Effingham County, Illinois

Trails and Greenways
Comprehensive Plan

*Corridors of Beauty, Enjoyment
and Opportunity*

September 2006

Effingham County, Illinois
Trails and Greenways
Comprehensive Plan

administered by

TREC
Trails Recreation Effingham County

prepared for

The Effingham County Board

funded by

Illinois Department of Natural Resources

prepared by

Massie Massie & Associates, Inc.
Land Planning and Landscape Architecture
1210 South Fifth Street, Springfield, Illinois 62703
217/544-3210, MassieAssociates@SBCglobal.net

in association with

Hanson Professional Services, Inc.
1525 South Sixth Street, Springfield, IL 62703
217/788-2450, www.hanson-inc.com

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Effingham County

Located in south central Illinois, Effingham County has 483 square miles primarily within the Little Wabash River watershed. It is bordered on the north by Shelby and Cumberland counties, east by Jasper County, south by Clay County and south and west by Fayette County.
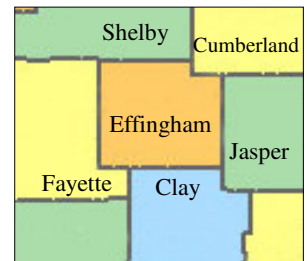
This chapter provides a brief summary of the history and current conditions in Effingham County. It helps to identify opportunities for trails and greenways that relate to the past while serving current and future needs within the county.

A. An Historical Perspective

• *Pioneer Settlement*

The Effingham County area was settled by Europeans early in the 1800s when Kickapoo Indians still inhabited the region. Here, as throughout the Mid-west, European settlement was first along the major navigable rivers, then along smaller waterways and finally overland to interior areas.

The first pioneers of Effingham County settled in 1814 along the Little Wabash River. During the next forty years they were joined by a few families that stopped during their westward migration along the Cumberland Trail. These early settlers chose to live in forested areas where timber provided building materials, firewood and good hunting grounds. Until the mid-1800s prairie land was thought to be of little use. Then the moldboard plow was introduced that could break the prairie sod to create rich, productive farm land.

• *The National Road*

During the time Effingham County was being settled, George Washington and Thomas Jefferson were developing a vision of the National Road. Striving for national expansion, they convinced Congress to provide federal funds to build a road from Cumberland, Maryland, to the Northwest Territory.

Surveying for the new road through Effingham County began in 1828 and clearing started in 1830. Construction took several years as the difficult, dangerous work progressed. Federal funding ran out at one point, resulting in some of the workers becoming squatters on nearby land. Rock for part of the road was quarried from Limestone Creek Settlement south of Freemanton, present-day Dexter.

Several towns were established along the emerging National Road. Ewington (later renamed Effingham) was established in 1831 and soon became the county seat because of its central location in the county. Freemanton (later renamed Dexter) was established in 1834 and Teutopolis in 1839.

The road was rudimentary. Creek crossings were nothing more than rock-covered slopes. The first bridge over the Little Wabash River washed out soon after it was built. Despite the road's condition, a stage line from Terre Haute to St. Louis began operation in 1847. The coaches stopped in Teutopolis to switch horses and drop off mail.

• *Railroad Development*

Within a decade, railroads were being built through the area. They quickly took the place of the National Road as the preferred transportation system for people and products. Across the country, in fact, railroads became dominant as vast networks of lines were developed. Eventually, six major railroads ran through the county. Four of them intersected in Effingham where, the local newspaper reported in 1911, 48 trains per day ran through the city.

Kevin Perkins web site history provides the following information.

The first railroad through the county was the Illinois Central Railroad that started passenger service in 1856. It ran 25 miles north-south from near Green Creek to Effingham, Watson, Mason then Edgewood.

Next was the St. Louis, Vandalia and Terrre Haute Railroad starting passenger service in 1870. This line was built along the National Road and in some locations crossed into its right-of-way. It ran 25.5 miles east-west from Montrose to Teutopolis, Effingham, Funkhouser, Keptown, Dexter to

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Altamont. The line was bought by the Pennsylvania Railroad which became the Penn Central Railroad, then later became Conrail.

The Chicago and Paducah Railroad entered the county on the north and went to Shumway where it split with one branch to Altamont and the other to Effingham. Service to Altamont began in 1874 and to Effingham in 1876. In 1880 the Wabash Railroad bought the line. In 1936 the line to Effingham was abandoned, with the branch to Shumway having been abandoned sometime earlier.

The Springfield & South-Eastern was chartered in 1869 to run from Springfield to Shawneetown. It enters the county at Beecher City and runs 22.5 miles to Moccasin, Altamont, Gilmore, and Edgewood. The line was first acquired by the Ohio & Mississippi Railroad and later the Baltimore & Ohio South-Western. Much later it was sold to the Prairie Trail Railroad and then abandoned in 1985.

The Springfield, Effingham & South-Eastern was completed in 1881. The line begins in Effingham and runs 11 miles east-southeast to Dieterich. The line was acquired first by the Illinois & Indiana Southern then the Illinois Central Railroad.

The Chicago and Eastern Illinois Railroad enters the county from the north at Holland and runs 15 miles to Moccasin, then Altamont where it turns west and leaves the county. The line sold first to the Missouri Pacific Railroad and then to the Union Pacific Railroad.

•   *Other Events and People*

Effingham County was created in February 15, 1831. It was named for General Edward Effingham, an Englishman who came to Illinois as a surveyor. He worked with W. L. D. Ewing for whom the town of Ewington (later renamed Effingham) was named. Both men served in the Black Hawk War.

The county's most colorful character was Ada Kepley as boasted in articles by Peggy Wood Pulliam published in the Effingham Daily News. In 1866 at age 19 she moved with her parents to Effingham. She earned a law degree from the University of Chicago, the first woman to graduate from an

accredited law school. She was refused a license to practice law because of her sex and quickly became an activist for all manner of social reform. She drafted the legislation that allowed her to receive a law license. She supported women's suffrage and many local causes including public libraries. Her prohibition work earned her the greatest notoriety. She purchased a church for prohibition activities, organized events many involving children in the community, and demonstrated against drinking in ways that greatly aggravated many in the community.

In 1858 nine Franciscans from Germany traveled to Effingham County aboard the Illinois Central Railroad. The mission of these selected volunteers was to establish a friary (monastery) and to help Catholics already in the area. They established a monastery in Teutopolis and provided priests and ministerial services for communities within a broad region. The group also established a boys' college which later became a college exclusively for Franciscan candidates.

- *The National Highway*

By the 1920's, motor vehicles were becoming popular for personal travel and commercial transportation. In response, the National Highway Program was devised by Congress. National Highway Route 40 and other long distance roadways were developed to further economic development and encourage settlement of the American west. Route 40 ran along much of the old National Road. Starting in Atlantic City, NJ, it ran through Effingham County to Silver City Junction, UT. It was extended in 1934 to San Francisco, CA, resulting in a 3,228 mile highway through fourteen states.

Route 40 eventually was replaced as the primary cross-country route by Interstate 70 which generally parallels Route 40. The old highway, now known as US Route 40, is now a designated National Scenic Byway.

B.   Effingham County Today

•   *Population*

In 2000, the county population was 34,264.   This reflects an 8% increase from 1990 when the population was 31,704.   The population is concentrated in the central area of the county.   The City of Effingham has a population of 12,384.   Four miles east, Teutopolis has 1,559 residents and two miles west the unincorporated Lake Sara area has population estimated over 1,000.

Several mid-size towns are scattered through the county.   On the county's west side are Altamont, population 2,283 and Beecher City, population 500.   On east side is Dieterich, population 591.   On the west are Watson, population 729, Mason, population 396 and Edgewood, population 527.   Another 12 communities in the county have populations fewer than 225.

•   *Growth and Development*

Growth and development within Effingham County are being greatly affected by the major highways through the county.   Five major highways run through the county and intersect in the City of Effingham.   Two interstate highways, I-70 and I-57 join to route traffic along the north and west sides of the city.   Two US highways, Rte. 45 and historic Rte. 40 flow through the central area of town.   State Rte. 33 also extends through downtown Effingham.

Many businesses are situated along these highway corridors. Substantial commercial development is now occurring near interstate exists particularly within Effingham.   For businesses, the corridors provide high visibility for potential customers, efficiency for shipping and receiving, and convenience for commuting employees.

Residential development also has also occurred along transportation corridors.   For residential use, corridors provide convenient access to work, shopping and recreational activities.   Unlike businesses, however, most residential development is set back from the highways and buffered for visual screening and noise control.

• *Natural Resources*

Land use in Effingham County still is largely agricultural. Corn, soybeans and wheat are the major crops. Dairying and confinement hog operations are the main livestock enterprises. The county has resources including oil that was first tapped in 1940. Bituminous coal underlies the county but no mining has occurred due to its depth and quality. Sand deposits occur along the east side of the Little Wabash River where material for road construction is sometimes extracted.

Woodlands, a renewable resource, occupy 15-20% of the land surface. Much of these areas are on the rolling ground along the Little Wabash River and its tributaries. In some areas, primarily in the southern half of the county, large areas of hillsides, woods and wetlands are being conserved as open space.

• *The Little Wabash River*

The Little Wabash River and its many tributaries are a valuable resource. The river provides water for Effingham's municipal water supply. The flood plains along the river provide water holding capacity that help control flooding and allow groundwater recharge.

Many of the waterways have forests or substantial woody vegetation along their edges that stabilize the banks and control erosion. The waterway areas also provide habitat for wildlife, opportunities for recreation and an attractive visual quality to the area.

Several areas within the county have been preserved. Rock Cave Nature Preserve and Wildcat Hollow State Forest are owned and managed by the State of Illinois as natural areas for public recreation. The Ballard Nature Center is operated by a not-for-profit conservation organization. Lake Sara, the Altamont Reservoir and the CIPS Lake are managed for both recreational use and resource conservation.

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- ### *Recreation, Trails and Greenways*

Within Effingham County many communities have developed parks and recreation areas and some have built trails.

Groups in the county sponsor triathlons and other athletic events. They often use Lake Sara for the swimming component and local roadways for running and bicycling. Their bicycle training is done on rural roads with low traffic use.

Many individuals and groups in the county are interested in developing a system of trails. They desire trails for safe, off-road access to local and county-wide destinations and for recreation and fitness. They envision trails linking natural and cultural resources within the county, offering opportunities that improve the quality of life for local residents, and attracting new residents and businesses into the area.

PLACE HOLDER
FOLD-OUT MAP
Natural Resources

PLACE HOLDER
FOLD-OUT MAP
Natural Resources

County Resources

County resources are the distinctive features on the landscape of Effingham County. They can be natural resources - the topography, vegetation, wildlife, etc. They can be cultural resources - the structures, transportation routes, parks, etc. Just as these resources create a unique character for Effingham County, they can do much to provide a unique system of trails and greenways.

A.   Natural Resources

•   *Vegetation*

Prior to European settlement of the area, native tall grass prairie covered about half of Effingham County. The prairie grew thick with grasses and flowering forbs and where soil drained poorly, areas were wet and swampy. Most native prairie vegetation was eliminated during the mid to late 1800s as prairie sod was broken for cultivation.

The remaining area was covered with forests. The Little Wabash River and its tributaries were lined with lowland forests of willow, green ash, sycamore, and red maple. Surrounding hillsides and bluffs were covered with upland forest of white and red oaks, sugar maple, black cherry, white ash and others.

About 15-20% of the county is currently forested. Most of the wooded land is in flood plains and on steep or hilly areas. In some areas, land once cleared now is returning to native plant communities. Along some creeks and flood plains, woody plant species are invading, beginning the natural process of plant succession. With reasonable management, these areas eventually could develop with forests typical of the original area. At Ballard Nature Center and scattered sites in the county, some redevelopment of native prairie species also is taking place.

The federal government sponsored CREP program encourages such conservation planting on marginal farmland. These plantings reduce soil erosion and siltation in waterways while providing areas for educational, aesthetic or wildlife habitat purposes.

- ## *Topography*

The Little Wabash River and its numerous tributaries contribute to the topographic variation and habitat quality within the county. Several areas within the county have been preserved for their natural qualities and to provide recreational opportunities including Rock Cave Nature Preserve, Wildcat Hollow State Forest, Ballard Nature Center and areas around Lake Sara.

- ## *Urban Development*

Development is occurring in rural areas, primarily around Effingham. Areas have been carved-out for individual homes and residential subdivisions. Additionally, some commercial enterprises are being developed in these locations. Such development should be monitored. If resources are being damaged, means of control should be considered. High quality resources are critical for attractive trails and greenways systems.

- ## *Farmland*

The farmland is one of Effingham County's greatest resources, providing employment, income and desirable living environments for many county residents. Farmland and farming operations should be respected in any plans for future trails and greenways in the county.

- ## *Waterways*

Effingham County lies primarily within the Little Wabash River watershed that encompasses nearly 80% of the county. Eight miles north of Effingham County, the Little Wabash River feeds Mattoon Lake. The river runs south through the county. It eventually empties into the Wabash River near Shawneetown,

a few miles north of the confluence of the Wabash and Ohio rivers.

The northwest corner of the county is within the Kaskaskia River watershed. The Kaskaskia River feeds Lake Shelbyville twelve miles north of Effingham County. It flows southwesterly through Lake Carlyle and empties into the Mississippi River near historic Kaskaskia in Randolf County.

The Little Wabash River and its network of tributaries are an extremely important resource in the county. The river is historically important as a route for early settlers to the areas. The river system is the primary source of drinking water in the county and provides water for many recreational lakes and agricultural impoundments. The system provides wildlife habitat and environmental diversity.

These waterways have potential to provide greenway corridors along which natural areas can be protected and parks and conservation areas can be developed. Some also will offer opportunities for trails of various types – hiking, bicycling, equestrian and small craft.

- *Wildlife*

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

Much of their habitat focuses on the river and tributary corridors where water is readily available, as well as cover and food.

PLACE HOLDER
FOLD-OUT MAP
Cultural Resources

PLACE HOLDER
FOLD-OUT MAP
Cultural Resources

B. Cultural Resources

• *Railroads*

Numerous railroad lines were constructed through the country beginning in the late 1800s as earlier described. Although the rail business was diminished by development of highways, several railroad lines are still in use.

1. The Consolidated Railroad Corporation line runs southeast-northwest through the county.

2. The Illinois Central Railroad runs north-south.

3. The Union Pacific Railroad now runs south to Altamont where it ends.

Others were abandoned, their rights-of-way generally reverted to owners of adjacent land.

• *Roads and Highways*

Roads in Effingham County evolved over the years from early roads for foot and horse use to today's modern interstate highways. As earlier described, the county has a significant heritage related to transportation. The roadways of major significance area:

1. Route 40 Scenic Byway

   This highway represents an evolution of transportation development. In consecutive order, the route was:

   • The National Road connecting Cumberland to the Northwest Territory.

   • The general alignment for the Consolidated Railroad.

   • A section of the National Highway Route connecting Atlantic City, NJ, to San Francisco, CA., a 3,228 mile highway through fourteen states.

- The general alignment of modern-day Interstate 70.

Old Route 40, now designated as a National Scenic Byway, still remains. In the west half of the county, Route 40 is almost a mile north of I-70. On the east side, Route 40 is about 2 miles south of I-70 at Effingham. It then angles to within ½ mile of I-70 at Montrose in the county's northeast corner. The distance provides a buffer for the historic highway landscape from the effects of the interstate. The Consolidated Rail Corporation Line still follows along Route 40 as it did historically.

2. US Highway 45

This highway also traverses the county running north and south through the center of Effingham.

3. Illinois Route 33

This state highway crosses the county northeast to southwest.

4. IL Route 32 and 33

These routes connect west of Effingham and continue as Route 33 through Dieterich.

5. US Route 45 and IL Route 37

These routes connect south of Effingham and Route 45 continues north through Effingham.

6. County and local roads

These roads are generally set on a one-mile grid, with adjustments for creeks and topographic features. Many roads are asphalt surfaced, though some lesser used roads are gravel or dirt surfaced.

- ## *The Rural Landscape*

  The topography and vegetation of the county varies.

  1. In the northwestern area, the watershed breaks leaving considerable flat land, most of which has been cleared for agriculture.

  2. The central area is more rugged. The Little Wabash River and its tributaries sharply divide the county and form a hilly, picturesque landscape. Much of this area is forested.

  3. The eastern side of the county is rolling and generally used for agriculture row crops and some livestock.

- ## *Historic Structures*

  Along the country roads are interesting historic churches, houses including a log home, and other buildings.

- ## *Rural Cemeteries*

  Numerous cemeteries are scattered throughout the county. One listing shows 95 county cemeteries and an additional 45 private cemeteries. Some are situated along state or county roads, while others are set back with access on country lanes. Some have name signs, others do not. For those who enjoy exploring history through cemeteries, Effingham County has a huge resource of local cemeteries.

C. Communities

Many communities were established in Effingham County over the years. Some prospered and eventually incorporated as villages or cities. Others remained small clusters of buildings or disappeared altogether.

Today there are some 20 communities within the county. They vary in size and features, and each has unique qualities that contribute to the character of Effingham County.

• *Effingham*

Effingham County Courthouse

Effingham City Hall

Effingham is the county seat and the largest municipality in the county. It has a distinctive historic downtown with the County Court House in the center. It has several parks and has started building a trail within the community. The city is at the intersection of several major transportation corridors – 2 interstates, 2 US highways, a State highway, and 2 railroads.

Population	12,384
Transportation	Intersection of I-57, I-70, Hist. Rte 40, US Highway 45, IL Rte. 33
	Consolidated Rail Corp. Line, IL Central Railroad
Features	The Historic County Court House
	City Hall
	Historic Downtown
	The Cross
Parks	Evergreen Hollow Park
	Bliss Park
	Hendelmeyer Park
	Community Park and Swimming Pool
Existing Trails	Effingham Trail

- ## *Lake Sara Area*

The Lake Sara Area is an unincorporated area east of Effingham and the Little Wabash River. The 800-acre Lake Sara was built in the 1950s as a back-up water supply for Effingham and recreational facility for property owners and the public. About 600 lots surround the lake. Commercial and public recreational facilities are also located here.

Fisherman at Lake Sara

Population	1,000+
Transportation	Lake Roads intersect Rte. 32, US Rte. 40 and local roads into Effingham
Features	Pearson Building and Beach
	Public Fishing Area / Post Oak Flats
	K&M Links Golf Course
	Anthony Acres Resort
	Lake Sara Campground
	J&J Marina
	Boy Scout Camp
	Girl Scout Camp
Parks	Lake Sara Park
Existing Trails	Walking trail in Public Fishing Area

Sign at Lake Sara Campground

- ## *Ewington*

Ewington, just east of Effingham, is the first of several small communities located along historic National Highway 40.

Population	<225
Transportation	US Rte. 40

- ## *Funkhouser*

Sign at J&J Marina

Funkhouser is just east of Ewington along historic National Highway 40.

Population	<225
Transportation	US Rte. 40

- ## *Keptown*

Kepton is between Funkhouser and Dexter along historic National Highway 40.

Population   <225
Transportation   US Rte. 40

- ## *Dexter*

Dexter is east of Keptown along the Consolidated Rail Corp. line, about 1/3 mile north of historic National Highway 40.

Population   <225
Transportation   CR Corp, local connection to Rte. 40

- ## *Altamont*

Ballard Nature Center

Altamont, a larger town, 11 miles southwest of Effingham, has an historic downtown. The commercial buildings are occupied by a variety of businesses and a former church is now the Altamont Living Museum that promotes arts in the community. Near Altamont are several locations of interest. Ballard Nature Center (3 mi. west on Rte. 40), is a 210 acre nature center that includes trails with interpretative signs, a nature center and picnic areas. The Ben Winter Museum (1 mi. southwest), has an extensive collection of steam engines and other antique machinery. Alwerdt's Garden (1 mi. S. of I70 on US 128), has 200 display gardens. The Mill Road Thresherman hosts the annual Steam, Gas and Threshing Show at the Effingham Fair Grounds each year.

Frog at Ballard Pond

Population   2,283
Transportation   I-70, US Rte. 40, IL 128
Features   The Wright House, circa 1889
                    Ballard Nature Center
                    Winter Museum
                    Alwerdt's Garden
                    Altamont Living Museum
Parks   Altamont Park
                    Fairgrounds

- ## *Moccasin*

Moccasin is positioned along the upper reaches of Little Moccasin Creek. Daylilies and an old tree mark the crossing of the railroad here. Pleasant Grove Cemetery and an early log home are west of Moccasin and the historic Blue Point Church is east on Rte. 6.

Pleasant Grove Cemetery

Population   <225
Transportation   Rte 6, RR
Landmarks   Moccasin Creek
                    Pleasant Grove Cemetery
                    Early Log Home
                    Blue Point Church

Blue Point Church

- ## *Shumway*

Shumway's residential areas surround its historic downtown. It is located off IL Rte. 33 where the historic Trinity Lutheran Church stands.

Log Home

Population   217
Transportation   IL Rte. 33
Landmarks   Historic Downtown
                    Trinity Lutheran Church
Parks   Downtown Square

- ## *Beecher City*

Beecher City has both residential and commercial areas. A visual feature is the Beecher City Area Veteran's Memorial with its memorial plaza, gazebo and grounds.

Population   493
Transportation   IL Rte. 33
Landmarks   Beecher City Area Veteran's Memorial
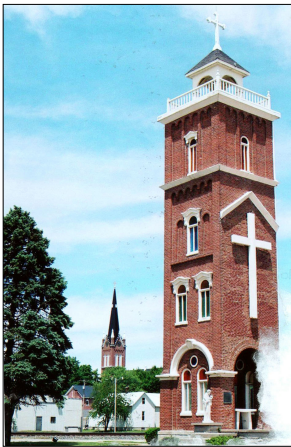Parks   City Park

Trinity Lutheran Church,

Veteran's Memorial,
Beecher City

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Community Building, Holland

Early Church, Holland

Monastery & Museum, Teutopolis

Park, Teutopolis

Veterans' Memorial, Dieterich

Park, Dieterich

• *Holland*

Holland has several residences and many surrounding trees. Two small historic clapboard buildings are maintained here, the Community Building and Holland Church.

Population	<225
Transportation	Co. 2100 N
Landmarks	Community Building
	Holland Church

• *Teutopolis*

Teutopolis is on historic US Rte. 40, four miles east of Effingham. It is an active town with a commercial area along the highway. Near the center of town are the historic Teutopolis Monastery and Museum and adjacent K of C Park. On the north side of town is the Teutopolis Junior High School and adjacent Community Park.

Population	1,559
Transportation	CSXT RR, US Rte 40, I-70
Landmarks	Teutopolis Monastery and Museum
Parks	Teutopolis Community Park
	K of C Park

• *Dieterich*

Dieterich, ten miles southeast of Effingham, is located along the ICRR and Rte. 33. Its historic downtown area is enhanced with trees, benches, etc. and many businesses occupy its commercial buildings. City Hall and the Civic Center are also downtown. On the south side of town is the Dieterich Community Veterans Memorial and nearby Dieterich Elementary School and Community Park.

Population	591
Transportation	IL Rte 33
Landmarks	Historic Downtown
	City Hall
	Civic Center
	Dieterich Community Veterans Memorial
Parks	Dieterich Park

- ## *Montrose*

Montrose, in the county's northeast corner, has several historic commercial buildings and residential areas. On the north side of town is a vintage motel built in the 1940-50s apparently to serve the US Rte 40 trade.

Commercial Area, Montrose

Population	257
Transportation	CSXT RR, US Rte 40, I-70
Landmarks	Historic commercial buildings
	Circa 1950 motel

- ## *Heartville*

Heartville is a small residential community 4 miles south of Effingham. North of town is Central High School that serves the northern part of the county.

Population	<225
Transportation	Route 45
Landmarks	Central High School

- ## *Watson*

Watson, 6 miles south of Effingham, is a small town dominated by a huge, picturesque grain elevator. It has both historic and modern homes.

Grain Elevator, Watson

Population	729
Transportation	IL Rte.37, I-55
Features	Elevator along highway
	Historic gothic house

Gothic Cottage, Watson

- ## *Mason*

Mason is a primarily of residential community. In its center is a Community Center and Park. North of town is a historical marker at the roadside.

Population	396
Transportation	IL Rte.37, I-55
Landmarks	Mason Community Center
	Historic Marker on north side of town
Parks	Mason Community Park

Historic Marker, Mason

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Veterans' Memorial, Edgewood

Community Park, Edgewood

- ## *Edgewood*

Edgewood, in the far south center of the county, has the extensive Edgewood Veterans Memorial and Community Park on the north along the highway. A small commercial area and residences extend to the south. The wide area between Rte. 37 and the railroad is grown with turf and trees.

Population   527
Transportation   IL Rte.37, I-55
Landmarks   Edgewood Veterans Memorial
Parks   Memorial Park

- ## *Hill*

Hill is a residential small community in the south central area of the county.

Population   <225
Transportation   US Rte. 40

- ## *Eberle*

Eberle has several homes set in the wooded rolling hills near Lucas Creek.

Population   <225
Transportation   Rte. 19

- ## *Winterrowd*

Winterrowd, in the southeast corner of the county on Rte. 12, is a small community with a church, storage buildings and homes

Population   <225
Transportation   Rte. 12
Landmarks   Church

- ***Elliotstown***

    Elliotstown is in the central southeast quadrant of the county.

Population   <225
Transportation   Rte. 19

- ***Gilmore***

    Gilmore is in the central southwest quadrant of the county.

Population   <225
Transportation   Rte 26

D. Parks and Open Space

Parks, conservation areas and other open space within the county provide recreation, educational and other open space benefits. Some of these sites could be linked to trails and greenway systems. Linkage would provide an opportunity for site users to access the trail system and other sites that are linked in the system.

Some of these parks and conservation areas also could serve as trail heads. At these locations users could access the trail and support facilities. Trail heads usually vehicular parking, rest rooms and drinking water. They may also include a shelter, maps and brochures, or even a visitors or interpretative center.

The following are public and not-for-profit parks, conservation areas and other open space in the county.

- ### *Community Parks*

Altamont	Effingham
Beecher City	Mason
Dieterich	Shumway
Edgewood	Teutopolis

- ### *Regional, not-for-profit sites*

  Ballard Nature Area
  Lake Sara Beach and Pavilion
  Lake Sara Fishing Area (Post Oak Flats)

- ### *Private or Commercial Sites*

  Winter Museum, nr. Altamont
  Alwerdt's Garden, nr. Altamont
  Altamont Living Museum, nr. Altamont

- ### *State Conservation and Recreation Sites*

  Rock Cave Nature Preserve
  Wildcat Hollow State Forest

E.   Trails and Greenways

Several segments of greenways and trails already exist in the county.   These may be interconnected with new trails and greenways in the county.

•   *Trails*

Effingham Trail
Lake Sara Fishing Access, hiking trail
Ballard Nature Center, interpretative trails
Rock Cave Nature Preserve, hiking and nature trail
Wildcat Hollow State Forest, nature path

•   *Greenways*

No greenways have been formally designated in the county.   Corridors along the Little Wabash River and its tributaries serve as greenways, providing open space and wildlife habitat.   These corridors are generally on privately owned land, although several sites within the corridors have been preserved as nature and conservation areas.

Lake Sara
Lake Pauline
CIPS Lake
Altamont Reservoir
Ballard Nature Center
Rock Cave Nature Preserve
Wildcat Hollow State Forest

Chapter 3

Planning Criteria

A.   Mission Statement

The Trails Recreation Effingham County (TREC Committee) adopted the following mission statement.

Designate various trail and greenway routes that provide opportunities for hiking, bicycling, horseback riding and other appropriate uses. Routes within Effingham County should provide opportunities for extensions into adjoining counties and interconnect with recreational facilities in the region.   The system should be an amenity that enhances the quality of life for existing residents and encourages new residents and businesses to locate in the county.

B.   Planning Process

Development of this trails and greenways plan involved a 9-month long planning process. The Trails Recreation Effingham County (TREC Committee) met regularly with staff from Massie Massie & Associates (MMA) retained to develop the plan. The committee contributed information and ideas, and evaluated plans developed by MMA.

City and county staff, as well as the IL Department of Transportation contributed to the plan. Public meetings were held during the course of plan development to obtain ideas and review preliminary plans.

C.   Definitions

Trails and greenways are becoming more common elements within municipalities, counties and states. Even so, terminology is not standardized and sometimes is confusing. Within this report, the following terms are used.

•   *Trails*

Trails are routes designated for non-motorized transportation. They typically are paved with asphalt or concrete, but aggregate surfaces are also used. Trails most often are used for walking, running and bicycling. Especially in urban areas, trails frequently are used for roller blading, tricycle riding, stroller use and other specialized activities.

Trails often are located on abandoned railroad rights-of-way and along streets or highways. Along roadways, they are often built on the right-of-way, separated from traffic lanes. Where right-of-way is not available, however, bicycle lanes can be provided on the outside of traffic lanes. Where traffic counts are low, trail uses can share roadways with motor vehicles.

•   *Walking Paths*

Paths are walking routes, intended for slower pedestrian speeds and more passive uses. They are narrower than trails and their surface is sometimes paved, but often is hard-packed soil or wood chips.

Paths are often located in parks and natural areas, where people can walk leisurely, study nature or quietly contemplate. Paths also are used to interconnect facilities within sites, and to connect sites to nearby trails.

- ### *Equestrian Trails*

   Trails for horseback riding usually are separate from roadways and hiking/bicycling trails. They are not paved, and often are located in undeveloped areas where they can wind through woods, over hills or along creeks. Equestrian trails can be associated with hiking and bicycling trails in rural areas.

   Private stables and trail riding facilities also can provide trails and associated services and facilities. Private facilities can connect to public trails, providing expand opportunities for equestrians.

- ### *Driving Routes*

   Driving routes are usually along existing roadways selected for their attractive qualities. Such qualities include natural characteristics of topography, vegetation, nearby waterways or interesting views. Also attractive are cultural characteristics of towns, sites of historic events, buildings (houses, farms, churches, businesses) with historic or architectural interest, cemeteries, etc.

- ### *Greenways*

   Greenways are corridors of land and/or water that can provide a variety of benefits. They can protect of banks and flood plains from erosion, preserve ground water recharge areas and improve biodiversity. They can provide wildlife habitat and corridors for migration. They can provide recreational opportunities and improve the visual quality of the landscape.

   Depending on their characteristics, greenways may include trails or even driving routes. Land along the greenways can be considered as future sites for parks, nature areas and other compatible land uses. Land uses generating pollution or other adverse affects within a greenway should be discouraged.

   Greenways can help establish municipal growth boundaries. They also provide a buffer for adjacent land uses, for example, between farms and municipal growth areas.

Chapter 4

Public Opinions and Suggestions

During the course of trails and greenways planning, the TREC committee met several times to establish goals and criteria, contribute information and ideas, review preliminary information and coordinate further efforts.

Two public meetings were held during the course of the project.

The first Public Meeting was to solicit residents' interests, desires and concerns about trails and greenways in the county. About 50 people attended the open house style meeting, talked with the committee members and project planners, and marked-up large maps with ideas for trail alignments. They filled-out forms asking both specific and open-ended questions about trails and greenways in the county.

Very useful information was generated in this process. Those attending were greatly interested in having trails in the county. Many people were familiar with trails in other communities and regions. Some had lived in other parts of the country with extensive trail systems. Others had traveled to trails for recreational outings and vacations. They thought trails would be very popular with county residents because they provide a range of opportunities for people of all ages and interests. They also believed that trails were an amenity that would help attract new people and businesses to the area.

People at the meeting wanted trails that had maximum safety for users including separation from motor vehicles and smooth, paved surfaces. Their most desired trail destination was the Lake Sara area. Other popular destinations were the Bollard Nature Center and smaller communities in the county. By-in-large people were not aware of facilities at the two state-owned sites, Wildcat Hollow State forest and the Rock Cave Nature preserve.

The tabulated result from the public survey form is Attachment A of this report.

The second Public Meeting was to discuss preliminary plans for trails and greenways. About 50 people attended this meeting, as well, including many who had not come to the previous one. Lively discussions included the purpose and goals of the project, opportunities in the county and the means of accomplishing trails and greenways in the county. Plans and descriptions were distributed and discussed.

Comments about the preliminary plan were positive. People liked the types of trails suggested and were pleased with the thoroughness of the plan.

PLACE HOLDER
FOLD-OUT MAP
Trails

PLACE HOLDER
FOLD-OUT MAP
Trails

Trails

A.   Primary Trails

Primary Trails are hiking/bicycling trails expected to have the greatest and most diverse use.   Primary Trails would connect the population centers and major points of interest in the county.   These trails are located along existing corridors where rights-of-way are essentially available for trail construction.

•   *Lake Sara Trail*

The Lake Sara Trail would extend from Effingham around Lake Sara, forming a 15-16 mile loop. The trail would provide access to the public swimming on the lake's north side, Post Oaks Flats, the fishing area on the south side, the proposed new conservation area, and to Effingham's trail system.

Local residents could access the trail directly from local streets and roads.   Access also would be provided at the Effingham Trail Hub and other public sites along the route including city parks, the Lake Sara public swimming area and potentially a Trail Hub at the proposed new conservation area.

The Lake Sara Trail would intersect the Little Wabash Trail allowing trail users a choice of trail routes. The Lake Sara Trail could be linked the Route 40 Trail by a secondary route to the south.

•   *Teutopolis Trail*

The Teutopolis Trail would extend from the Route 40 Trail in Teutopolis, north then west on the existing county road. Currently the road does not extend to Effingham, but the county expects to extend it in the near future. At that time this proposed bike trail could be constructed.

The trail could continue, jogging north on Maple Street past Evergreen Park. It could cross the interstate then turn west to run across the north side of Lake Paulene. Currently the road ends, but its extension would allow the trail to continue south under the Route 32/33 bridge to connect with the Lake Sara Trail and Little Wabash Trail.

This trail would be served by a trail head in Teutopolis, facilities at Evergreen Park, and the Trail Hub at the proposed new conservation area.

• *Dieterich Trail*

Dieterich Trail would run from Effingham along Route 33 to Dieterich. It could be extended east into Jasper County where a trail spur to the south could provide access to Newton Lake State Fish and Wildlife Area.

Dieterich Trail users would be served by the Effingham Trail Hub and trail head facilities at Dieterich Community Park

• *Route 40 Trail*

The Route 40 Trail would follow highway Route 40, the historic highway now designated a National Scenic Byway. Major towns along the route are Altamont, Effingham, Teutopolis and Montrose. Other points of interest include the Ballard Nature Center, historic Teutopolis Monastery and Museum, several veterans' memorials, small towns, rural buildings and cemeteries.

The Route 40 Trail could extend west into Fayette County where historic Vandalia lies 16 miles from the county border. A trail spur to the south also could provide access to Carlyle Lake, a regional recreational facility. From Effingham County, the trail could continue east to Terre Haute, Indiana, and beyond.

- ### *Wildcat Hollow Trail*

Wild Cat Hollow Trail would follow Highway 45 south of Effingham through Heartville, then turn along Route 37 through Watson south to the Little Wabash River. The trail would continue to Wildcat Hollow State Forest.

Wildcat Hollow State Forest would be considered a Trail Hub. It would provide support facilities to users of the Little Wabash Trail, the Flensburg Equestrian Route, and secondary trails that intersect here.

B.   Potential Trails

Potential Trails are routes that would make excellent hiking/bicycling trails, but require acquisition of corridors currently owned by others.

•   *Little Wabash Trail*

The Little Wabash Trail would extend about 20 miles along the Little Wabash River. On the north it would begin at the proposed new conservation area. It would extend south, intersecting the Lake Sara Trail at the bridge, and continuing a winding route south to Wildcat Hollow State Forest and the historic Flensburg Bridge.

The Little Wabash Trail would provide a nature-based trail where varied natural topography and vegetation could be enjoyed. It would intersect the three primary trails - Lake Sara Trail, Route 40 Trail, and Wildcat Hollow Trail – allowing trail users a variety of options for routes and experiences.

Trail users would be served by the Trail Hub at the proposed new conservation area, the Trail Hub at Wildcat Hollow State Forest and rest stops developed along the river.

•   *Altamont Trail*

The Altamont Trail would run along the Union Pacific Railroad from Altamont on the Route 40 Trail, north through Moccasin and Holland. It could continue into Shelby County to Lake Shelbyville, 13 miles north. This trail could be developed if and when the railroad line is abandoned. A spur of this trail could be provided to Rock Cave Nature Preserve, 2 miles west of the railroad, along existing local road right-of-way.

•   *North Trail*

The North Trail could run along the Illinois Central Railroad from Effingham north into Shelby County and potentially to Lake Mattoon 10 miles north. This trail could be developed if and when the railroad line is abandoned.

C.   Secondary Trails

Secondary Trails serve several functions. They 1) connect smaller population centers and rural residents to Primary Trails, 2) interconnect towns and population centers, and 3) provide access to features and scenic areas within the county.

Most of the proposed Secondary Trails are along county roads which generally have narrow rights-of-way but low traffic volumes. Off-road trails may be possible along some sections. Along most roads, however, bicyclists would have on-road bike lanes or would share-the-road with vehicles.

Secondary Trails are likely to be used by adult bicycle riders to access the Primary Trails. Cross-county and competitive bicyclists may choose to use these routes exclusively, rather than using the primary trails where slower-riding family and recreational riders would be common.

D.   Equestrian Trails

•   *Lake Sara Equestrian Route*

The Lake Sara Equestrian Route would extend about 7 miles along the Little Wabash River from the proposed new conservation area south to its intersection with the south side of the Lake Sara Trail loop. It would loop along the trail then turn north and continue back to the conservation area.

The Route would be served by the Trail Hub at the proposed new conservation area.

•   *Flensburg Equestrian Route*

The Flensberg Equestrian Route could be an 11-mile loop route for horse and mule riding. It could run along the south end of the Little Wabash Trail, from Wildcat Hollow State Forest to the Flensburg Bridge. To form the loop, the trail would continue along drainageways and rural road rights-of-way between the Flensburg Bridge back to Wild Cat Hollow. Some easement acquisition probably would be needed.

The Equestrian Route would be served by the Trail Hub at Wild Cat Hollow State Forest and a Trail Head at the Flensburg Bridge. Rest stops also could be provided along the route.

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

E.   Boating Routes

•   *Little Wabash Boat Route*

The Little Wabash Route could follow the Little Wabash Trail from the proposed new conservation area south to the Flensburg Bridge.   This route could be used (and probably already is used) for boating even before the trail is developed. Boaters could put in and take out at Wildcat Hollow, Flensburg Bridge and at public roads and bridges along the route.   Once the trail is built, boaters would be able to legally use the shore where trail easements that run to the river.

F. Driving Routes

• *Route 40 Scenic Byway*

An obvious route for motorists is along U.S. Route 40. The route was the alignment of the National Road in the 1850s, then National Highway 40 in the 1920s, and U.S. Route 40, a National Scenic Byway today. Already, touring motorists enjoy this historic highway.

Improvements could be made along this route to enhance its quality and interest to tourists. Additional signs, mile markers and interpretative information could be provided. Similar to historic rest stops, locations for motorists to picnic or rest could be provided with nothing more than a picnic table, trash receptacle and tree cover. In the style of historic highway beautification projects, planting could be done along the roadsides, to beautify the route and provide shade, buffer wind and develop habitat.

Communities and private land owners along the route could develop attractions for motorists. Historic buildings could be rejuvenated to once again provide service stations, cafes, etc. New building could be constructed with a Route 40 character to offer other services and points of interest. Special events could be held in communities along the route to celebrate the history and nostalgic connections of this highway.

A hiking and bicycling Route 40 Trail also is suggested along this route. Improvements along the route should be designed to serve both trail users and touring motorists.

G.   Trail Heads

Trail Heads are sites with facilities for trail users. Facilities should include restrooms, drinking water and shelter from the weather. Vehicle parking should be provided for those accessing the trail by motor vehicles. Other facilities that could be provided are trail maps and interpretative information, bike racks or lockers, vending machines, concessions, etc. Trail Heads are often located at parks and other public areas where some or all the necessary facilities are already available.

H.   Trail Hubs

Trail Hubs are locations where more than one trail or recreational route meet, forming a junction and offering trail users a choice of routes and experiences. Trail Hubs provide trail head facilities and offer other recreational opportunities at the site.

- ## Effingham Trail Hub

The Effingham Trail Hub probably would be located at one of the city parks where existing facilities are already are available or could be developed.

- ## Trail Hub at the Proposed New Conservation Area

The Proposed New Conservation Area northwest of Effingham offers a tremendous opportunity to provide Trail Hub facilities for users of the Lake Sara Trail, the Little Wabash Trail and the Little Wabash Boat Route.

- ## Wildcat Hollow Hub

The state-owned Wildcat Hollow State Forest could serve as a Trail Hub. It is located at the intersection of Wildcat Hollow Trail, Little Wabash Trail and the Little Wabash Boat Route. It also would serve the Flensburg Equestrian Route. The site's existing parking area and hiking trails would be supplemented with other user facilities.

Chapter 6

Connecting Communities to County Trails

These plans provide concepts for routing county trails through communities. In some cases the suggested alignment provides access to local parks and other points of interest. In other cases, it routes the trail in what seems to be a relatively safe and direct route. As trails are needed and built through communities, current conditions must be assessed to determine the best alignment possible.

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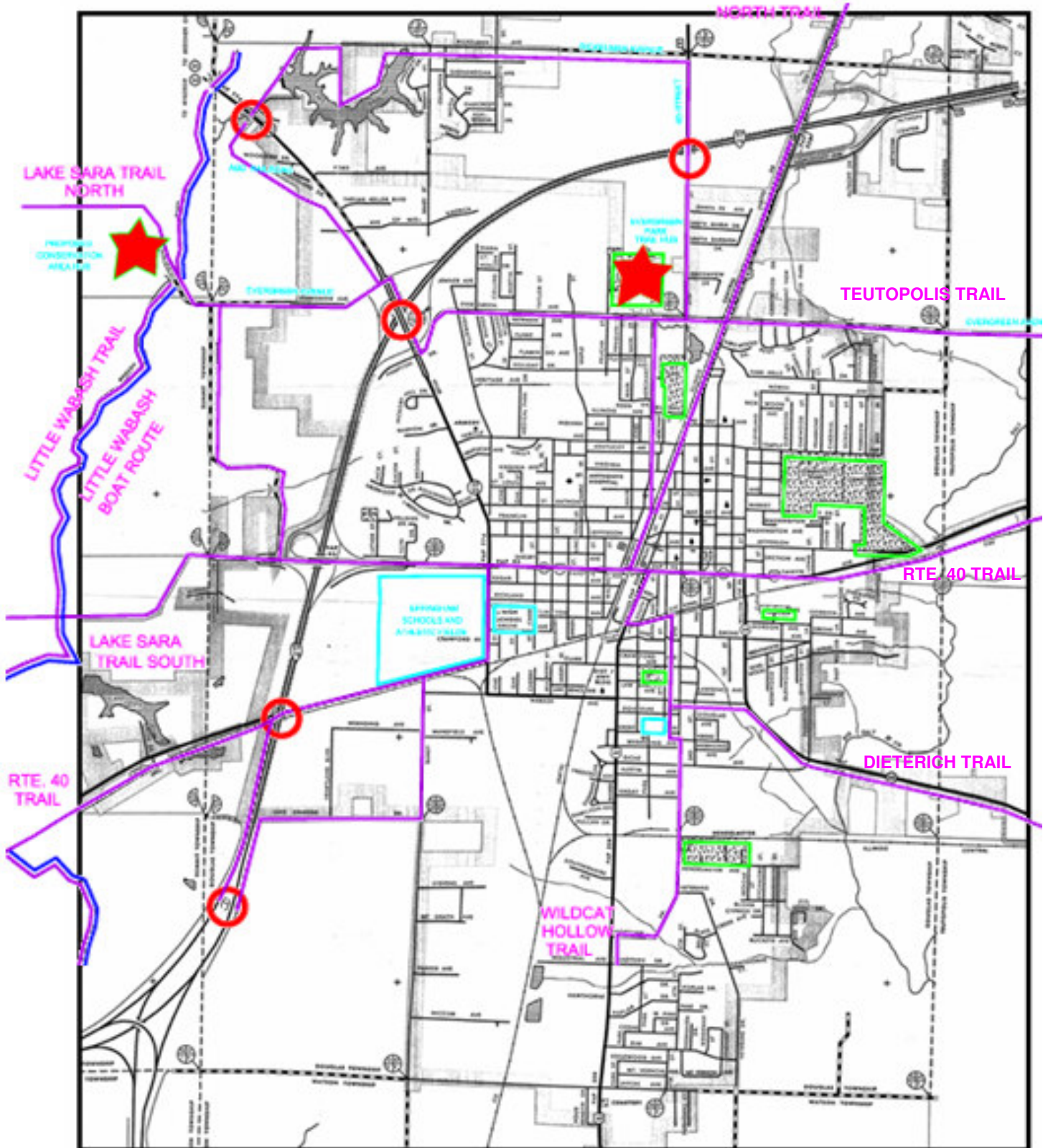
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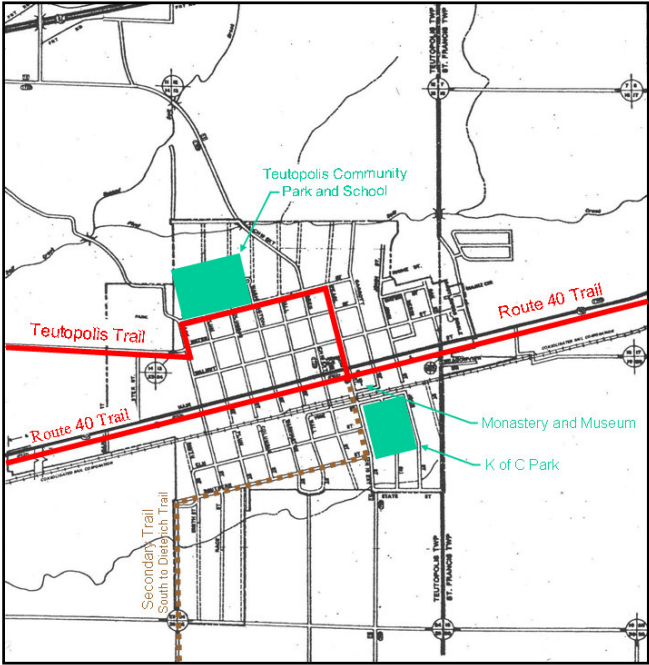
C. Montrose

D.   Dieterich

E.   Watson

F. Mason
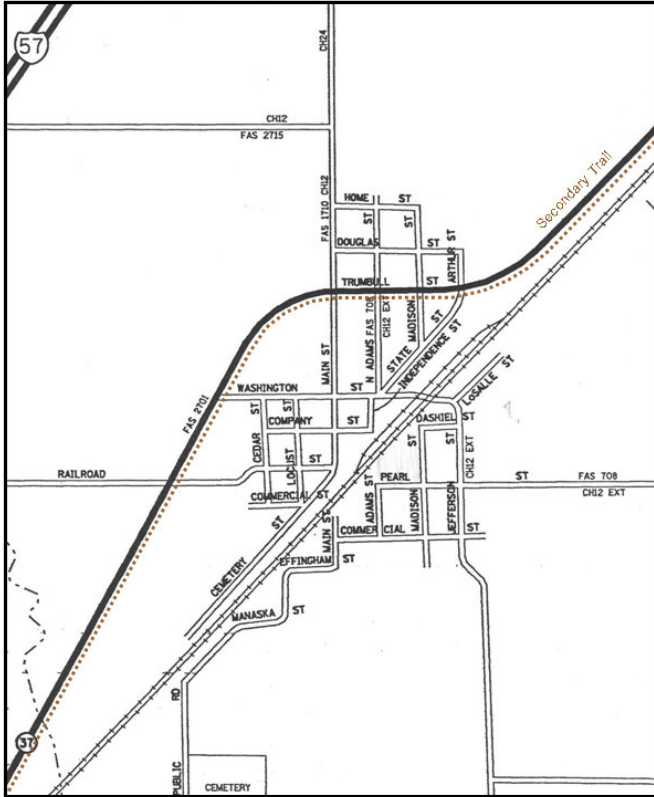
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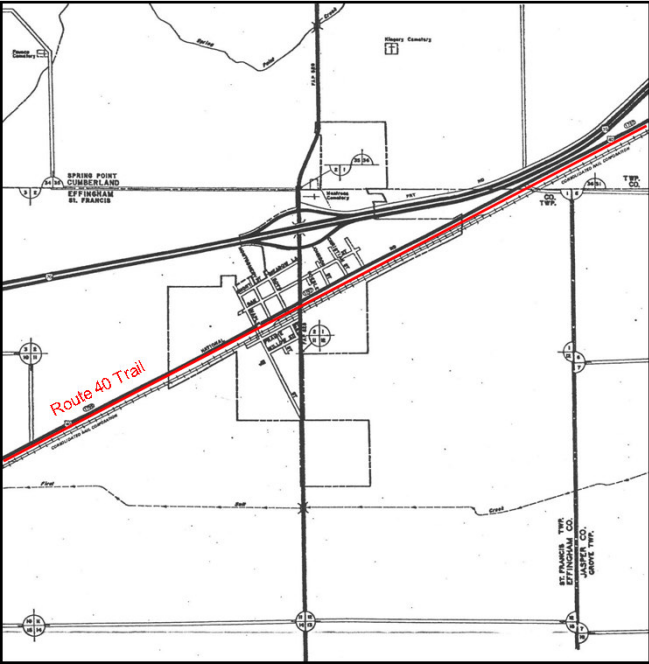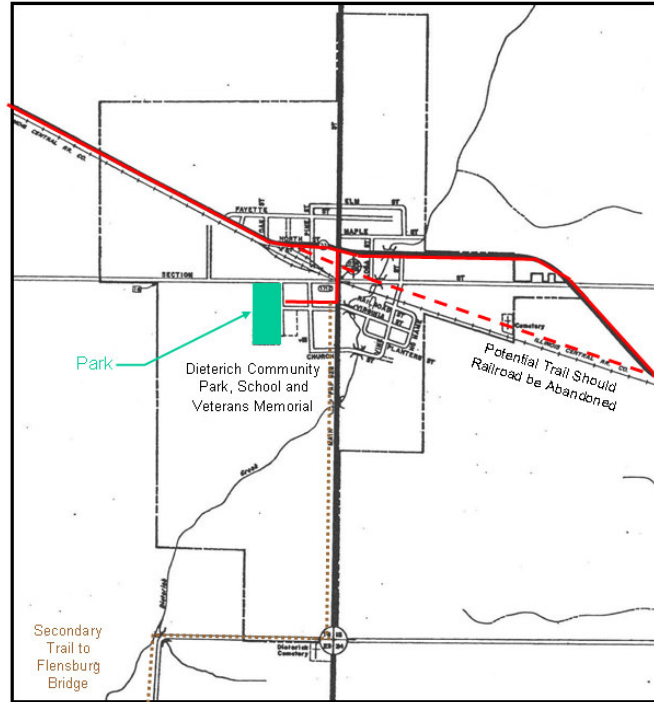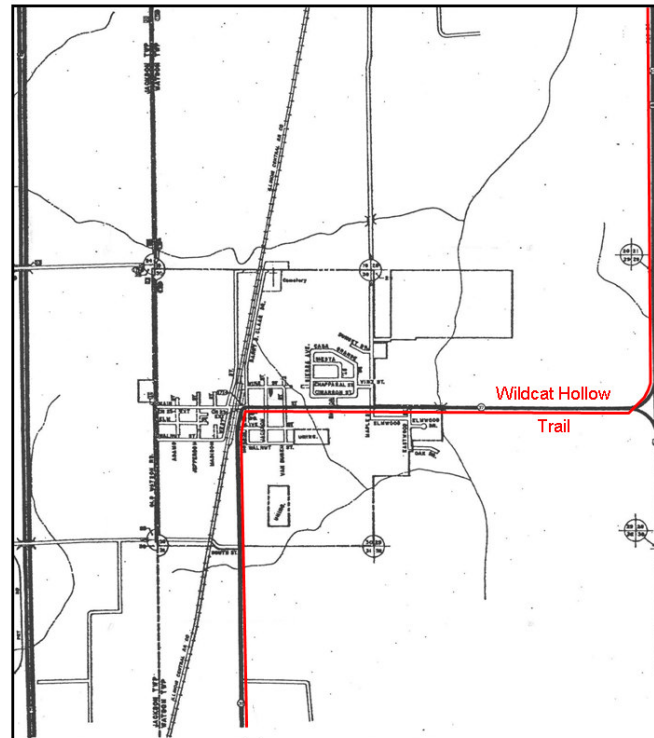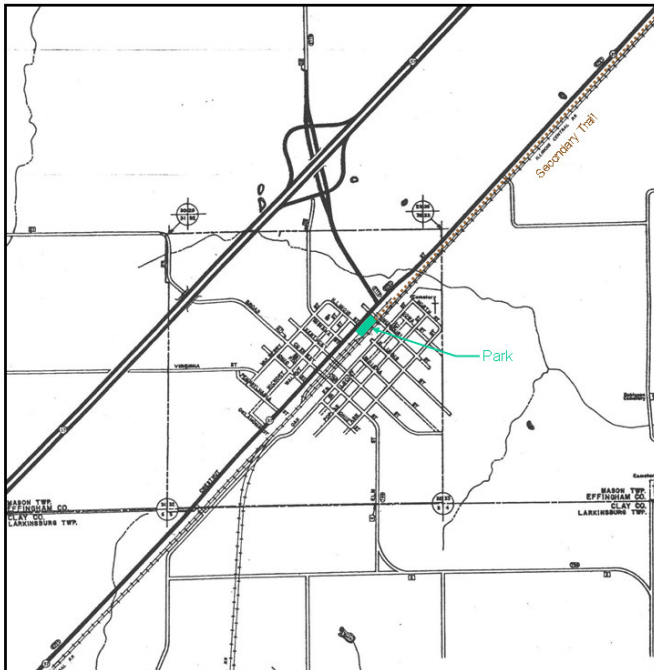# H.   Altamont
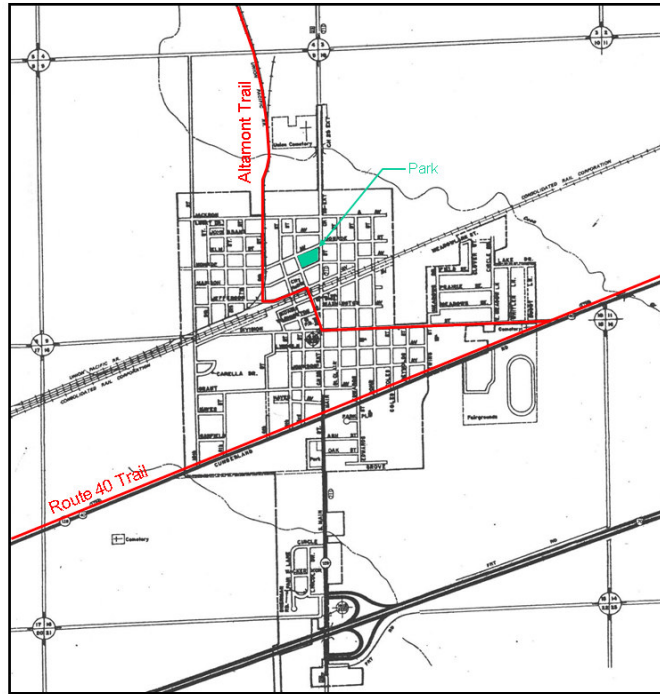
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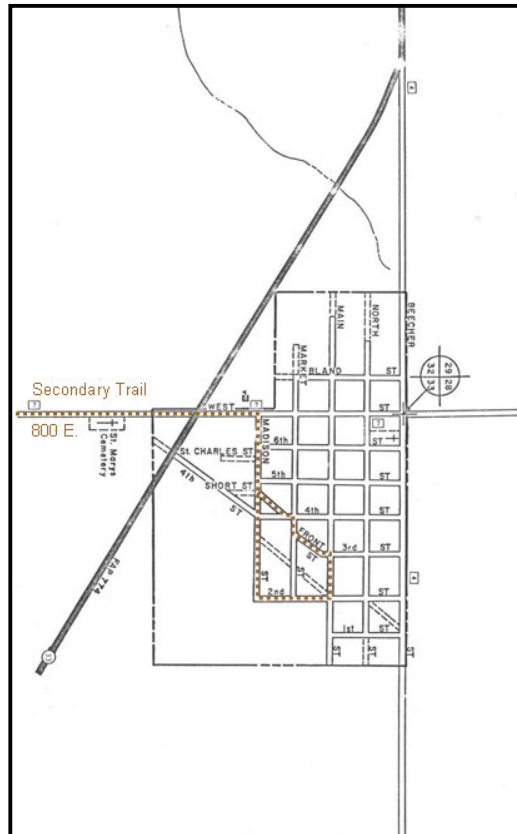
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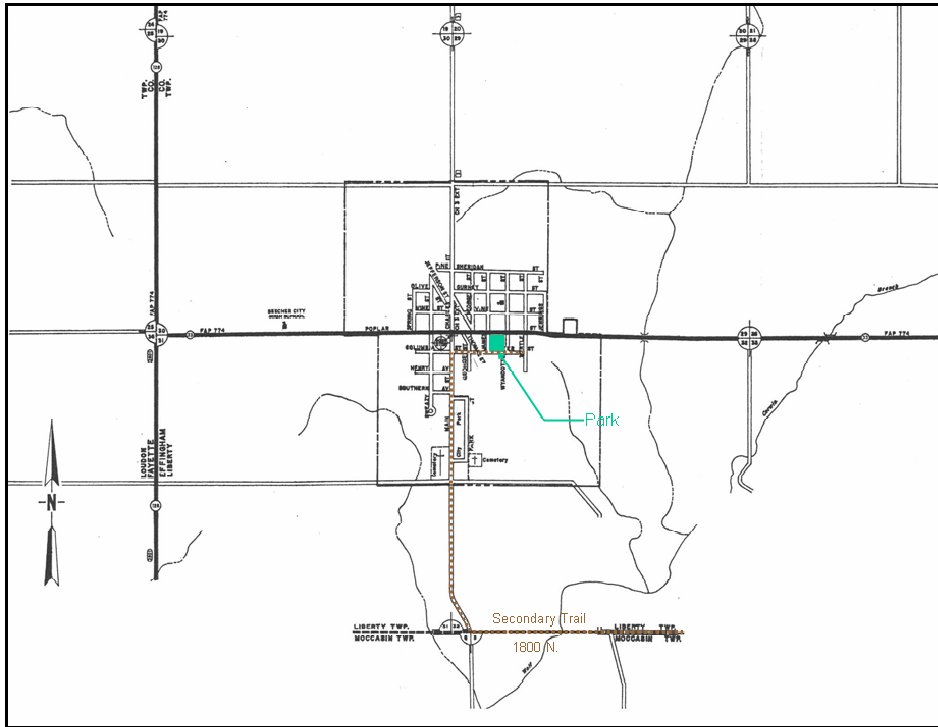
PLACE HOLDER
FOLD-OUT MAP
Greenways

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FOLD-OUT MAP
Greenways

Chapter 7

Greenways

Greenways are corridors of land and/or water that can provide a variety of benefits. They can protect of banks and flood plains from erosion, preserve ground water recharge areas and improve biodiversity. They can provide wildlife habitat and corridors for migration. They can provide recreational opportunities and improve the visual quality of the landscape.

Depending on their characteristics, greenways may include trails or even driving routes. Land along the greenway can be considered for future sites for parks, nature areas and other compatible land uses. Land uses generating pollution or other adverse affects should be discouraged.

The Greenway can help to establish municipal growth boundaries and to provide a buffer for adjacent land uses, for example, between farms and municipal growth areas.

Two types of greenways are recommended in Effingham County. One type is a nature-based greenway principally along the Little Wabash River. The other type is a cultural greenway, along Route 40 and other trails in the county.

- ## *The Little Wabash River Greenway*

The Little Wabash River crosses through the county essentially north to south with tributaries spreading east and west. The system provides drainage of farmland and urban areas within the county. The river system is a source of local water supply, and its flood plains allow ground water to recharge for future use.

Much of the floodplain and bluff areas along the Little Wabash River and many of its tributaries are well vegetated. This woody and herbaceous growth protects the area from erosion and forms habitat for native wildlife.

The Little Wabash and its tributaries are visually attractive. They enhance the experience of residents and visitors to the county. Several nature and recreation sites have been developed along the river system including Wildcat Hollow State Forest, the Ballard Nature Center, Lake Sara and the proposed new conservation area.

Protecting these waterways is important for the continued effectiveness of river system described above.

The qualities of the corridor can be enhanced. Erosion sensitive areas can be planted with appropriate native species or allowed to revegetate naturally. Already many agricultural agencies encourage such management practices, including the Soil Conservation Service and Department of Agriculture. Invasive vegetation can be controlled, allowing diversified native vegetation to dominate.

- ## *Route 40 Greenway*

A Cultural Greenway could be established along Route 40. Route 40 is has a long and fascinating history as a transportation corridor. The route has served Effingham County since the area was settled, as first the National Road, then a railroad corridor and following that National Highway 40.

Route 40 could be considered a Cultural Greenway through the county. Already in this plan, Route 40 has been recommended as both the Route 40 Scenic Driving Route and an alignment for a Route 40 Trail. By designation as a Cultural Greenway, both driving and trail use could be enhanced.

Route 40 could be enhanced by planting along the roadsides to beautify the route and provide shade, buffer wind and wildlife habitat. Such improvements could be done in the style of historic highway beautification projects. Other improvements as earlier suggested, including additional signs, mile markers and interpretative information could be provided along the route. Similar to historic highway rest stops, locations with a picnic table, trash receptacle and tree cover could be provided.

As the Route 40 Greenway becomes more attractive, communities and private land owners along the route could develop attractions for motorists. Historic buildings could be rejuvenated to once again provide service stations, cafes, etc. New building could be with a Route 40 character to offer other services and points of interest. Special events could be held in communities along the route to celebrate the history and nostalgic connections of this highway.

New or existing open space along the route could be blended with the redeveloping highway landscape. Planting, signs to nearby points of interest, trail spurs for access, and etc. could integrate such facilities in a safe and attractive manner.

- ## *Trail Greenways*

Although improvements have been recommended along new trails in the county, trail corridors also can be considered as Trail Greenways. Rather than being simply exposed strips of pavement, trails can become greenways by being planted with trees, shrubs and/or grasses. For trail users, planting provides barriers from motor vehicles, shade, wind screening and visual interest. In urban areas, planting creates a linear green space that provides relief from a landscape of paved surfaces and buildings. And for nearby residents and land owners, trail greenways provide an attractive feature that can increase land values.

Priorities

This chapter evaluates each of the trails and greenways that have been proposed for Effingham County. Five criteria are considered in evaluating the potential for each of the routes. Values are assigned and a total value determined for each trail. These ratings, then, provide a way to set priorities among the proposed trails and greenways. The proposed facilities are listed in the same order that they appeared in the report, not in an order of priority.

Criteria

#1   Protection and Enhancement of Resources

#2   Proximity to the Needs of People

#3   Quality, Safety, Enjoyment of Uses

#4   Potential Social and Economic Benefits

#5   Connection and Integration Potential

Values

High   H   Medium   M   Low   L

Name Criteria:	#1	#2	#3	#4	#5	Total

Primary Trails

Name	#1	#2	#3	#4	#5	Total
Lake Sara Trail	M	H	H	H	H	H
Teutopolis Trail	M	H	H	H	H	H
Dieterich Trail	M	M	H	H	H	H-
Route 40 Trail	H	H	H	H	H	H
Wildcat Hollow Trail	M	M	H	M	H	M+

Potential Trails

Name	#1	#2	#3	#4	#5	Total
Little Wabash Trail	H	H	H	M	H	H
Altamont Trail	H	L	M	L	M	M-
North Trail	H	H	M	M	M	M+

Secondary Trails

Name	#1	#2	#3	#4	#5	Total
All	M	M	L	L	H	M-

Equestrian Trails

Name	#1	#2	#3	#4	#5	Total
Lake Sara Equestrian Route	H	H	H	M	H	H
Flensburg Equestrian Route	H	M	H	M	H	H-

Boating Routes

Name	#1	#2	#3	#4	#5	Total
Little Wabash Route	H	H	H	M	H	H

Driving Routes

Name	#1	#2	#3	#4	#5	Total
Route 40 Scenic Byway	H	H	H	H	H	H

Greenways

Name	#1	#2	#3	#4	#5	Total
Little Wabash River Greenway	H	H	H	M	H	H
Route 40 Greenway	H	H	M	H	H	H

Trail Greenways

Ranking of trail greenways would essentially follow ranking of the trails themselves as shown above.

Chapter 9

Strategy for Implementation

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

To achieve this plan, the greenways and trails will be developed section-by-section as the critical components of community support, lands and funding become available. For some sections, these critical components may not come together in a timely manner. When this occurs, alternate routes should be evaluated, especially when an important aspect of the developing system would otherwise be missing (linkage with other trails, connections to community parks and commercial facilities, etc.)

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

1.   Organize and develop community support

2.   Target individual projects (develop intergovernmental agreements)

3.   Secure funding, acquire land and rights-of-way

4.   Build trails and encourage supplementary business developments

5.   Manage and promote facilities

1.   *Organize and Develop Local Support*

The first step in designating greenways and creating trails is to form a group which will promote their development. People who now enjoy walking, riding bikes, canoeing, and other recreational activities are obvious recruits for membership. Those who are involved in environmental study and preservation would be supportive. Others may be motivated as well. Community leaders who want improvements for area residents, business people who see possibilities for expansion, developers who understand the value of trail facilities, all would be important members who could expand the support.

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

Initially, many of the chores delineated in this report can be accomplished through a volunteer organization consisting of committed community members. In the long term, however, a properly developed and maintained trail system will probably require the assistance of public bodies. Specifically, the Effingham County Board and the municipal governments located within Effingham County are encouraged to consider how they might be involved and thereby assist in the development and maintenance of the trail system. This assistance might take the form of financial participation, technical advice, public safety help, and/or promotion of trail-related events.

2. *Target Individual Projects*

Because the entire system cannot be developed at once, individual projects need to be targeted. Initially, the projects should be those which have the greatest opportunities for success. The projects should be those that are located either on public lands or on property where easements or acquisitions are feasible. For popular support, the initial projects should also appeal to a large population and provide various uses. These characteristics also tend to be attractive priorities for grant funding.

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

- What lands to acquire or easements to obtain, what jurisdictions are affected and what input and consents are needed.

- What environmental concerns or limitations exist.

- Where and how are funds available.

- What uses will the trail have.

- What maintenance will be required and who will provide it.

- What is the implementation schedule.

In this way, tasks can be identified and pursued in a logical and timely manner.

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

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

Acquiring land can be a sensitive matter. Since each landowner's situation is different, it is often helpful to have people involved in negotiations that know the owners and understand their particular situations. Often discussing the project's vision, its practical aspects and the need for a landowner's cooperation is effective. Where acquisition of lands from several owners may be necessary, a meeting for the group may be useful. Whenever possible, options should be offered for landowners' consideration.

Options may include combinations of easements or title, accomplished by outright purchase, land trade, donation allowing tax deductions, etc. See Addendum #1 for additional ownership and acquisition strategies.

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

Several aspects of Effingham County's situation will be an advantage in securing funds. Grant funding, generally, is a high priority for under-served areas. The fact that Effingham County presently has few trails and a minimal amount of preserved open space is an advantage. Having the two significant features in the county – Route 40 and the Little Wabash River – to develop trails would be a great advantage. Effingham County will want to be prepared, to demonstrate other critical grant requirements.

- Community support.

- Availability of a local match.

- Ability to manage the trail once built.

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

4. Build Trails and Encourage Development of Business

When the rights-of-way and funding become available, the trail must be designed. Consideration must be given to safety of trail users, intersecting with other transportation routes, means of access/egress, conveniences along the route, connection with community services, amenities along the trail, and blending with surrounding environments. All aspects need to be designed with an eye to:

- Safety and security.

- Attractive facilities which enhance adjacent lands and contribute to good environmental quality.

- Future maintenance responsibilities.

At this time, too, business owners should be encouraged to provide important goods/services for trail users. Typical needs of trail users include bike rental and repair, canoe/boat rental, fishing tackle and bait; food service and groceries, camping and lodging, shuttle service. Existing businesses may wish to encourage the patronage of trail users by expanding product lines, establishing locations near trails perhaps on a seasonal basis, or even starting new businesses.

5.   *Manage and Promote*

The success of a system, of course, will be its long term use. Initially, the public must be made aware of the existence of a new route. Hand-out maps can be offered at locations in the community. The trail can be listed in the brochures printed by state and local centers for tourism and in directories published by numerous publishing companies.

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

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

Maintenance of the corridor is essential. Maintenance provides a clean and wholesome environment which users will want and expect. A well maintained environment will also encourage users not to litter, damage the area, or break trail rules. Routine maintenance of minor erosion or pavement deterioration can arrest what can become a safety hazard or a larger problem that is expensive to repair.

Summary

This section discusses a process of targeting a project, getting it built, and working toward its popularity and success. This process would repeat itself. With each successful targeted project, interest and support would increase. Each repeat would, in some significant ways, be easier to accomplish. Additionally, as the trail system grows, its attraction will increase. The longer distances and variety of opportunities tend to attract users from greater distances. The system could become a destination facility for tourists. For others it could be a strong draw when combined with other sites and events in the area.

ADDENDUM #1
Effingham Trails and Greenway Plan

Summary of Comment Forms and Correspondence
8-18-05

Number attending the Public Meeting: approx. 50
Number of Comment Forms returned: 18
Number of correspondence received: 1

1.   What activities do you enjoy, or might you enjoy, if trails were available?

	no. of designations
Bicycling	16
Running	4
In-line Skating	2
Walking dogs	4
Walking for fitness	12
Strolling	5
Nature-study	5
Bird watching	5
Canoeing	1
Kayaking	1
Recreational driving	1

Others:

Horse and Mule riding	1
Mountain Bike	1
Horse Trails	1

2.   What features would you enjoy in local trails?

	no. of designations
Access to parks and other locations in you hometown	10
Access to recreational areas in the county	11
Access to other towns in the county	10
Access to commercial establishments along the route	4
Scenic routes, historic sites and landmarks	14
Public restrooms	8
Drinking water	8
Shelter from weather	6

Others:

Pavilions for afternoon parties, reunions, etc.	1
Access to neighborhoods.	1

3.   What specific recommendations might you have for trail locations?

no. of designations

•	Effingham to Lake Sara	6
•	Effingham to Ballard Nature Center	1
•	Effingham to other towns in the county	2
•	Altamont to Effingham	1
•	Dieterich to Effingham	1
•	Teutopolis to Effingham	8
•	Effingham to Central School by Heartville	1
•	Within Effingham	2
	(Maple St. to Fayette and Evergreen Park)	
•	Access to lodging for visitors	1
•	Abandoned railroads that become available	
•	Route 40 (a cooperative effort with	1
	Vandalia and Greenup would be great)	
•	Connect to the Pana-Springfield Trail	1
•	Trail crossing ideas - Interstate overpass from	1
	Evergreen Hollow Park to Charlotte St., the new	
	Keller overpass using evergreen road that will be	
	closed off Fayette. Use existing bike trail bridge to	
	connect Evergreen to Bliss/Hendelmeyer/Dietrich.	

4.   What features in Effingham County might be interesting to local residents and/or visitors?

no. of designations

•	Lakes	1
•	Lake Sara	3
•	Lake Sara campground	1
•	Lake Sara Beach Road	1
•	Lake Sara Park (southside)	1
•	Nature / Wildlife sites	1
•	Ballard Nature Center	5
•	Wildcat Hollow	1
•	Rock Cave	1
•	SNA	1
•	The Little Wabash River	3
•	Parks	3
•	Dieterich Parks	1
•	Effingham Parks	3
•	Teutopolis Parks	1
•	Schools	1
•	Lakeland College	1
•	Museums	1
•	Corvette Museum	1
•	Teutopolis Monastery and Museum	2

•	Alwedt's Gardens	1
•	Cross at the Crossroads	2
•	Historic homes	1
•	Long-existing barns and farms	1
•	Downtown Effingham	3
•	YMCA, and other exercise establishments	1
•	Hoelscher Sis & Services for bicycle repair	1
•	Industrial Park	1

5.   What other concerns or information do you feel is pertinent?

- Involve local civic or your groups (Boy Scouts, 4-H, etc.) to help keep our trails clean and safe.
- Road crossings.
- Mileage markers for runners, bikers, walkers, etc.
- Lighting in the evening.
- Please keep in mind the horse and mule riders.
- Safety.
- Separation of trail users from trucks and cars.
- A surface that would not be hard on knee joints.
- We rode other bike trails and safety of riding without concern of getting hit make the ride more enjoyable.
- Safety on the chosen trail path.
- Quiet areas of low-noise.
- For the first phase of the project, have at least a 5-mile trail or loop.
- Limit road sharing
- Public restrooms and drinking water are lower priority for immediate funding.
- I am a rural, farm resident who is greatly in favor of trails and would use them if available.
- Concerned how ATV, dirt bike and other activities will be policed.
- Trails should not be too hilly.
- Safety including crossing railroad tracks
- Debris

Summary of Above (19 comments)

Safety	8
Debris	2
Amenities	3
Trail Design	2
Use by ATVs	1
Noise Concern	1
Equestrian Trails	1
Rural Support	1

ADDENDUM #2
OWNERSHIP AND ACQUISITION STRATEGIES

COMPARATIVE OWNERSHIP STRATEGIES FOR GREENWAYS & TRAILS

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

SUMMARY OF ACQUISITION AND PRESERVATION STRATEGIES FOR GREENWAYS

Fee Simple Acquisition

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

Acquisition of Partial Interest

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

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

SUMMARY OF ACQUISITION AND PRESERVATION STRATEGIES FOR GREENWAYS

Regulatory Control

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

NATURAL RESOURCE MANAGEMENT INCENTIVES APPLICABLE TO GREENWAY PRESERVATION

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

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

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

ADDENDUM #3
FUNDING SOURCES

PRIVATE SECTOR FUNDING SOURCES

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

FEDERAL AND STATE FUNDING SOURCES FOR TRAILS & GREENWAYS

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

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