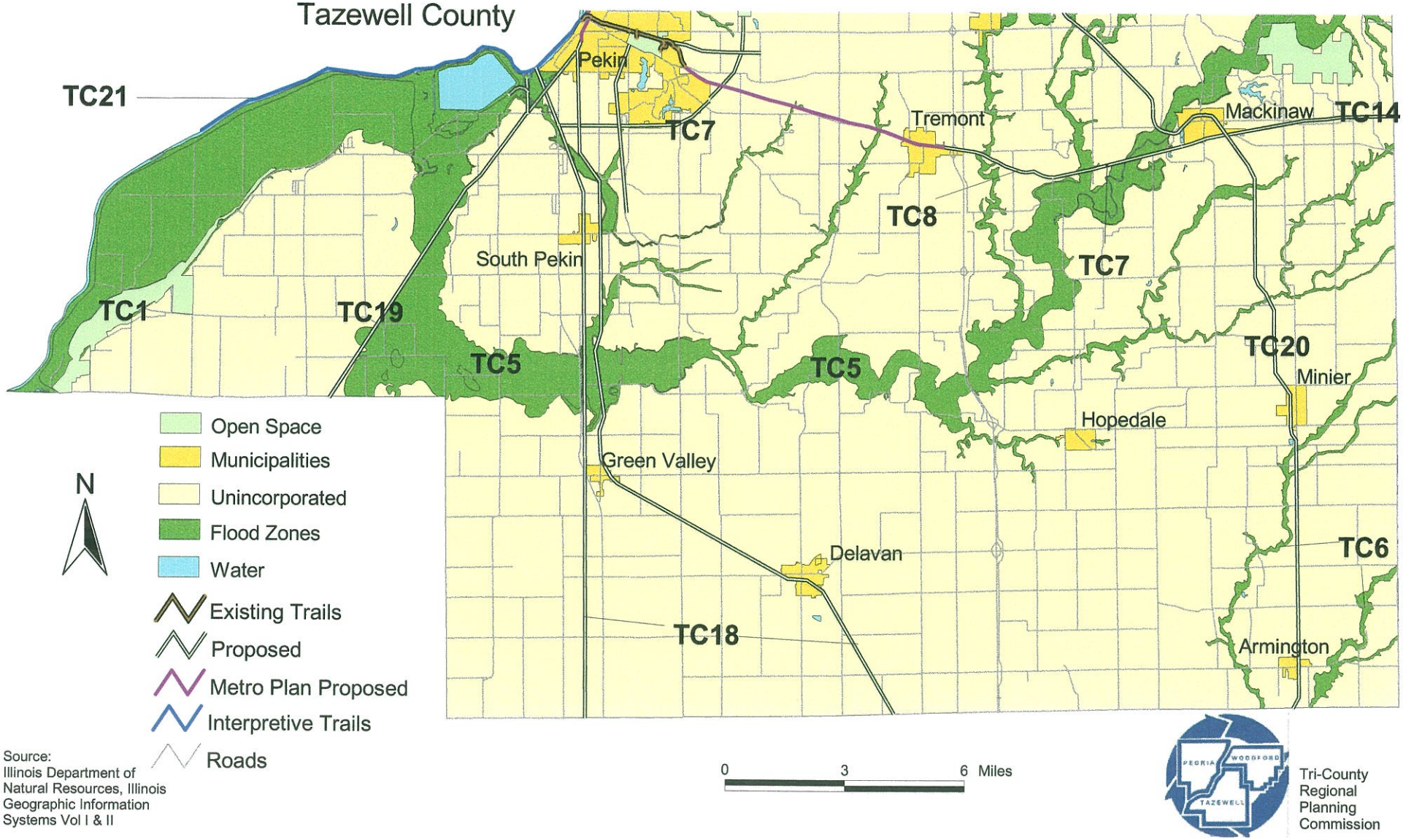
Figure 6



Source:
Illinois Department of Natural Resources, Illinois Geographic Information Systems Vol I & II

Greenway and Trail Opportunities:
Tazewell County

Figure 7



Source:
Illinois Department of Natural Resources, Illinois Geographic Information Systems Vol I & II

Tri-County Regional Planning Commission

7 Bicycling on the Street Network

For the purposes of exercise, recreation and transportation, bicyclists are interested in being able to ride on roads. Keeping in mind that it would be ideal, if possible, to use most any road right-of-way to create a trail, this section discusses on-road routes that could be used for bicycling. Streets are classified in the Illinois Official Bicycle Map, produced by the Illinois Department of Transportation (IDOT). Routes area classified as 1) Most suitable for bicycling, 2) Caution advised and 3) Not recommended for bicycling. These classifications are based on traffic volumes, lane widths, width of paved shoulders and road surface type and condition.

An examination of the IDOT map shows that bicycle navigation can be made between most municipalities through the use of roads that need to be used with caution. Some connections can be made entirely on those roads most suitable for bicycling. For many bicyclists, street routes are ideal for transportation and recreation. It is, however, important to note that beginning bicyclists may not be as comfortable on roads as advanced bicyclists.

Peoria County

Many Peoria County roads are navigable by bicycle. Most municipalities are mutually accessible. With the exception of the Villages of Norwood and Bellevue, an experienced bicyclist, proceeding with caution, can get between any pair of municipalities in the county. Some pairs are even connected entirely by roads most suitable for bicycling. Glasford and Kingston Mines, Elmwood and Hanna City, and Elmwood and Brimfield are the three pairs with such connectivity.

Tazewell County

Many Tazewell County roads are also navigable by bicycle. From any municipality in the County, any other can be accessed via roads where caution is advised. Mackinaw, Green Valley, Hopedale, Armington, Minier and Delevan are all interconnected by roads most suitable for bicycling.

The Peoria Metropolitan Area

With the exceptions of Norwood and Bellevue, bicycling to the Peoria metropolitan area is conceivable from anywhere. Princeville and Dunlap have very good access as they are connected to the City of Peoria along the Rock Island Trail.

Cross-County Accessibility

From Tazewell County, Woodford and McLean Counties are easily accessible.

Metro Connectivity: The River Trail of Illinois to the Constitution Trail

Bicycle connectivity between the Peoria area and the Bloomington/Normal area is not likely to come in the form of a majestic trail in the near future. Therefore, the road network will be important for this connection. The Constitution Trail is able to create connectivity throughout Bloomington and Normal. The River Trail of Illinois will soon provide connectivity from Morton, through East Peoria across the Illinois River to Peoria and the Pimiteoui/Rock Island Trail. There are dozens of possible street routes that can bring people from the Peoria metropolitan area to the Bloomington Normal metropolitan area.

An example of such a route would be utilizing Jefferson Street, Tennessee Road, Queenwood Road, Robison Road and Deemack Road to get from Morton to Mackinaw. From Mackinaw, Fast Street and Runyon Road can be used to get to Danvers. From there, County Road 1800 North connects with the northern end of the Constitution Trail near Normal.

State of Illinois Bicycle Maps are available from the Illinois Department of Transportation. The maps are divided into nine districts:
District 1: Chicago area
District 2: DeKalb, Rockford, Quad Cities
District 3: Kankakee, Bloomington/Normal
District 4: Peoria, Macomb, Galesburg (Peoria and Tazewell Counties)
District 5: Champaign, Decatur
District 6: Springfield
District 7: Effingham, Mt. Vernon
District 8: East St. Louis
District 9: Carbondale

To order a map for the desired area of the State, the specific district should be requested. Requests should be sent to:
Illinois Department of Transportation
Map Sales, Room 121
2300 S. Dirksen Pkwy.
Springfield, IL 62764-0834.

IDOT's website has order forms on line at www.dot.state.il.us/bikemap/bikehome.htm

Attached to this plan is a map depicting routes the best bicycle routes in the rural parts of Peoria, Tazewell and Woodford Counties as identified by members of the Illinois Valley Wheelm'n a bicycle club based in Peoria. This map depicts what members view as 1) good roads for bicycling, 2) roads that are "good" for bicycling by experienced riders and 3) "bad" roads for bicycling. State of Illinois Bicycle Maps were consulted as well.

The Illinois Valley Wheelm'n web page:

www.geocities.com/colosseum/field/6055/

Illinois Department of Transportation

8 Opportunities Beyond the Study Area

The Illinois and Other Rivers

The Illinois River is the most recognized natural feature in Central Illinois. The River, which is the border between Peoria and Tazewell Counties, is experiencing problems due to increases in siltation. Conservation-2000 is taking large steps toward cleaning up the Illinois River. However statewide storm water control is needed to assure a strong, ecologically healthy river in the future.

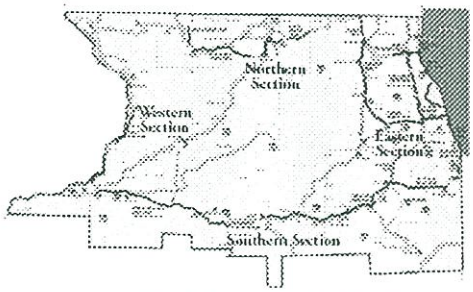
For numerous reasons riverfront development is common among communities along the River. The Regional Greenways and Trails Task Force recommends that all communities along the River and its tributaries create greenway space on its banks to provide citizen enjoyment and to buffer the River from potentially harmful uses. Greenways can be an integral part of protecting the Illinois River watershed by providing flood control, storm water management, stream bank stabilization and preservation of the ecosystem. Greenway filter strips along the upstream tributaries will protect and improve water quality. Control of erosion and sedimentation will be crucial to saving the Illinois River's valuable resources. Shoreline protection in conjunction with feeder tributaries can reduce runoff. Vegetation along streams and waterways promotes clean air and water by restoring the watershed's natural process. Consequently, open space and scenic vistas are developed. Funding opportunities can be combined to help solve the problems of the Illinois River watershed.

The Grand Illinois Trail

This plan has made references to trying to connect with the Grand Illinois Trail. The reason for this is that connection to the grand Illinois trail provides access to much of northern Illinois. The entire trail, with the exception of some northern portions, is either existing or under development. Once those sections are complete, the trail will provide access from Bureau County (the closest portion of the trail to the study area) to such places as the Quad Cities, Geneseo, Rock Falls Ottawa, Morris, Joliet, Chicago, Aurora, Wheaton and Waukegan. The 475-mile trail will provide recreational connectivity from Lake Michigan to the Mississippi River.

The southern portion of the Grand Illinois Trail is a link of the American Discovery Trail, which traverses the nation from Cape Henlopen State Park in Delaware to Point Reyes National Seashore near San Francisco. The Hennepin Canal and I & M Canal State Trails, the proposed Kaskaskia-Alliance Trail and Old Plank Road Trail are all part of the American Discovery Trail.

The Woodford and McLean County Unurbanized Greenways and Trails Plan Simultaneous to the release of this plan is a similar plan for Woodford and McLean Counties. The Plan lists a number of greenways and trails opportunities throughout the planning area. Other Greenways and Trails Plans that have been created recently in Illinois include the Whiteside County Greenway and Trail Plan; the Final Champaign County Regional Natureways, Bikeways, and Trails (NBT) Plan; the Decatur Metro Area Greenway Plan; and the Northeastern Illinois Regional Greenways Plan.



The Illinois Department of Natural Resources

The Grand Illinois Trail

9 Implementation and Funding

Planning is merely one early step toward creating a comprehensive system of greenways and trails. This plan is simply a guidebook that is best used for the purposes of education and coordination. Implementing the list of corridors this document provides is a long and sometimes tedious process that requires cooperation among groups, tenacity in working towards goals and endurance in dealing with long time tables. Another important factor in the success of implementation is the knowledge of available funding. There are plenty of greenways and trails funding sources available, but agencies need to know what they are and how to secure them.

Implementation

Implementing greenways and trails is a team effort. Federal government, state government, local government, citizens, special interest groups, land owners and developers are entities that can make individual greenways and trails a reality. It is the role of the Tri-County Regional Greenways and Trails Task Force to act as an information hub that can bring the key entities together so that a common goal and vision can be established. Because the Task Force does not have the ability to own and maintain greenways and trails, commitment to acquire and maintain must come from local entities. There are many implementation strategies that can help turn much of this plan into a reality.

As a group made up of people with a strong interest in greenway and trail implementation, the Task Force needs to make the early pushes that bring the implementation of individual greenways and trails to the table. Because this group is made up of individuals from state and local governments and not-for-profit organizations as well as private citizens, it is an appropriate forum to gather information, obtain broad support, inform local entities of their funding options, and encourage greenways and trails planning to play a role in many activities.

Because of its centralized position, the Task Force can also play a role in creating intergovernmental coordination and cooperation. Many greenways and trails pass through multiple jurisdictions. It is imperative that the Task Force garner support from each. If any entity is not a part of a supportive intergovernmental coalition, implementation may be jeopardized. For example, a potential rail-trail may pass through four municipalities, three townships and two counties. If any of these nine governmental units has not been contacted to play a role in the implementation process, they are more susceptible to be swayed by trail opponents. Losing the support of a county, municipality or township increases the likelihood that implementation efforts will fail.

The Task Force was created under the auspices of the Tri-County Regional Planning Commission (TCRPC). As the MPO for the Peoria urbanized area, TCRPC is responsible for the allocation of surface transportation funds throughout the area. TCRPC staff is, therefore, knowledgeable about funding requirements as they relate to projects that provide alternatives to the automobile.

The Task Force and Local Government

The Task Force should encourage local units of government to lend official support to greenways and trails. Counties, municipalities and park districts should be encouraged to adopt this plan and to use it to help develop comprehensive plans, land use plans, transportation plans and capital improvement plans. Adoption of the plan will increase the likelihood of greenways and trails consideration in development projects.

This plan should be used to educate local governments on the importance of planning for greenways and trails early. This will give them the opportunity to utilize long range plans, zoning ordinances and subdivision regulations that will assure that greenways and trails are considered in all types of development. Strict enforcement of regulations and dedication requirements should be encouraged. It is of particular importance that greenways and trails be considered early in road construction and improvement projects. The planning phases of such projects provide an excellent opportunity to utilize right-of-way for greenways and trails, an opportunity that is significantly diminished after completion.

The Task Force and State and Federal Government

The Task Force should maintain relationships with state and federal government in order to have an awareness of what types of funding options are available from these entities. The Task Force should also encourage state and federal government to increase support for greenways and trails by increasing funding, creating comprehensive greenways and trails programs and providing incentives for local agencies that implement greenways and trails. The Task Force, along with local agencies should utilize technical assistance that the state can provide.

The Task Force and Other Groups

Public awareness can lead to public support. Therefore, public education can be an important tool in creating support for greenways and trails projects. Because of its broad membership and its knowledge and resources, the Task Force can be the impetus for a greenways and trails public education movement.

The Task Force should work with the private sector. There are many private sector funding options that can be utilized to bring planned greenways and trails to fruition. Oftentimes, greenways may be in the hands of private landowners. The Task Force should encourage good stewardship practices for greenways located on private property. Landowners should also be encouraged to set aside land for the development of conservation easements. The Task Force should also work with developers to assure that developments are contributing to greenway, trail and open space needs of the community.

The Task Force should work with user, advocacy and special interest groups. These groups usually have a particular interest such as bicycling, wildlife, or water quality. Because of their narrow focus, they are well informed and able to form an interdependent relationship with a group like the Task Force.

Funding Opportunities

There are plenty of greenways and trails funding opportunities from plenty of different sources. The key to obtaining these sources is to be aware that they exist and what requirements they have. Funding can come from the federal government, state government, local government or private sources

Federal Funding Sources

The United States Department of Transportation provides funding for greenways and trails via the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). This includes grants for enhancement projects such as bicycle and pedestrian trails. Other federal agencies that could provide funding include: the National Park Service (land and water conservation grants), the Environmental Protection Agency (water quality grants), the Department of Agriculture – U.S. Forest Service (erosion control project grants) and the U.S. Army Corps of engineers (flood control and wetland restoration.

State Funding Sources

This document was sponsored by the Illinois Department of Natural Resources (IDNR),

which has more greenways and trails funding opportunities than any other source that the Tri-County area has access to. Some of the funding programs sponsored by IDNR include the Recreational Trails Program (RTP), the Snowmobile Grant Program, the Snowmobile Trail Establishment Fund, the Boat Access Area Development Program, the Bicycle Path Grant Program, the Open Space Lands Acquisition and Development Fund (OSLAD), the Land and Water Conservation Fund (LWCF), the Open Lands Trust Program (OLT), the Off-Highway Vehicle (OHV) Recreation Trails Program. Also, the Illinois Department of Transportation is in charge of administering ISTEA enhancement funds to the local communities.

Many State funding programs are annual and can be applied for each winter. Information can be obtained at:

IL Department of Natural Resources
Division of Grant Administration
Lincoln Tower Plaza
524 South Second Street
Springfield, IL 62701-1787

PH: (217) 782-7481
E-mail: grants@dnrmail.state.il.us
FAX: (217) 782-9599

Local Funding Sources
Municipalities and park districts often provide matching dollars to state and local grants. These agencies are generally responsible for maintaining local greenways. Other units of government can play a key role in greenway and trail development by sponsoring community and promotional events. The ability to receive funding directly relates to the successfulness of the project

Private Funding Sources
Public-private partnerships are important to planning greenways and trails and require a contribution from everyone involved. Obtaining donations from private companies that have an interest in the community is an innovative way to finance greenways. This is evident in Caterpillar's support of riverfront development within the City of Peoria and McDonalds' contribution to trails in the City of Washington. Neighborhood associations, non-profit groups, user groups, foundations and individual donors are other sources that can be involved. Organizations and clubs can hold special event fund raisers to fund greenway and trail projects. Sponsorship opportunities also can be used as a tool to receive funding. Rails-to-Trails, the American Greenways Program, Lakeview Wilds, Western Avenue Greenway and Friends of the Rock Island Trail are some known groups that are involved with greenways and trails. Groups like these are typically involved in stewardship of the land and maintenance of greenways through volunteer efforts.

10 Recommendations and Next Steps

The creators of this plan hope that local government agencies adopt it and utilize it in their land use and transportation project decisions. To implement a well-connect regional network of greenways and trails, it is necessary to have the support and commitment of local agencies that are willing to work together toward the benefit of the entire region as opposed to just a municipality.

A regional network of greenways and trails cannot be successfully created without citizen support. Local agencies must be sensitive to some public resistance to the greenways movement. They must respect the right and concerns of landowners who are unwilling to use their property as a greenway because of the potential adverse impact from public use. While citizens may lack initial support for greenways and trails projects, education on the benefits greenways and trails can have to recreation, transportation and the environment can help to increase support.

Recommendations

To maximize the utility of the greenways and trails system in Peoria and Tazewell Counties, it is recommended that local governmental agencies utilize this plan in all aspects of transportation and land use planning. Local governments should:

- Consider greenways and trails in planning for road and highway projects
- Create working relationships with railroad companies to increase the ability to implement rail-trail projects
- Utilize this plan and preserve these natural and environment corridors when making development decisions
- Work with property owners and encourage them to preserve sensitive areas in their natural state. If development is eminent, steps should be taken to preserve the character f the area and to protect lower watershed properties as much as possible.
- Play an active role in the Task Force
- Educate citizens about the benefits of greenways and trails.

Next Steps for the Task Force

During the process of creating the Unrubanized Greenways and Trails Plan for Peoria and Tazewell Counties, most of the existing and potential greenways and trails projects were identified. The ultimate goal in preparing a plan is to see that plan come to fruition. If Peoria and Tazewell Counties are to realize this goal, the Task Force must cooperate, not only locally, but also with state and federal agencies. These agencies provide a majority of the grant funding for greenways and trails projects. Difficult decision must be made regarding individual projects and creating priority lists for the region. It is important to realize that priorities must be made for opportunities to remain. In order to assure continued success in greenways and trails planning:

- The Tri-County Regional Greenways and Trails Task Force should meet on a regular basis as a formal subcommittee of the Tri-County Regional Planning Commission. The Task Force's mission will be the promotion of this plan along with the Metro Plan and the Woodford and McLean County Unurbanized Greenways and Trails Plan.
- The Task Force should recommend projects on an annual basis. The Task Force should work with state and federal officials and their schedules to develop an annual priority list. This list will be

supported by one voice, which will enhance its chances of being funded.

- The Task Force should update the Peoria and Tazewell County Unurbanized Greenways and Trails Plan as needed. It is recognized that projects identified in the Plan will change or become unfeasible and new projects will arise. This process shall occur when the Task Force deems it necessary

11 INFORMATION SOURCES

There are many organizations that have an interest in and information about greenways and trails in Peoria and Tazewell Counties. The following is a list of places that may be of assistance to those in search of information on greenways and trails.

Fondulac Park District
201 Veterans Drive
East Peoria, IL 61611
699-3923

Morton Park District
349 West Birchwood
Morton, IL 61550
263-7429

Pekin Park District
1701 Court Street
Pekin, IL
353-4328

Peoria Park District
2218 North Prospect Road
Peoria, IL 61603
686-3386

Heartland Water Resources
416 Main Street, Suite 828
Peoria, IL 61602-1116
637-5253

Heart of Illinois Sierra Club
P.O. Box 3593
Peoria, IL 61614

Pimiteoui Trail Association
3016 N. Western Avenue
Peoria, IL 61604

Illinois Valley Striders
700 West Main Street
Peoria, IL 61606

Mackinaw Canoe Club
257-259 E. Washington Street
East Peoria, IL 61611

Illinois Valley Wheelm'n
6518 North Sheridan Road
Peoria, IL 61614

Illinois Department of Transportation
District 4
401 Main Street
Peoria, IL 61602-1111
671-3333

Department of Natural Resources
524 South Second Street
Springfield, IL 62706
217-782-3715

Tri-County Regional Planning Commission
411 Hamilton Boulevard, Suite 2001
Peoria, IL 61602
673-9330

Friends of the Rock Island Trail
C/O George Burrier
Attorney at Law
257 East Washington Street
East Peoria, IL

Lakeview Wilds
331 W. Ivy Lane
Peoria, IL 61615

City of Chillicothe
908 North Second Street
Chillicothe, IL 61523
274-5518

Mackinaw River Partnership
www.mackinawriver.org

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Decatur Metro Area Greenway Coalition. 1998. *Decatur Metro Area Greenway Plan*. Decatur, IL.

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Peoria Pimiteoui Projects, Inc. Old galena Trail & Coach Roads. Peoria, IL

http://www.mackinawriver.org accessed December 18, 2000 and December 28, 2000

http://dnr.state.il.us/lands/landmgt/parks/region1.htm Accessed January 4, 2001

http://peoriatrader.com/wildlife/ accessed January 4, 2001

Getting Their Feet Wet. Peoria Journal Star. Saturday, May 19. 2001. Page A1.

The Peoria Area Mountain Bike Association. www.pambamtb.org. Accessed May 23, 2001

The Nature Conservancy