WHITESIDE COUNTY GREENWAY AND TRAIL PLAN

WHITESIDE COUNTY REGIONAL GREENWAY AND TRAILS PLAN

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In Cooperation with the

Whiteside County Greenway and Trails Coalition

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Last, but not least, the Coalition acknowledges and appreciates the contribution of the Illinois Department of Natural Resources, which provided financial support for the preparation of this plan and also contributed technical support through its staff and consultants.

COALITION MEMBERS

CHAIRMAN: Bud Thompson, OEDP

Blackhawk Hills RC&D

Village of Albany

City of Morrison

Village of Tampico

City of Prophetstown

Lyndon Bridge Committee

Sterling Park District

City of Sterling

Whiteside Farm Bureau

City of Fulton

City of Rock Falls

Friends of the Park

City of Morrison

Whiteside Co. Highway Dept.

Village of Erie

Village of Lyndon

Coloma Park District

Ill. Dept. of Transportation

Whiteside Cooperative Extension

Conservation 2000

Ill. Dept. of Natural Resources

Prophetstown Park District

County ED & Tourism

Along with other interested civic groups and individuals

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CHAPTER 1

INTRODUCTION

Whiteside County offers a diverse combination of unique attractions to its native sons and daughters, as well as to visitors or new citizens interested in experiencing the heritage of the Mississippi River, the Rock River, the Blackhawk Trail, or the Lincoln Highway. The rural setting that typifies the quality of life that has become the trademark of northwest Illinois is portrayed in all of its splendor right here in Whiteside County.

Farming is the traditional backbone of rural economics, and the evidence of that lifestyle is found throughout the county. A variety of types of land can be found within Whiteside County, therefore a very diverse agricultural economy has been developed. Because the vast majority of the land within the county is in private ownership, the farming community is a very crucial component to developing a greenway and trail plan.

Whiteside County, unlike some counties, does not have a forest preserve district or a countywide park district to serve as the guardians of the open spaces and to act as the driving force in encouraging the preservation and development of those greenways and trails. Therefore the individual cities and villages, along with their local park districts will be the primary advocates for preservation. The county can also provide encouragement to private owners of rural properties to participate in the various long and short term programs designed to promote preservation and conservation.

This plan attempts to begin the process of looking at areas that should be considered for preservation as the cities and villages continue to grow, as well as laying out a plan for creating trail systems within the communities and attempting to link the towns together via shared use roadway trails. Any plan should be considered a dynamic plan which is constantly being updated and revised to address changes in demand for all types of development, and the corresponding need to provide natural areas to enjoy and the trails to link them together.

DEFINITIONS

Greenways and Trails can mean many things to many people, but in the context of this plan, we will attempt to define some terms that will be used throughout the plan or in conversations with other agencies during the coming months and years as we implement the vision.

Greenway - Greenways are open corridors of land that, when preserved, act as links between other open spaces or public ways. Greenways provide an opportunity for the natural movements of plants and animals from one natural area to another. Some, but not all greenways, in conjunction with a trail system, allow humans to move through and observe these wildlife refuges.

Dedicated Trail - Dedicated trails are trails designed and built for the exclusive use of pedestrian or bicycle traffic along existing thoroughfares or through greenway areas. Dedicated trails provide the highest degree of safety and enjoyment for the user, but carry a much higher price tag.

Shared-Use Trail - Shared-use trails are generally referred to as shared-use roadways since they usually involve the sharing of lower volume rural or residential roads between bicyclists or pedestrians and automobiles. The principal benefit to shared-use trails is the cost. Generally the surfaces are not changed, but additional signage is required to alert motorists of the potential for other users within the roadway. Shared-use trails also provide the opportunity to develop existing roadways into landscaped linear parks which add value to all types of users.

CHAPTER 2

GREENWAY AND TRAIL RESOURCES

Greenway and trail resources include the natural and man made features that affect open spaces and thus provide the basis for developing plans and establishing priorities for greenways. Natural features include soil types, terrain, and drainage characteristics with corresponding flood plains and wetlands, as well as vegetation and wildlife habitat. Man made features include urbanization and the associated constraints for greenways. Other man made features include existing trails, roads and railroad rights of way which offer potential for use as greenways or trails.

Drainage is primarily directed to the 2 major rivers within Whiteside County, the Rock River and the Mississippi River and their tributaries. A large portion of certain parts of the county are within designated flood zones. The flood plains of these and other streams of the County are not well suited for intensive development but have great value as wetlands and linear open space. These areas, along with wooded and natural areas throughout the county, offer wonderful habitat for all types of wildlife.

Urban growth brings with it opportunities for greenway planning and development. Local zoning and subdivision ordinances can be a positive influence on the development of the greenways and trails. The Sterling-Rock Falls area has the highest growth and local subdivision ordinances should provide for the dedication of land or cash in lieu of land for park and recreational purposes, including greenways and trails.

The need to provide quality land use relationships with adequate open space and recreational areas are apparent as population growth and can have a major influence on the need for and development of greenways.

The majority of the County's population is in the Sterling/Rock Falls metro area. It is anticipated that there will continue to be a demand for subdivisions within those cities as well as within the small communities and rural areas throughout the county. However, special efforts should be made to limit rural growth to areas that have or will be provided with satisfactory roads and infrastructure, and to discourage urban development on prime farmland and environmentally sensitive areas. These efforts should be supplemented through proper subdivision and zoning regulations.

Public open space is land owned by public entities and accessible to the general public. The majority of public open space sites in Whiteside County are state and municipal park land. Morrison Rockwood State Park, Prophetstown State Park, Big Bend Conservation Area, Albany Mounds Historic Site, the Hennepin Feeder Canal and the U.S. Fish and Game Wildlife Refuge are all primary examples of valuable public open space and greenway areas.

Many small to medium neighborhood parks are provided by all of the cities and villages within the county. The largest assets the county possesses for the development of greenways and trails are the Rock River, the Mississippi River and the historic Hennepin Feeder Canal. The Mississippi has already generated the development of The Great River Trail throughout the entire length of the county and all but a small portion has been completed and is experiencing wonderful use. The Rock River is currently creating the interest to develop a trail system from the proposed upper dam in Sterling to the Oppold Marina at the eastern edge of the county. Rock Falls is also planning a trail along the river from the upper dam to Lawrence Park, the park on an island. The other gem of the county is the historic Hennepin Feeder Canal, built to connect the Rock River with the Illinois Mississippi Canal, it is the perfect example of a linear park containing wildlife habitat, water and a scenic trail to rival any other in the state.

CHAPTER 3

IMPLEMENTATION

As the Whiteside County Greenway and Trail Plan is completed, the planning process enters the crucial phase of implementation. The plan creates a vision to serve as an advisory guide for public and private actions regarding greenway preservation and development within the County. Consistent with this purpose, the planning process began with the creation of the Greenway and Trail Coalition, a citizen-based organization charged with evaluating the existing greenway resources in relation to anticipated future needs for greenways. A series of regional workshops were held throughout the county to acquire input from public officials and interested citizens. A summary of the workshops is on page 15.

To fulfill the plan's purpose as a guide for the regionwide development and preservation of greenways, this chapter presents a summary of the available methods and the responsibilities for implementation to achieve the vision for Whiteside County.

1) A number of methods and strategies are available to aid in the implementation of the proposed greenways and trails. These include the use of regulatory ordinances and a variety of acquisition, ownership and financial strategies.

2) Regulatory ordinances including zoning, subdivision regulations, and the comprehensive plan may be used by local governments to guide development and also have requirements for greenway creation and preservation. Regulatory ordinances provide a legal framework for the implementation of proposed greenways.

3) Zoning controls the use of land and the zoning ordinance is probably the most effective means for implementing the Greenway and Trail Plan. The County should review its current zoning ordinance to ensure that it includes adequate provisions to preserve open space and wildlife habitat.

4) The subdivision ordinance also represents another effective tool for implementing greenway requirements. By setting standards for the design of streets, sidewalks, utilities, and community facilities, subdivision regulations can greatly affect the overall patterns and quality of development. These regulations may also require dedications of land, or fee in lieu of land, for parks, open space or trails in new developments. Subdivision regulations may also require dedications for stormwater detention basins designed to serve dual usage as recreational facilities.

Acquisition and ownership strategies are the most difficult aspect of implementing a greenways plan. A wide variety of acquisition options are available for consideration. A number of these are widely accepted and often used with much success. A number of other less common but innovative options are also available and may be effective in certain situations.

Along with determining how to acquire a particular greenway, another important issue must be addressed; who will own it? There are three avenues of ownership - private, public or mixed ownership. Usually, if the greenway will be used for a recreational purpose or is used as a mode of transportation, local government would be the most likely owner. However, if the greenway serves an environmental purpose such as wetlands protection, wildlife habitat protection, or stream preservation, a private entity such as a land trust may be the most appropriate owner of the greenway. There may be instances where multiple or joint ownership of a greenway will occur, particularly for regional greenway systems or where implementation and management costs are a burden for one entity. A number of potential acquisition and ownership strategies have been identified by the Conservation Fund, a national nonprofit land and water conservation organization that protects land through partnerships. These strategies are identified in the following tables.

Summary of Acquisition Strategies for Greenways

Method	Explanation	Advantages	Disadvantages
Management agreements	Agreements between agency and landowner for a specific purpose.	Avoid purchase and other options, gain desired rights with minimal hassle.	Only applicable with current landowner, and could be revoked at any time.
Land leases	Short- and/or long-term rental of land.	Low cost use of land. Landowner receives income and retains property control.	Lease doesn't provide equity and affords limited control. Does not assure protection.
Permits and licenses	For fee agreements that specify specific uses - tied to a time frame.	An equitable arrangement that is specific to uses.	Is time and resource-base limited, not a long term method of protection.
Right of public access easements	Provides the public with the right to access and use a parcel of land for a specified purpose, limited to defined land area.	Can avoid need to purchase land from owner, provides right of public access and use. Excellent for greenways.	Can be time limited, usually restricts other uses, doesn't prevent owner from exercising other property rights.
Conservation easements	A partial interest in property generally for expressed purpose of protecting natural resources. Public access not always a component.	Inexpensive method for protection of natural resources. Landowner retains all other property rights, land remains on tax rolls.	Public access is usually restricted. Easement must be enforced. Easement may lower resale value.
Preservation easements	Same as conservation easement, most useful for historic landscapes.	Defines protection of historic elements of landscape.	Can restrict public access. Must be enforced.
Joint use easements	Accommodates multiple uses within one easement type: for example, sanitary sewer routing and public access. Should be one of the preferred methods for many greenways.	Provides opportunity to combine several public interests with one agreement. Easier for landowner to understand complete request - rather than several different requests.	Can be difficult for all landowners to agree to multiple uses along an entire greenway corridor. If one objects, the entire multiple use potential can be jeopardized.
Fee simple purchase	Outright purchase of full title to land and all rights associated with its use.	New landowner has full control of land. Allows for permanent protection and public access.	Cost of purchase may be outside local ability. Removes land from tax rolls.
Donations and gifts	A donation by landowner of all or partial interest in the property. ParkLands Foundation has acquired land through this process.	Provides permanent protection without public expenditures. Tax benefits to seller - charitable gift.	Receiving agency must be able to accept donation and capable of managing land.
Purchase and lease back	Purchase of full title, then lease back to previous owner. Subject to restrictions.	Essentially land banking. Income derived from lease payments. Owner is not displaced.	Lease may restrict public access. Land must be leased for appropriate uses.

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

Explanation	Advantages	Disadvantages	Method
Part donation/part sale, property is sold at less than fair market value.	Tax benefits to seller, difference in sale price is considered charitable gift.	Seller must be agreeable to terms of sale. Bargain price may be inflated.	**Bargain sale**
Owner agrees to provide first right of purchase to designated individual/agency.	Secures future right of purchase, provides time frame to negotiate terms with seller.	Does not ensure that owner will sell, or sell for a reasonable price.	**Option or first right of refusal**
Local or state government purchases the rights of more intensive land use from current landowner.	Landowner derives financial benefit from selling rights. Lower property value reduces taxes.	Can be costly to purchase development rights.	**Purchase of development rights**
The right of government to take private property for public purpose upon payment of just compensation. Can be exercised for recreational purposes in some states.	Provides tool for acquiring essential or endangered properties, if other techniques not acceptable.	Costly. Also creates a negative attitude about government and potentially the greenway concept. Only recommended as a last resort.	**Condemnation/eminent domain**
Allows buyer to pay for property over time.	If seller-financed, can lower taxes for seller, Buyer can negotiate better sale terms.	Long term financial commitment (30 years). Mortgage lien.	**Installment sale**
Swapping of developable land for property with high conservation value.	Relatively cost-free if trade parcel is donated. Reduces capital gains tax for original owner.	Owners must be willing to swap. Property must be of comparable value. Can be time consuming.	**Land exchange**
As a condition of obtaining subdivision approval, local government requires developers to pay a fee or dedicate land to a municipal trust for open space.	New construction and development pays for its impact on open space. Good method during high growth periods.	Acquisition funds dependent on specific development. Difficult to calculate fair costs. Not effective during recessionary periods.	**Exaction**
Under legally established program, owner can transfer development rights from one property to another property designated to support increased density.	Cost of preservation absorbed by property owner who purchases rights. Allows local government to direct density and growth away from sensitive landscapes.	Difficult to implement. Very controversial. Often hard to identify areas where increased density is desirable. Must be established by legislation.	**Transfer of development rights**
Permits high density development in parts of subdivision to protect sensitive lands.	Flexible and negotiable with landowner-developer. Can reduce construction and infrastructure costs.	Open space may not be linked. Processing time for development may be increased.	**Cluster development**
A zone defined by permitted impacts as opposed to permitted uses.	Development occurs based on comprehensive, environmentally based strategy.	Criteria are hard to establish. Development plans more expensive to prepare.	**Performance zoning**

Comparative Ownership Strategies

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

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

The most well conceived plans for the acquisition, implementation and management of greenways and trails will fail if financial resources are not available. There are two fundamental types of greenway funding sources - the public sector and the private sector. Public sector funding sources have been summarized by the Conservation Fund, the Illinois Department of Natural Resources and the Illinois Department of Transportation in the following tables. Private section funding sources have also been summarized by the Conservation Fund. These tables provide potential funding sources for review when considering specific greenways.

Public Sector Funding Sources

	Explanation	Advantages	Disadvantages
Direct Local Agency Fund	Public agencies provide funding and sponsor the greenway. Usually, agencies are parks and recreation departments or public works/engineering departments.	Public agencies can usually contribute substantial funding for greenways and can commit future funding and support.	Selling the project to elected officials, general public, etc. Also, stiff competition for funds among agencies.
State and Federal Grant Programs	Federal and state governments offer grant programs to government agencies and nonprofit organizations for greenways acquisition and development.	Wide variety of grant programs available, can tailor to a specific need or purpose.	Competition for funds, regulation and red tape.
Public Agency Joint Venture	Public agencies enter into a partnership to fund a greenway project.	Agencies can receive benefits from joint ventures. An example is a trail within a water reclamation district sewer line right of way.	Some highway, flood control, sewer projects and utility corridors may not be compatible with a greenway.
Joint Development Techniques	The use of funds for private real estate development in conjunction with new public facilities.	New sources of tax revenue and other benefits are created through public/private cooperative agreements.	Development and management may be cumbersome.
Public Finance	Financing through special taxes, taxing districts, bonds or tax increment financing.	Can be excellent method of raising considerable revenue for greenway projects.	Additional taxes and special taxing districts can be very unpopular methods of raising revenue.

Source: The Conservation Fund, Greenways: A Guide to Planning, Design, and Development, 1993, p. 86-91

Public Finance Techniques by Local Governments

Source	Explanation
Special Tax	A special tax can include a special sales tax, a sales tax on specific goods, hotel/motel tax, or a special tax on real estate transactions.
Improvement Districts	Method of raising revenue for a greenway by establishing a special taxing district. The assessment, usually a property tax, is levied within the district. Revenues are used for funding improvements in a specific geographic area.
Special Assessment Districts	Mainly used for projects such as street improvements, outdoor plazas or landscaping, and park improvements.
Selling Bonds	Common finance approach; public sector borrows money. Most communities have limits on the amount of debt that can be incurred.
General Obligation Bonds	These bonds are repaid with general revenue income that a community receives through tax revenues. Politically, can be controversial.
Revenue Bonds	Revenues that are generated by financed projects pay for these bonds. These are best used when financing greenway amenities such as fee-for-use facilities.
Tax Increment Financing (TIF)	A TIF pays off a bond from the increased revenue generated on property adjacent to a public improvement such as a greenway.

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

Federal And State Funding Sources For Transportation Enhancement Activities

FEDERAL PROGRAM	INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT							LAWCON	N/A	HISTORIC PRESERV. FUND	WATER RESOURCES DEV. ACT
STATE ADMIN AGENCY	IDOT a)						IDNR b)			IHPA c)	US ARMY CORPS OF ENGNRS d)
FUNDING PROGRAMS ISTEA ENHANCEMENT CATEGORIES	ITEP Illinois Transportation Enhancement Program (1)	CMAQ Congestion Mitigation & Air Quality Improv. Pgm. (NE IL & EStL)	STP Surface Transportation Program	SCENIC BYWAYS	OGL Operation Green Light (NE IL only)	FTA Federal Transit Act (2)	SYMMS National Recreational Trails Funds	LAWCON Land and Water Conservation Program (W/OSLAD) (3,4)	Illinois Bicycle Path Grant Program (3)	Certified Local Governments Program (5)	Ill. & Michigan Canal Heritage Corridor
Provision of facilities for pedestrians and bicycles	80% fed $ 20% loc $	80% fed $ 20% loc $	80% fed $ 20% loc $	80% fed $ 20% loc $	Varies	80% fed $ 20% loc $	100% fed $ FFY93	50% fed $ 50% loc $	50% state $ 50% loc $		not yet available
Acquisition of scenic easements and scenic or historic sites	80% fed $ 20% loc $										
Scenic or historic highway programs	80% fed $ 20% loc $			80% fed $ 20% loc $	Varies						
Landscaping and other scenic beautification	80% fed $ 20% loc $										
Historic preservation	80% fed $ 20% loc $			80% fed $ 20% loc $	Varies					80% fed $ 20% loc $	
Rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals)	80% fed $ 20% loc $									80% fed $ 20% loc $	not yet available
Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails)	80% fed $ 20% loc $	80% fed $ 20% loc $	80% fed $ 20% loc $				100% fed $ FFY93	50% fed $ 50% loc $	50% state $ 50% loc $	60% fed $ 40% loc $	
Control and removal of outdoor advertising	80% fed $ 20% loc $			80% fed $ 20% loc $	Varies						
Archaeological planning and research	80% fed $ 20% loc $ (6)									80% fed $ 20% loc $	
Mitigation of water pollution due to highway runoff	80% fed $ 20% loc $ (6)										

PLEASE NOTE: This chart is an oversimplification of various complex programs. Please contact the following agencies for details.

CONTACTS:

Contact your metropolitan planning organization or:

a)
ILL DEPT OF TRANSPORTATION
2300 S. Dirksen Parkway
Springfield, IL 62704

b)
ILL DEPT OF NATURAL RESOURCES
524 S. Second St.
Springfield, IL 62701

c)
ILL HISTORIC PRESERV. AGENCY
Old State Capitol
Springfield, IL 62701

d)
US ARMY CORPS OF ENGINEERS
Rock Island District
Box 2004
Rock Island, IL 61204

(1) Excludes land acquisition
(2) Bicycle and pedestrian facilities related to transit projects only
(3) Includes land acquisition
(4) State OSLAD program follows LAWCON guidelines
(5) Program restricted to Historic Register Properties only
(6) Eligible within ISTEA but not high priority under ITEP

Source: Illinois Department of Transportation, Policy Section, 1994.

Note: Congress will be holding hearings in Spring, 1997 for the reauthorization of ISTEA.

Natural Resource Management Incentives

Program	Contact	Landowners Eligible	Term	Min. Acres	Purpose: Natural area, habitat preservation	Open space, recreation	Forestry	Wetland, water res. protection	Soil conservation	Farmland preservation
Cost Share Programs										
Ag Conservation Program	ASCS	ind., corp.	10 years	1 acre			X		X	
Ag Loans	State Treasurer	ind., corp.							X	
Conservation Reserve	ASCS	ind., corp., pub.	10-30 years	1 acre			X		X	
Forest Stewardship	IDNR		10 years	5 acres			X	X	X	
Forestry Incentive Program	ASCS	ind.	10 years	10 acres			X			
Ill. Forestry Dev. Act	IDNR	ind., ltd. pub.	10 years	5 acres			X	X	X	
Partners for Wildlife	USFWS/IDNR	ind.	10 years	1 acre				X		
Stewardship Initiatives	IDNR	ind., corp.	10 years	5 acres	X	X	X	X		
Trees, Shrubs, Seedlings	IDNR						X		X	
Wetland Reserve	ASCS		permanent	2 acres			X	X		
Technical Assistance										
Emergency Conservation	ASCS								X	X
Forest Management Assist. Program	IDNR	ind., pub., corp.			X		X	X	X	
Natural Heritage Landmark	IDNR	ind.			X					
Private Land Habitat	IDNR	ind.		1 acre*	X					
Private Waters	IDNR				X			X		
Register of Land & Water Reserves	IDNR				X					
Tax Incentives										
Assessment with Easements	SA, CA				X					
Conservation Easements	IDNR				X					
Exemption of Prairie Path Leases	Co. Brd. of Review				X	X				
Exemption of Lease to Park District	Co. Brd. of Review					X				
Forestry Mgt. Plan	IDNR		10 years	5 acres			X	X	X	
Illinois Nature Preserves	IDNR	ind., pub.	permanent		X					
Open Space Assessment	SA, CA			10 acres	X	X		X	X	
Preferential Assessment of Farmland	SA, CA									X
Subdivision of Common Areas	TA, SA, CA	ind.				X				
Tax Bills Optional for <$150	County Clerk									
Tax Cert. for Livestock Waste Mgt.	IEPA							X		

Abbreviations:

ASCS	Agricultural Stabilization and Conservation Service	ind.	individual
IDNR	Illinois Department of Natural Resources	corp.	corporation
USFWS	United States Fish and Wildlife Service	pub.	public entity
SA, CA	Supervisor of Assessments, County Assessor	ltd.	limited
TA	Township Assessor	*	minimum of one acre for rural areas, ¼ acre for urban areas
IEPA	Illinois Environmental Protection Agency		

Source: Illinois Department of Natural Resources

Private Sector Funding Sources

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

Source: The Conservation Fund, Greenways: A Guide to Planning, Design, and Development, 1993, p. 91-94

WORKSHOP SUMMARY

DATE	*TIME*	*LOCATION*
1-25-99	**7:00 pm**	**Odell Public Library Morrison**
1-26-99	**2:00 pm**	**Sterling Park District Sterling**
1-27-99	**2:30 pm**	**Fulton Village Hall**
1-28-99	**3:00 pm**	**Rock Falls Municipal Center**
2-2-99	**2:00 pm**	**Whiteside County Law Enforcement Center**
2-3-99	**7:00 pm**	**Sterling Twp. Office**
2-4-99	**7:00 pm**	**Albany Village Hall**
2-8-99	**7:00 pm**	**Erie Fire Station**
2-9-99	**7:00 pm**	**Rock Falls Municipal Center**
2-10-99	**2:00 pm**	**Lyndon Progress Center**
2-10-99	**7:00 pm**	**Whiteside County Highway Office**

COUNTYWIDE PRIORITY SCHEDULE

The ultimate goal of this project is for the Whiteside County Greenway and Trail Plan to become a link in the Grand Illinois Trail. (See Figure 15 of Illustrations)

Obviously, the first step toward achieving this is for Whiteside County to have a continuous path stretching from the Hennepin Feeder Canal on the east end of the county, traveling cross-county to the Mississippi River and the Great River Trail on the west.

As a condition to all of the above, the Whiteside County Board should adopt a Resolution creating a task force which will coordinate the construction of the various separately funded portions of the construction of the local greenways and trails over the next five years.

The following priority schedule should be used as a guideline for the implementation of the plan.

NO.	PROJECT	SPONSOR
1.	Rockwood Trail from Kelly Park to Red Covered Bridge, Red Covered Bridge to Rockwood State Park, and Rockwood State Park to Great River Trail at Fulton	Morrison/Mt. Pleasant Township
2.	Riverfront Trail from Upper Dam to Oppold Marina	Sterling Park District
3.	Riverfront Trail from Upper Dam to Lower Dam	Coloma Park District/City of Rock Falls
4.	Riverfront Trail connection from Meridosia Road to Bunge Grain	Village of Albany
5.	Riverfront Trail from Lower Dam to Lawrence Park	Coloma Park District/City of Rock Falls
6.	Lynn Boulevard Trail from Lincoln Highway to Locust Avenue	Sterling Park District
7.	Bridge for creek crossing at Marina	City of Fulton

8. Heritage Park Trail from Cordova Road to Albany Road, Cordova Road to Great River Road	Village of Erie
9. Lynn Boulevard Trail from Locust Avenue to Westwood	Sterling Park District
10. Cattail Park connection to the Great River Trail	City of Fulton
11. Lyndon Road connection to the historic Lyndon Bridge	Lyndon/Prophetstown
12. Rock Creek Trail from the high school to Waterworks Park	City of Morrison
13. Rock Creek Trail from the Waterworks Park to Red Covered Bridge	City of Morrison
14. Southeast Trail from Academic Drive to Sawyer Road	City of Morrison

LOCAL PRIORITY SCHEDULE

The following priority lists for each municipality is based on the conditions at the time of the creation of this plan. The priority lists should also be part of the ongoing review process and revised as needed.

ALBANY

1. Riverfront Trail connection from Meridosia Road to Bunge Grain

ERIE

1. Signage for shared use streets
2. Heritage Park Trail from Cordova Road to Albany Road

FULTON

1. Cattail Park connection to the Great River Trail
2. Bridge for creek crossing at Marina

LYNDON

1. Lyndon Road connection to the historic Lyndon Bridge
2. Signage for shared use streets

MORRISON

1. Rockwood Trail from Kelly Park to Red Covered Bridge; Rockwood Trail from Red Covered Bridge to Rockwood State Park; Signage for shared use streets
2. Rock Creek Trail from the high school to Waterworks Park
3. Rock Creek Trail from Waterworks Park to Red Covered Bridge
4. Southeast Trail from Academic Drive to Sawyer Road

PROPHETSTOWN

1. Lyndon Road connection to the historic Lyndon Bridge
2. Signage for shared use streets

ROCK FALLS

1. Riverfront Trail from Upper Dam to Lower Dam
2. Riverfront Trail from Lower Dam to Lawrence Park
3. Signage from Lawrence Park to Feeder Canal
4. Signage for remainder of shared use streets

STERLING

1. Riverfront Trail from Upper Dam to Oppold Marina
2. Lynn Boulevard Trail from Lincoln Highway to Locust Avenue
3. Lynn Boulevard Trail from Locust Avenue to Westwood
4. Signage for shared use streets

TAMPICO

1. Signage for shared use streets

SUMMARY

The following is a summary of the future actions that are required to successfully implement this plan.

1. The process should begin with the official adoption of the plan by Whiteside County.

2. The Greenway and Trails Coalition should determine the feasibility of one of its member organizations, becoming a foundation or similar entity with the legal capabilities to acquire property, manage and maintain greenways on a countywide basis, and receive and disperse funds derived from private donations, government grants and other sources.

3. Once this has been determined, the Coalition or whatever management group has been created should target future greenways for implementation. Strategies for acquisition, ownership and financing of targeted greenways should be evaluated to maximize the use of private funding sources along with Federal and State grant programs.

4. The Coalition in cooperation with Whiteside County should perform an annual review of the Greenway and Trail Plan to measure progress and to target future projects for next year. Major updates of the plan should be considered at intervals of no more than 10 years.

5. An active public relations and education campaign should be carried out by the Coalition to broaden public understanding and support for greenways. Effective sources should include a newsletter, slide and video presentations and implementing a Whiteside County Web Site to attract tourism.

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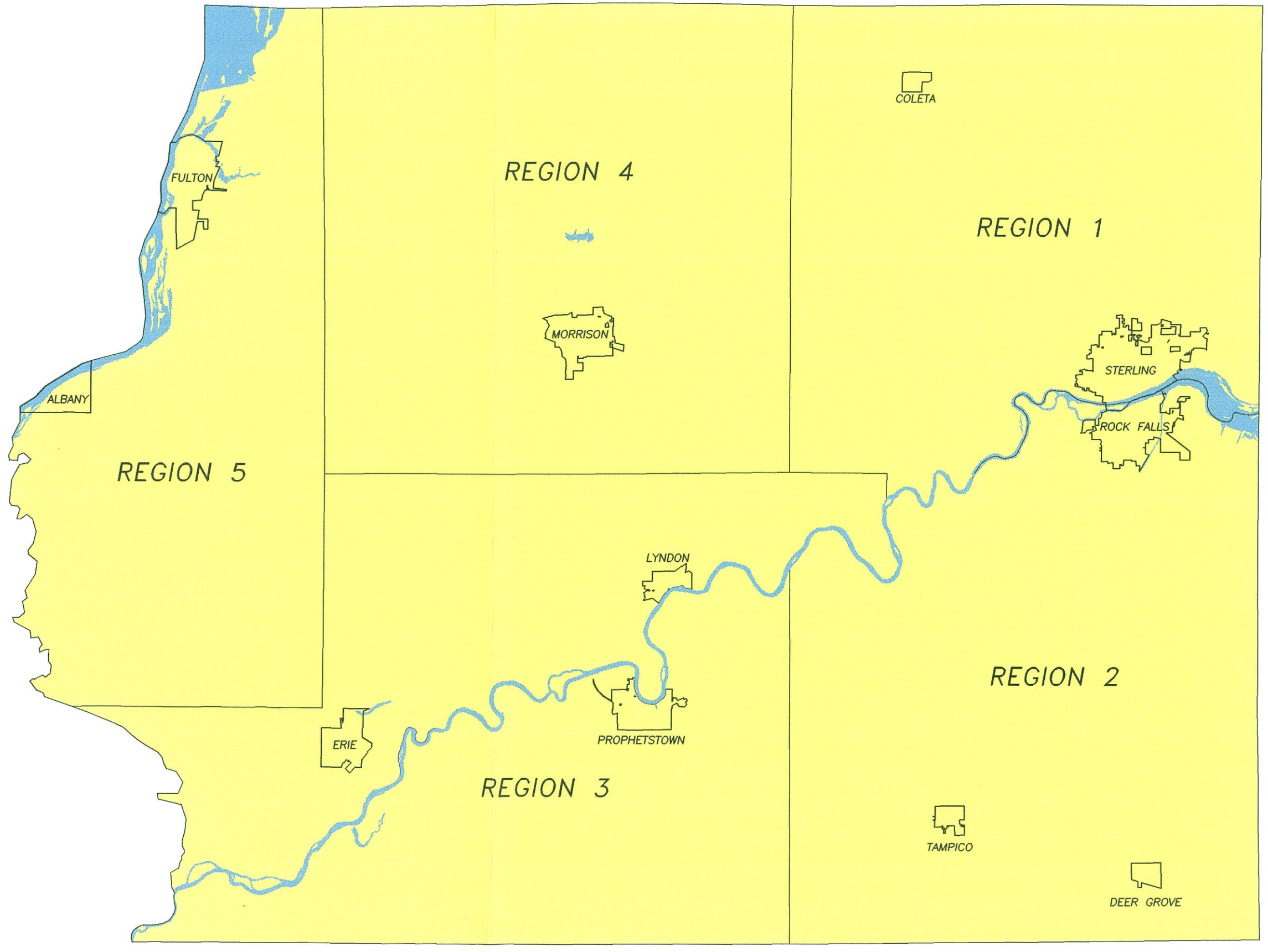
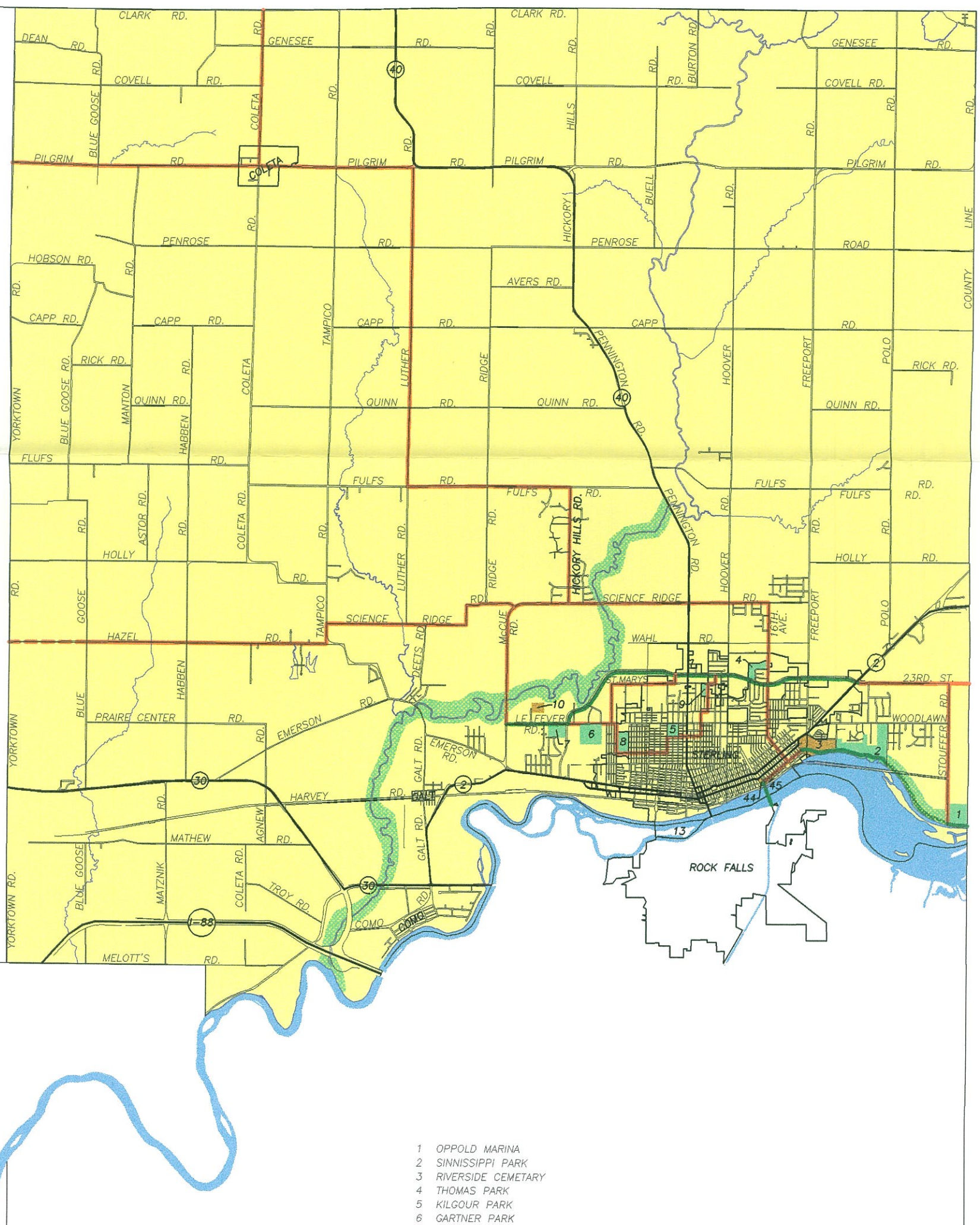

REGION 4
REGION 1
REGION 5
REGION 3
REGION 2
COLETA
FULTON
MORRISON
STERLING
ROCK FALLS
ALBANY
LYNDON
PROPHETSTOWN
ERIE
TAMPICO
DEER GROVE

GREENWAY AND TRAIL PLAN

REGION 1

SHARED USE TRAIL (PAVED)
SHARED USE TRAIL (GRAVEL)
EXISTING DEDICATED TRAIL
PROPOSED DEDICATED TRAIL
EXISTING GREENWAY OR PARK
PROPOSED GREENWAY



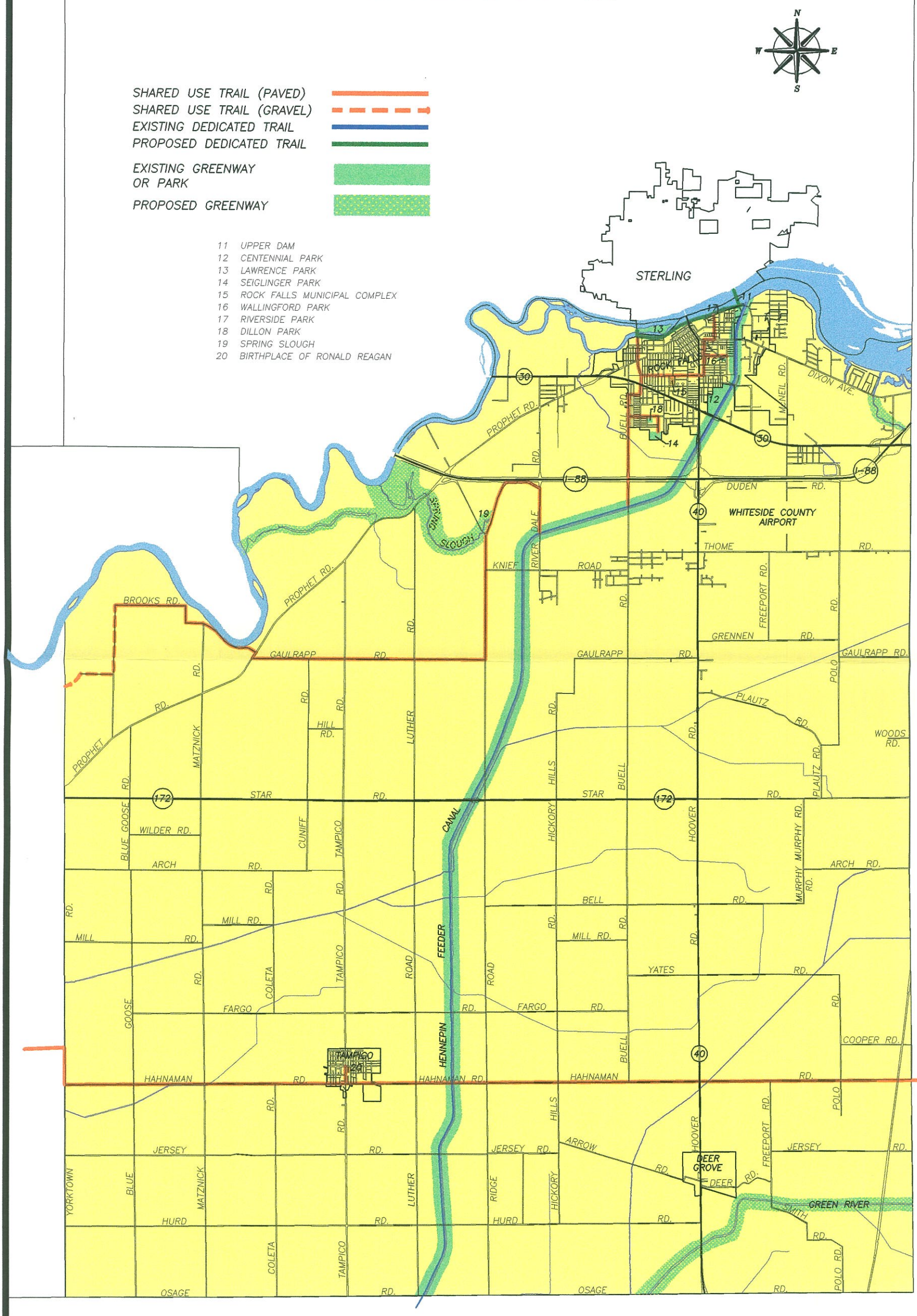
1 OPPOLD MARINA
2 SINNISSIPPI PARK
3 RIVERSIDE CEMETARY
4 THOMAS PARK
5 KILGOUR PARK
6 GARTNER PARK
7 EVERLY PARK
8 SCHEID PARK
9 STERLING RECREATION CENTER
10 WESTWOOD COMPLEX
44 DILLON HOME AND MUSEUM
45 UPPER DAM

GREENWAY AND TRAIL PLAN

REGION 2

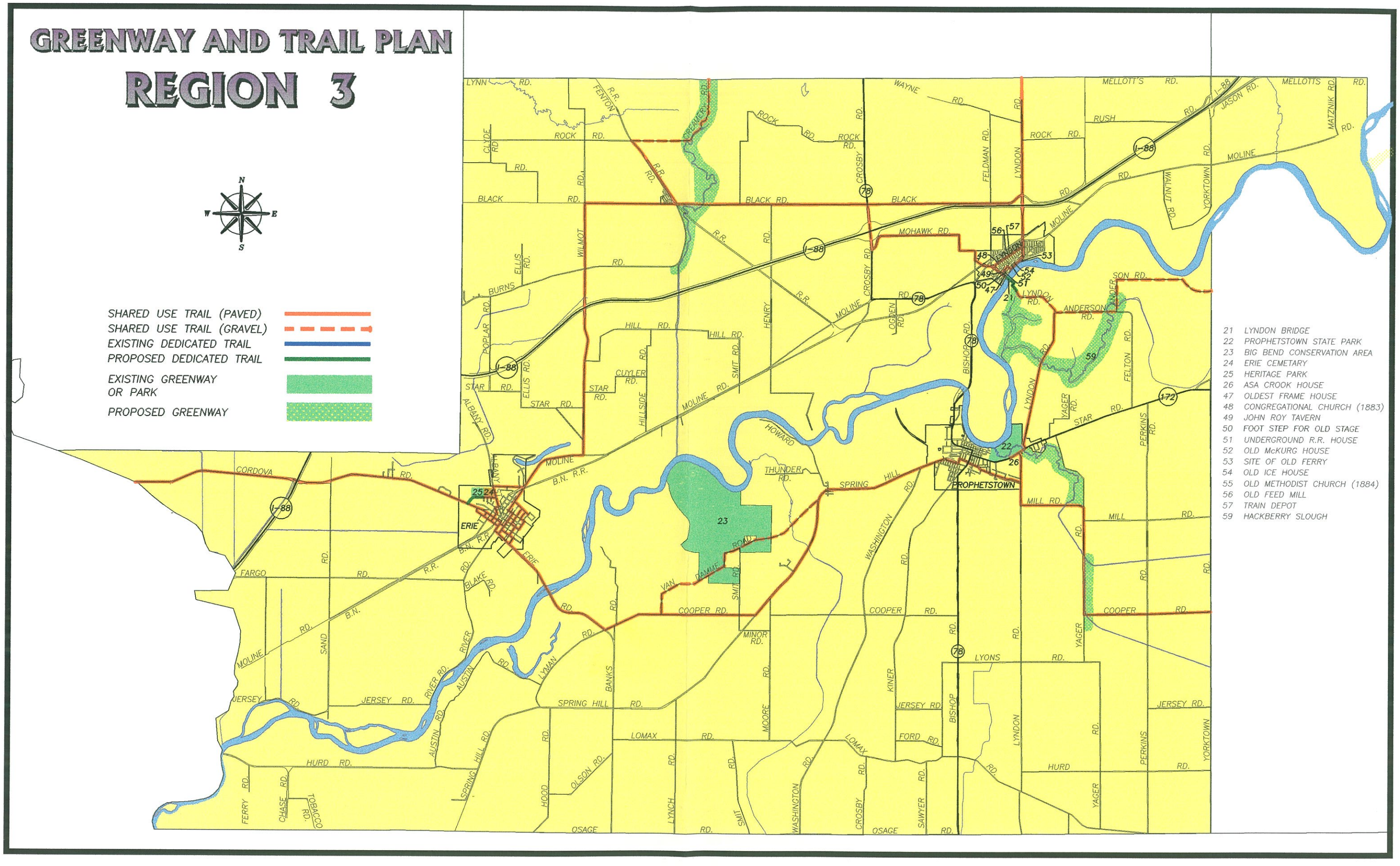
SHARED USE TRAIL (PAVED)
SHARED USE TRAIL (GRAVEL)
EXISTING DEDICATED TRAIL
PROPOSED DEDICATED TRAIL
EXISTING GREENWAY OR PARK
PROPOSED GREENWAY

11 UPPER DAM
12 CENTENNIAL PARK
13 LAWRENCE PARK
14 SEIGLINGER PARK
15 ROCK FALLS MUNICIPAL COMPLEX
16 WALLINGFORD PARK
17 RIVERSIDE PARK
18 DILLON PARK
19 SPRING SLOUGH
20 BIRTHPLACE OF RONALD REAGAN



GREENWAY AND TRAIL PLAN

REGION 3



GREENWAY AND TRAIL PLAN
REGION 4

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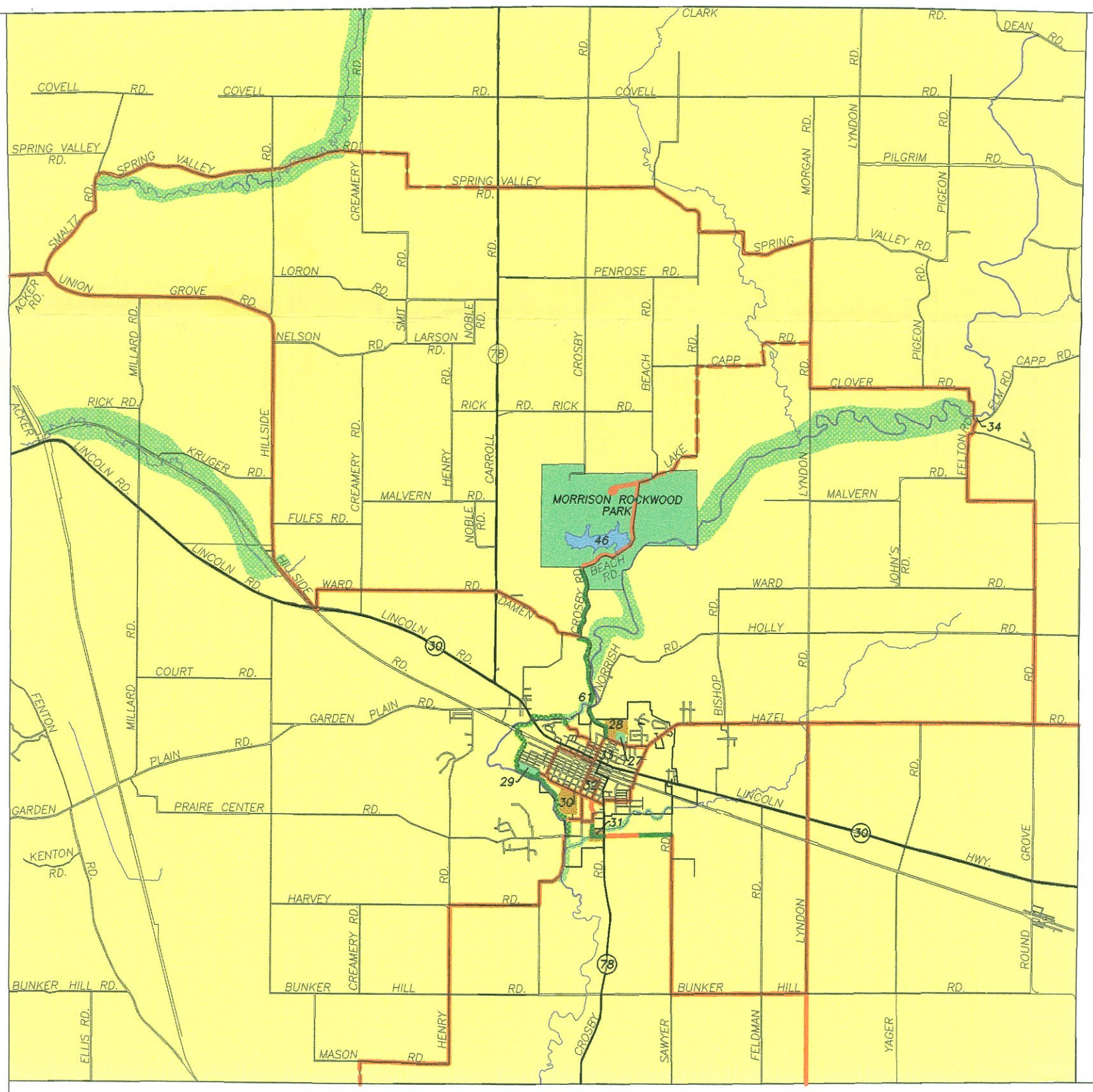
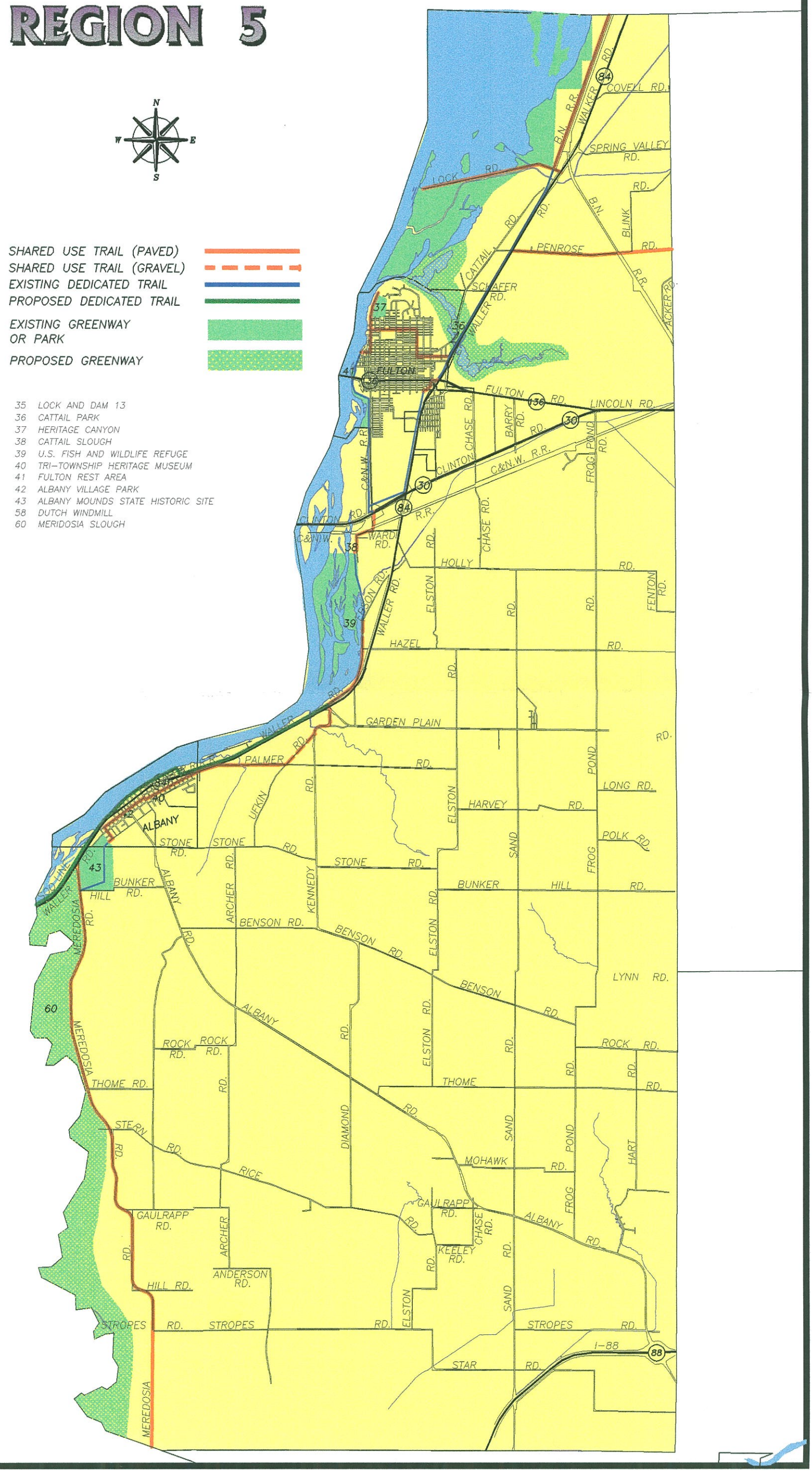
SHARED USE TRAIL (PAVED)
SHARED USE TRAIL (GRAVEL)
EXISTING DEDICATED TRAIL
PROPOSED DEDICATED TRAIL
EXISTING GREENWAY OR PARK
PROPOSED GREENWAY



27 KELLY PARK
28 GROVE HILL CEMETERY
29 WATERWORKS PARK
30 WHITESIDE COUNTY FAIRGROUNDS
31 MORRISON INSTITUTE OF TECHNOLOGY
32 ODELL PUBLIC LIBRARY
33 WHITESIDE COUNTY COURTHOUSE
34 MALVERN MILL
46 LAKE CARLTON
61 RED COVERED BRIDGE

GREENWAY AND TRAIL PLAN

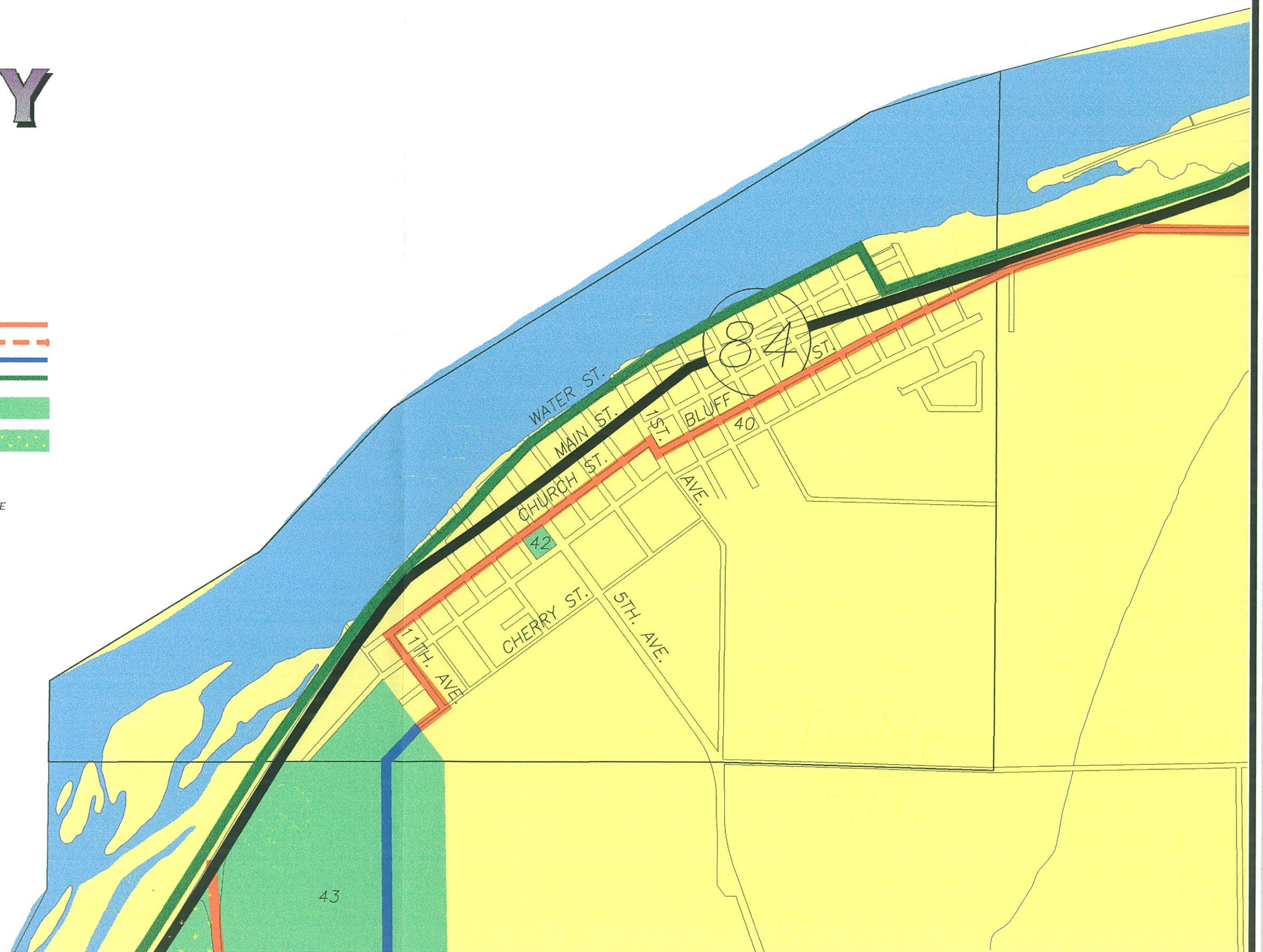
REGION 5



ALBANY

SHARED USE TRAIL (PAVED)
SHARED USE TRAIL (GRAVEL)
EXISTING DEDICATED TRAIL
PROPOSED DEDICATED TRAIL
EXISTING GREENWAY OR PARK
PROPOSED GREENWAY

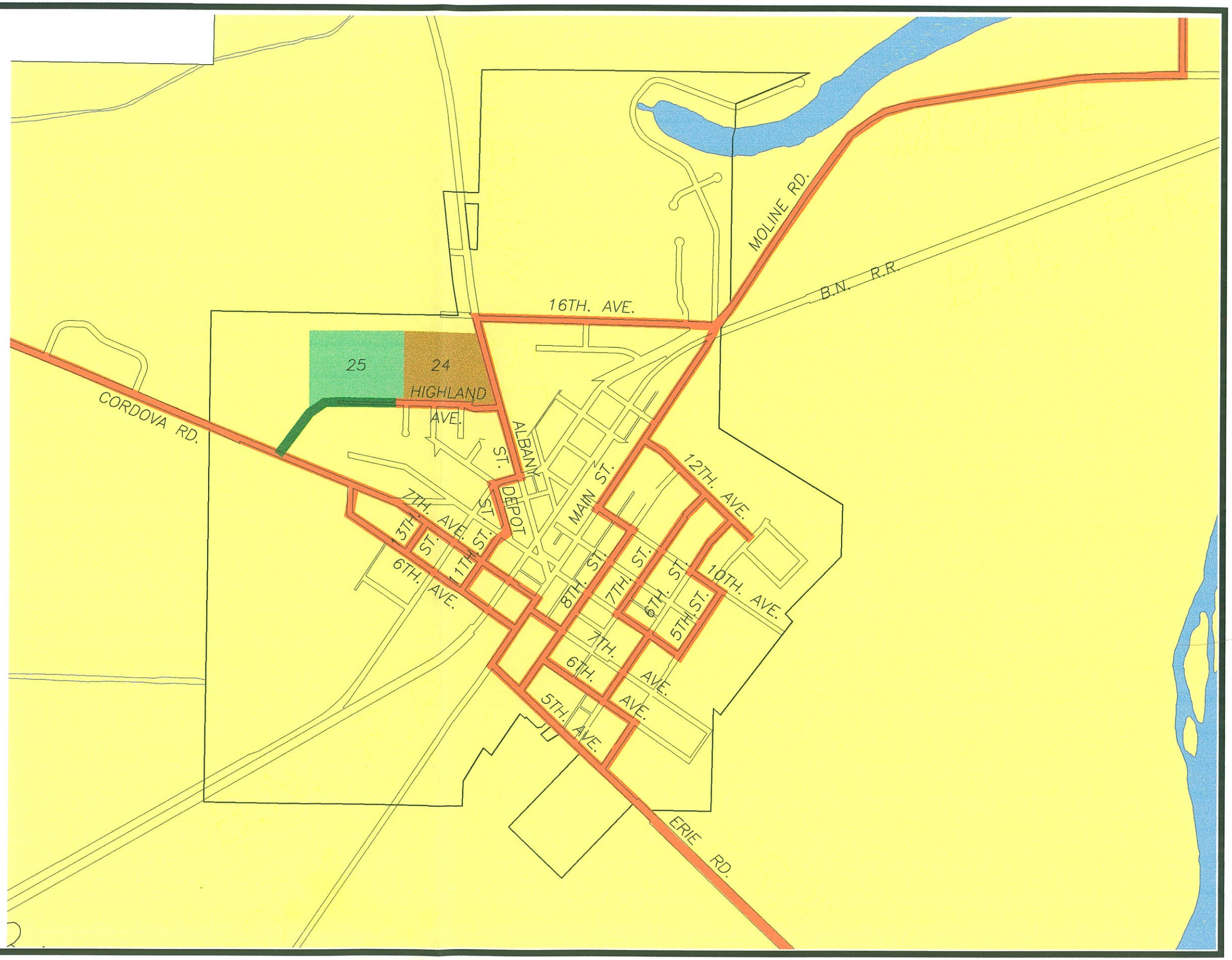
40 TRI–TOWNSHIP HERITAGE MUSEUM
42 ALBANY VILLAGE PARK
43 ALBANY MOUNDS STATE HISTORIC SITE



ERIE

SHARED USE TRAIL (PAVED)
SHARED USE TRAIL (GRAVEL)
EXISTING DEDICATED TRAIL
PROPOSED DEDICATED TRAIL
EXISTING GREENWAY OR PARK
PROPOSED GREENWAY

24 ERIE CEMETARY
25 HERITAGE PARK



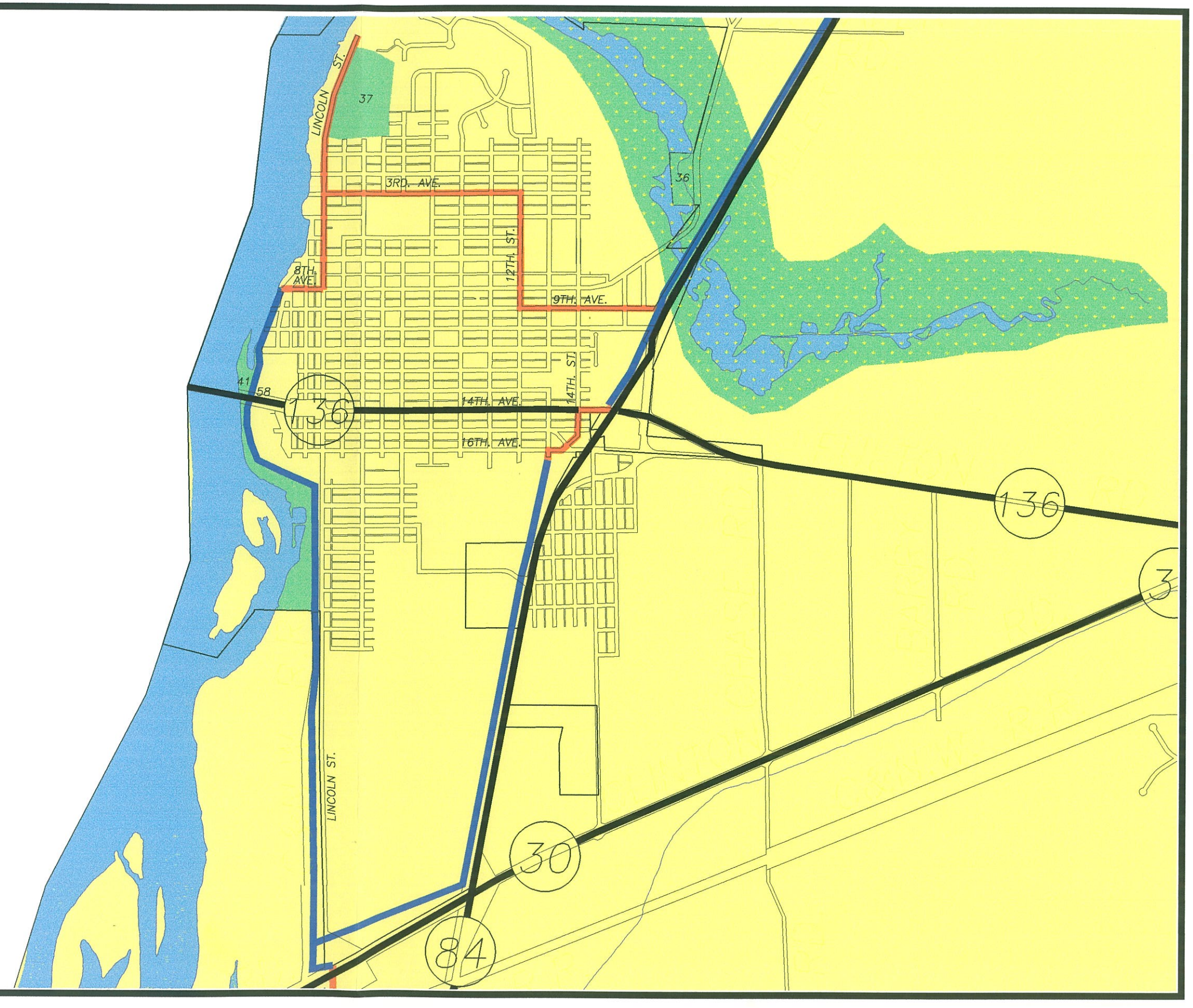
FULTON

SHARED USE TRAIL (PAVED)
SHARED USE TRAIL (GRAVEL)
EXISTING DEDICATED TRAIL
PROPOSED DEDICATED TRAIL

EXISTING GREENWAY OR PARK

PROPOSED GREENWAY

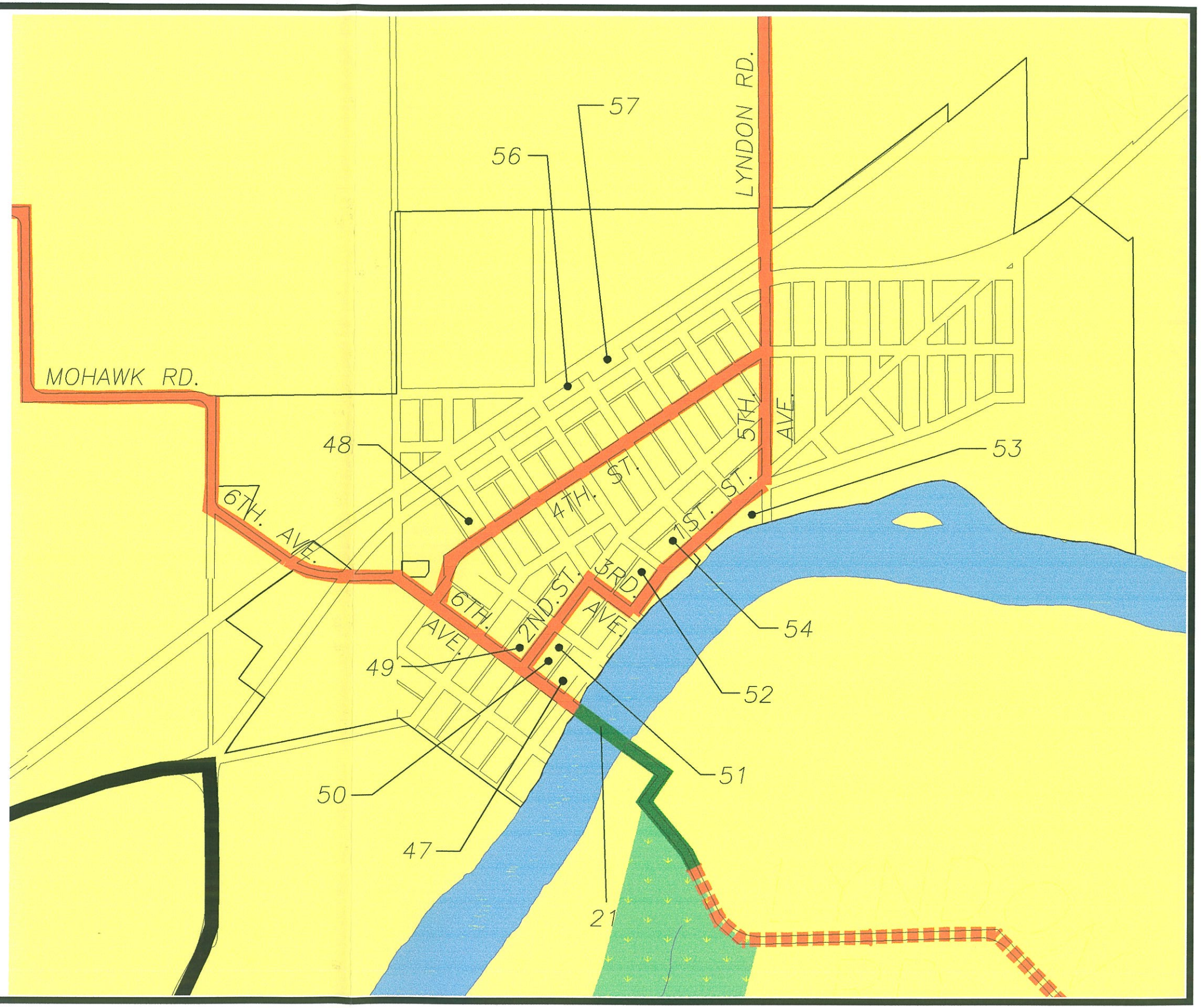
36 CATTAIL PARK
37 HERITAGE CANYON
41 FULTON REST AREA
58 DUTCH WINDMILL



LYNDON

SHARED USE TRAIL (PAVED)
SHARED USE TRAIL (GRAVEL)
EXISTING DEDICATED TRAIL
PROPOSED DEDICATED TRAIL
EXISTING GREENWAY OR PARK
PROPOSED GREENWAY

21 LYNDON BRIDGE
47 OLDEST FRAME HOUSE
48 CONGREGATIONAL CHURCH (1883)
49 JOHN ROY TAVERN
50 FOOT STEP FOR OLD STAGE
51 UNDERGROUND R.R. HOUSE
52 OLD McKURG HOUSE
53 SITE OF OLD FERRY
54 OLD ICE HOUSE
56 OLD FEED MILL
57 TRAIN DEPOT



MORRISON

SHARED USE TRAIL (PAVED)
SHARED USE TRAIL (GRAVEL)
EXISTING DEDICATED TRAIL
PROPOSED DEDICATED TRAIL
EXISTING GREENWAY OR PARK
PROPOSED GREENWAY

27 KELLY PARK
28 GROVE HILL CEMETERY
29 WATERWORKS PARK
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32 ODELL PUBLIC LIBRARY
33 WHITESIDE COUNTY COURTHOUSE
61 RED COVERED BRIDGE

61
NORRISH RD.
GREENWOOD DR.
GENESEE ST.
28
HAZEL RD.
PROSPECT ST.
HIGH ST.
NORTH ST.
MAIN ST.
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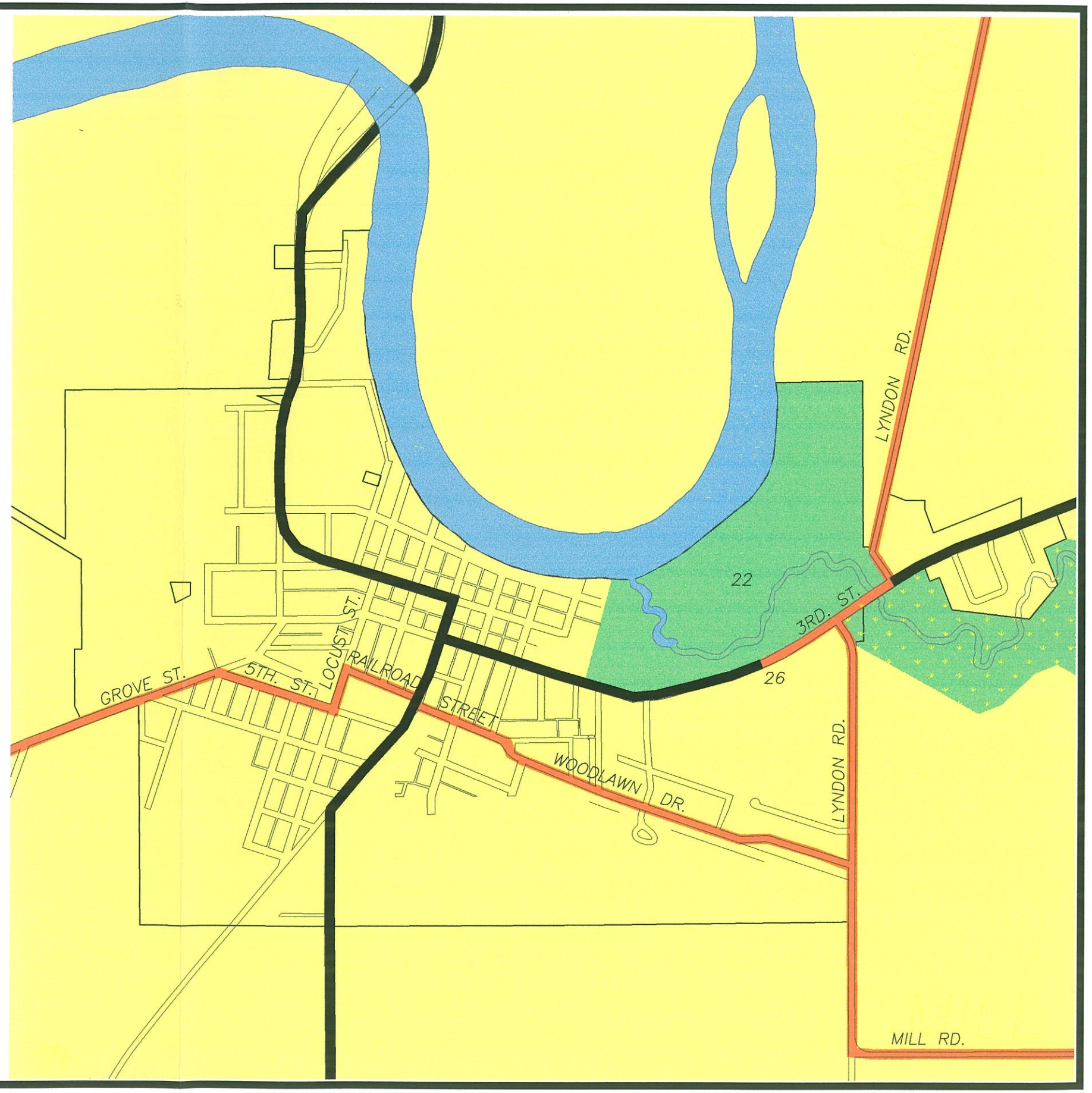
JACKSON ST.
HEATON ST.
FAIRWAY DR.
29
GENESEE ST.
WALL ST.
U.S. RTE. 30
WINFIELD ST.
32
MADISON ST.
30
MAPLE AVE.
JACKSON ST.
GENESSEE AVE.
CAROLEE LN.
ACADEMY DR.
31
LISTER RD.
IL. RTE. 78
SAWYER RD.

PROPHETSTOWN

SHARED USE TRAIL (PAVED)
SHARED USE TRAIL (GRAVEL)
EXISTING DEDICATED TRAIL
PROPOSED DEDICATED TRAIL
EXISTING GREENWAY OR PARK
PROPOSED GREENWAY

22 PROPHETSTOWN STATE PARK
26 ASA CROOK HOUSE



ROCK FALLS

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SHARED USE TRAIL (GRAVEL)
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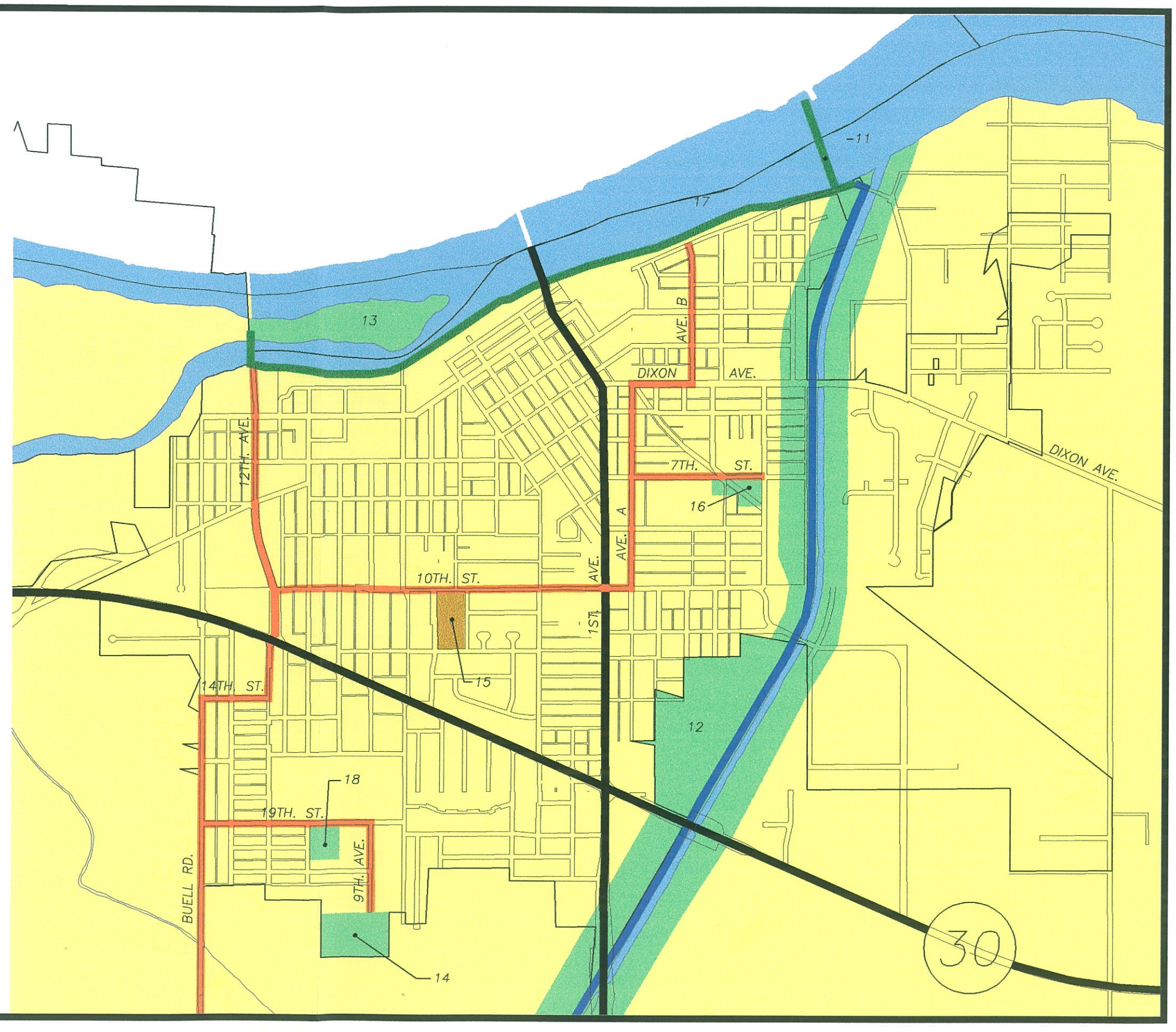
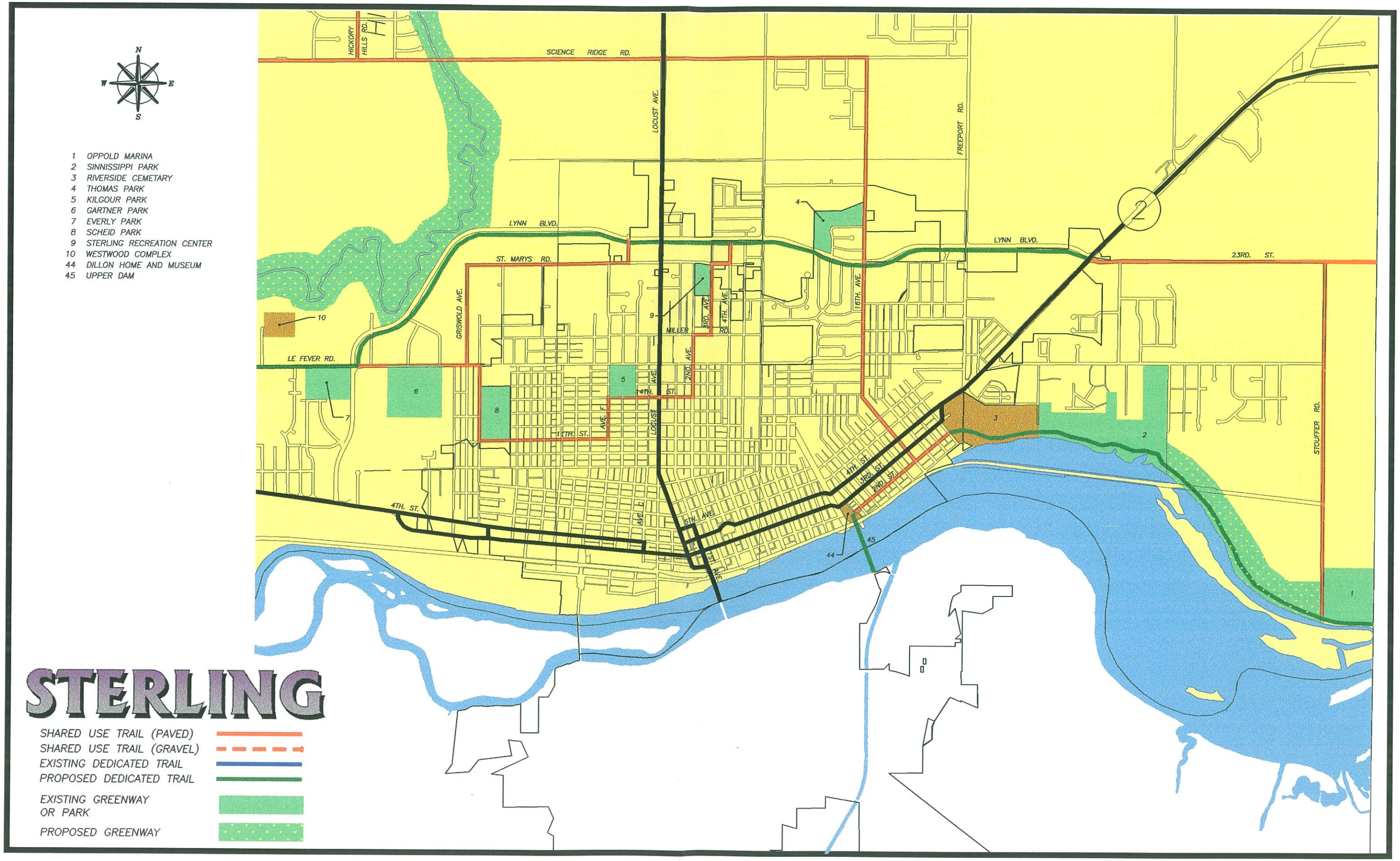
18 DILLON PARK

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STERLING
SHARED USE TRAIL (PAVED)
SHARED USE TRAIL (GRAVEL)
EXISTING DEDICATED TRAIL
PROPOSED DEDICATED TRAIL
EXISTING GREENWAY OR PARK
PROPOSED GREENWAY
SCIENCE RIDGE RD.
HICKORY HILLS RD.
LOCUST AVE.
FREEPORT RD.
LYNN BLVD.
ST. MARYS RD.
GRISWOLD AVE.
LE FEVER RD.
MILLER RD.
3RD. AVE.
4TH. AVE.
2ND. AVE.
16TH. AVE.
23RD. ST.
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1ST. AVE.
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AVE. F
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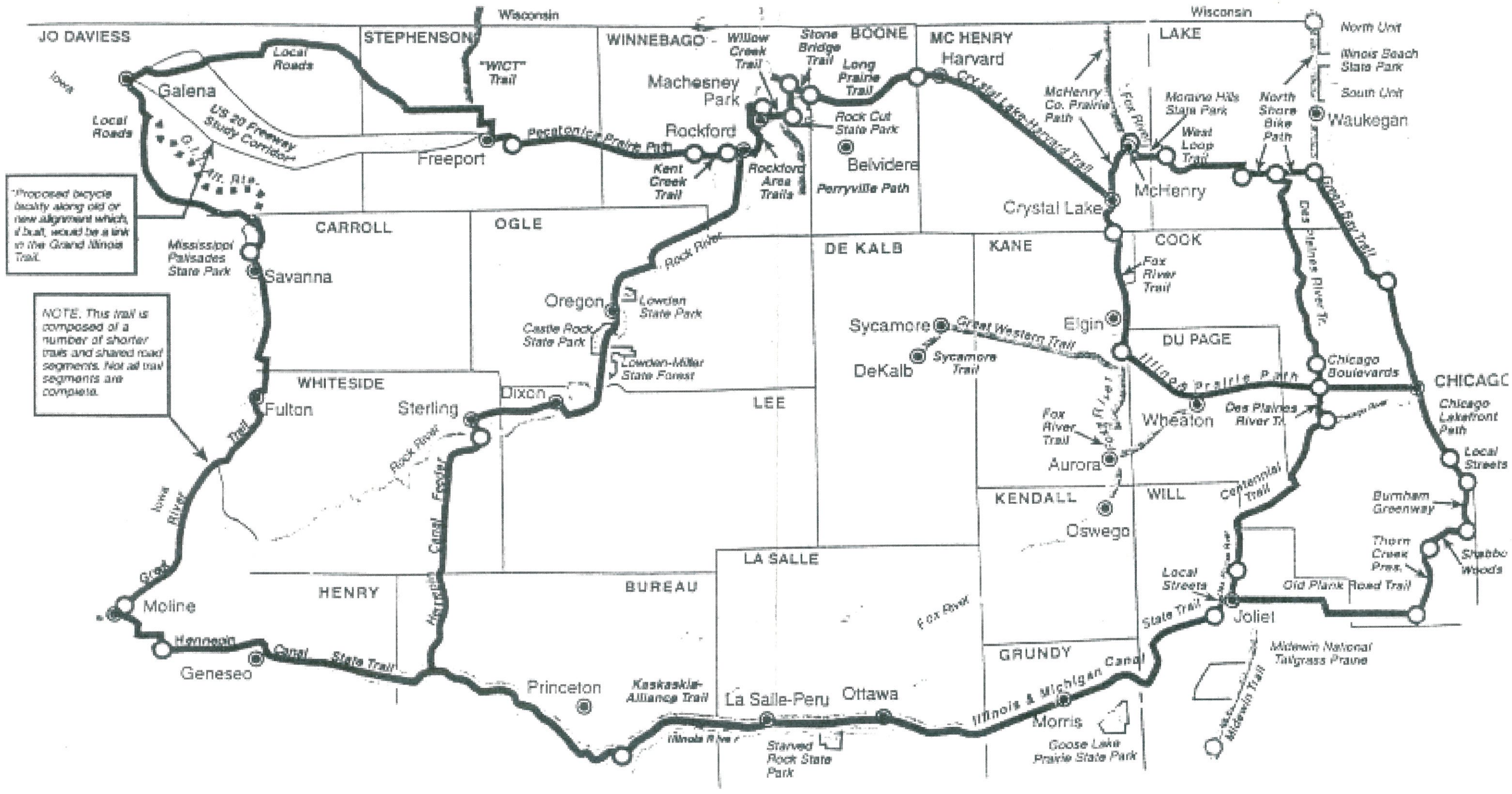

GRAND ILLINOIS TRAIL