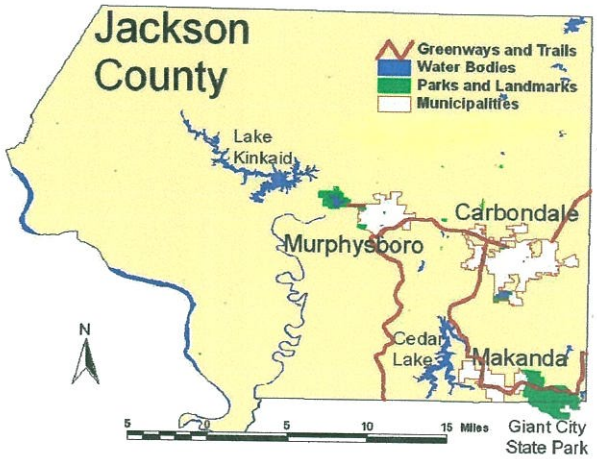
Greenways and Trails Plan for Jackson County

JULY 2002



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Southern Illinois University Carbondale

Developed for:
Jackson County, Illinois and
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"Without health there is no happiness. An attention to health, then, should take the place of every other object."
- Thomas Jefferson, 1787

I. EXECUTIVE SUMMARY

Greenways and Trails for Jackson County is a proposal to facilitate the development and expansion of bicycle trails in Jackson County, Illinois. Components of the plan presented here include: 1) process background, plan intent, and a description of the study area, 2) function and benefit of greenways and trails, 3) objectives of greenway and trail planning, 4) specific Jackson County greenways and trails proposed for development, 5) implementation strategies, and 6) greenway and trail funding resources. This plan's specific recommendations include: utilization of this plan by the appropriate local, state and federal agencies in further planning, acquisition and development of recommended trail segments and greenway corridors, prompt development of the top priority trail routes identified in this document, and leadership assistance from the Office of Economic and Regional Development in coordinating trail development.

In December 1998 the Southern Illinois Regional Bicycle Trails Plan was completed based on planning activities of the Southern Illinois Regional Bicycle Trails Task Force. Funded by an Illinois Department of Natural Resources Planning Grant, this 75-member task force from the public and private sector identified two significant trails for development: The Rend Lake Bicycle Trail and the Great Shawnee Loop Bicycle Trail. The Regional Plan divides development of the Great Shawnee Trail into multiple phases of development.

Downtown Dunedin, Florida was suffering a 35% storefront vacancy rate in the early 1990s until the Pinellas Trail came into town. Now, storefront occupancy is 100% and business is booming.

Phase I and II of the Regional Plan identified Jackson County trail segments for immediate development. The primary objective of the Jackson County Greenways and Trails Project is to determine feasibility and recommend routing for greenways and trails within Jackson County. These trails will connect communities and local points of interest as outlined in the Regional Plan. Construction of the planned trails will provide an impetus for sustainable economic growth and improved quality of life for area residents. An increase in quality recreation amenities for our communities promotes health and well being while providing an attractive destination for tourism and new business development.

Southern Illinois is known for its natural, historical and cultural beauty. The Shawnee National Forest, Cypress Creek and Crab Orchard National Wildlife Refuges, numerous State Parks and Recreation Areas, lakes, rivers and hiking trails make it an ideal location for bicycle/pedestrian trail development. Connecting existing opportunities in the area and popular travelways such as the River-to-River Trail, National Bi-Centennial Bike Trail, and the Mississippi River Trail with further trail development will increase the drawing power of Jackson County for trail enthusiasts internationally. Furthermore, these natural corridors will be preserved for current and future generations. Jackson County, Illinois has great potential for development of many miles of bicycle

and pedestrian trails. The Jackson County Greenways and Trails Planning Project is undertaken as the next step in realizing the many benefits of trail development.

Progress has been swift for bicycle trail planning. Private and public funding opportunities have been identified in the plan. The Rend Lake portion of the Regional Plan has moved beyond the planning to the developmental stage. It is anticipated that nearly 12 miles of trail will be completed by the end of summer 2002 through grant funding awarded to the Rend Lake Conservancy District, Rend Lake College, Wayne Fitzgerrall State Park, and U.S. Army Corps of Engineers.

Although the Jackson County Task Force has completed its objectives, work on greenway and trail development in the county is not complete. Civic leaders that have participated in the planning task force should not lose site of the community development benefits that greenways and trails offer. This plan will provide encouragement to civic leaders and citizens of Jackson County to pursue trail development and the associated benefits.

Peak-season hotel rooms along Wisconsin's Elroy-Sparta Trail are booked up to a year in advance. A study of the trail revealed that the average visitor travels 228 miles to experience it.

The Jackson County Greenways and Trails Task Force indicated specific recommendations in this plan. Those recommendations include:

1. Prompt planning and development of pedestrian trails and bicycle routes within the communities of Carbondale and Murphysboro to provide a foundation for trails established to connect communities of Jackson County.

2. Coordination among local agencies to acquire available portions of task force prioritized trail routes. Primarily, finalizing the trail route to connect Carbondale and Murphysboro.

3. Community leaders must continue to address citizen concerns regarding trail routing and development while negotiating with willing sellers to establish trail corridors.

4. Support from managing agencies for utilization of available public lands for trail development so that benefits of greenways and trails may be immediately realized in Jackson County.

Respectfully submitted,

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II. INTRODUCTION

THE SOUTHERN ILLINOIS REGIONAL PLAN

In May 1997 the Office of Economic and Regional Development (OERD) took the first step toward bringing the benefits of a regional trails system to southern Illinois. Funded by a Greenway and Trail Planning Grant from the Illinois Department of Natural Resources, the OERD brought together a Regional Task Force of over 75 representatives from public agencies and private individuals to develop a regional trail plan to benefit southern Illinois.

The southern Illinois region and its associated communities have worked together to overcome the hardships of a struggling agriculture economy and decreased need for coal production from the area. A new spirit of cooperation from the region's communities was realized with participation in the Southern Illinois Regional Bicycle Trails Task Force. Linking communities and the region with a trail system accessible by all citizens was the goal of this Task Force.

According to a Katy Trail State Park survey, users spent almost $16 per day when bicycling. Another survey indicated trail users on the Heritage Trail spent $9 per day.

Members of the Regional Task Force shared personal knowledge and reviewed maps to develop a vision for trail development in southern Illinois. The result was a plan proposing nearly 140 miles of trails in two major systems that could ultimately be connected to form a regional system.

The Great Shawnee Trail, when combined with the completed Tunnel Hill State Trail, will comprise a loop through six southern Illinois counties. The second system established for the region would be the Rend Lake Corridor. Already under construction, the Rend Lake Corridor will connect much of the recreational amenities already associated with Rend Lake in addition to providing connections to nearby communities.

While routing trails such as these often results in a variety of trail surfaces and corridor types, the primary goal is to establish a travelway for pedestrian traffic separate from motorized vehicle traffic. Many communities within the region have developed parks and community trails, stopping them abruptly at municipal boundaries without considering regional possibilities.

A regional approach can double and triple the value of work each individual community has already invested. Regional efforts in trail planning endeavor to connect communities. Individual community trails and greenways that do not consider these connections are money wasted and effort squandered.

A regional network of greenways and trails can be a physical manifestation of the new spirit of cooperation between the communities of the southern Illinois region.

On the heels of the Southern Illinois Regional Bicycle Trails Plan over 260 letters of support were received for the Great Shawnee Trail. Supportive letters were received in addition to many positive verbal and written comments following two public informational meetings for the Regional Plan. Additionally, the news media consistently reported on the planning efforts, further informing the public.

If established, the Great Shawnee Trail would take its place among several other nationally and internationally recognized routes that are located in the southern Illinois region. The National Bicentennial Bike Route and the Mississippi River Trail are existing routes that could be enhanced with completion of the Great Shawnee Trail.

Additionally, segments of the River-to-River Trail, which stretches across the region, have been considered for co-location of the Great Shawnee route. Many other regional attractions and communities would be connected and share the benefits upon completion of the route.

CREATING THE TRAILS PLAN

With the conceptual vision of a regional trail system in place, the next step of determining on-the-ground routing feasibility and constraints was set to take place. An objective of the comprehensive Regional Plan was to improve opportunities for participating agencies to receive planning dollars.

A meeting was held September 12, 2000 with officials from the cities of Carbondale and Murphysboro, and the governmental agencies of Jackson County, Illinois Department of Natural Resources, Illinois Department of Transportation, Southern Illinois University Carbondale, Jackson County Business Development Corporation, Murphysboro Park District and several other organizations.

Visitors to Ohio's Little Miami Scenic Trail spend an average of $13.54 per visit on food, beverages and transportation to the trail. Additionally, an estimated $277 is spent each year on clothing, equipment and accessories. There are an estimated 150,000 trail users

This meeting was held to determine if there was sufficient interest by these agencies for greenway/trail development on a countywide basis and if there was interest to create a hard-surface off-road bicycle/pedestrian trail from Carbondale to Murphysboro.

Responses by those representatives at the meeting indicated there was substantial desire to proceed with this concept. A number of those governmental agencies provided letters of support for the IDNR grant proposal. Several agencies involved with this project provided personnel match on the grant through attendance at meetings and individual work.

In March of 2001 Jackson County applied and received Greenways and Trails Planning Grant funds to take the next step towards trail establishment. Jackson County then subcontracted the Office of Economic and Regional Development to conduct the planning process for trail routing feasibility. Planning encompassed all of Jackson County.

The planning process included: identification of greenway and trail priorities in Jackson County, development planning of a hard-surface trail between Murphysboro and Carbondale, a work plan to schedule planning activities, input from the public and private sector through informational meetings, and a final document describing the potential for trail development in the county.

The Jackson County Greenways and Trails Task Force guided the fifteen-month planning process. This ensured various community interests were actively involved. Additionally, the public at large was notified of Task Force meetings held and informed of the process through news releases. Two public informational meetings culminated public awareness.

INTENT OF THE PLAN

The benefits associated with the establishment of quality greenway and trail systems are easily recognizable. Hundreds of established trails comprising thousands of miles of opportunities, established solely for the public good, are currently being enjoyed in the United States. Bringing these benefits to the citizens of Jackson County is the goal of community leaders and private citizens that committed their time and efforts to the success of the Jackson County Greenways and Trails Task Force.

The emphasis on the planned trails is for off-road development allowing for safe travel separate from established roadways. Pedestrians, hikers, environmental educators, and nature lovers are provided with a natural setting for their recreational, wellness, and educational activities. Furthermore, gentle grades and even surfaces allow novice as well as experienced trail enthusiasts an enjoyable experience.

STUDY AREA

St. Mary's County, MD, found over the last 10 years businesses that move to the county for tax incentives often left as soon as incentives expire. However, businesses that move to the county for its quality of life stay as long-term residents and taxpayers (NPS, 1990).

Jackson County, a population of 61,000 people, had not previously participated in downstate greenway and trail planning. Under Phase 3 of IDNR greenways and trails planning guidelines, Jackson County was eligible for financial assistance.

Phase I development of the Great Shawnee Trail, outlined in the Southern Illinois Regional plan, proposes a connection between Carbondale and Murphysboro. Carbondale is home to Southern Illinois University, with 22,000 students on campus, many of which are bicycle enthusiasts and commuters. Additionally, prioritization of other potential trails and greenways in the county are important for recreation development.

The immediate countryside surrounding the proposed trails is dominated by a variety of characteristics, including rolling till plains, floodplain, hills and forest of the Shawnee Hills and Southern Till Plain Sections of the Natural Divisions of Illinois. According to the Comprehensive Plan for Illinois Nature Preserves System, the Southern Till Plain Division encompasses most of an area of dissected Illinoisan glacial till plain.

The Shawnee Hills Division is unglaciated hill country characterized by sandstone cliffs forming the Greater Shawnee Hills and a series of lower hills underlain by limestone and sandstone known as the Lesser Shawnee Hills. A network of federal, state and local highways provide excellent access to the area and proposed corridor.

III. GREENWAYS AND TRAILS: FUNCTION AND BENEFITS

Since the passage of the National Trails System Act in 1968, the Secretaries of Agriculture and Interior have recognized more than 800 national recreation trails. The popularity of greenways and trails has taken the nation by storm, a demand phenomenon with far reaching community and societal benefits.

Another prime example of the increased desire for trails is the success of the Rails-to-Trails program. Utilization of former railbeds as pedestrian travelways has its roots in the Midwest during the mid-1960s. The success driven by public desire that followed speaks for itself.

In 1986 less than 100 rail-trails were established comprising about 1000 miles. Today nearly 12000 miles of rail-trails accommodating over 100 million users per year provide quality of life and economic benefits to the communities, regions and states where they are located.

The trail managing entity of Wisconsin's Glacial Drumlin Trail issued a ten-foot wide perpetual easement to US Telecom, which pave the 48-mile trail ($375,000 value) in exchange for use of the corridor.

WHAT ARE GREENWAYS AND TRAILS?

When looking through the extensive resource library pertaining to greenway and trail advocacy, development and management, many and varied definitions are found for each resource. Among the original "greenways" are the Boston Commons, established in 1634 to preserve open space as the city of Boston grew. These park-like "Commons" are maintained for the enjoyment of the citizens in the communities they serve.

Conversely, greenways are often established without consideration for community recreation but to provide a protected natural corridor for preservation of natural environments and habitats. In this sense, for example, greenways can provide corridors for wildlife movement or a natural buffer zone for riparian areas as floodplain preservation.

Trails as well occur in a variety of forms, most of which can be found in the southern Illinois region. For example, trails may be defined as broad paths accessible to highway-legal off road vehicles, graded and improved railbeds such as Tunnel Hill State Trail in southeastern Illinois open to pedestrian traffic only, or primitive hiking trails only open to foot traffic so that their rugged and primitive nature will be protected.

To narrow the range of definitions for greater clarity on the scope of the Jackson County Greenways and Trails Project and this accompanying plan, the definition found at www.trailsandgreenways.org will be followed. The definition states:

> Greenways are corridors of protected open space managed for conservation and recreation purposes. Greenways often follow natural land or water features, and link nature reserves, parks, cultural features and historic sites with each other and with populated areas. Greenways can be publicly or privately owned, and some are the result of public/private partnerships. Trails are paths used for walking, bicycling, horseback riding or other forms of recreation

or transportation. Some greenways include trails, while others do not. Some appeal to people, while others attract wildlife.

Often viewed as linear parks, Greenways and trails provide a recreation amenity to enhance community and regional tourism. Just as important, if not more so, is the positive opportunity and activity outlet provided to area citizens.

Physical and mental well being of community members is enhanced as new recreational outlets accessible to the general public are made available. Thus, trail planning becomes a factor in planning for healthy communities and positive growth.

BENEFITS AND FUNCTIONS OF GREENWAYS AND TRAILS

The economic and regional development benefits associated with trail development manifest themselves in a variety of forms. Most often cited is the increased tourism associated with extended trail systems. These systems attract visitors that provide input to local economies through the purchase of goods and services.

A greenbelt in Boulder, Colorado increased aggregate property values for one neighborhood by $5.4 million, resulting in $500,000 of additional annual property tax revenues. The tax alone could recover the initial cost of the $1.5 million greenbelt

Potentially more important to regional development and local economies is the attractiveness of well-constructed and maintained trail systems. The quality of life and image improvements that accompany quality trails have the potential to attract new business and progressive industry.

Furthermore, the image benefits and improved job market will attract new residents that will provide further input toward revitalizing local economies. Just as the railroads connected communities, providing for local and regional stability, so can well established trail systems. When located along historic railbeds, trails provide a glimpse into the past and the railroad connections that at one time helped keep communities prosperous.

As a route for alternative transportation, well-planned trail systems can fill another function once provided by rail traffic: that of moving people from one place to another. Preserving these corridors helps to preserve a part of the area's cultural history as well as preserving natural corridors for current and future generations.

The benefits to the natural environment offered by greenways include: preservation of green space, floodwater control, water filtration, and erosion control. In the absence of recreational improvements, greenways aid in preserving the environmental health of ecosystems and provide a transport corridor for plant and animal species.

IV. OBJECTIVES OF GREENWAY AND TRAIL PLANNING

Quality of Life, "Image" and Economic Development Benefits

The establishment and expansion of bike trails and recreational corridors greatly improves the quality of life for existing and potential residents. This will then also enhance the region's "image." This image improvement can then translate into economic development benefit from business location, retention and expansion, and increased tourism spending.

Tourism Economic Impact

The positive economic impacts of trail development are very direct with large numbers of recreational tourists drawn to these trails for stays that involve significant lodging, food and entertainment expenditures.

Recreational Amenities to Enhance the Region

The addition of bike trails to any region will provide recreational and health benefits that will benefit residents' and tourists' mental and physical health. Clearly, this enhances the well-being of participants directly from use, as well as indirectly as they "feel" better about were they live and their life circumstances.

Preservation of Natural Corridors for Current and Future Generations

The establishment of trails preserves these unique environments for public use and appreciation. It goes without saying that preservation of natural corridors are a high priority in the Shawnee National Forest and other public lands and unique ecosystems. Without these trails, such corridors are at risk of destruction or loss of public use.

Increase Chances for Funding Opportunities

A comprehensive plan outlining potential corridors and feasibility of greenway and trail development for Jackson County will improve opportunities for participating agencies to receive funding for multiple use trails. Entities involved in awarding funds for trail establishment will be able to better evaluate awards for applicants with a comprehensive plan in place.

Alternative Transportation

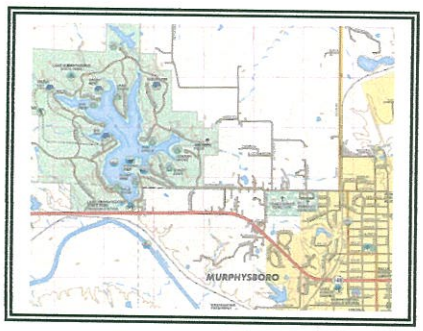
Multi-use trails provide an alternative means of transportation between communities and places of work, commerce and recreation. For example, the Harrisburg Bike Trail terminates at the Economic Development Park, which is a conversion of a former railroad switchyard. Local residents have the option of walking or bicycling to a variety of small business enterprises located in the park.

V. PROPOSED GREENWAY AND TRAIL CORRIDORS

Prioritizing greenway and trail recommendations for Jackson County will assist developing organizations in determining which segments, when developed, will provide the greatest benefits to area citizens. With the reauthorization of TEA-21 Grant Funding expected to occur in 2003, trail development agencies should consider which routes have the greatest potential to be awarded development funding.

These recommendations evolved from an initial list of potential greenway and trail development areas considered by the Jackson County Greenways and Trails Task Force. Public input from the two informational meetings held in association with the planning process provided exceptional insight into local needs and preferences for trail development.

Task Force planning sought to determine connections between municipalities and to area points of interest. Municipal planning was left to the respective community's planning department. While agencies responsible for management of public lands also have planning departments, recommendations for trails on these lands are meant to provide insight on public need, economic development potential, cooperative opportunities on adjacent lands, and natural resource protection.



PROPOSED CORRIDORS FOR JACKSON COUNTY

City of Carbondale to City of Murphysboro Pedestrian Travelway

Once endpoints have been established within the two largest communities of Jackson County, civic leaders should establish interagency agreements to accomplish a link between these two municipalities. As with all the following recommendations, willing sellers should be sought in property acquisition efforts to complete corridors.

Little Crab Orchard Creek Greenway

Establishing this corridor across Southern Illinois University property south to City of Carbondale lands on the north end of Cedar Lake will be a continuation of a greenway trail along Little Crab Orchard Creek realized as part of municipal trail development. This trail would ultimately be of substantial length, protect several miles of riparian corridor, and link Carbondale to one of its best recreational amenities - Cedar Lake.

City of Murphysboro to Lake Murphysboro State Park to Kinkaid Lake State Fish and Wildlife Area

To enhance the recreational amenities to Murphysboro a designated bicycle/pedestrian route was desired to the adjacent Lake Murphysboro State Park. Future real estate development should consider extending this connection northwest of the park to connect with recreation amenities on the east end of Kinkaid Lake.

Cedar Lake Hiking and Mountain Bicycling Trail

High quality recreation opportunity exists above the shoreline of Cedar Lake. Completely surrounded by public lands, with extensive trail segments already present, Cedar Lake would serve as an outstanding

attraction for area residents and tourism. Preexisting trail segments should be linked with new trail development to establish a loop trail around the main body of Cedar Lake. Establishment of water trails (blueways) would provide additional recreation opportunity. As a city water source due consideration should be given to protecting watershed quality.

Cave Valley Conservation Area

Further utilizing available public lands, a segment of the former G, M & O railbed located on U.S. Forest Service land south of the community of Etherton should be improved to provide better access for non motorized travel into this area's natural setting.

Pomona to Alto Pass Recreation Travelway

Between these two communities this segment of the former G, M & O railbed is enjoyed by local residents regularly. Still partially under railroad ownership, this corridor should be secured and improved to provide a permanent travelway open for multiple use recreation.

Kinkaid Lake Hiking and Biking Trail

Bordered by a combination of federal, state and local public lands, an extensive system of trails exists around most of this waterbody. With improvement of existing trails and establishment of connector trails, a nationally significant recreation opportunity could be realized around this lake.

Gentle topography on the lake's east end and historic roadbeds could provide additional multi-use recreation. The area would benefit from the establishment of blueways on the northwest end of Kinkaid Lake, which has restricted travel through an extensive no-wake zone.

OTHER TRAIL OPPORTUNITIES OF INTEREST

Available Inactive Railroad Corridors

Former railroad corridors exist within the county that if available may provide excellent opportunity to secure the benefits of greenways and trails for communities, the county and region by providing positive connections.

Levee Corridors of the Mississippi River Valley

The American Discovery Trail is currently routed along levee corridors from Grand Tower to St. Louis. If originally conceptualized routes are unavailable, these corridors could provide for completion of a regional trail. However, this consideration, while completing the regional concept, would circumnavigate several communities that stand to benefit from the originally conceived routing.

Murphysboro to Etherton

In consideration of development of previously recommended trail routes, this connection would greatly benefit the overall county trail system and provide another link towards realization of a regional trail system.

Carbondale to Giant City State Park

As one of the original prioritized routing possibilities by the Jackson County Task Force, future planning should not lose sight of this

proposed link. Connecting the County's largest community with this State Park could be accomplished by piecing shorter links together from Cedar Lake and Makanda.

Pedestrian and Bicycle On-Road Facilities

Of particular interest is Highway 51 south of Carbondale once the new bypass is opened. Residential and student housing along this route create a need for designation of on-road facilities to Southern Illinois University. After the new highway corridor is opened traffic will be reduced along the original US 51 corridor. This will improve potential for these facilities to provide a link between Carbondale and the north Cedar Lake area.

VI. IMPLEMENTATION STRATEGIES

ACTION STEPS TOWARD GREENWAYS AND TRAILS

As part of its Comprehensive Plan published in 1997, the City of Carbondale included sections on greenways and open space and its bicycle and pedestrian program.

Local Governments

1. Encourage local units of government to adopt the Greenways and Trails Plan For Jackson County.
2. Educate the public on the advantages of creating and maintaining pedestrian pathways.
3. Encourage inclusion of trail projects in municipal and capital improvement programs.
4. Work with other local government agencies to develop joint projects.
5. Include greenways and trails into comprehensive land use plans.

State Governments

1. Encourage the Illinois Department of Natural Resources to provide funding through the Illinois Bike Path Grant Program and other sources for priority greenway and trail corridors identified in the plan.
2. Encourage the Illinois Department of Transportation to provide funding through the Transportation Equity Act for the 21st Century (TEA21) and other sources for priority greenway and trail corridors identified in the plan.
3. Assist and work with the Illinois Department of Transportation in identifying pedestrian and bicycle options in the planning and engineering of future roadway improvements.
4. Employ state resources for technical assistance with greenway and trail projects.
5. Work with the Illinois Department of Corrections to engage prison labor in development of the trails.

Federal Government

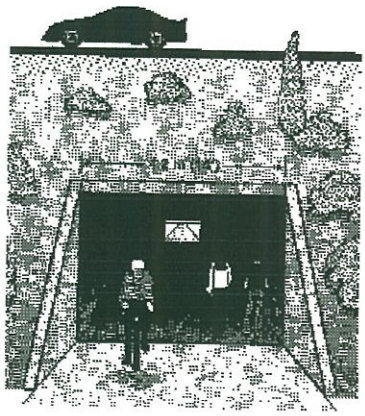
1. Encourage and assist the U.S. Forest Service in trail development on the Shawnee National Forest and other sites to be identified
2. Encourage and assist the U.S. Fish and Wildlife Service at Crab Orchard Wildlife Refuge in trail development.

Private Sector

1. Support the local, state and federal agencies in corridor acquisition and development.
2. Utilize private sector funding to offset the costs of greenways and trail development.
3. Encourage good stewardship practices for private property greenways and trails.
4. Work with user groups to promote trails concepts.
5. Encourage individuals to set aside land to develop easements on their property.

LEGAL SPONSORSHIP AND MANAGEMENT

Pedestrian paths have been identified as the preferred trail for this planning document. In some instances, on-road routes may serve as interim connections between paths or trails until such time that a complete off-road alignment can be realized. For example, low-use roads within recreation areas such as campgrounds around Lake Murphysboro can serve this purpose. The local management agency or road authority will need to be consulted and agree to specific proposals. Consistency with trail development is crucial. The Guide for the Development of Bicycle Facilities, 1999 edition, by the American Association of State Highway and Transportation Officials is the primary guide for design and development of Jackson County pedestrian and bicycle paths.



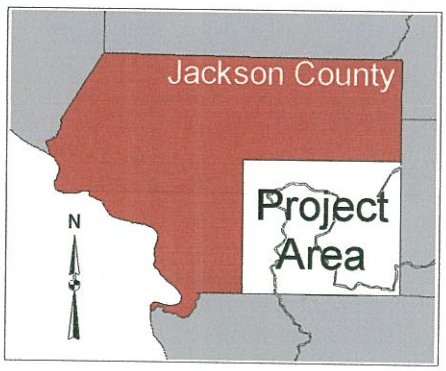
Underrossing dimensions

OPERATION AND MAINTENANCE

Similar to legal sponsorship and management, local partners have been identified in the planning of the trails and may handle responsibilities for operation and maintenance. User fees or visitor donations on the trail routes may be implemented to assist with operation and maintenance costs. Various trails throughout the United States have initiated user fees. Although not popular at first, user fees will offset fiscal burdens to the partners.

COST ESTIMATES

Although preliminary cost estimates are difficult, previous bicycle trails developed in similar areas incurred development costs of between $50,000 and $100,000 per mile. Excluding bridge and major culvert construction/reparation. Therefore, a 10-mile section of trail my cost $500,000 to $1 million for development, excluding major bridge and culvert work.



VII. FUNDING OPPORTUNITIES

As the popularity of trails has grown so has the support for planning and development of these resources. Both private and public sectors at the national, state and local level have committed significant new resources. These resources support planning as well as acquisition and development of trails.

Summarized below are some of the major common and/or categorical sources of support for trail planning and development. These will be presented in the categories of private (national and local) and public (federal-state and local).

PRIVATE

Significant private resources have been put into trail planning and development. While it is impossible to identify the multitude of private resources that can e utilized in trail planning and development, the following serve as a few examples:

National

1. National-level Foundations: Large foundations may be open to proposals for planning and development. For example, the John D. and Catherine T. MacArthur Foundation provided financial support for the 1992 Northeastern Illinois Regional Greenways Plan.

2. National Private Corporations: The Edward D. Jones Corporation provided more than $2.0 million for the development of Missouri's Katy Trail. Because of their rural client base they are very open to proposals that benefit rural areas.

Local

Local Private Corporations: Banks and utility companies may consider smaller contributions, which will benefit residents and promote their service areas. Bike shops, restaurants, motels/hotels, bed and breakfasts and other tourism entities may be interested in contributing to planning and development efforts.

PUBLIC

Several "categorical" federal and state government programs have been used to support greenways/trails development. In addition, an array of local government initiatives has been used to support trail planning and development. Some of these resources are identified here.

Federal-State

1. TEA 21 – the Intermodal Surface Transportation Efficiency Act (ISTEA) has provided significant funding for greenways and bike trails around the country. Funding has been utilized for trail development as well as related facilities (e.g., depot restorations, visitor's facilities/restroom and parking lots). The Transportation Equity Act for the 21st Century (TEA21) reauthorizes ISTEA. Funding has been depleted from this source however reauthorization is anticipated in 2003.

2. Rails-to-Trails – Although not a funding program, the national rails-to-trails legislation makes possible rail to bike and hiking trail conversion. A related not-for-profit corporation provides additional technical assistance and legal support.

3. State of Illinois, Department of Natural Resources (IDNR) Programs – These are the most targeted and likely sources of support for trail planning and development. IDNR has several programs which may be utilized:

    a. The Greenways and Trails Planning Program provides planning grants for greenways and trails planning.

    b. The Illinois Bike Path Grant Program: This program has earmarked funding and could be utilized for acquisition and development projects.

    c. Other IDNR: IDNR may provide supplementary funding effort.

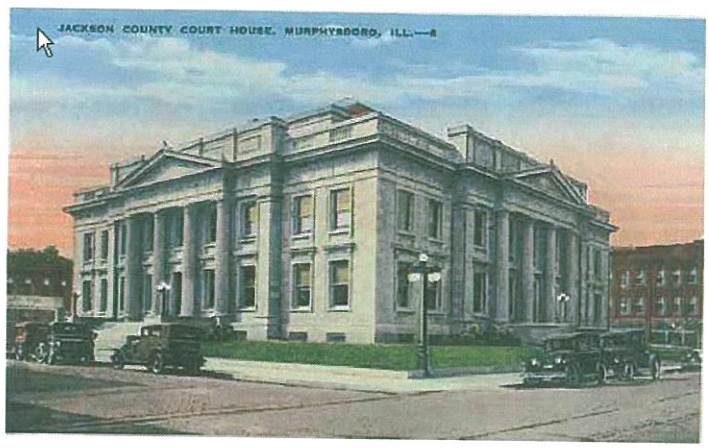
Local

Local sources can vary widely but may include:

1. Earmarked Sales Taxes: Home Rule communities including Columbia, Missouri and Boone County, Missouri voters adopted an "earmarked" sales tax for capital projects including the Katy Trail acquisition and development.

2. General Revenue: Harrisburg, Illinois, has used general revenue to do a city connection portion of the Tunnel Hill Trail. Many local governments have used discretionary general revenue for trail and trail-related improvements.

3. General Bond Issues: Communities serving as local partners may want to generate bond issues.



SOURCES

For more information on trails in Jackson County and Southern Illinois, contact the following organizations.

Office of Economic and Regional Development
Southern Illinois University
150 E. Pleasant Hill Rd.
Carbondale, IL 62901-6891
618.536.4451

IDOT – District 9
State Transportation Building
P.O. Box 100
Carbondale, IL 62903-0100

Southern Illinois Bicycle Trails Coalition
1610 Lindbergh Lane
Carterville, IL 62918

Dept. of Natural Resources
One Natural Resources Way
Springfield, IL 62702
217.782.3715

Greater Egypt Regional Planning and Development
P.O. Box 3160
608 E. College
Carbondale, IL 62902-3160
618.549.3306

City of Carbondale
200 S. Illinois Ave.
Carbondale, IL 62901
618.549.5302

League of Illinois Bicyclists – District 9
139 Spring Arbor Dr.
Carbondale, IL 62901

Carbondale Bicycle Club and Jackson County Hiking Club
611 Randolph Rd.
Carbondale, IL 62901

The Bike Surgeon
404 S. Illinois Ave.
Carbondale, IL 62901

Carbondale Cycle
303 S. Illinois Ave.
Carbondale, IL 62901

Phoenix Cycles
300 S. Illinois Ave.
Carbondale, IL 62901

Shawnee Trails Wilderness Outfitter
222 W. Freeman
Carbondale, IL 62901

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