CREATING RECREATIONAL AND TRANSPORTATION CONNECTIONS:

STARK COUNTY TRAILS AND GREENWAYS PLAN

ADOPTED BY THE STARK COUNTY BOARD ON: JUNE 14 , 2011

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EXECUTIVE SUMMARY

This document funded by the Illinois Department of Natural Resources provides a single voice regarding trails and greenways in Stark County. This plan was developed with a planning committee of local government officials, representatives from trail advocacy groups, representatives from the economic development community and staff of the Illinois Department of Natural Resources and the Tri-County Regional Planning Commission. Public input on this document was solicited at three public forums held on March 23, 2011, March 31, 2011, and May 9, 2011. It is recommended that local governmental agencies within Stark County adopt and use this plan in their comprehensive, transportation and land use planning activities. Below are the seven guiding principles of this plan:

- ✓ Connect Stark County to the rest of the existing regional trail system
- ✓ Improve trail options within Stark County
- ✓ Work towards making trails a viable transportation option in the region
- ✓ Use trail development as an economic development and tourism tool
- ✓ Provide cost-effective options for trail development
- ✓ Identify unique natural areas that should be conserved as greenways, while still protecting all private property rights
- ✓ Encourage periodic updates to this document

The Planning Committee with input from the public set five goals for this document:

- ✓ Increased Countywide and Regional Connectivity
- ✓ Tourism and Economic Development through Trails
- ✓ Increase the Likelihood for Grant Opportunities
- ✓ Identification of Cultural and Historical Areas/Sites
- ✓ Continued Progress on Trails

This Plan serves an advisory purpose. It provides ideas and suggestions to interested parties but does not carry any regulatory authority to mandate the plan is followed. It is the responsibility of local governments to act on this plan as they see appropriate while keeping regional priorities in mind.

CHAPTER 1: INTRODUCTION

Trails and natural areas can play an integral role in shaping an area's livability by preserving natural and environmental resources and wildlife, providing erosion and storm water control and providing recreational and alternative transportation options. Trails can also stimulate tourism and economic development. This plan will identify such amenities which can help them remain prevalent in Stark County.

This plan identifies the process taken to gather interested parties to create a common vision for trails and greenways in the area. Furthermore, the plan discusses the benefits that trails and greenways can provide for an area. The plan goes on to discuss the resources currently possessed by Stark County and what types of trails can be created and preserved by utilizing them. Finally, the plan discusses implementation techniques and what steps should be taken in the near future.

BACKGROUND

This plan relied upon coordination among the various agencies that have an interest in providing trail facilities and encouraging land conservation to the citizens of Stark County. The Stark County Trails and Greenways Committee served as the forum for these coordination efforts, establishing goals, identifying various greenway and trail projects, and serving as an advisory committee.

There is currently a trail infrastructure in and around the study area. The main backbone of this infrastructure is the Rock Island State Trail which connects northwest Peoria with Wyoming and Toulon. North of Stark County is the main stem of the Hennepin Canal State Trail, running 61.8 miles from the eastern Quad Cities to Bureau Junction in Bureau County.

Several trails and greenways plans have been written in the recent past. Two of these plans, *Unurbanized Trails and greenways Plan for Peoria and Tazewell Counties* and *Unurbanized Trails and greenways Plan for Woodford and McLean Counties,* were written in 2002. Trail-specific plans have also recently been written with the *Hanna City Trail Concept Plan* and the *Rock Island State Trail Extension Plan*, both written in 2008. These efforts all played a role in creating this plan in a fashion that provides for the identification of connectivity beyond the study area. The goals of the Rock Island Extension plan included expansion of the existing network of trails, creation of inter-county connectivity, promotion of trails and greenways as a tourism and economic development asset to Stark County, and the facilitation of coordination and cooperation between local agencies.

This plan is part of the Illinois Department of Natural Resources (IDNR) three-phase trails and greenways planning initiative. In this program, IDNR funds plans in each of three phases. For Phases 1 and 2, IDNR funded Northeastern Illinois and 10 downstate metro-areas respectively. Phase 3, which covers non-metropolitan communities, is the impetus for this plan.

STUDY AREA

The study area includes the entirety of Stark County. The plan also references areas outside of the county as potential connection points.

Stark County is a rural county located in North Central Illinois. The county had a population of 5,994 according to the 2010 Census. The county is classified as a part of the Peoria Metropolitan Area and is within 60 miles of LaSalle/Peru and the Quad Cities. Toulon, the largest community in the county, is the northern terminus of the Rock Island Trail. The Hennepin Canal Trail, which connects the Quad Cities to LaSalle/Peru, is located approximately 15 miles from the northern border of Stark County. The county is bordered by Peoria County to the south, Marshall County to the east, Bureau County to the north, Henry County to the northwest, and Knox County to the west. A map of the study area can be found on the next page.

METHODOLOGY AND PLANNING PROCESS

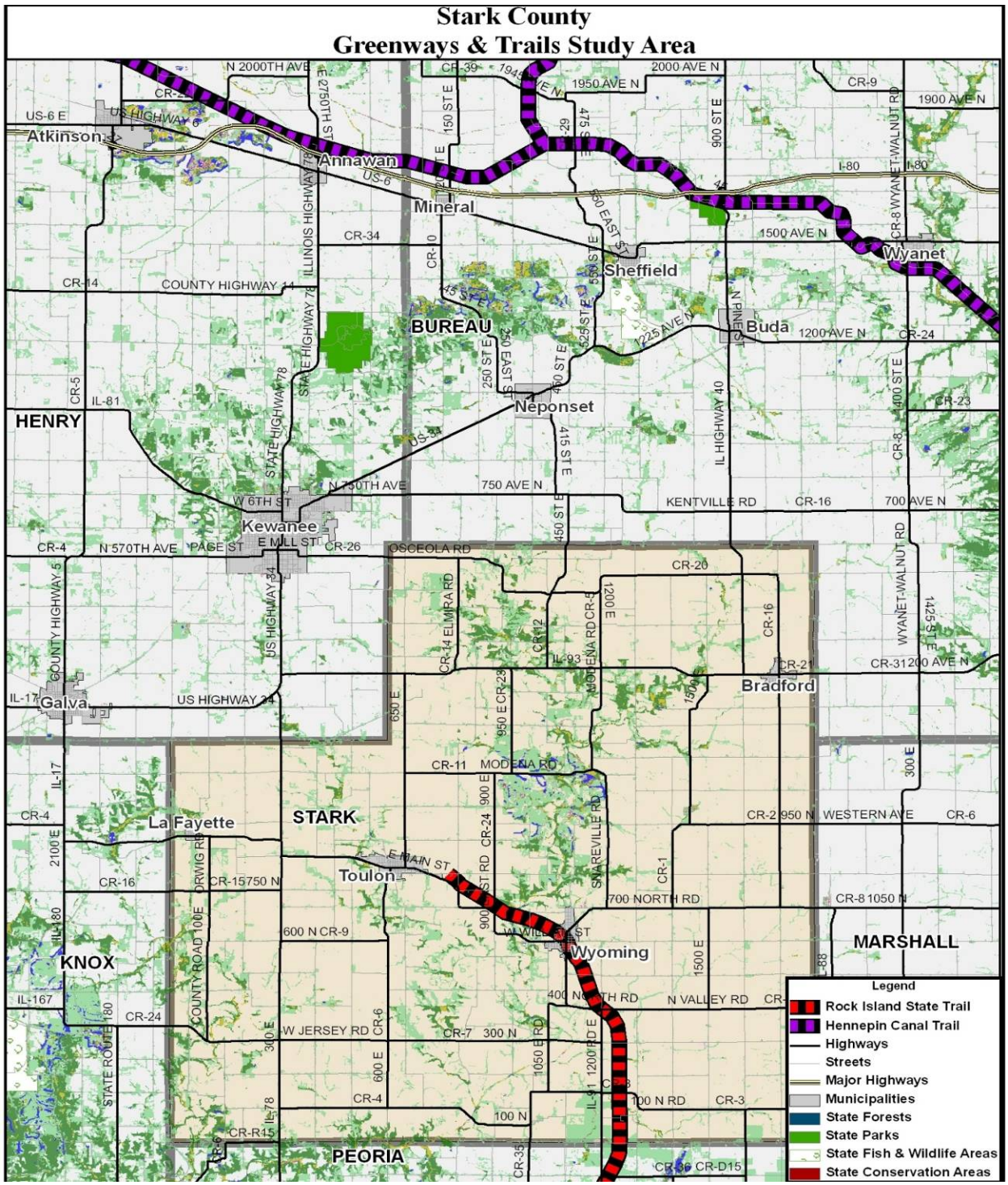
In April 2010, staff from the Tri-County Regional Planning Commission invited interested stakeholders to meet at the Rock Island Depot in Wyoming to begin the planning process for this plan. These interested stakeholders became the committee for the plan. The committee was made up of members from County Government, County Economic Development, IDNR employees, trail advocates and interested citizens. Over the next several months, the committee met monthly discussing goals and objectives for the plan as well as potential trail corridors. After a draft plan was presented to the committee, a series of public forums were held to provide feedback on the proposed plan.

PLAN INTENT

The intent in creating this plan can be summarized by the seven following principles:

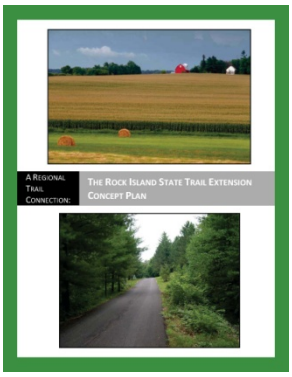
1. Connect Stark County to the rest of the existing regional trail system
2. Improve trail options within Stark County
3. Work towards making trails a viable transportation option in the region
4. Use trail development as an economic development and tourism tool
5. Provide cost-effective options for trail development
6. Identify unique natural areas that should be conserved as greenways, while still protecting all private property rights
7. Encourage periodic updates to this document

Implementation is a key component of this plan. Creation of a plan is only one step in the process of creating a functional system of trails and greenways. Without an implementation plan, this plan may not be realized to its full potential. The final section of this plan will focus on implementation strategies, potential funding opportunities, recommendations for next steps and sources for more information and technical assistance.


Stark County
Greenways & Trails Study Area
Atkinson
Annawan
Mineral
Sheffield
Wyanet
BUREAU
Buda
Neponset
HENRY
Kewanee
Galva
Bradford
STARK
La Fayette
Toulon
Wyoming
KNOX
MARSHALL
PEORIA
Legend
Rock Island State Trail
Hennepin Canal Trail
Highways
Streets
Major Highways
Municipalities
State Forests
State Parks
State Fish & Wildlife Areas
State Conservation Areas

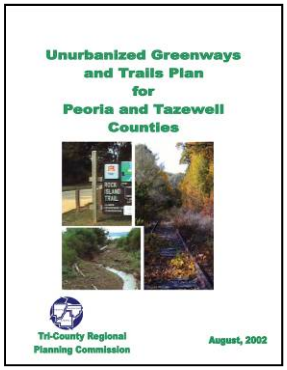
RELATED DOCUMENTS

This Plan uses information from several recent plans that identify connections to places outside of the study area. The most pertinent of those documents are listed below.

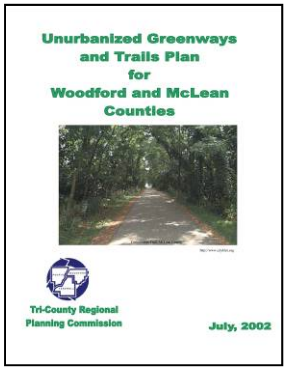


ROCK ISLAND STATE TRAIL EXTENSION PLAN

The Tri-County Regional Planning Commission, with assistance from the public and funding from the Illinois Department of Natural Resources, produced the Rock Island State Trail Extension Plan in 2008. The Study Area for the Extension Plan encompassed all of Stark County and portions of Marshall, Putnam, Bureau, Peoria, Knox and Henry Counties. The Plan also focused on Tazewell, Woodford and McLean Counties. The purpose of the plan was to outline a concept plan of a regional trail that would connect the Peoria area with the Quad Cities via the Grand Illinois Trail along the Hennepin Canal Trail, and with Bloomington-Normal via the Route 66 Trail along the Constitution Trail. For the Peoria to Quad Cities route, the concept trail would use the Rock Island Trail with two of the potential corridors beginning in Wyoming.



UNURBANIZED TRAILS AND GREENWAYS PLAN FOR PEORIA AND TAZEWELL COUNTIES AND UNURBANIZED TRAILS AND GREENWAYS PLAN FOR WOODFORD AND MCLEAN COUNTIES



These two plans were produced in Summer 2002. During the creation stages, these two plans were interdependent. A significant number of the corridors identified in Woodford and McLean Counties continue into Tazewell County, which, in turn, often creates a connection to Peoria County. 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. Increased connectivity in these four counties helps to build a regional network that can be expanded to other counties.

USE AND LIMITATIONS OF THIS PLAN

This Plan can be used to identify and prioritize projects for potential grant opportunities. It identifies corridors and resources and provides potential implementation strategies. Local governments can use the plan to assure that potential trails and greenways within their jurisdiction are taken into consideration for future growth.

This Plan serves an advisory purpose. It provides ideas and suggestions to interested parties but does not carry any regulatory authority to mandate the plan is followed. It is the responsibility of local governments to act on this plan as they see appropriate while keeping regional priorities in mind.

CHAPTER 2: TRAILS AND GREENWAYS: FUNCTION AND BENEFITS

WHAT IS A GREENWAY?

A greenway is defined as a long corridor of protected open space, usually following natural geographic features, planned for environmental or scenic protection.

Greenways can take the form of anywhere from a simple buffer along a creek or an agricultural drainage canal. The primary purpose of a greenway is environmental or scenic protection. The greenways identified in this plan are to remain privately owned, closed to the general public, and are only being identified to delineate unique natural areas that are a part of the overall drainage system of the county.

TRAILS AND GREENWAYS: WHAT IS THE DIFFERENCE?

The terms greenway and trail are many times used interchangeably. Most definitions of a greenway encompass the idea that a greenway has a natural component to it, such as water or vegetation. The definition above defines a greenway as, "a long corridor of protected open space, usually following natural geographic features, planned for environmental or scenic protection".

An example of a greenway in a rural setting with minimal improvements.

Within the context of this plan, trails do not need to be surrounded by vegetation or include natural features but will feature a clearly delineated right-of-way. Many of the trail corridors proposed in this plan are over the road routes where trail users share the corridor with motorized traffic.

WHAT ARE THE BENEFITS OF TRAILS AND GREENWAYS?

Trails and greenways provide many tangible and intangible benefits to an area. Some benefits of greenways include natural beauty, environmental preservation, and protection of the overall drainage system of an area. Benefits of trails include recreational availability, alternative transportation options and the ability to display cultural resources. Tangible examples include a riparian buffer between a road and a body of water, 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 route commemorating a historic route.

Bicycle trails are more than a recreational amenity for bicycle enthusiasts. Long-distance recreational cyclists certainly find trails useful and tend to frequent formal trails, but bicycle trails extend many other benefits to local communities. Included among these other benefits are:

- **Economic Development**
  Bicyclist tourists are attracted to distance trails, and bring revenue to communities. Money spent by visitors on meals, drinks, lodging, and equipment can add up to significant revenues in local communities.

- **Residential Development**
  Trails, particularly off-road separated trails, have been proven to help spur residential subdivision development and attract new residents. New residents can help spur local community growth.

- **Public Health**
  Like the nation as a whole, Illinois and Central Illinois' communities are in the middle of a public health crisis due to rapidly increasing rates of obesity in both adult and youth populations. Many factors contribute to obesity, but one of the most significant is a lack of exercise. Trails provide a place for youth and adults to recreate and be active, and therefore are useful in combating obesity.

- **Transportation**
  Individuals are increasing the frequency of trips made by bicycle, particularly for trips of 5-10 miles or less. As the cost of vehicular transportation steadily rises, people are evaluating alternative modes of transportation. Bicycle commuting is one option for errands or work commutes. It is particularly beneficial for reducing fuel consumption and air pollution while simultaneously contributing to a healthier lifestyle.

- **Quality-of-Life**
  Trails directly contribute to an improved quality-of-life for the vast majority of residents in local communities because they provide recreational opportunities for all ages of adults and families with children. They also provide nature-related activities like birding and wildlife-viewing as well as a place to interact with neighbors and other community members. Finally, greenways can protect sensitive environmental areas and preserve open space.

CHAPTER 3: GOALS AND OBJECTIVES

This section discusses the goals and objectives of this plan. These goals and objectives are meant as a starting point to improve trail availability and connectivity, as well as, identify unique natural areas in Stark County. Many of these goals and objectives are long-term and will come to fruition long after publishing this document. The goals were created from discussions with the Stark County Trails and Greenways Plan Committee. Note that some of the objectives are duplicated as they fit within multiple goals.

GOAL: INCREASE COUNTYWIDE AND REGIONAL CONNECTIVITY

With a proper plan, Stark County has the opportunity to be part of a large, inter-county and inter-region system of trails.

OBJECTIVE: CONNECTIVITY TO THE GRAND ILLINOIS TRAIL

The Grand Illinois Trail is a 535-mile loop trail which traverses northern Illinois connecting Lake Michigan to the Mississippi River. The Hennepin Canal Trail serves as a 91-mile portion of the Grand Illinois Trail connecting Bureau County with the Quad Cities. The northern border of Stark County is within 15 miles of the Grand Illinois Trail/Hennepin Canal Trail. Connection to the Grand Illinois Trail/Hennepin Canal Trail would provide connectivity with Chicago, the Quad Cites, LaSalle/Peru and other locations throughout northern Illinois. A map of the Grand Illinois Trail can be found on Page 29.

OBJECTIVE: CONNECT THE ROCK ISLAND TRAIL AND THE HENNEPIN CANAL TRAIL

The Rock Island Trail currently connects Stark County and the Peoria area. Connecting Stark County to the Hennepin Canal Trail would provide access to the Quad Cities, LaSalle/Peru and the Chicago area. With the completion of the Rock Island-Pimiteoui (also known as the Kellar Branch) trail in Peoria, users of the Rock Island would be able to travel from Stark County to St. Louis along the trail system in central and southern Illinois.

OBJECTIVE: CREATION OF SAFE ON-ROAD ROUTES FOR BICYCLES

In many cases it may not be feasible to create a dedicated off-road corridor, especially at first. In such cases, the road network may be the only means of connectivity. Road rights-of-way which are navigable by bicyclists and pedestrians can create a link in areas where an off-road corridor is not feasible. Measures such as wider shoulders may be needed to make a road safer for bicyclists and pedestrians or to encourage those uses as a measure of perceptible safety. At a minimum, signage should be installed that serves as both wayfinding for bicyclists and pedestrians and notifies drivers that the road serves as an on-road corridor for non-motorized users.

OBJECTIVE: IDENTIFY TRAIL CORRIDORS, INCLUDING AN INTRA-COUNTY LOOP, IN THE COUNTY

As the potential trail and infrastructure increases in Stark County, additional corridors may become viable. Any new possible corridors that are identified should be added to this plan. The creation of an intra-county loop would provide another transportation option for Stark County residents while also creating another attraction for visitors to the County. This loop would use existing and proposed trail corridors in the county connecting the communities and points of interest. Existing utility easements can also serve as potential trail corridors. Utilities such as electric and natural gas are usually installed in a linear fashion and can be utilized as a trail corridor.

GOAL: TOURISM AND ECONOMIC DEVELOPMENT THROUGH TRAILS

Increasing the trail infrastructure and connecting the county to the statewide system of trails can increase tourism and economic development opportunities for Stark County. Bicycle tourists are attracted to distance trails, and bring revenue to communities. Money spent by trail users on meals, drinks, lodging, and equipment can add up to significant revenues in local communities. Trails, especially off-road trails, can spur residential subdivision growth. New residents or homes can bring economic benefits to an area.

OBJECTIVE: CONNECT THE ROCK ISLAND TRAIL AND THE HENNEPIN CANAL TRAIL

Connecting these two state trails through Stark County will connect the County with the Quad Cities and the Chicago area. This coupled with the trail expansion plans in the Peoria area would eventually allow a bicyclist to travel on nearly 1,000 mile system from St. Louis, the Quad Cities and Chicago, with Stark County being a vital part of this system.

OBJECTIVE: IDENTIFY AND CONNECT POINTS OF INTEREST IN THE COUNTY WHEN POSSIBLE

http://starkco.illinois.gov

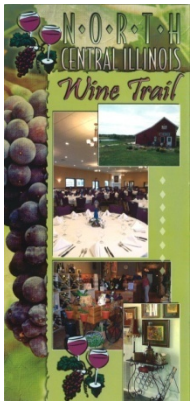
The Stark County Courthouse located in Toulon is famous for a visit from both Abraham Lincoln and Stephen Douglas during the 1858 Senate Campaign.

By identifying and connecting trail users to points of interest, such as historic places, wineries, and museums, users are likely to spend more time in the county. Side-trips off of the main trail corridor would allow visitors to slow down and enjoy their time in Stark County, potentially increasing the amount of revenue they bring in and the possibility of an overnight stay. Furthermore, by highlighting the County's points of interests, users of the trail may bring their non-bicycling friends and family back to the County on a later trip. These connections can be part of the intra-county

loop.

OBJECTIVE: PROMOTION OF TRAIL FACILITIES

As Stark County's trail infrastructure grows, promoting the facilities available to residents and visitors will become more important. Promotion can be something as simple as posting maps on the County website. The county could also publish a trail guide that includes points of interest and services available to trail users. The League of Illinois Bicyclists has created similar trail guides for the Grand Illinois Trail, Route 66 Trail and most recently the Mackinaw Valley Trail, an over the road trail that connects Morton and Bloomington/Normal.



Stark County Economic Development & Tourism

OBJECTIVE: CREATE A MARKETING CAMPAIGN FOCUSED ON DESTINATIONS ACCESSIBLE VIA TRAILS

Use the Stark County Economic Development and Tourism Board to create a marketing campaign similar to the existing *North Central Illinois Wine Trail* campaign. Make sure that the campaign uses several mediums, including print and web. Since most of the trail corridors recommended in this plan is shared on-road trails, this campaign should also include vehicular tourists.

GOAL: INCREASE THE LIKELIHOOD FOR GRANT OPPORTUNITIES

Since 1991, the federal government has increased the amount of support for non-motorized transportation, primarily through the Illinois Department of Natural Resources (IDNR) and the Illinois Department of Transportation (IDOT). IDNR has several programs for the planning and expansion of trails. IDOT utilizes enhancement funds for several projects including the acquisition and building of trails. While funding opportunities for trails and other pedestrian and bicycle related projects are available, competition for these limited dollars is intense. The Peoria area has a history of receiving a significant share of this money, due to quality planning and a history of plans like this document. Regional cooperation and planning will help to increase the opportunities for participating agencies to receive funding.

OBJECTIVE: STAY UP-TO-DATE ON AVAILABLE GRANT OPPORTUNITIES

A wide array of trails funding options are available. Some grants, like the ones from IDNR for acquisition and construction, are available on an annual basis with applications due by March 1. Other funding opportunities, like the Illinois Transportation Enhancement Program (ITEP), from IDOT, are available on a periodical basis. Local agencies need regularly updated information about grant application deadline, how much money is available and what type of funding is best suited to meet their needs. 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. *Chapter 7: Implementation and Funding* includes a list of potential funding sources and with contact information.

OBJECTIVE: SHOW A COMMITMENT TO REGIONAL AND STATE CONNECTIVITY

One of IDNR's goals in funding this plan 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 Stark County with much of the northern Illinois.

OBJECTIVE: CREATE A PRIORITY LIST OF TRAIL CORRIDORS

Grant funds are limited; therefore trail corridors should be prioritized to maximize the potential for grant funding. Priority corridors should be selected based on local desires, the ability to provide regional and statewide connectivity, and physical, financial and political feasibility.

GOAL: IDENTIFICATION OF CULTURAL AND HISTORICAL AREAS/SITES

Marking areas of cultural or historical significance enhances the recreational aspect and potential tourism draw of trails. Such markings can occur along natural corridors, bicycle and pedestrian routes or along county roads.

Proposed Route 66 Trail Signage

OBJECTIVE: INFORM APPLICABLE ORGANIZATIONS OF FUNDING OPTIONS FOR SIGNAGE

Signs at significant cultural or historical points can be an inexpensive way to inform residents and tourists of notable areas of the community. These signs can also be used to the market the corridor by using similar logos and color schemes throughout a corridor.

OBJECTIVE: CONNECTION OF CULTURAL AND HISTORIC SITES TO TRAILS

Connectivity to trails is a good way to enable users to view cultural and historic markers while using the trail. This also encourages visitors to stop awhile instead of just using the trail as an express route to other destinations.

OBJECTIVE: PROMOTION OF CULTURAL AND HISTORIC SITES

Stark County Economic Development and Tourism should promote the county's historic and cultural sites while marketing the County trail system. At the same time, the County Economic Development and Tourism office should promote the trail system in materials promoting the County's historic and cultural sites. By marketing these attractions simultaneously, the County can reach a wider audience.

GOAL: CONTINUED PROGRESS ON TRAILS

The Committee will continue to work hard to improve the trail infrastructure of Stark County and make sure the effort put into this plan proves fruitful.

OBJECTIVE: WORK TOWARDS IMPLEMENTATION OF THE PLAN

A plan, no matter how viable, well researched, attractive, convincing or important, is not effective if there is no plan for implementation. Perhaps the most important post-planning focus of the Committee is to develop an implementation plan and timeline defining specific actions to develop the proposed trails and greenways. *Chapter 7: Implementation and Funding* includes suggested implementation strategies.

OBJECTIVE: ASSURE THAT TRAILS AND GREENWAYS WILL BE TAKEN INTO CONSIDERATION IN DEVELOPMENT AND REDEVELOPMENT

In new development and redevelopment, providing for green space and connectivity to the area's trail and greenway system is important in enhancing community livability and environmental preservation. This can best be achieved by identifying trails and greenways in the planning phase of development/redevelopment. The creation of development standards would help to assure that identified trails and greenways are considered in new development. The County should look at zoning as a tool to promote the conservation of green space and conserving greenways as a part of the overall drainage infrastructure of the County.

OBJECTIVE: PROMOTION OF TRAILS AND GREENWAYS THROUGH PUBLIC EDUCATION

Some residents may not recognize how much trails add value to an area's livability and economic development. Greenways are important for maintaining the overall natural drainage system of an area as well as serving as natural corridors for animal movement. These residents may see the development of trails and the identification of greenways as a waste of resources as they will never see the benefits of them. Informing the public about the role trails and greenways play in creating recreational opportunity, transportation alternatives, environmental quality, local economics and aesthetics may help reduce the misconceptions of trails and greenways.

OBJECTIVE: UPDATE THE PLAN AS NEEDED

A useful Plan should be a fluid document. As the County's goals and priorities are achieved or change, so should the Plan. In such a case, the Plan should be updated to reflect progress made necessary corrections, additional resources available, or trails and greenways that have been completed or identified. This document should be on a 5 year timetable for revision with amendments as needed or recommended.

CHAPTER 4: TRAILS AND GREENWAYS RESOURCES

Stark County is fortunate to have resources that can be used to create additional trail corridors as well as enhance existing corridors. These resources include locations of existing or potential trail corridors or conservation areas. Below is a discussion of some resources in Stark County.

NATURAL FEATURES

As a predominantly agricultural county, Stark County has few traditional natural features such as bodies of water and wooded areas. According to the Census Bureau, only 0.1% of the County's land area is water. The most predominant water feature in the county is the Spoon River. The 160-mile long river begins near Kewanee and ends at the Illinois River near Havana. This river is a source of local pride in the area with several businesses using the river's name in their names. The Spoon River is known regionally for excellent smallmouth bass fishing. Stark County also sponsors a fall drive in September that ties into the river. The Rock Island Trail crosses the river approximately 2 miles northwest of Wyoming.

A large portion of the county is covered by agricultural land. A small wooded area and lake can be found in the northern portion of the county, approximately 5 miles north of Wyoming. Both this wooded area and the Spoon River and its tributaries serve as natural drainage areas and would be ideal candidates to be classified as a greenway.

GEOGRAPHIC LOCATION

The geographic location of Stark County is a benefit to trail development. The county is located between two regional trail systems: The Hennepin Canal Trail is north of the county and the Rock Island Trail serves the southern part of the county. These trails connect to other parts of the state: The Hennepin Canal Trail is part of the Grand Illinois Trail, and the Rock Island Trail connects to the Bloomington-Normal area and the Route 66 Trail.

The county also benefits due to its proximity to the major population centers of Peoria, Quad Cities and LaSalle/Peru areas. The Rock Island Trail creates a direct link to the City of Peoria, less than 30 miles away. The Quad Cities and LaSalle/Peru are connected via the Grand Illinois Trail and the Hennepin Canal Trail. Visitors from these areas could access Stark County through a connection from the Rock Island Trail to the Hennepin Canal Trail.

OPEN SPACE

As a rural county, Stark County has a great deal of open space that is privately owned and used for agriculture. The communities of Wyoming, Bradford, Toulon and LaFayette have city parks. Wyoming also has the Rock Island Trail State Park Headquarters which provides access to the trail, a picnic area, restroom facilities and parking. Approximately 5 miles north of Wyoming is the privately owned Allendale Conservation Club that allows camping for members and swimming for the public. Stark County has one wind farm with several others located in neighboring counties, yet still visible within Stark County. These locations would all be potential points of interest along a trail.

EXISTING TRAIL CORRIDORS

Stark County has one existing trail corridor. The Rock Island State Trail enters Stark County approximately 3 miles north of the Peoria County community of Princeville. Once entering the County, the Trail continues just over 6 miles to the Rock Island Depot and Park Headquarters in Wyoming. The Trail continues approximately another 3 miles to its terminus just southeast of Toulon.

The Rock Island State Trail is an important resource because it connects Stark County to the city of Peoria. Once the Rock Island-Pimiteoui Trail (also known as the Kellar Branch Trail) is completed, the Rock Island State Trail will provide access to downtown Peoria. Other trails from downtown Peoria provide access to a nearly 1,000 mile trail network from Stark County to Bloomington-Normal and the Route 66 State Trail.

Due to the Rock Island State Trail's connectivity to the rest of the regional trail system, it is important that trails planned for Stark County are connected to the Rock Island State Trail. Furthermore, ideally a connection will be created between the Rock Island State Trail and the Hennepin Canal State Trail, providing trail access from Stark County to the Quad Cities and La Salle/Peru.

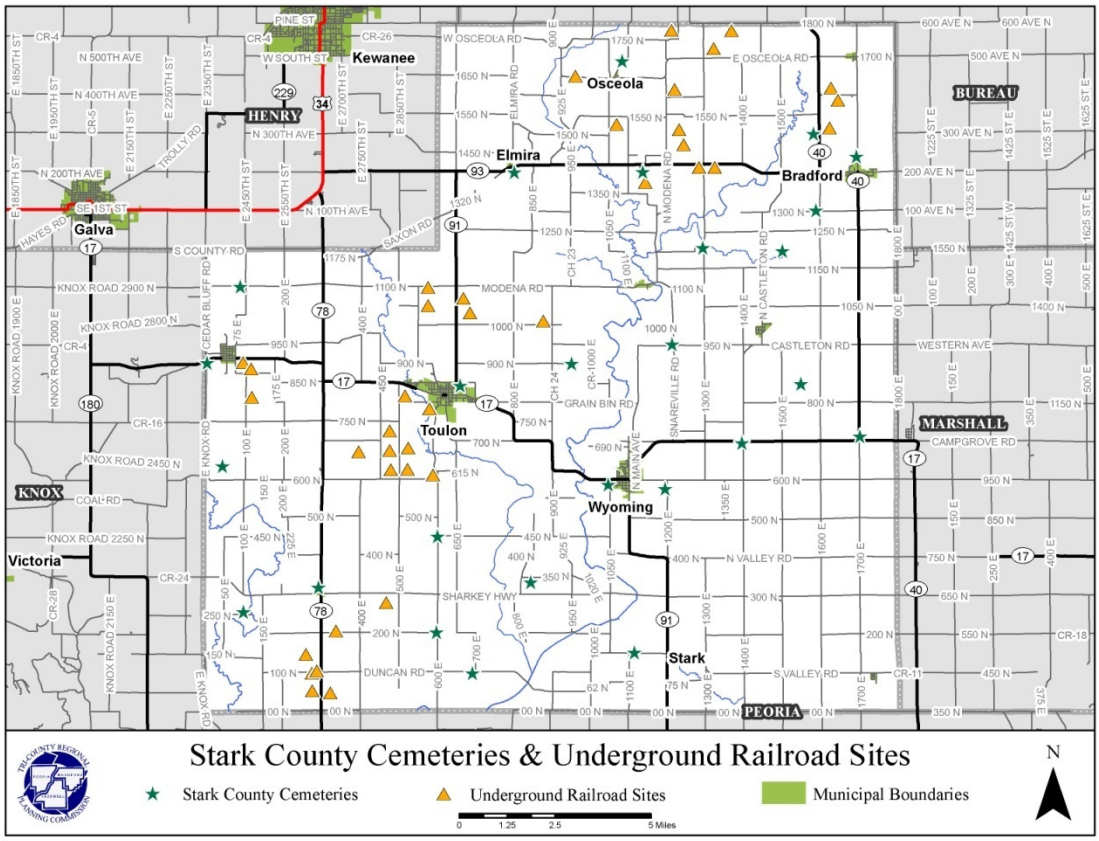
COUNTY HISTORY

Stark County has a rich and varied history ranging from visits by Abraham Lincoln to an important role in the Underground Railroad and the Civil War. The county is home to a number of historical sites related to Abraham Lincoln's life in Central Illinois, including his years as a circuit lawyer and his campaign for President. Lincoln and Stephen A. Douglas both spoke at the County Courthouse in Toulon during their Senate campaign of 1858, although it was not one of their famed debates; they spoke on back-to-back days from the steps of the Courthouse.

The Underground Railroad had a sizeable presence in the County and neighboring Counties. At least 37 known stops on the Railroad are located within Stark County, with a large number more in neighboring counties. The Railroad generally ran through the county from the southwest to Toulon and further northwest through the Osceola and Bradford area. Today little is visible of the structures along the railroad; still visitors can travel the areas tracked so long ago by slaves in search of a free life.

Stark County also has twenty-seven cemeteries located throughout the County. Many of these cemeteries are home to the final resting places of historically-notable figures, including war veterans and prominent local and state figures from the early periods of European settlement in the County.

The locations of known Underground Railroad sites and Cemeteries can be seen on the map on the following page. For more information on the County's historical sites, events, and persons, information can be obtained from the Stark County Historical Society in Toulon.



HISTORIC AND CULTURAL ATTRACTIONS

Stark County is fortunate to have a variety of historic and cultural attractions as well as a number of community festivals. These amenities improve the quality of life for residents and encourage tourists to visit the county. Some of the county's most prominent attractions include:

Toulon:

- Indian Creek Vineyard and The Chateau B&B
- Courthouse Square, Both Abraham Lincoln and Stephen Douglas campaigned here before the 1858 Senate Election
- Old Settler's Days, 1st weekend in August and one of the oldest festivals in the region, began in 1877

Wyoming:

- Morel Mushroom Festival and Auction, 1st Saturday in May
- Wyoming Corn Boil, Next to the Last Saturday in July

- Wyoming Farmer's Market, Thursdays June – September
- Rock Island Depot

Countywide:

- Stark County Fall Festival Drive, 3rd Weekend of September

Toulon also has a former depot that has been moved to a location outside of the community. There has been a recent move to relocate the depot back towards the center of the community. This building could potentially serve as a facility for community gatherings as well as trail users. As the trail infrastructure in the county expands, the attractions will be accessible by trail users. The Indian Creek Vineyard is already recognizing users of the Rock Island Trail by including directions from the trail to their vineyard.

ROADWAYS

While roadways may not be an ideal location for trails, they are useful for bicycle and pedestrian movement. Because they are typically linear and connect locations people need and want to go, roadways have an inherent transportation function. Roadways can be a resource for trails in three ways: a portion of the right-of-way dedicated as an off-road trail, the installation of dedicated bike lanes, and as a bicycle safe road.

Roadways also carry automobile trail designations. Regionally, several highways, including IL 29, I-74 and US 34 are designated as the *Ronald Reagan Trail*. The trail connects communities that were important to President Reagan. Another local auto trail is IL 29 and IL 26, along either side of the Illinois River, is designated *The Illinois River Road.* The Route 66 Trail is a hybrid bicycle and auto trail that connects Chicago to St. Louis via the former Route 66. For a majority of the trail, both bicyclists and automobiles share the roadway.

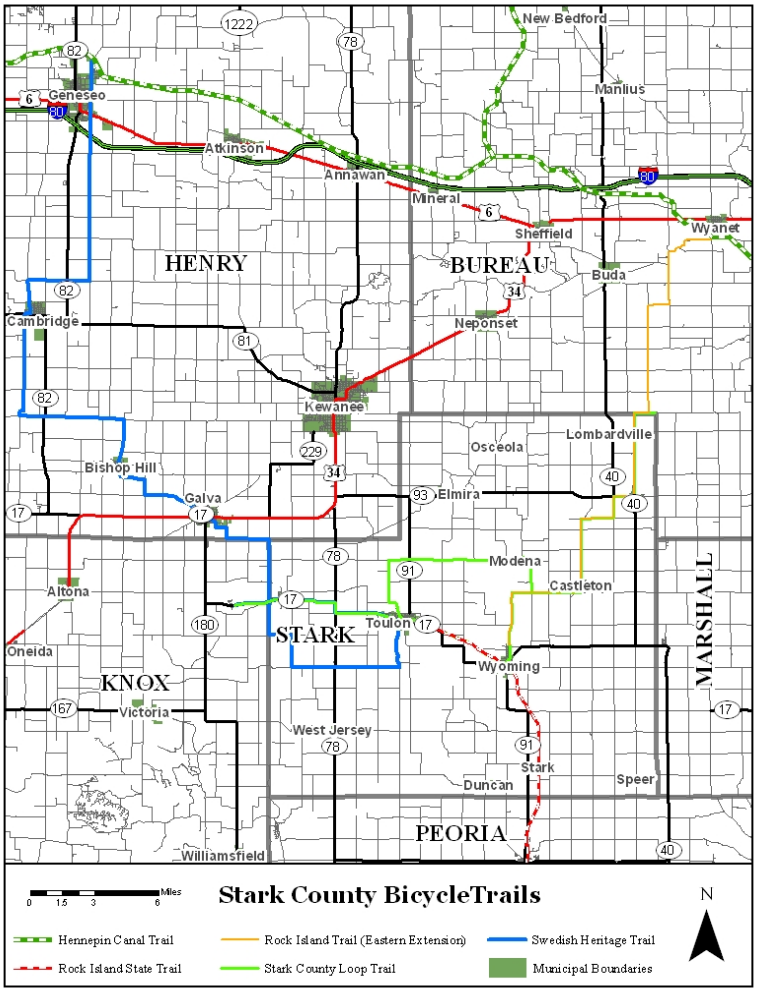
Planning for trails and greenways should occur in the early phases of planning a new road. When planned properly, right-of-way acquisition is more likely to be ample enough to include adequate width for bicycle and pedestrian accommodations. The new Illinois Complete Streets Law which went into effect in July 2008 states that *"Bicycle and pedestrian ways shall be given full consideration in the planning and development of transportation facilities, including the incorporation of such ways into State plans and programs."* This law ensures that pedestrian and bicycle facilities are at least considered during the planning process for new roads and major road improvements. While a dedicated off-road trail is the most attractive for many users and caters to both bicyclists and pedestrians, it is also the most expensive option.

Adding bike lanes to roadways can be a less costly option to create connectivity for non-motorized users. The downside of dedicated on-road bike lanes is that they cater almost exclusively to bicyclists. However, they can be a cost-efficient option to creating expensive off-road trails that may not be financially, physically or politically feasible.

The least expensive option for connectivity is to utilize an existing road. In Illinois, bicycles are legal on any roadway except for Interstates. A declared on-road trail should have low traffic volumes and a wide shoulder. The on-road trails recommended in this plan will follow rural roads most suitable for bicycling.

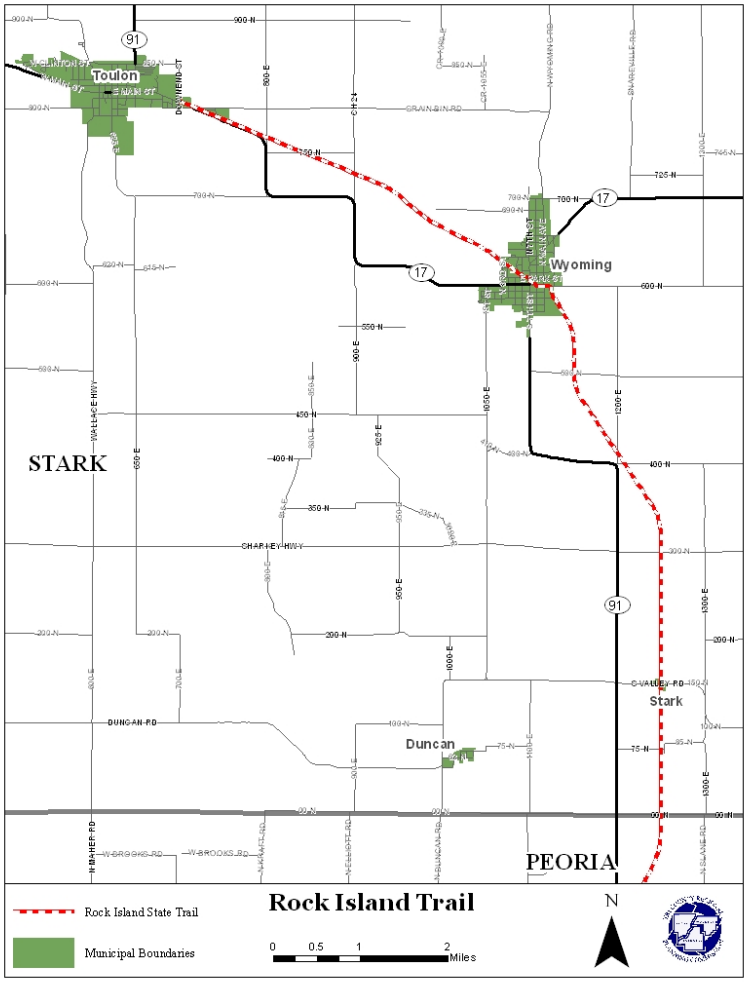
CHAPTER 5: EXISTING AND PROPOSED TRAIL AND GREENWAY OPPORTUINITES

The primary purpose of this plan is to develop a vision for a network of trails and greenways that can connect locations within and outside of Stark County. Greenways can protect important open space and natural areas within the County. This chapter is dedicated to the identification of existing and potential corridors that if improved or implemented will help this vision become reality. Each trail, designated by **(T#)**, and greenway, designated by **(G#)**, can serve at least one of the following purposes: connectivity to the existing trail and greenway network, connectivity to area attractions and landmarks, open space, environmental protection, recreation and alternative transportation. Please note that the maps in this section are of proposed corridors. The corridors may need to be adjusted due to road surfaces or local routing decisions.



(T1) THE ROCK ISLAND STATE TRAIL

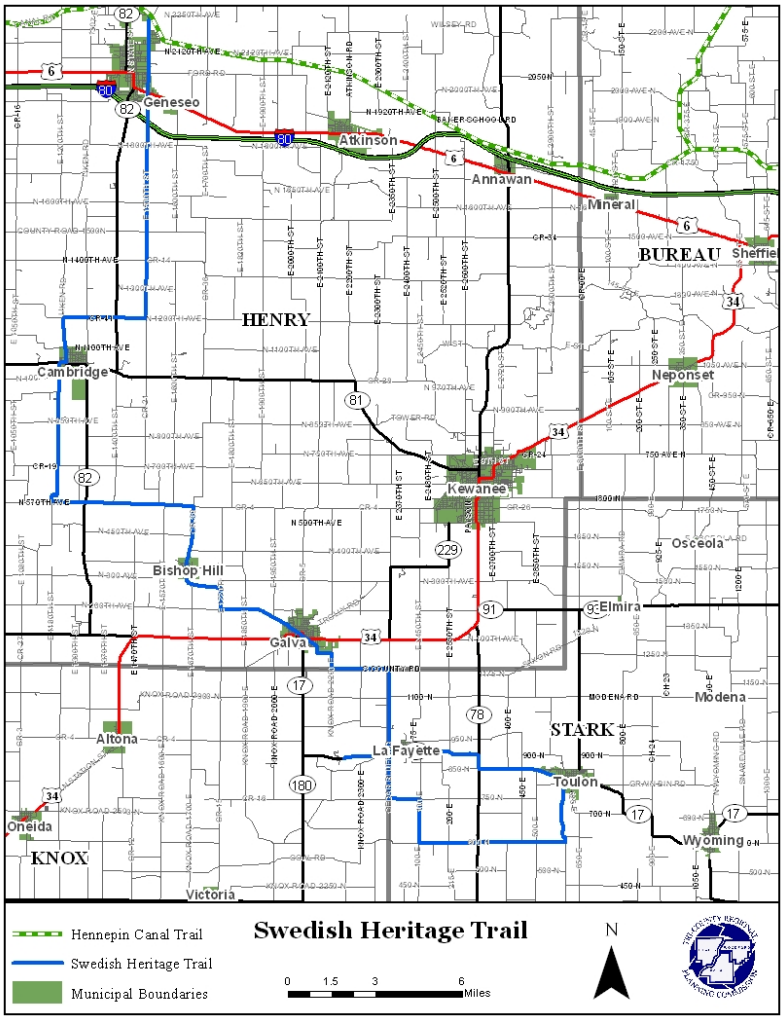
The Rock Island State Trail is one of the best-known trails in the state, attracting over 78,000 visitors annually. The 26 mile trail is used for hiking and biking. The trail begins just north of Pioneer Parkway in Peoria, traveling through Alta, Dunlap and Princeville in Peoria County and Stark and Wyoming before ending near Toulon in Stark County.



As of summer 2010, work has begun on the Kellar Branch portion of the trail, which will extend the trail to downtown Peoria. Once the Rock Island-Pimiteoui Trail (also known as the Kellar Branch) is completed, trail users will be able to travel 31 miles from downtown Peoria to just south of Toulon. The trail currently ends approximately 1 mile southeast of Toulon. Currently, users of the trail have to travel along IL 91 to access the center of Toulon. The trail would be extended the final mile to the center of Toulon.

(T2) ROCK ISLAND TRAIL EXTENSION (SWEDISH HERITAGE TRAIL)

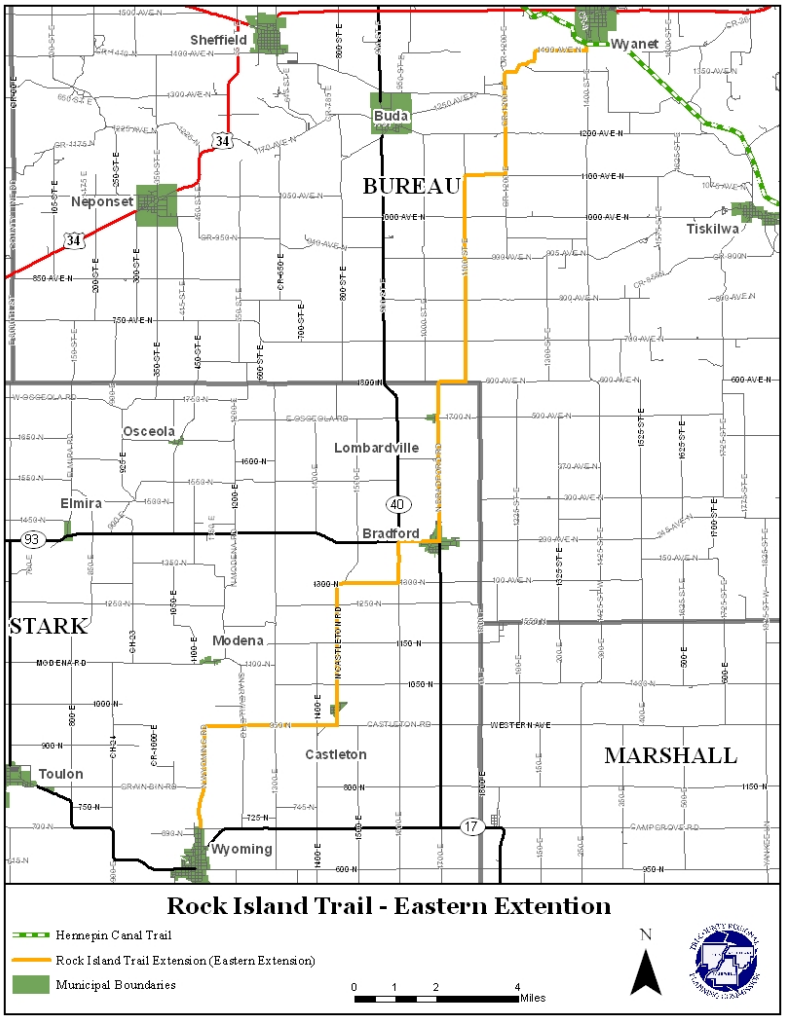
The northern terminus of the Rock Island Trail is within 25 miles of the Hennepin Canal/Grand Illinois Trail. In 2008, a plan was prepared which outlined a corridor that would connect the Rock Island Trail to the Hennepin Canal/Grand Illinois Trail. This connection would provide access to the Quad Cities and LaSalle/Peru via the Hennepin Canal Trail and Grand Illinois Trail. The plan recommended an on-road corridor, termed the Swedish Heritage Trail, to connect the two trails. The Swedish Heritage Trail would begin at the current northern terminus of the Rock Island Trail, near Toulon. From Toulon, the corridor continues northwest through La Fayette, Galva, the historic site of Bishop Hill and Cambridge before meeting the Hennepin Canal Trail in Geneseo.



The communities through this corridor have a strong heritage related to the Swedish Colonists that settled in the area. Bishop Hill is one of the best examples of historic tourism in the area; the community's Bishop Hill Historic District is on the National Register of Historic Places and is a National Historic Landmark. The Illinois Historic Preservation Agency operates the Bishop Hill State Historic Site and maintains four historically-significant buildings within the community. Small-town charm and existing tourism amenities abound throughout the corridor. Terrain surrounding these quaint communities is characterized by rolling hills, agriculture and scattered timber. On-road access between Toulon and LaFayette is not ideal, but the remainder of the corridor is very suitable for cycling.

(T3) ROCK ISLAND TRAIL EXTENSION (EASTERN EXTENSION)

This trail would be an on-road trail connecting the Rock Island State Trail Headquarters in Wyoming to the Hennepin Canal Trail in Wyanet in Bureau County. In the 2008, Rock Island State Trail Extension Concept Plan, this general corridor was given a placeholder name of the Sauk Heritage Trail. This trail would provide access to the County from the eastern end of the Hennepin Canal Trail and access to LaSalle/Peru and the southwestern suburbs of Chicago via the Grand Illinois Trail. The trail would be routed along county and township roads, avoiding gravel roads as much as possible, similar to the current Grand Illinois Trail alignment between the terminus of the I&M Trail and the Hennepin Canal Trail.

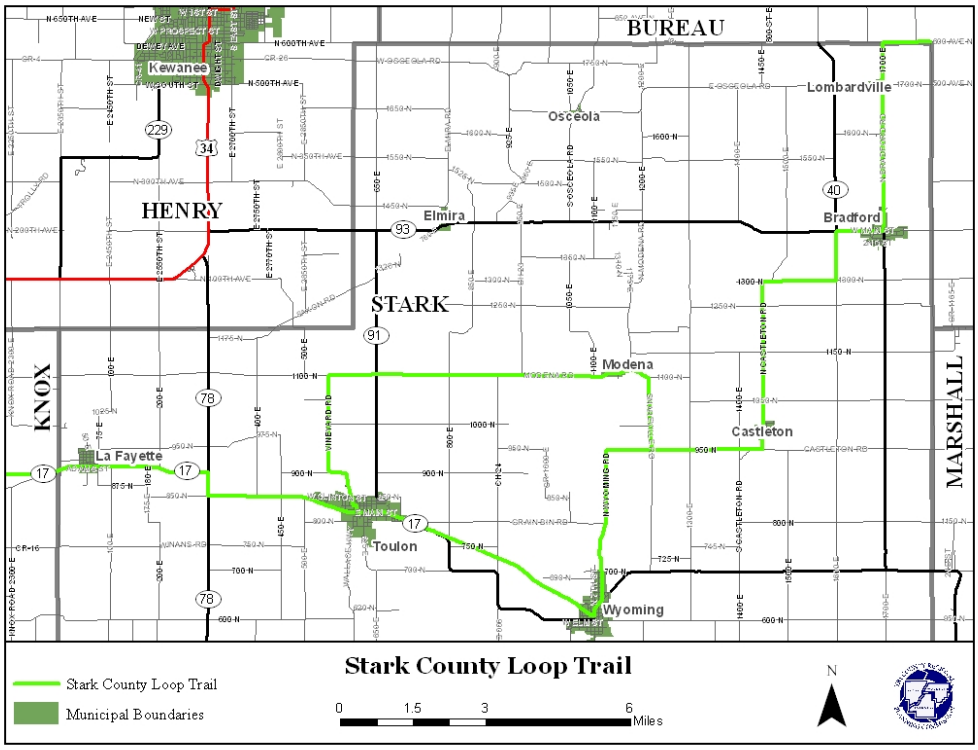


The terrain along this corridor is characterized by mostly agriculture and rolling hills, with some timber closer to Wyanet. A large wind farm is located east of the corridor, southeast of Buda in Bureau County. The proposed on-road trail would travel north out of Wyoming for about 2.5 miles before turning east to Castleton. From Castleton the corridor would head north and east towards Bradford. After leaving Bradford, the corridor travels for another 4 miles through northeast Stark County, before entering Bureau County for approximately 12 miles. The proposed corridor would connect to the Hennepin Canal Trail just south of Wyanet.

(T4) STARK COUNTY LOOP TRAIL

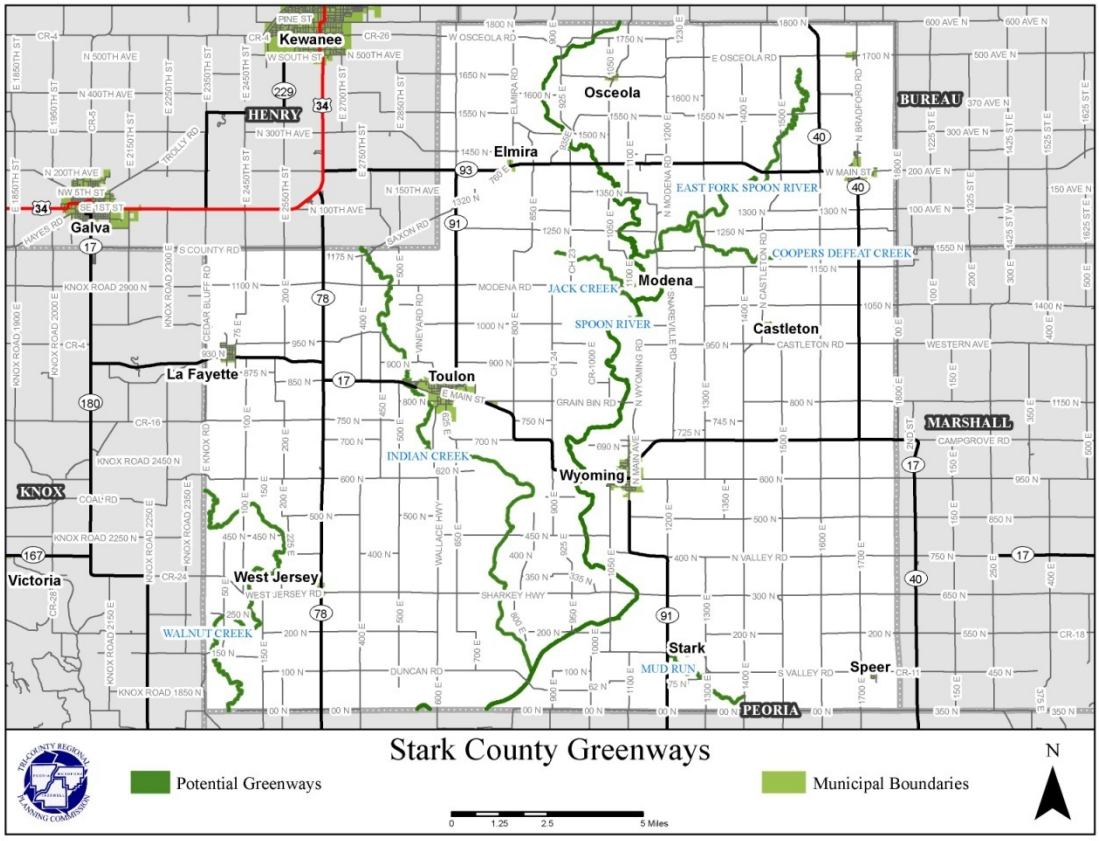
The purpose of this trail would be to connect the communities and points of interest in Stark County. This would be an on-road trail, on county and township roads when possible. This trail would be used by visitors, long-distance cyclists and as an alternative transportation route for residents of the county.

The terrain along this corridor is similar to the terrain along the other proposed corridors, mostly rural with rolling hills and scattered timberland, especially in the northern portion of the County. The Stark County Loop Trail would begin in Wyoming and continue along the Rock Island Trail to Toulon. Once in Toulon, users would have to option of continuing on the Swedish Heritage Trail to La Fayette or traveling north out of Toulon on 650 E.



(G1) SPOON RIVER GREENWAY

As Stark County's most important waterway, the Spoon River should be protected, identifying that this area is unique and effects from development should be mitigated as much as possible. As with all the greenways proposed in this document, the identification of this area as a greenway would not permit public usage of the land, and all private property rights and remedies would remain the same.



CHAPTER 6: OPPORTUNITIES BEYOND THE STUDY AREA

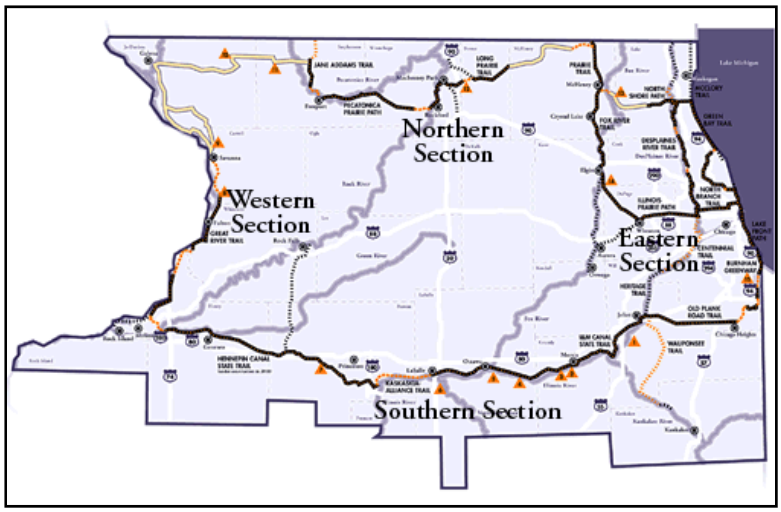
An effective plan examines surrounding conditions and ensures that any opportunities outside of the planning area are utilized. This is especially important in a transportation plan, such as this document. One of the major goals of this plan is connecting Stark County to the rest of the trail network in the region. Stark County is a missing link in a 1,100 mile trail system covering the northern two-thirds of the State. Ideally, in the near future, a bicyclist will be able to ride from the Quad Cities to St. Louis on a dedicated system of on and off-road trails.

THE GRAND ILLINOIS TRAIL

This plan has made repeated references to a connection with the Grand Illinois Trail. A connection to the Grand Illinois Trail would provide the County with access to much of Northern Illinois. The trail is 535 miles long and provides connectivity from Lake Michigan to the Mississippi River. The southern and eastern sections of the trail are the most developed with dedicated off-road trails. The western and northern portions of the trail are less developed with much of the trail currently routed along county and township roads. The trail provides access from Bureau County (the closest portion of the trail is within 25 miles of the Rock Island Trail) to the Quad Cities, Ottawa, Morris, Joliet, Chicago, Rockford and Galena.

The southern portion of the Grand Illinois Trail is a part of the American Discovery Trail, which traverses over 5,000 miles of the middle part of the United States from Cape Henlopen State Park in Delaware to Point Reyes National Seashore near San Francisco. The American Discovery Trail enters Illinois approximately 8 miles east of Park Forest and leaves Illinois crossing the Mississippi River in Rock Island. The Illinois portion of the American Discovery Trail is made up of the Old Plank Road Trail, the I&M Canal State Trail, the Proposed Kaskaskia-Alliance Trail (connecting the I&M and Hennepin Canal Trails), the Hennepin Canal Trail and the Great River Trail.

Grand Illinois Trail



The Illinois Department of Natural Resources

THE KELLAR BRANCH TRAIL

The Rock Island-Pimiteoui Trail, more commonly known as the Kellar Branch, is the proposed urban portion of the Rock Island Trail that will provide a connection from downtown Peoria to the current southern terminus of the Rock Island Trail, near Pioneer Parkway in Peoria. Construction work on the trail began in the Summer of 2010, when the rails of the former rail-line began to be removed. The completion of the Kellar Branch will provide users with a 31-mile biking and hiking corridor from downtown Peoria and to Toulon in Stark County. This connection to the Peoria Riverfront will provide access to Bloomington-Normal via the Illinois River Trail and the Mackinaw Valley Trail.

Once in Bloomington-Normal, users can connect to the Route 66 Trail, which provides access to Chicago and St. Louis. Currently, approximately 85% of the Route 66 Trail is classified as on-road. In 2010, the Illinois Department of Natural of Resources prepared a concept plan with the goal of converting the Route 66 trail to more of an off-road trail.

CHAPTER 7: IMPLEMENTATION AND FUNDING

Preparing a plan is merely the first step in creating a comprehensive system of trails and greenways. This plan is simply an advisory document that is best used for education and coordination. Implementing the list of corridors this document proposes is a long and oftentimes tedious process that requires cooperation between many groups, an insatiable drive in working towards the goals and endurance in dealing with long time tables and potentially temporary defeat. For example, the proposed Hanna City Trail in Peoria and Fulton Counties has been a planning priority for nearly 20 years. While railbanking and land acquisition have occupied several years of that time, it does illustrate that trail planning can be a long process.

Another important factor in implementing this plan is the knowledge of available funding. There are several opportunities for trail funding, but agencies need to know what they are and how to secure them. Another challenge in these tight fiscal times is the immense competition for many of these resources. It is important, and many times required, for trail corridors that are requesting funding to be included in a public plan such as this document.

IMPLEMENTATION

Implementing a plan such as this document is a team effort. The members of this team include all levels of government (federal, state and local), private citizens, advocacy groups, land owners and developers. Besides serving as an advisory group for the creation of this plan, the Planning Committee can act as a hub of information that can bring together the above entities to establish common goals and priorities. While the Planning Committee cannot own or maintain corridors, the commitment to acquire and maintain the corridors must come from the above entities.

The Planning Committee, people with a strong interest in trail and greenway implementation, has the opportunity to make the early pushes that can create individual corridors. Because the committee is made up of individuals from state and local government, non-profit organizations and private citizens, it is an appropriate forum to disseminate information, obtain public support, inform local governments of their funding options, and encourage trail and greenway planning to play an important role in the local planning process.

Because of its diversity, the Planning Committee can also play a role in creating intergovernmental coordination and cooperation. All of the corridors in this document pass through multiple jurisdictions. It is imperative that support is garnered from each of these jurisdictions. If any jurisdiction is not a part of a supportive intergovernmental coalition, implementation can be much more difficult.

THE PLANNING COMMITTEE AND LOCAL GOVERNMENTS

The Planning Committee should encourage local units of government to provide official support to trails and greenways. The County, municipalities and park districts should be encouraged to adopt this document and use it while developing local plans, including comprehensive plans, land use plans, transportation plans and capital improvement plans. Adoption of this plan will encourage the consideration of trails and greenways in new development. This plan should be used to educate local governments on the importance of planning for trails and greenways as early in the planning process as

possible. While the study area of the plan is Stark County, the proposed Swedish Heritage Trail and the proposed Eastern Extension of the Rock Island Trail also traverse Knox, Henry and Bureau Counties. The Planning Committee should engage county officials in these three counties about the plan.

It is important that trails are considered early in road construction and improvement projects. The planning process of such projects provides an excellent opportunity to utilize right-of-way for trail corridors, an opportunity that is drastically reduced after completion. Having a plan that includes proposed trail corridors and improvements is more important now due to the State of Illinois' Complete Streets law. The new law requires that pedestrian and bicycle accommodations are at least considered during major road projects on State routes. If a trail corridor is proposed along the road segment, the accommodations will receive a stronger consideration.

THE PLANNING COMMITTEE AND STATE AND FEDERAL GOVERNMENT

The Planning Committee should maintain relationships with the State and Federal government in order to increase the awareness of funding options that are available. The Planning Committee can work with local governments and advocacy groups to encourage State and Federal government to increase support for trails and greenways by increasing funding, creating options for sustainable plan-making, and creating policies that are favorable towards trails and greenways. The Planning Committee, along with local agencies should utilize the technical assistance that state agencies like IDNR can provide.

THE PLANNING COMMITTEE AND OTHER GROUPS

Increased public awareness can often lead to public support. Public education is an important tool for creating support for trail and greenway projects. Because of its broad spectrum of members and its knowledge and resources, the Planning Committee can be a catalyst for a trail and greenway public education movement.

The Planning Committee should look at opportunities to engage the private sector. There are many private sector funding options that can be used to bring proposed trails and greenways to fruition. Most often, the land for an identified greenway is under private ownership. The Planning Committee should encourage good stewardship practices for proposed greenway locations located on private property. Landowners can be informed about setting aside land for conservation easements. The Planning Committee and local governments should work with developers to assure that new development is contributing to the trail, greenway and open space priorities of the community.

The Planning Committee should work with advocacy and user groups. These groups, such as the Illinois Valley Wheelm'n and the Friends of the Rock Island Trail have a narrower focus such as bicycling, wildlife, trail preservation or water quality. Because of this narrower focus, these groups are well informed and have very passionate membership who would be an important resource for trail and greenway efforts.

Finally, the Planning Committee should work the regional planning agencies. The Tri-County Regional Planning Commission and the North Central Illinois Council of Governments have staff available for technical assistance and are able to provide information on funding opportunities. Regional planning agencies also have relationships with many levels of government, which can be a valuable resource for the Planning Committee.

FUNDING OPPORTUINTIES

There are many opportunities for trail funding from different sources. These sources strongly recommend, and in some cases require, that the requested trail corridor is included in a local public plan. Funding can come from the federal, state, and local government or private sources.

FEDERAL FUNDING SOURCES

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users of 2005 (SAFETEA-LU) requires that 10% of a state's annual surface transportation funding is set aside for Enhancement projects. Pedestrian and bicycle projects are permitted enhancement projects. The Illinois Department of Transportation is the state agency responsible for awarding enhancement funding. Other federal agencies that could provide funding include: The National Park Service, the Environmental Protection Agency, the Department of Agriculture, the U.S. Forest Service and the U.S. Army Corp of Engineers.

STATE FUNDING SOURCES

The funding for this plan was provided by the Illinois Department of Natural Resources (IDNR). IDNR has the most trail and greenway funding sources of all state agencies. Some of these sources include the Recreational Trails Program (RTA), the Snowmobile Grant Program, the Bicycle Path Grant Program and the Open Space Lands Acquisition and Development Fund (OSLAD). More information about these programs can be found at INDR's Office of Architecture, Engineering and Grants website at: http://dnr.state.il.us/ocd/. The Illinois Department of Transportation administers Enhancement Funding. More information about the Illinois Transportation Enhancement Program (ITEP) can be found at: http://www.dot.state.il.us/opp/itep.html.

LOCAL FUNDING SOURCES

If local governments request or apply for state and federal funding programs, they must provide the matching requirements. Local governments are also generally responsible for maintaining local trails. Federal and state grants are excellent funding sources, but local governments must be prepared to budget for matching funds and ongoing maintenance of the facility. Other units of government, such as park and school districts can play a key role in building public support by sponsoring community and promotional events.

PRIVATE FUNDING SOURCES

Public-private partnerships are an important avenue of support for trails. Obtaining donations from local businesses that have an interest in the community is an innovative way to finance project. A successful example of this is Caterpillar's support of riverfront development in the City of Peoria.

Other private sources include neighborhood associations, non-profit groups, user groups, foundations and individuals. Organizations and clubs can assist in maintenance and sponsor special events to raise funds for trail and greenway projects. Community foundations can be utilized for smaller projects such as

beautification and signage projects. A list of Community Foundations can be found at: http://www.nonprofitexpert.com/community foundations/il.htm.

Rails-To-Trails, the American Greenways Program, Lakeview Wilds, Western Avenue Greenway, the Friends of the Rock Island Trail and the Recreational Trail Advocates are some of the known groups that are involved with trails and greenways in Central Illinois. Groups like these are typically involved in the stewardship of trails and the maintenance of these corridors through volunteer efforts.

CHAPTER 8: RECOMMENDATIONS AND NEXT STEPS

The Planning Committee encourages local government agencies to adopt this plan and utilize it in their land use and transportation project decisions. To implement a well-connected regional network of trails and greenways, it is necessary to have the support and commitment of local agencies that are willing to collaborate for their benefit as well as Stark County and the region as a whole.

A regional network of trails and greenways cannot become reality without citizen support. Local government officials must be aware of public resistance. They must respect the rights and concerns of landowners who may have a greenway on their property. Some citizens may initially oppose trails and greenways projects. Education about how trails and greenways benefit to recreation, economic development, transportation and the environment can help to increase public support.

RECOMMENDATIONS FOR LOCAL GOVERNMENTS

To increase the probability of achieving the goals presented in this plan, local governments should utilize the plan in all aspects of transportation and land use planning. Local governments should:

- ✓ Consider trails in planning for road and highway projects.
- ✓ Create working relationships with surrounding municipalities and counties.
- ✓ Utilize this plan and preserve the corridors proposed in this plan when making development decisions.
- ✓ Work with property owners and encourage them to preserve sensitive areas in their natural state. If development is imminent, steps should be taken to preserve the character of the property and to protect watershed areas as much as possible while still respecting the property owner's rights.
- ✓ Work with the Planning Committee when feasible.
- ✓ Educate citizens about the benefits of trails and greenways.

RECOMMENDATIONS FOR THE PLANNING COMMITTEE

The ultimate goal of creating a plan is to see that plan come to fruition. If Stark County is to realize this goal, the Planning Committee should work with local, state and national agencies. As seen in the previous chapter, these agencies provide a majority of the grant funding for trail projects. Difficult decisions are made regarding individual projects and prioritizing projects. A good plan should be updated as goals or priorities are achieved or change. In order to assure continued success in trail and greenway planning:

- ✓ The Planning Committee should meet on a regular basis to gauge the progress of the plan.
- ✓ A representative of the Planning Committee should communicate with the Tri-County Regional Planning Commission and other regional and state agencies to keep up-to-date on regional planning efforts and their effect on this document.

- ✓ The Planning Committee should work with state and federal agencies to stay informed of funding opportunities. The Planning Committee can speak as one voice, enhancing the chance of funding.
- ✓ The Planning Committee should update the Stark County Trails and Greenway Plan as needed. It is recognized that projects change or become unfeasible and that new projects and priorities will arise.

ACTION RECOMMENDATIONS

Implementation of a plan like this requires the development of strategies that will continue to utilize the local government agencies, organizations, and trail user groups mentioned above. Below is a summary of recommended preliminary implementation steps:

1. Adoption of the Stark County Trails and greenways Plan by the county
2. Once the plan is adopted by the county, begin researching funding opportunities for trail development.
3. Inclusion of the principles of the plan and specific priorities into local planning decisions by the county, communities, park districts and townships.
4. Review and revise zoning to ensure that ordinances support efforts to implement the plan.
5. Review and revise any subdivision ordinances to ensure that they:

    4a. Allow Conservation design, employment of Best Management Practices, such as conservation easements, grassed swales and riparian buffers.

    4b. Promote preservation of natural resources, encourage the restoration and management of native vegetation to preserve Stark County's rural character.

    4c. Promote the development of trail links within new subdivisions if applicable.

6. Work with the County Engineer and applicable committees to develop a signage plan for on-road trails along County Highways.
7. Work with the Stark County Historical Society to identify and sign historically significant sites along the proposed trail corridors.
8. Work with the Stark County Tourism Committee to market the trail opportunities in Stark County.

CHAPTER 9: SOURCES FOR ADDITIONAL INFORMATION

Several organizations have an interest in and information about regional trails and greenways. The following is a list of places that may be of assistance to those in search of information or technical assistance regarding trails and greenways.

Illinois Department of Transportation
District 4
401 Main Street
Peoria, IL 61602-1111
309.671.3333

Tri-County Regional Planning Commission
211 Fulton Street, Suite 207
Peoria, IL 61602
309.673.9330

Bradford Park District
Bradford, IL
309.897.8489

City of Wyoming Parks and Trees Committee
Judy St. John, City Clerk
108 East Williams Street
Wyoming, IL 61491
309.695.4831

Illinois Valley Wheelm'n
6518 N. Sheridan Rd, Ste 2
Peoria, IL 61614-2933

Illinois Department of Natural Resources
1 Natural Resources Way
Springfield, IL 62706-1271
217.782.6302

Friends of the Rock Island Trail
c/o George M. Burrier, Jr.
309.446.3758

LaFayette Park District
R.R. 1
LaFayette, IL 61449
309.995.3337

Illinois Valley Striders
700 West Main Street
Peoria, IL 61606

Heart of Illinois Sierra Club
PO Box 3593
Peoria, IL 61612