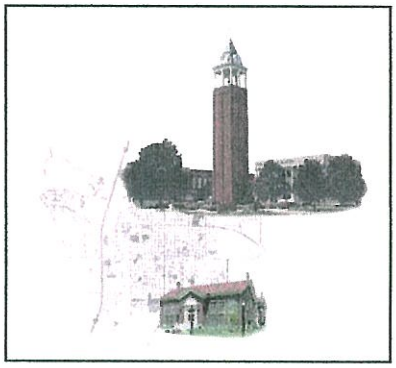
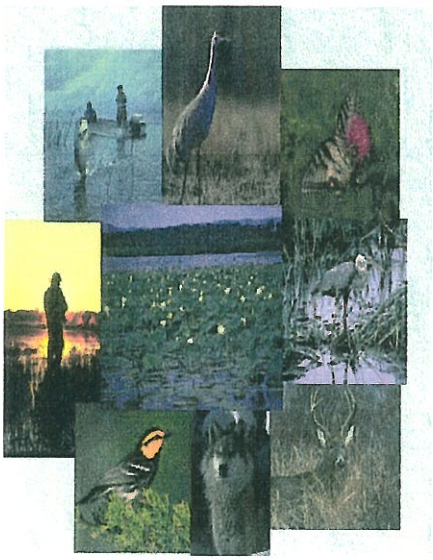
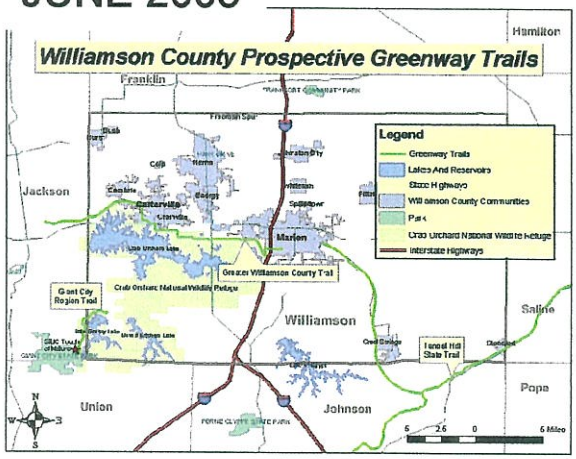




Greenways and Trails Plan for Williamson County

JUNE 2003



Developed by:
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Southern Illinois University Carbondale

Developed for:
Williamson County, Illinois and
Illinois Department of Natural Resources

JOHN A. LOGAN COLLEGE

SOUTHERN ILLINOIS UNIVERSITY CARBONDALE
Office of Economic and Regional Development

ILLINOIS DEPARTMENT OF NATURAL RESOURCES

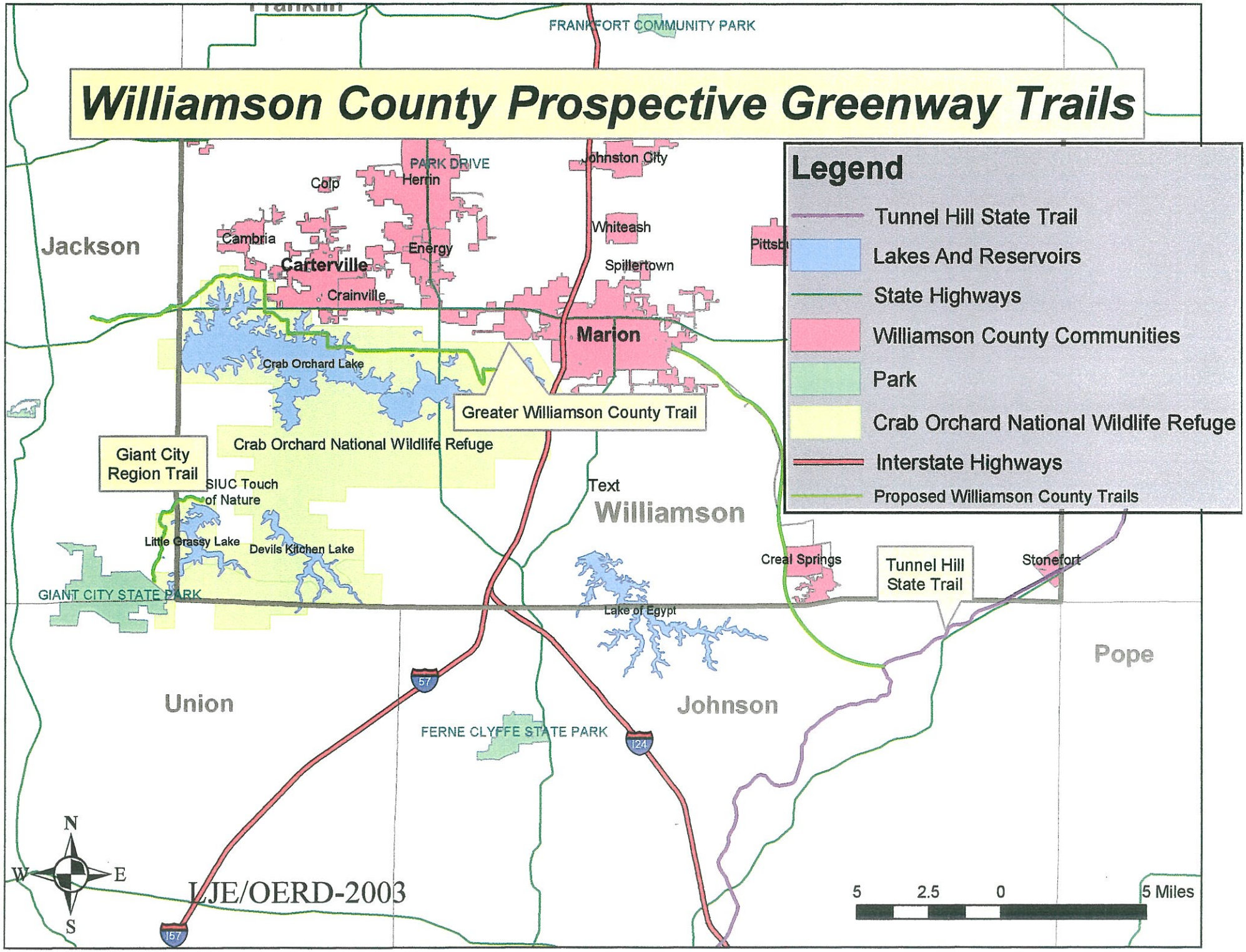
Williamson County Prospective Greenway Trails
Legend
Tunnel Hill State Trail
Lakes And Reservoirs
State Highways
Williamson County Communities
Park
Crab Orchard National Wildlife Refuge
Interstate Highways
Proposed Williamson County Trails
FRANKFORT COMMUNITY PARK
PARK DRIVE
Herrin
Colp
Johnston City
Whiteash
Cambria
Energy
Carterville
Crainville
Spillertown
Marion
Jackson
Crab Orchard Lake
Greater Williamson County Trail
Crab Orchard National Wildlife Refuge
Giant City Region Trail
SIUC Touch of Nature
Text
Williamson
Little Grassy Lake
Devils Kitchen Lake
Creal Springs
Tunnel Hill State Trail
Stonefort
GIANT CITY STATE PARK
Lake of Egypt
Pope
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TABLE OF CONTENTS

		PAGE
I.	EXECUTIVE SUMMARY	1
II.	INTRODUCTION	3
	PROCESS BACKGROUND	3
	INTENT OF THE PLAN	4
	STUDY AREA	5
III.	GREENWAYS AND TRAILS: FUNCTION AND BENEFITS	6
	WHAT ARE GREENWAYS AND TRAILS?	6
	BENEFITS AND FUNCTIONS OF GREENWAYS AND TRAILS	7
IV.	OBJECTIVES OF GREENWAY AND TRAIL PLANNING	8
V.	PROPOSED TRAIL CORRIDORS	9
	OTHER TRAIL OPPORTUNITIES OF INTEREST	11
VI.	IMPLEMENTATION STRATEGIES	12
	ACTION STEPS TOWARD GREENWAYS AND TRAILS	13
	FUNDING OPPORTUNITIES	14
VII.	RECOMMENDATIONS AND CONCLUSIONS	15
	SOURCES	16
	BIBLIOGRAPHY	17

"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 Williamson County" is a proposal to facilitate the development and expansion of bicycle trails in Williamson 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 Williamson 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 a 1992 study, the National Park Service estimated the average economic activity associated with three multi-purpose trails in Florida California and Iowa was $1.5 million annually.

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.

Phase I and II of the Regional Plan identified Williamson County trail segments for immediate development. The primary objective of the Williamson County Greenways and Trails Project is to determine feasibility and recommend routing for greenways and trails within Williamson 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 Williamson County for trail enthusiasts internationally. Furthermore, these natural corridors will be preserved for current and future generations. Williamson County, Illinois has great potential for development of many miles of bicycle

and pedestrian trails. The Williamson 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. Nearly 12 miles of trail has been completed. Grant Funding awarded to the Rend Lake Conservancy District, Rend Lake College, Wayne Fitzgerrall State Park, and U.S. Army Corps of Engineers has made this swift completion possible.

Although the Williamson 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 Williamson County to pursue trail development and the associated benefits.

The Williamson 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 Marion and Carterville to provide a foundation for trails established to connect communities of Williamson County.

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

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 Williamson County.

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.

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.

The U.S. Surgeon General estimates that 60%of American Adults are not regularly active and another 25%are not active at all. In communities across the country, people do no have access to trails, parks or other recreation areas close to their homes.

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.

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 per year.

A meeting was held on July 27, 2001 with officials from the cities of Marion and Carterville, and the governmental agencies of Williamson County, Illinois Department of Natural Resources, Illinois Department of Transportation, Southern Illinois University Carbondale, REDCO, and several other organizations.

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 in the Williamson county area.

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

The planning process included: identification of greenway and trail priorities in Williamson County, development planning of a hard-surface trail between Marion and Carterville, 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 Williamson County Greenways and Trails Task Force guided the ten-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. One public information meeting 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 Williamson County is the goal of community leaders and private citizens that committed their time and efforts to the success of the Williamson 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.

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).

STUDY AREA

Williamson County, a population of 61,713 people, had not previously participated in downstate greenway and trail planning. Under Phase 3 of IDNR greenways and trails planning guidelines, Williamson 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 Carterville and Marion. Carterville is home to John A Logan College, with 5,273 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 Williamson 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

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 in three years.

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.

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 Williamson 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 Williamson 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 Williamson 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.

WILLIAMSON COUNTY RECOMMENDATIONS

City of Marion to City of Carterville Pedestrian Travelway

Once endpoints have been established within the two largest communities of Williamson 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. This particular travel way would provide much public access to the Crab Orchard Wildlife Refuge.

Tunnel Hill Trail to Marion, IL

Establishing this corridor from the City of Marion to the already established Tunnel hill Trail would link these two trail systems and complete an important part of the Greater Shawnee trail. This particular portion of the trail could utilize an old railroad bed between Marion and Parker, although additional route planning will be needed around the proposed Marion Lake.

City of Carterville to the Jackson County Line

In order to connect Proposed trails in Williamson County with Proposed trails in Jackson county a trail should be established between Carterville and the Jackson County line. This trail would start in the Cannon park region of Carterville and go west towards Jackson County.

Giant City Region Trail

This trail system would link several outdoor recreation facilities in the southern tip of Williamson and Jackson County. This trail would start

near the Little Grassy Fish Hatchery and link Touch of Nature with Giant City State Park. Giant City State park as well as Touch of Nature offers Camping, Lodging and Dinning as well as opportunities for out door recreation. Little Grassy Fish Hatchery offers hiking and educational opportunities.

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.

VI. IMPLEMENTATION STRATEGIES

ACTION STEPS TOWARD GREENWAYS AND TRAILS

Local Governments

1. Encourage local units of government to adopt the Greenways and Trails Plan For Williamson 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

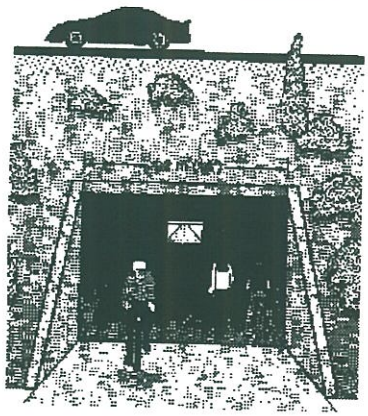
1. Encourage and assist the U.S. Forest Service in trail development on the Shawnee National Forest and other sites to be identified
2. Encourage and assist the U.S. Fish and Wildlife Service at Crab Orchard Wildlife Refuge in trail development.

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 access roads in SIUC's Touch of Nature 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 Williamson County pedestrian and bicycle paths.



Underpassing 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 from OSLAD, RTP or other sources for the development effort.

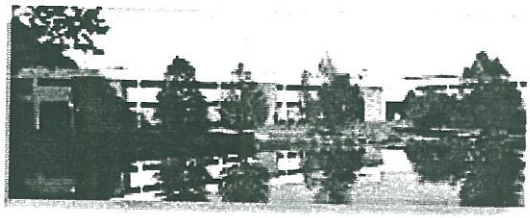
Local

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.



John A. Logan College, named for the Civil War hero from nearby Murphysboro, is one of the finest community colleges in the nation.

RAILS -to- TRAILS CONSERVANCY

VIII. RECOMMENDATIONS AND CONCLUSIONS

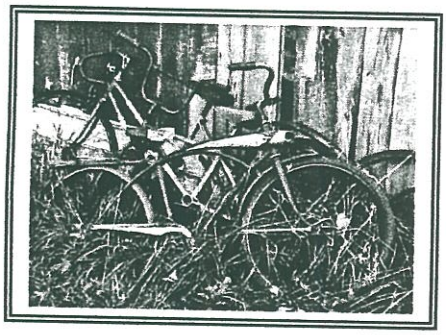
The movement toward setting aside greenways and trails in this country has grown exponentially the past twenty years. Public agencies in the county must recognize this popularity and incorporate greenways and trails into their master plans. Educating the public will be crucial. Much information and many factors have been analyzed and discussed in preparing the Williamson County Greenways and Trails Task Force recommendations. After 15 months and much deliberation, the Task Force recommends:

1. **Prompt development of City of Marion and City of Carterville Municipal Greenway and Trail Systems.** The city of Carterville has planned and initiated development of an internal system of bicycle and pedestrian travelways. The city of Marion has expressed shared enthusiasm for planning a municipal trail system for its community.

2. **Work with Crab Orchard National Wildlife refuge and city of Marion as well as the city of Carterville.** These communities will and government agencies will need to work together in establishing a trail that will connect these communities with the educational opportunities offered by John A Logan College.

3. **Create inter-agency agreements for development, operation and maintenance of priority greenways and trails in Williamson County and extending into adjacent counties.** Proposed routes outside of municipal boundaries should be promptly developed to enhance the economic development potential, quality of life and tourism economy of the county.

4. **Utilization of this proposal by the Shawnee National Forest, Crab Orchard National Wildlife Refuge, Illinois Department of Natural Resources, Department of Transportation and other federal, state and local governments.** This includes incorporation of elements of this plan into comprehensive and land use and recreation plans of the aforementioned entities. Further, any residential development planning should incorporate greenways and trails into its layout.



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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