



2012

CITY OF MARSHALL PEDESTRIAN AND BICYCLE
FACILITIES PLAN

Produced by Francis Associates



Acknowledgements

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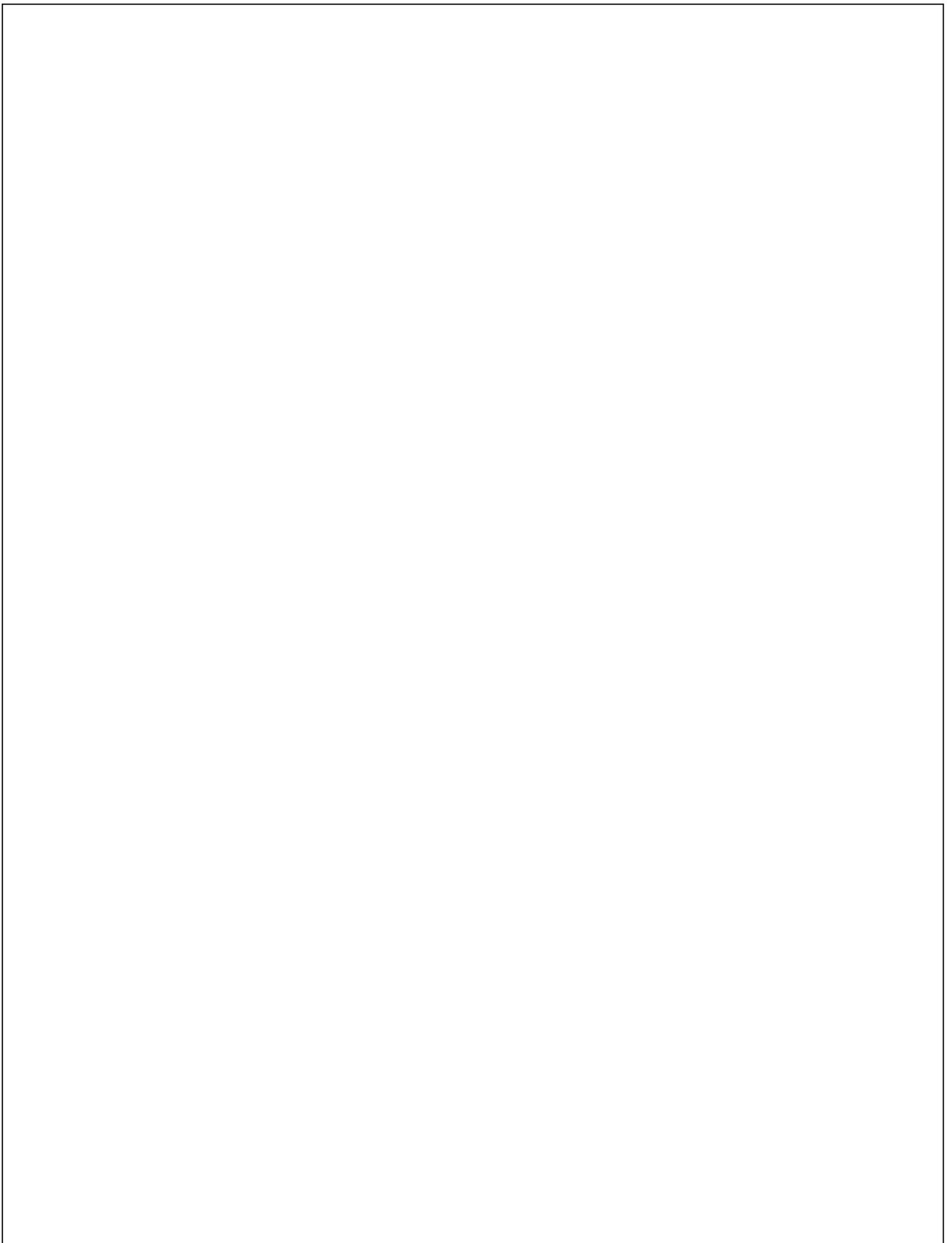
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Marshall Pedestrian & Bicycle Facilities Plan

Adopted June 11, 2012

Prepared for the Marshall City
Council

By

Francis Associates and the Pedestrian
and Bicycle Facilities Steering
Committee



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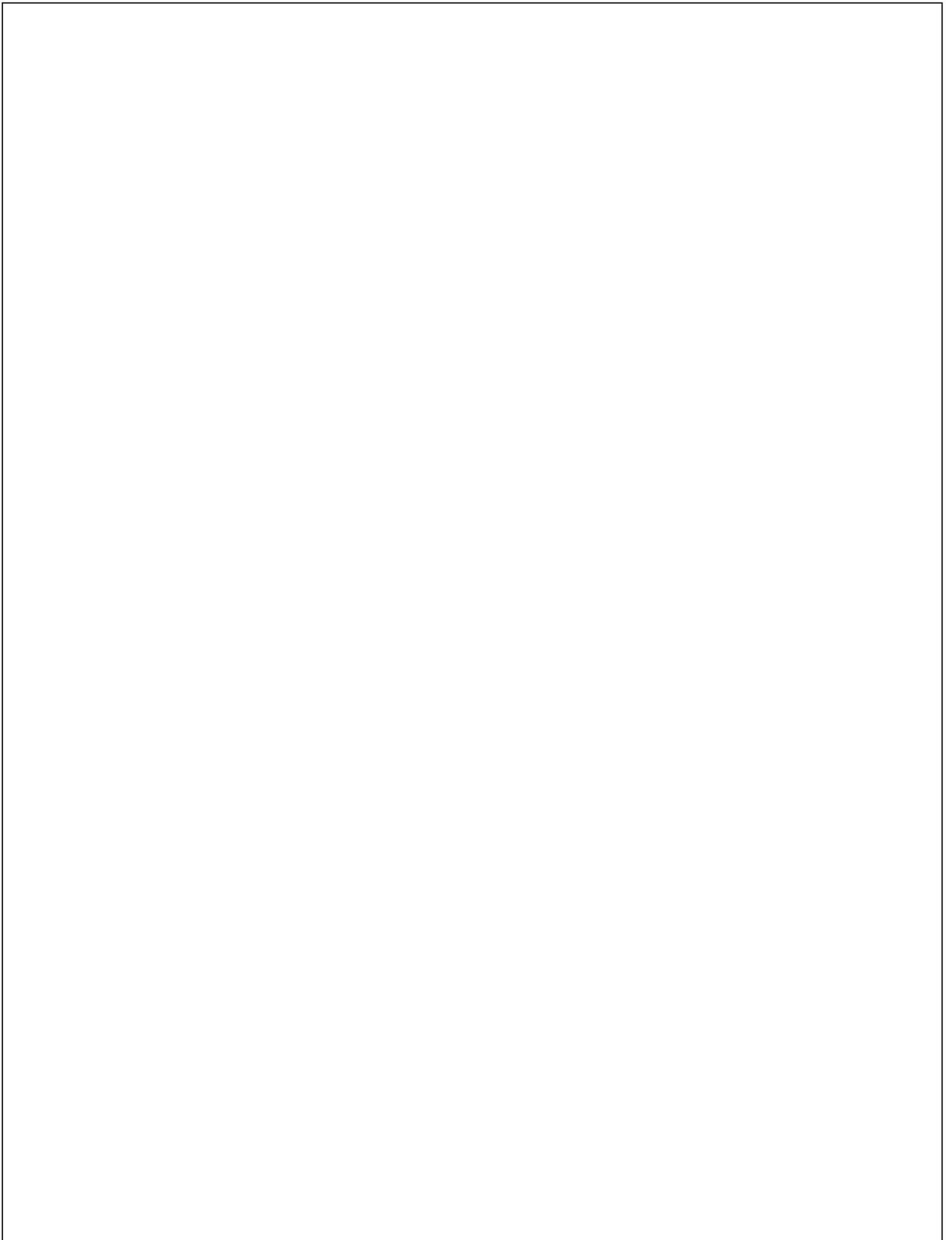
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Executive Summary

Marshall, Illinois, is a small east central Illinois Community with a population of nearly 4,000 residents. This community is home to a plethora of local historic and recreational assets and is located near Interstate 70 at the intersection of Illinois Route 1 and US 40. It is also located near two large recreational sites, Mill Creek Park and Lincoln Trail State Park. The community is committed to meeting citizen demands and therefore has moved forward in developing this plan as the first step in providing safe and effective pedestrian and bicycle facilities in the City of Marshall. This plan will assist in decision-making in regards to the construction and maintenance of these facilities in the future.

The City Council and City staff identified individuals representing several local organizations, as well as local pedestrian and bicycle facilities advocates, to create the Marshall Pedestrian and Bicycle Facilities Plan Steering Committee. This Committee met twice to develop and review this document. Once a final draft was prepared, a Public Meeting was hosted and public comments were solicited. On June 11, 2012, the final plan was presented to the Park/Youth Activities and Street and Alley Committees, whom, in turn, recommended to the City Council that they adopt the plan. The *Marshall Pedestrian and Bicycle Facilities Plan* was formally adopted on June 11, 2012.

The Steering Committee recognized the many benefits of pedestrian and bicycle facilities. Pedestrian and bicycle facilities promote healthy and livable communities, stimulate economic development, protect the environment, preserve local culture and history, and create community partnerships. These

facilities also stimulate smart growth and improved mobility in a community.

The facilities described within the plan are based on three overarching planning concepts. The first is to incorporate the local heritage into the pedestrian and bicycle facilities. The second concept is to provide community and regional connectivity. The third concept is to incorporate Marshall's many area natural recreation areas and existing trails into the system.

The Vision Statement of the *Marshall Pedestrian and Bicycle Facilities Plan* is:

"The purpose of the Marshall Pedestrian and Bicycle Facilities Plan is to identify a transportation system for all pedestrians and bicyclists that promotes safe, accessible transportation and recreational use between parks, schools, employment and commercial centers and other points of interest. The Plan lends opportunities to extend past the City's borders to better connect with regional recreational opportunities. The system will result in increased quality of life for residents, multi-jurisdictional coordination, tourism and economic growth."

Goals and objectives of the plan are centered on facilities and users, connectivity, funding, maintenance, economic development, tourism, design and governance.

Proposed facilities include the following two prioritized lists:

Multi-Use Paths

1. IL 1 Multi-Use Path and CSX Pedestrian Bridge from US 40 to Wal-Mart
2. Walnut Street Multi-Use Path from 2nd Street to IL-1 (South Elementary School)
3. US-40 Multi-Use Path from Aspen Street to the Lion's Gate (New U.S. 40 and Old U.S. 40 Junction)
4. Lincoln Trail Greenway from Trefz Drive to Zion Road

Other Projects

1. IL-1 Sidewalk Widening from US-40 to Sycamore Street
2. Main Street Walking Tours Signage and Sidewalk Maintenance Program
3. Exercise Routes Signage/Sidewalk Maintenance Program/Equipment Purchase

All facilities should be constructed with a unified design approach, therefore developing general design standards in cooperation with adjacent jurisdictions. This approach will ensure continuity in facilities crossing jurisdictional boundaries.

The strategy for implementing this plan should follow five steps:

1. Organize and develop community support.
2. Target individual projects.
3. Secure funding, acquire land and rights-of-way.
4. Build trails and encourage supplementary business developments.
5. Manage and promote the facilities.

Several stakeholders need to be willing to collaborate to bring any pedestrian and bicycle facility to fruition. Once these relationships are developed and projects are executed, the process of implementing this plan will become more streamlined and efficient.

Introduction

The City of Marshall is a small east central Illinois community that prides itself on its good schools, safe neighborhoods and strong spiritual fellowship. It is called home by nearly 4,000 people who enjoy shopping, working, socializing, and learning each day in their community. The City officials have asked residents for ideas on how to make their community better, whether that be through additional retail and service establishments, more recreational opportunities, a more diverse economic base, or by additional modes of transportation. The community responses were heavily focused on the importance of quality of life. The community at-large felt that was one of the biggest traits they cherish within their community.

One avenue for increasing the quality of life in any community is to increase accessibility to safe recreational facilities. An increase in safe recreational facilities, as well as, an increasing desire to utilize non-vehicular travel due to the rising fuel prices and the focus on environmentally conscious travel choices, led to the construction of this plan.

Marshall decided the first step in developing safe and effective pedestrian and bicycle facilities was to develop a comprehensive, community-driven plan that will assist in decision-making in regards to the construction and maintenance of these facilities in the future.



Planning Process

The first step in developing this plan was to meet with the Parks/Youth Activities and Street and Alley Committees to discuss the planning process and prepare them for what lies ahead and their responsibilities during the plan's conception. These Committees and City staff assisted in identifying a group of individuals to serve as the Pedestrian and Bicycle Facilities Plan Steering Committee. These individuals represent several groups or organizations throughout the community and the region, including the Marshall Community Unit School District #C-2, City Council, U of I Extension, Clark County Parks District, and Marshall-in-Motion organization.

This team met two times throughout the process to brainstorm locations for the facilities, review and comment on draft documents, and to prioritize implementation strategies.

Another early step in the process was collecting information on the history of Marshall, the

current land use characteristics, its demographical and economic data, and any existing pedestrian and bicycle facility plans or other plans that were found useful during the process. Both Clark and Edgar Counties have existing trails and greenways plans that were used to ensure connectivity of Marshall facilities with those that are in the works for construction now or in the future. Marshall does desire to build facilities that are more regional in nature, allowing users to cross jurisdictional lines freely, therefore increasing the opportunities for further transportation and recreation choices.

In addition, a public meeting was hosted to present the draft plan, allowing residents to make comments and provide input that was then considered when preparing the final document.

The Marshall Pedestrian and Bicycle Facilities Plan was formally adopted by the Marshall City Council on June 11, 2012.

Memorandums, sign-in sheets, and presentations from the Pedestrian and Bicycle Facilities Plan Steering Committee meetings and public meeting, along with all, if any, public comments received are documented in the Appendix. This planning approach and the information gathered through it provides the framework and physical, economic, and social context for the *Marshall Pedestrian and Bicycle Facilities Plan's* vision, goals, objectives, and recommendations.

PART I: COMMUNITY PROFILE

Socioeconomic Climate

Marshall is located in east central Illinois and serves as the Clark County seat. It is located just off of I-70, at the intersection of Illinois Route 1 and U.S. 40. It is located seventeen miles west of Terre Haute, Indiana; 92 miles west of Indianapolis, Indiana; 193 miles south of Chicago and 153 miles east of St. Louis, Missouri.

Marshall is the largest municipality in Clark County. According to the 2010 U.S. Census, Marshall's population is 3,933.



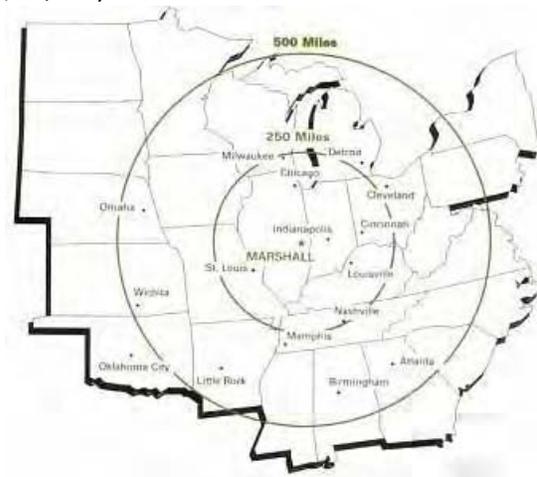
Marshall has one public school system, Marshall Community Unit School District #C-2. The four schools that make up the district are: North

Elementary School, South Elementary School, Marshall Junior High School and Marshall High School. In 2011, enrollment in the district totaled 1,362 students taught by 91 teachers. In 2011, the high school graduation rate was 85.4 percent for the district, while the graduation rate for the State of Illinois was 83.8 percent.

The median age is 40.3 years. In comparison, the median age for the State of Illinois is 36.6 years (2010). In 2010, 89.5 percent of Marshall residents were graduates of high school or higher. This rate is higher than the State rate of high school graduates of 86.9 percent (2010). Nearly 20.7 percent of all Marshall residents have earned a Bachelor's degree or higher, which is below the percentage of State

residents holding a bachelor's degree or higher rate of 30.8 percent (2010).

Both the per capita and median household incomes for Marshall are below the per capita and median household incomes for the State of Illinois. In 2010, the Marshall per capita income was estimated to be \$21,185 annually (State of Illinois, \$41,856 annually) and the median household income was \$44,981 (State of Illinois, \$52,972).



Marshall has a diverse housing stock, with the housing being predominately single family, owner-occupied residences. However, several duplexes, mobile homes, and multi-family units exist as well. Marshall is also home to two assisted/independent living facilities, The Villas of Holly Brook and Burnside Community Health Center.

Marshall has a strong and diverse economic base. Marshall is the home to several industries, such as, TRW, Charles Industries, Doric Products, Inc., Custom Films, Heartland Labels, Kimco USA and Yargus Manufacturing. Marshall also serves as home to a wealth of diverse dining and retail establishments to serve its residents. Three hotels are also located in Marshall near Interstate 70, as well as several fast food restaurants and Wal-Mart.

Environmental Features

Climate

According to the Soil Survey of Clark County, Illinois (2006), the average temperature in the winter is 32.4°F and the average daily minimum temperature is 24.1°. The lowest temperature during the period of record, which occurred on December 22, 1989, is -23°F. In summer, the average temperature is 75.5°F and the average daily maximum temperature is 86.4°. The highest temperature, which occurred on July 14, 1954, is 114°F.

The average annual total precipitation is 42.95 inches. Of this total, 26.8 inches, or about 63 percent, usually falls in April through October. The growing season for most crops falls within this period. Thunderstorms occur on about 48 days each year, and most occur between April and August.

The average seasonal snowfall is 18.6 inches. On average, 20 days per year have at least one inch of snow on the ground. The number of such days varies greatly from year to year.

The average relative humidity in mid-afternoon is about 52 percent in May and June and about 70 percent in December. Humidity is higher at night, and the average at dawn is about 84 percent in most months. The sun shines 70 percent of the time possible in summer and 48 percent in winter. The prevailing wind is from the south in most months, but it is from the northwest in January, February, and March. Average wind speed is highest, around 13 miles per hour, in March.

Geology

The immediate area around the City is heavily influenced by the Illinoian and pre-Illinoian glacial stages. Glacial deposits in the Marshall

area, especially closer to the Wabash River Valley, tend to be deeper than the deposits found in the central or western parts of Clark County.

The geology of the area is composed of primarily till materials deposited by said glacial stages. Till refers to a heterogeneous mixture of sand, silt, gravel, and clay, the most prevalent material in the mix.

Soils

A soil association is a geographic area that has a distinctive pattern of soils. A soil association contains one or more major soils and is normally named for the major soils of the area. A soil association has a distinctive pattern of soils, relief and drainage.

According to the Clark County Soil Survey, September 1979, Marshall proper is located in Story-Weir-Hickory Soil Association. This association can be described as nearly level to gently sloping, somewhat poorly drained and poorly drained soils that have slow and very slow permeability. This association also has areas of strongly sloped to very steep, well drained and moderately well drained soils that have moderate permeability.

Hydrology

Groundwater in Clark County is generally available from sandstone strata in the upper part of the Pennsylvanian system found in the western and central portions of the County. In these areas wells usually obtain domestic supplies from sandstone and in some places, limestone strata in the upper 200 feet of bedrock. In the eastern part of the county, sandstone is not nearly as prevalent except for a small area east of Marshall near the community of Weaver and in thin layers farther south. These formations have been developed

for local domestic water sources. Also, in the eastern portion of the county, especially nearer to the Wabash River Valley, thick permeable glacial deposits of sand and gravel are found. These deposits provide ample potential for industrial and domestic groundwater supplies.

Surface water in Clark County can be broken down into various river/stream basins and lakes. The following are the river/stream systems for Clark County: Mill Creek System, Big Creek System, Crooked Creek System, and Hawks Creek System. The named systems are part of the Wabash River Drainage System.

History



W. B. Archer

This small east central Illinois community dates back to 1833, when two visionaries purchased land from the Federal government with the dream that one day that land would be a prime location for a thriving city. Colonel William B. Archer and

Joseph Duncan laid out the town and named it after John Marshall, the fourth Chief justice of the U.S. Supreme Court, serving from 1801 to 1835 and regarded as the greatest jurist this country ever produced. On September 22, 1835, Archer and Duncan (the sixth Governor of Illinois) issued a circular advertising lots for sale. The original plat was filed with the County Clerk on October 6, 1835. Thirty people bought lots on October 17, 1835 for a total purchase amount of \$1,154.25.

As Marshall flourished, Archer was forced to add on to Marshall and laid out his first addition to the town in the fall of 1837. Marshall continued to grow, thus bringing the second addition in July of 1839. Since then, several additions have been made to the City.

In 1836, Marshall's first downtown building, the Bartlett's Hotel, was completed. It was constructed to house the men working to build the National Road and was located at the northwest corner of what is now 7th and Ash streets. Then in 1837, the first school was built and housed 20 students. The Roman Catholic

and Congregational Churches were both founded in 1841, although the first church building did not exist until 1850.

In 1841, the Archer House was built as a stagecoach stop-off (later known as both the St. James Hotel and the National Dixie Hotel). The building is now a bed and breakfast and has been placed on the National Register of Historic Places. It is the oldest hotel in Marshall and the second oldest house in Illinois. Abraham Lincoln and Grover Cleveland were once guests here.

The first saloon sat on the corner of what is now 6th and Archer. Doctor offices, a corn cracker, blacksmith shop and other businesses began to sprout up in Marshall to provide services and goods to the growing population.

In 1872, Harlan Hall was constructed three blocks from the Archer House Hotel. When Howard Harlan first purchased this property in 1861, he owned and operated a livery stable in a frame building. In 1871, it was announced that Harlan would be constructing an opera house above the livery. It was designed as a spacious opera house on the second floor with the convenience of a "drive-in" livery stable on the first floor. The opera house continued in operation into the early 1900's. Then, with the coming of films, the use of the opera house began its decline and was used more for school activities, plays, musicals, boxing matches, roller skating, dinners, a dance studio, and receptions.

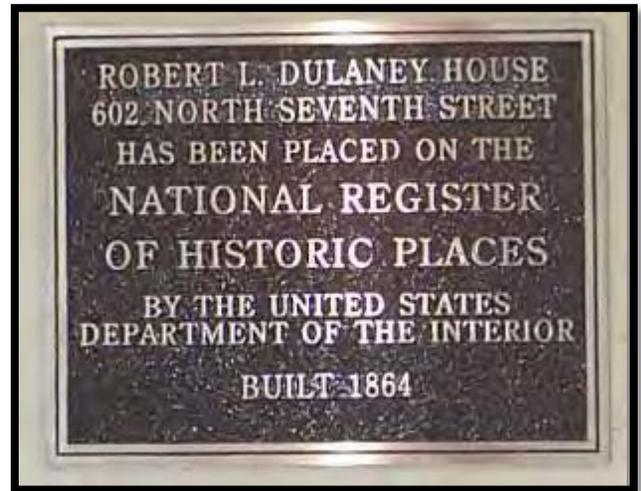
Harlan Hall was later home to several retailers, manufacturers, and the Moose Lodge #1708. The Lodge disbanded in December of 2000 and sold the building to the City of Marshall and is currently undergoing renovation and restoration to house a community center and home to the National Road Welcome Center.

Many beautiful homes were also built during the 1800s and early 1900s that still remain in their beauty in Marshall. These homes include the Robert L. Dulaney home, the Doll house and State Representative John Lewis's house. Each of these homes is on the National Registry of Historic Homes.

Marshall became the third county seat in 1838. The current Clark County Courthouse is located on the square in downtown Marshall. With the coming of the National Road, the Wabash River was no long the main source of transportation through Clark County, which sparked the relocation of the county seat from Darwin to Marshall.

The National Road allowed travels to frequent Marshall and many made it their home, greatly increasing its size and economy. The National Road was the first federally-funded highway that ran from Cumberland, Maryland to Vandalia, Illinois. Construction began in 1815 and was finished by 1850. It is now called U.S. 40 and still in operation today. This road allowed Marshall to build a foundation of strength and prosperity that it continues to build upon today.

This Plan is just another way to add to the transportation choices of residents and travelers thus potentially spurring another transportation-related growth spurt. Of course, this will not have the magnitude of the National Road being constructed, but can attract potential residents through the connectivity these facilities will provide and the increase in quality of life and community pride that often follows these types of initiatives.



The Old Stone Arch was built during the construction of the Old National Road. The Arch now carries Archer Avenue over a small stream just west of Marshall.

Community Assets

Marshall provides many cultural, recreational, educational, and retail opportunities. These sites can be linked through pedestrian and bicycle facilities to offer site users the opportunity to access multiple sites and attract additional users.

Some of these sites could serve as trailheads. At these locations, users could access the facilities and utilize pre-existing support facilities, such as vehicular parking, restrooms, and access to drinking water. They also could include shelter, maps and brochures, or even visitor or interpretative centers.

This is not a complete listing of Marshall assets, but a comprehensive inventory of sites that would benefit from the connectivity pedestrian and bicycle facilities will provide.

Cultural Sites

Marshall is host to several distinctive historic sites and structures that are unique features in the community's historic development. Many of these sites stem from the 19th century when Marshall became an incorporated city. Seven of these attractions are included on the National and State Register of Historic Places: Old Stone Arch along the National Road, Archer House, Robert L. Dulaney House, First Congregational Church, Harlan Hall, and Manly-McCann House. The Old Stone Arch Bridge was constructed in 1831 and contains no cement and is still in use today. A map of these sites is in the Appendix.

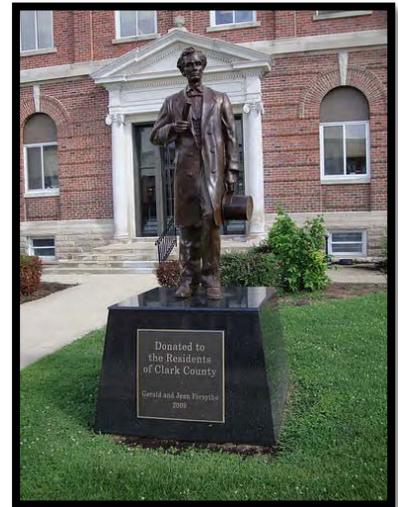
The Clark County Historical Society has a museum and log house to tour. Marshall's Log Cabin Visitor's Center is located at the



The Archer House, Marshall, Illinois

intersection of Illinois Route 1 and Archer Avenue.

Also, of cultural significance, is the life-size bronze statue of Abraham Lincoln that was dedicated on the Courthouse lawn in 2009. Also,



Abraham Lincoln's law papers remain on display inside the Courthouse. Also located on the Courthouse square is the Clark County Veteran's Memorial where bricks contain the names of those who served in the military. Just across the street is the Gaslight Art Colony where gallery shows are featured throughout the year.

Of course the Old National Road and the Lincoln Heritage Trail, both passing through Marshall, are treasured pieces of local and national history that attract people from all over the U.S. each year.

And finally, the town is sprinkled with historic homes and buildings that although may not be listed on the historic register, are worth admiring for their beautiful craftsmanship and unique qualities.

Community Parks

Marshall maintains seven parks within the city limits. These parks offer several recreational opportunities for young and old. Although these parks are packed with playground equipment, picnic seating, gazebos and water fountains. Most lack restroom facilities. The 2nd Street Park/City Pool does have restroom access seasonally. Three other parks reside in Marshall but are maintained by other organizations.

According to the *City of Marshall Comprehensive Plan* (2005), 169.38 acres of land through Marshall is Open Land Use which consists of areas of land or water that is unimproved and reserved for public use or enjoyment. Parks, recreation areas, or open land owned by any unit of government is considered open space by definition.

Downtown Park is the result of collaboration between Marshall Main Street, Marshall Garden Club and the Marshall City Council Park Committee. It was constructed in 1996 to remove an eyesore from the downtown area. It provides a pleasant place for downtown workers and visitors to take a break or have lunch. Community organizations utilize it as a location for programs and meetings. The park also provides a beautiful spot for listening to the Friday Night City Band Concert.

2nd Street Park/City Pool is located on North 2nd Street and offers fun for the entire family with a large pool, complete with water slides and diving boards. Also there are a number of

picnic tables, park benches, playground equipment, swing set, basketball court, and a skateboard park.

Jones Park is located on South Illinois Route 1 and was developed with funds from a local donor. It is the location of a beautiful gazebo and an array of blooming beauties to admire. The park is completely handicap-accessible with brick design concrete paths along with a handicap-accessible drinking fountain.



Harlow Park is located on South 2nd Street. The park is packed with well-maintained playground equipment suitable for all ages.

Power Plan Park is located on South 14th Street near the City Power Plant.

Lion Land Park is located on Ash Street. This park was under construction during the summer of 2012, when this plan was being constructed. It is slated to include a large gazebo and several pieces of playground equipment. It will be one of the largest of the City parks when completed.



Class of 1958 Park is located on North Illinois Route 1. It was constructed in 2009 and is a small park with a few picnic tables.

Forsythe Ball Park is where little league baseball games are played. This field is maintained by the school system and by the little league organization. The City provides the utilities to this park.

Hornbrook Fields is where the High School baseball team plays and the girls' softball team plays. The school maintains the field and the City provides the utilities.

Marshall Area Soccer Fields is located on Route 1 near Interstate 70. The fields are located on ground owned by Velsicol that the City leases. The Marshall Area Soccer Kids (MASK) organization takes care of the equipment and the concessions.

Fairgrounds

The **Clark County Fairgrounds** is located inside the Marshall City limits. This 47 acres site serves as home to the Clark County Fair where patrons and participants can enjoy livestock shows, harness racing, carnival rides and other

entertainment and eat food from several vendors during a week in June of every year.

Golf Courses

The **Marshall Golf Club** is located at 110 Golf Course Road. It is a 9-hole public golf course that has been open since 1930. It is open year around and offers memberships for seniors and families. It is located just north off of U.S. Highway 40. The course offers carts and clubs for rent, food and beverages for sale.

Canyata Golf Club is located just north of Marshall along Illinois Route 1. The private course was rated number 39 in the America's Greatest 100 Courses by *Golf Digest* in May of 2011. It was rated the third Best in State by *Golf Digest* in May of 2011. Membership at Canyata Golf Club is restricted only to those invited to join by owner Gerald Forsythe. This 18-hole course was designed by the golf course architect Michael Benkusky and was named the Number 2 Best New Private Course in the United States in 2005 by *Golf Digest* magazine (January 2006 issue).

Conservation & Recreation Sites

Lincoln Trail State Park is located two miles south of Marshall on Illinois Route 1. The Park is named after the trail Abraham Lincoln's family followed en route from Indiana to Illinois in 1831. Three Native American groups, the Miami, Kickapoo and Mascouten, occupied the site before it was taken under U.S. control in the early 1800s. The state acquired the first 31 acres of the park in 1936 and the park and lake were officially dedicated in 1958. The park covers 1,023 acres and offers recreational activities such as boating, camping, fishing, hiking and winter sports.

The focal point of the park is Lincoln Trail Lake. It covers 146 acres in the southwest corner of the park. This Lake was the third lake created in Illinois using federal monies under the Dingell-Johnson Act.

An Illinois Nature Preserve, American Beech Woods, is contained within the park. Southern Illinois and the eastern border of the state are the only areas where the American Beech grows in Illinois. The park also has two Class A campgrounds that offer electricity, showers, tables, fire blocks, playground equipment, water, toilet facilities and a sanitary dumping station. The park also operates a concession/restaurant.



The park contains shelters and picnic areas throughout with two of those areas serving host to playground equipment. Boats are allowed on the Lake but outboard motors are limited to 10 horsepower. There are two trails within the park.

Mill Creek Park is located seven miles northwest of Marshall on Clarksville Road (Lincoln Heritage Trail road). The park is 2,600-acres large and is the site of an 811-acre lake. The park has a 139-site campground with shower facilities and a playground, boat launch, several picnic areas, miles of ATV, horse and foot trails, dock facilities, fuel dispensing, cabin and boat rentals, four shelters and three playgrounds.

Mill Creek Park was developed in 1964 as a conservancy district in response to flood control in the area. In 1967 the Clark County Park District was then formed and in 1969 Congress authorized the Mill Creek Watershed project for a total of \$4.1 million. The Watershed encompasses 81,840 acres of land from southern Edgar County to the Wabash River. Then in 1970, the Clark County Park District received a loan from the Farmers Home Administration to begin work on the lake and the park, and then receiving additional loan funds from FHA the following year to begin work on the flood control structures.

In 1975, all the land was secured for the Mill Creek Lake and County Park. The area purchased totaled 2,600 acres. Construction of the dam was completed in 1978. It is the largest earthen dam in Illinois. At the time, this was the largest local conservation project underway in the state. The Clark County Park District is the only county park district in Illinois. Since then, the District has received nearly \$1 million in grant funds to make improvements to the park and create user facilities. Campers travel from all across the nation to visit Mill Creek Park each year.

Trails

Lincoln Heritage Trail passes through Clark County near Marshall. The Illinois General Assembly authorized the Illinois State Historical Library to mark the route that Abraham Lincoln used to travel from Kentucky through Indiana to Illinois. The 1,000-mile trails were opened in 1963, with 3,000 markers guiding the way.

Lincoln State Park Trails include the Beech Tree Trail and the Sand Ford Nature Trail. The Beech Tree Trail provides for an excellent view of the beech maple preserve and is only one half mile in length. A series of stairways and foot bridges are included in the trail. The Sand Ford Nature Trail is two miles in length and winds through the oak-hickory forest.

Mill Creek Park Trails include ATV, horse and foot trails. The ATV trails are located on the west side of the park approximately 2.5 miles from the park entrance. These trails total 15 miles in length. The horse trails are located throughout the park and are accessed through the Herschel Vicars Equestrian Camp and Trails inside the Park. Mill Creek is also home to four walking trails ranging from one-half mile in length to 2.7 miles.

Education Facilities

Marshall is home to both primary and secondary education facilities. These facilities are located geographically all over the community. The four primary education facilities are part of the **Marshall Community Unit School District C-2**, recognized as one of the outstanding school districts in the State of Illinois. The secondary education facility is the **Lake Land College Eastern Region Center** and offers an array of general education and technical classes, employee training, and the facility can also be used for community

meetings and trainings and the computers are available for use in the community resource area.

Retail Locations

Marshall has several fine and unique retail establishments including several antique stores, automotive dealers, a Christian bookstore, an embroidery shop and fabric store, big box general merchandise stores, jewelry store, and a winery nearby. These establishments are located downtown, along US 40 and along Illinois Route 1.



Marshall Downtown

PART II: PEDESTRIAN & BICYCLE FACILITIES

Pedestrian & Bicycle Facilities Definitions

While pedestrian and bicycle facilities may mean different things to different people, in a general sense, these terms can be used to describe any type of facility that provides residents and visitors with a viable alternative to their automobile for traveling through and experiencing a park or public land. Even so, terminology is not standardized and can lead to confusion. Within this report, the following terminology will be used.



Trails

Trails are routes designated for use of non-motorized transportation. They can be surfaced with asphalt or concrete, gravel, or left as mowed pathways. Trails are often used for walking, running or bicycling. In urban areas they are too used for rollerblading, tricycle riding, stroller use and other specialized activities. Trails provide connectivity within a community and throughout a region. They often connect cultural, educational, recreational, environmental and retail assets, allowing non-vehicular travels easy access to these facilities. Trails can be simply sidewalks along a city street that allow for non-vehicular travelers to safely reach their destination without sharing a roadway with vehicular traffic.

Trails are often 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, bicycle lanes can be provided on the outside of traffic lanes. Where these options are not available or for low traffic areas, trails can share roadways with motorized vehicles and signage signifying this use can be posted.

Walking Paths

Paths are walking routes, indeed for slow pedestrian speeds and more passive uses. They are narrower than trails and surfaced with hard-packed soil or wood chips.

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

Designated Bike Routes

Designated Bike Routes utilize existing roadways selected for their attractive qualities, such as topography, vegetation, nearby waterways, or ability to connect locations of interest. Also attractive are cultural characteristics like historic sites, appealing structures (houses, farms, churches, businesses), or cemeteries.

Complete Streets

Complete Streets is used to describe facilities that are designed and operated for all users, regardless of age and ability. Therefore, these roadways accommodate vehicles, bicyclists, and pedestrians. When future street improvements or construction projects are planned, these plans should not only include a design for vehicular traffic but also a design for pedestrian and bicycle facilities as well.

Greenways

Greenways are corridors of land and/or water that provide a variety of benefits from erosion protection to ground water preservation to improved biodiversity. They can provide habitats for wildlife and migration corridors. They can provide recreational opportunities and improve the visual quality of the landscape.

Depending on their characteristics, greenways may include trails or designated bike routes. Land uses along greenways are future park sites, nature areas or other compatible land uses. Land uses however should not include anything generating pollution or other environmentally adverse affects.

Greenways can aid in establishing municipal growth boundaries and provide a buffer for adjacent land uses.

Benefits of Pedestrian & Bicycle Facilities

The benefits of pedestrian and bicycle facilities are numerous. This infrastructure such as sidewalks, bike lanes, and trails, can all be used for transportation, recreation, and fitness. These types of infrastructure have been shown to create many benefits for their users as well as the rest of the community. Some of these benefits are economic, such as increased revenues and jobs for local businesses, and some are non-economic benefits such as reduced congestion, better air quality, safer travel routes, and improved health outcomes.

Pedestrian and bicycle facilities serve as a critical link throughout the overall transportation network, providing pedestrian and bicycle access to home, work, education, commerce, transit, and recreation. Because these facilities provide such fundamental services to the public, they should be designed to meet the needs of the maximum number of potential user groups. People with disabilities who live in areas without accessible facilities and do not have access to automobiles face a greater risk of becoming isolated from the community and unnecessarily dependent upon others to perform routine activities such as grocery shopping. An all-inclusive approach to pedestrian and bicycle facility design will ensure

that the needs of all potential users are addressed, including people with disabilities.

Pedestrian and bicycle facilities can make communities more livable; improve the economy through tourism and civic improvement; preserve and restore open space; and provide opportunities for physical activity to improve fitness and mental health. The mindset of those who plan, design, develop, and construct private sector improvements is evolving to recognize the social and economic benefits of these facilities. The mindset is shifting away from including facilities because of regulatory requirements and towards including facilities as a response to customer demand.

Benefits of pedestrian and bicycle facilities, as presented at the Park/Youth Activities and Street and Alley Committee Meetings, Pedestrian and Bicycle Facilities Plan Steering Committee Meetings, and Public Meeting include:

Pedestrian and bicycle facilities promote healthy and livable communities by creating new opportunities for outdoor recreation, by creating cost-effective places for exercise, by creating an alternative mode of transportation, by connecting people to retail, education and recreation sites in the community, and by providing a means for users to interact with other members of the community.



Pedestrian and bicycle facilities stimulate economic development by becoming a focus of tourist activities that generates revenue in general and tourist-related businesses, by adding to the quality of life (a factor for people and businesses seeking to relocate), by bringing job growth, by improving the appearance of a community, by increasing accessibility of goods and services to residents, and by increasing property values.

Pedestrian and bicycle facilities protect the environment by improving air and water quality by providing a transportation option that does not produce pollutants, by protecting, preserving, and linking important habitats and natural areas, and by acting as outdoor classrooms reconnecting facility users to natural areas.

Pedestrian and bicycle facilities preserve local culture and history by preserving historic transportation corridors, by highlighting local community treasures, and by acting as catalysts for increased efforts of preservation along the facilities as well as other parts of the community.

Pedestrian and bicycle facilities create community partnerships by creating the opportunity for many organizations to join

forces and work together, by joining forces with the county trails coalition and link to a larger system, by providing physical infrastructure that encourages social events between the connected communities, and by starting conversations among community members, creating a connected group for further understanding of community needs.

Additional benefits of pedestrian and bicycle facilities include:

Pedestrian and bicycle facilities stimulate smart growth by constructing inclusive transportation systems that encourage lack of dependence on personal automobiles and allows a community to grow in an economically, environmentally, and socially responsible way where reliance on non-renewable resources is limited.

Pedestrian and bicycle facilities improve mobility by the systems creating independence and transportation options for those who do not drive, whether due to health, environmental stewardship, age, disability, or preference. These options should be available to all as a basic choice.

Plan Concepts

The *Marshall Pedestrian and Bicycle Facilities Plan* is based on three overarching concepts.

1. **Incorporate the local heritage into the pedestrian and bicycle facilities.** Marshall has distinct historic sites and structures that are unique features of this area's historic development. This heritage should be celebrated and available for public enjoyment. Historic points of interest include the Archer House, Harlan Hall and several beautiful historic homes, buildings and structures.

With interpretative signage and educational features, these historic sites could become destinations. Accessing these destinations by ways of pedestrian and bicycle facilities would become a unique part of the experience.

2. **Provide community and regional connectivity.** Educational, environmental, recreational, historic/cultural, and tourist/commerce sites are key destinations along pedestrian and bicycle facilities. These are destinations that someone using these facilities for recreation or transportation may want to see or patronize. By connecting these destinations, a network is created that will serve all users, whether they are interested in traveling to school, visiting a local park, patronizing the commercial areas or visiting historic sites. The intent is to provide a seamless recreation and alternative transportation experience for all users in Marshall, while drawing tourists from other communities.

Connectivity is also meant to not just include destinations within Marshall, but to also extend the facilities into other locations throughout Clark County and surrounding counties, such as Edgar and Vigo counties, creating a regional trail network. Clark County has identified the Historic National Road in their plans to be utilized for trails and greenways developments. The Pedestrian and Bicycle Facilities Plan Steering Committee found this to be an opportunity to provide connectivity within the county and beyond. Also identified was the Lincoln Heritage Trail that again offers many opportunities for connectivity to communities in the states of Illinois, Indiana, and Kentucky.

3. **Incorporate Marshall's many area natural recreation areas and existing trails.** Clark County is home to two outdoor recreation sites that are both in close proximity to Marshall: Lincoln Trail State Park and Mill Creek Park. Both of these locations have existing trails. These sites are regularly used by not only local residents but by tourists as well. By connecting these natural recreation areas to Marshall it gives users the opportunity to visit more than one of these sites and create an entirely new experience. This will also allow visitors of these sites a safe non-vehicular route into town, thus drawing more visitors into the City to patronize its fine establishments and learn about its culture.

Plan Vision

This vision is a description of how Marshall’s pedestrian and bicycle facilities initiatives will advance over the long-term.

The Marshall Pedestrian and Bicycle Facilities Plan Vision Statement:

“The purpose of the Marshall Pedestrian and Bicycle Facilities Plan is to identify a transportation system for all pedestrians and bicyclists that promotes safe, accessible transportation and recreational use between parks, schools, employment and commercial centers and other points of interest. The Plan lends opportunities to extend past the City’s borders to better connect with regional recreational opportunities. The system will result in increased quality of life for residents, multi-jurisdictional coordination, tourism and economic growth.”

Goals & Objectives

These goals and objectives were intentionally created to be broad, in order to allow flexibility and opportunity for revisions as conditions change in Marshall over time.

Facilities & Users

Goal: Increase opportunities for users to safely and efficiently recreate and commute throughout Marshall.

Objectives:

- a. Clearly mark individual routes and the overall system.
- b. Conduct regular educational and awareness programs for users.
- c. Prepare alternative transportation facility maps and make them available to the public.
- d. Make walking and bicycling more appealing modes of transportation, thereby promoting user health and fitness from an early age.
- e. Establish a land acquisition program for pedestrian and bicycle facilities that is equivalent in importance to roadway construction projects.

Connectivity

Goal: Establish a network of convenient, safe, and well-designed facilities that connect key destinations.

Objectives:

- a. Link key destinations within the City’s borders.
- b. Use facilities to link the residential areas with the commercial districts, allowing residents to easily travel to purchase goods and services within the community.
- c. Use facilities to link residential areas with schools to enable and encourage students to walk or bike to school.
- d. Link Marshall’s pedestrian and bicycle facilities to those of Clark County, including routes planned along the Old National Road and the Lincoln Heritage Trail, creating a regional network.

Funding

Goal: Fiscally plan for the development and maintenance of pedestrian and bicycle facilities and place its funding priority equal to that of roadways.

Objectives:

- a. Identify and track funding opportunities and match with local project coordination.
- b. Incorporate pedestrian and bicycle facilities in all applicable roadway projects, adopting the complete streets approach.
- c. Furnish IDOT with a copy of the adopted Plan to ensure future state highway improvements will include facilities identified in the Plan along these routes.
- d. Concentrate funds to maximize results.
- e. Enlist the help of community organizations to assist in the funding of development and maintenance of facilities.

Maintenance

Goal: Maintain and upgrade the facilities on a regular basis so it is safe and accessible for all users throughout the year.

Objectives:

- a. Develop a plan to maintain condition of facilities and commit to implementation.
- b. Maintain visibility of routes.
- c. Maintain records for tracking and budgeting maintenance needs.
- d. Work with community organizations to share in the responsibility for maintaining and upgrading facilities.

Economic Development

Goal: Promote the pedestrian and bicycle facilities system as a distinguishing feature of Marshall to attract and retain quality residents, businesses, and industry.

Objectives:

- a. Enhance the local economy by reducing commuter costs and increasing property values.
- b. Market the system to retain and attract businesses.
- c. Encourage businesses to participate and assist with plan implementation.
- d. Prepare pedestrian and bicycle facility maps and make them available to the public.

Tourism

Goal: Add facilities to the system that cater to distance cyclists, family vacationers, adventurers, naturalists, and other tourism-focused groups.

Objectives:

- a. Market Marshall as a community that supports pedestrian and bicycle facility options.
- b. Establish themes along each route.
- c. Use facilities to link and support tourist destinations.
- d. Prepare pedestrian and bicycle facility maps and make them available to the public.

Design

Goal: Establish a community standard for good design that encourages creativity, interest, and variety, and that builds upon local heritage and character to create efficient, sustainable, and livable places while ensuring compliance with applicable state and federal design standards.

Objectives:

- a. Develop design standards for the City to utilize in discussions with developers and partners.

- b. Develop a wayfinding and signage system in coordination with adjoining jurisdictions to provide safe facilities and clear direction that identifies key features.
- c. Encourage design that features local heritage and character to create an identity and sense of place for the systems.
- d. Encourage designs that utilizes sustainable, high performance, efficient, and environmentally responsible construction materials and that provides a comfortable and safe environment for the user.

Governance

Goal: Establish an organization, department, agency, or group to ensure that recreation and transportation initiatives developed throughout this plan are undertaken in Marshall and are coordinated and integrated. The Pedestrian and Bicycle Facilities Plan Steering Committee, along with the City Council Parks/Youth Activities and Street and Alley Committees, have served as leaders in developing this plan and have potential to continue in a leadership role.

Objectives:

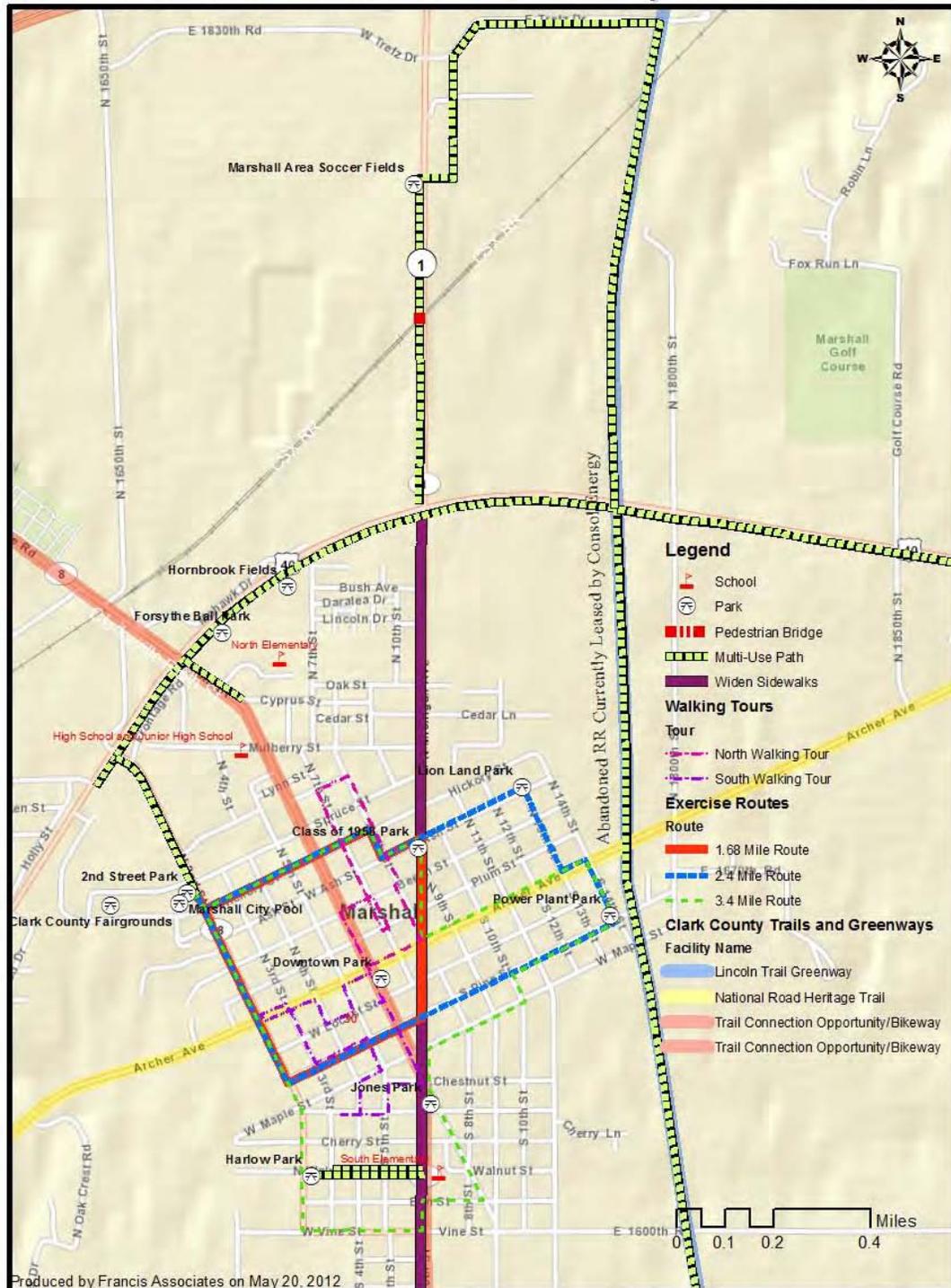
- a. Establish a means to manage pedestrian and bicycle facilities initiatives.
- b. Ensure that recommendations from the *Marshall Pedestrian and Bicycle Facilities Plan* are implemented.
- c. Integrate pedestrian and bicycle facilities considerations into emerging development plans and projects.
- d. Organize and supervise safety, patrolling, and maintenance efforts along routes.
- e. Advocate for alternative transportation considerations in the planning for vehicular transportation routes.
- f. Partner with the surrounding communities, Clark County, adjacent counties, and other constituency groups to ensure a linked, diverse, and complementary pedestrian and bicycle system that serves a wide range of users.
- g. Update *Marshall Pedestrian and Bicycle Facilities Plan* as demographics shift and growth occurs.
- h. Incorporate alternative transportation projects into annual work programs, capital improvement programs, and transportation improvement programs for the Streets Department.
- i. Submit a copy of this plan to IDOT for inclusion in their future projects along Illinois Route 1 and U.S. 40, inside the Marshall City limits.

Proposed Pedestrian and Bicycle Facilities

Through the planning process, the Marshall Pedestrian and Bicycle Facilities Plan Steering Committee and City Council Park/Youth Activities and Street and Alley Committees provided input on possible pedestrian and bicycle routes and the types of facilities that would accommodate alternative transportation users. These routes and facilities were recorded and located on a map based on current and future land uses, development patterns, vehicular traffic patterns, road capacities and conditions, topography and natural features, and access to destinations. These routes and facilities are named on the map labeled Marshall Pedestrian and Bicycle Facilities on the following page.

These routes and facilities are what comprise the Marshall Pedestrian and Bicycle Facilities system and were identified with current knowledge and abilities in mind. As circumstances change, priorities shift, and development occurs, it is expected that these opportunities will be modified and expanded. It is the intent of the *Marshall Pedestrian and Bicycle Facilities Plan* to outline the possibilities for the community. These possibilities, or opportunities, will become realistic projects if and when appropriate conditions are favorable. The opportunities are a product of a planning process and of the previously identified three plan concepts and eight plan goals, with supporting objectives.

Marshall Pedestrian and Bicycle Facilities



Proposed Multi-Use Paths and Pedestrian Bridge

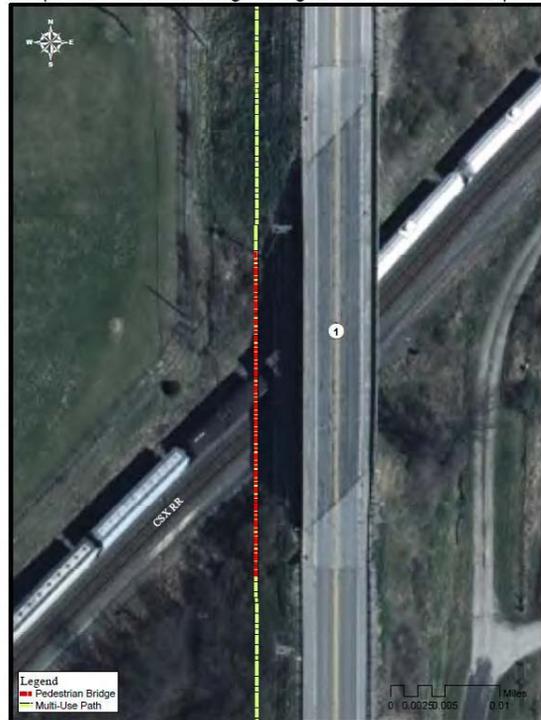
Marshall leadership and citizens felt the community lacked connectivity between the portion of town south of US-40 and the commercial district near Interstate 70. They also felt the abandoned railroad corridor, currently being leased by Consol Inc., running along the east side of town would be a great location to construct a multi-use path in the future. This corridor could be utilized to connect Marshall to the Clark County Trails system, as this corridor is identified as the Lincoln Greenway Trail in the *Clark County Trails and Greenways Plan*. Further, the community identified Zion Road as a facility to extend this multi-use path along to connect Marshall to the Lincoln Trail State Park. Finally, City leadership and citizens felt that a multi-use path along Walnut Street from the Federal housing to the South Elementary School was an important and worthwhile endeavor. This street currently carries many students to school each day and is currently lacking proper pedestrian or bicycle facilities. The proposed multi-use paths identified by the Pedestrian and Bicycle Facilities Steering Committee are listed below in order of priority for construction.

IL 1 Multi-Use Path and CSX Pedestrian Bridge from US 40 to Wal-Mart

The Steering Committee identified a multi-use path constructed from US-40 to Wal-Mart, along IL-1 took the top priority. Currently this segment of roadway lacks any pedestrian or bicycle facilities and is trafficked by pedestrians and cyclists traveling to Wal-Mart or other retail and restaurant establishments located in this commercial development near Interstate 70 either to shop or to work. An estimated 26 pedestrians/bicyclists travel this route each day and share the roadway with vehicles. The City believes this number would increase greatly if proper facilities were in place to safely carry non-vehicular traffic, especially to the soccer fields located along this segment of roadway. In 2011, IDOT reported the AADT to be 10,100 on this section of roadway.

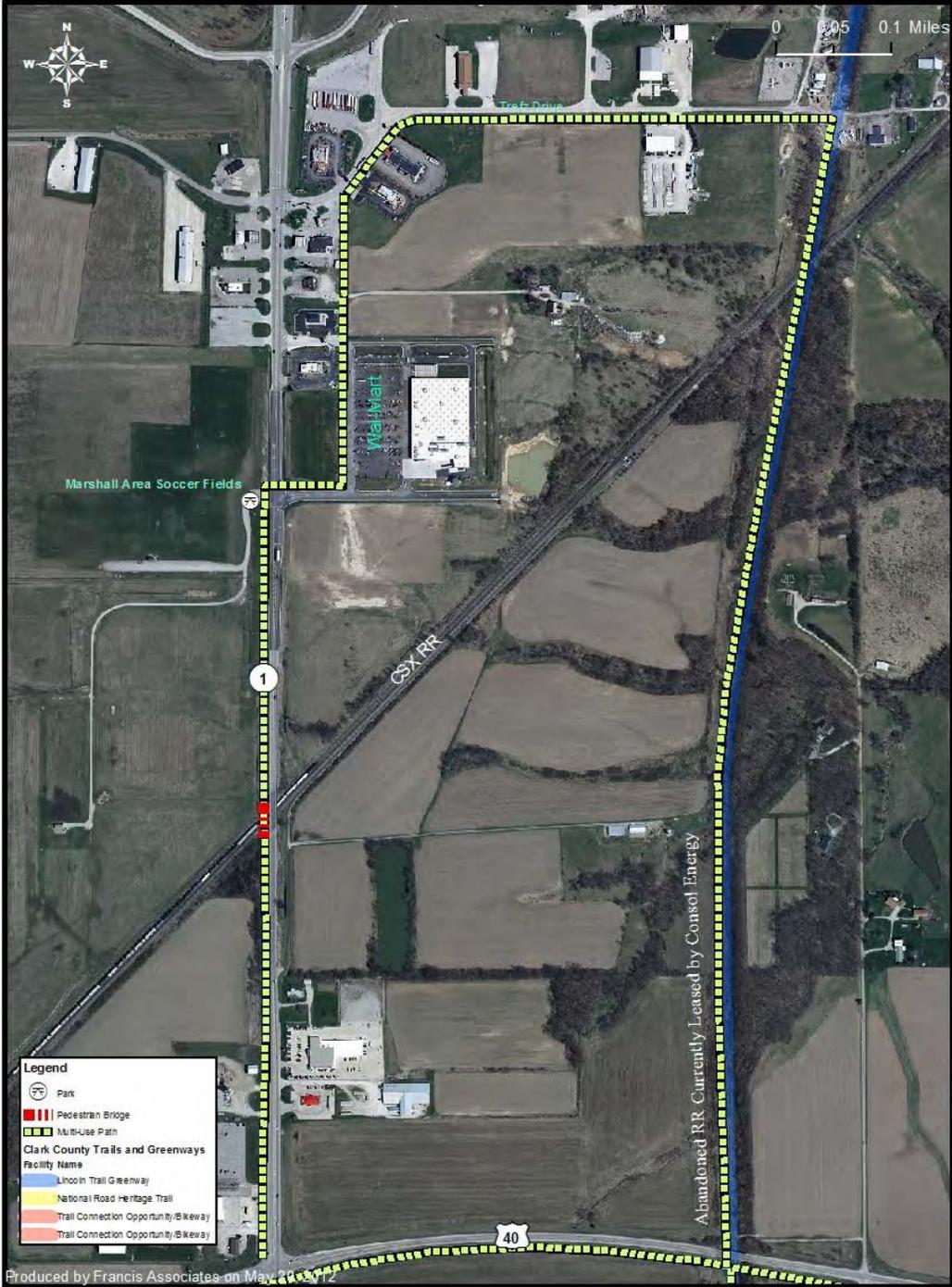
To make matters worse, included in this segment of roadway, is an overpass carrying traffic over the active CSX Railroad. Since no other way exists to get over the tracks, pedestrians and bicyclists use the shoulder of this bridge to cross the railroad. Therefore the construction of this segment of multi-use path would also need to include a pedestrian bridge over the railroad that would be a separate structure from the current vehicular bridge.

Proposed Pedestrian Bridge Alongside IL-1 CSX RR Overpass



Map Produced by Francis Associates
May 14, 2012

North Marshall Proposed Multi-Use Paths and Pedestrian Bridge



Walnut Street Multi-Use Path from 2nd Street to IL-1 (South Elementary School)

The Steering Committee then decided that a multi-use path leading from the Federal housing at the corner of 2nd Street and Walnut to the South Elementary School was the next priority. According to the *Marshall, Illinois Safe Routes to School Travel Plan (2010)*, nearly 36% of Marshall students live within a mile from school. Fifteen percent of all students either walk or ride his/her bike to school. Many students travel along Walnut Street to get to South Elementary School. From here, students are also bused to either North Elementary School or the Junior High and High School. Currently, this street is lined with a narrow and noncontiguous network of sidewalks. Residents report students crossing from the north side to the south side of the roadway along this street to stay on the sidewalks. A multi-use path on either the north or south side of this street from 2nd Street to the South Elementary School, just on the other side of IL-1, would create a safe facility for these students to travel each day. Also, located at the corner of 2nd and Walnut street is a City Park, Harlow Park.

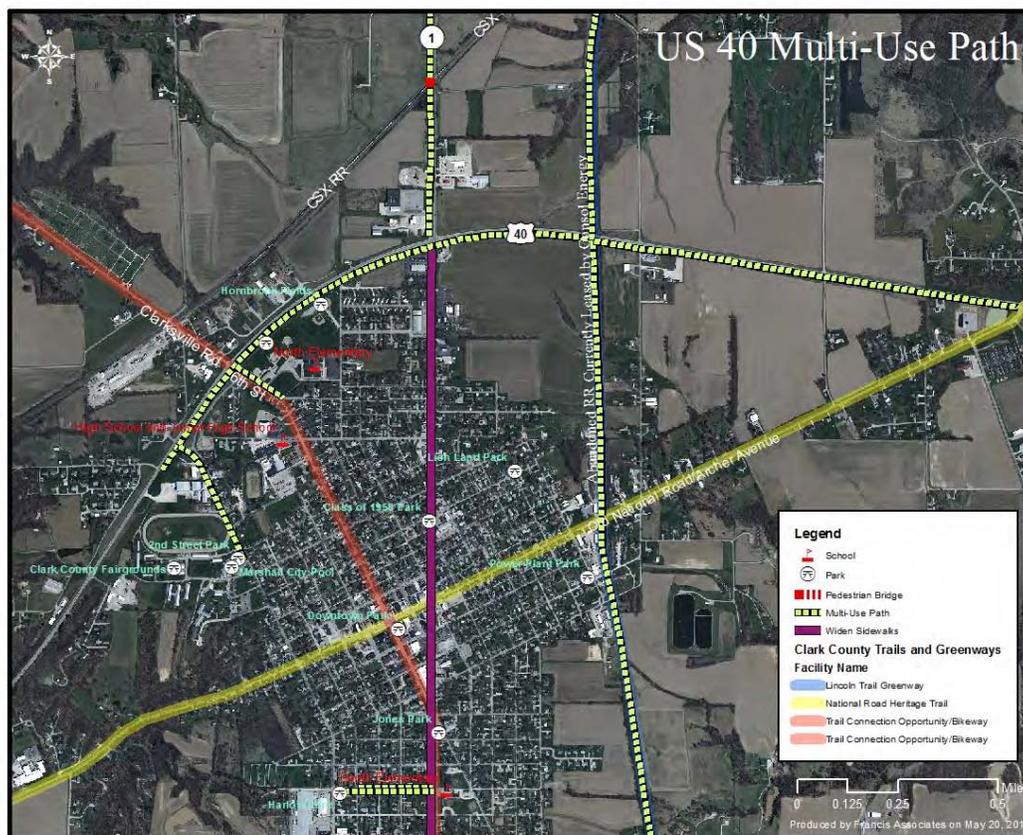


Wal-Mart to Trefz Drive Multi-Use Path

The Steering Committee identified continuing the multi-use path from Wal-Mart to Trefz Drive as the next phase in building these paths. Trefz Drive is home to McDonald's, Burger King, Moto-Mart, Arby's and two hotels. Also, this path would allow access to other establishments along IL-1 between these two termini. Currently, the City is working with a developer on a possible affordable housing project to be located on Trefz Drive. If this project comes to fruition, these residents will need non-vehicular facilities to travel to Wal-Mart safely.

US-40 Multi-Use Path from Aspen Street to the Lion's Gate (New U.S. 40 and Old U.S. 40 Junction)

The Steering Committee decided the next multi-use path that would need to be established would be one that would create an west-east corridor. This path would connect the west side of town, which included the North School, Junior High and High School and several parks to IL-1. This path would most feasibly exist along the south side of US-40 but could exist on the north side as well, depending on conditions during the time of funding and construction opportunity. The path would then extend on the east side of IL-1 to the intersection of U.S. 40 and Archer Avenue (Old National Road). This portion of the path would extend past the Marshall Golf Course and several outlying housing developments.



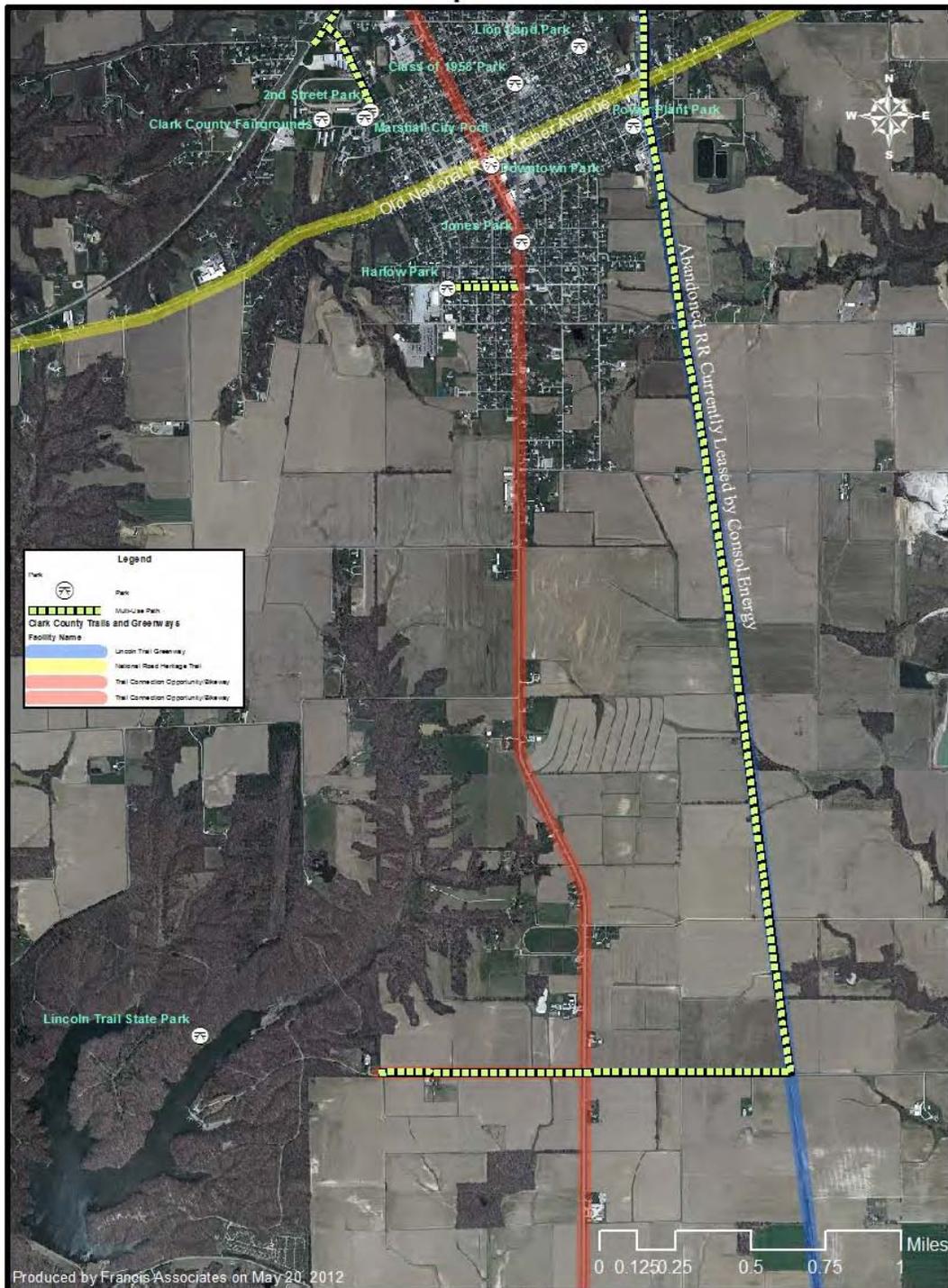
Lincoln Trail Greenway from Trefz Drive to Zion Road

The next priority in constructing multi-use paths would be from Trefz Drive to the Zion Road along the Lincoln Trail Greenway identified in the *Clark County Trails and Greenways Plan*. This Greenway is located along the abandoned railroad corridor running along the east side of Marshall. This multi-use path would lend opportunity in connecting Marshall with other counties' trail systems (including Edgar County) as well as allowing access for users to frequent establishments near Interstate 70 without having to take the path alongside IL-1.

This path would also allow access to Zion Road which leads to Lincoln Trail State Park. Although Zion Road is outside of Marshall City limits, the Steering Committee has also identified the possibility of continuing the multi-use path along Zion Road to the entrance of Lincoln Trail State Park.

At the time this plan was authored, Consol Inc. was leasing this abandoned railroad corridor. In conversations had with IDOT on January 4, 2012, IDOT mentioned removing the bridge on U.S. 40 over the railroad corridor and filling in the structure footprint if this lease should ever be terminated. The Marshall Pedestrian and Bicycle Facilities Plan Steering Committee is requesting that IDOT alert the City prior to making this decision and consider replacing this current structure with a box culvert to accommodate future pedestrian and bicycle traffic along this corridor.

South Marshall Proposed Multi-Use Path



Sidewalk Widening

IL-1 Sidewalk Widening from US-40 to Sycamore Street

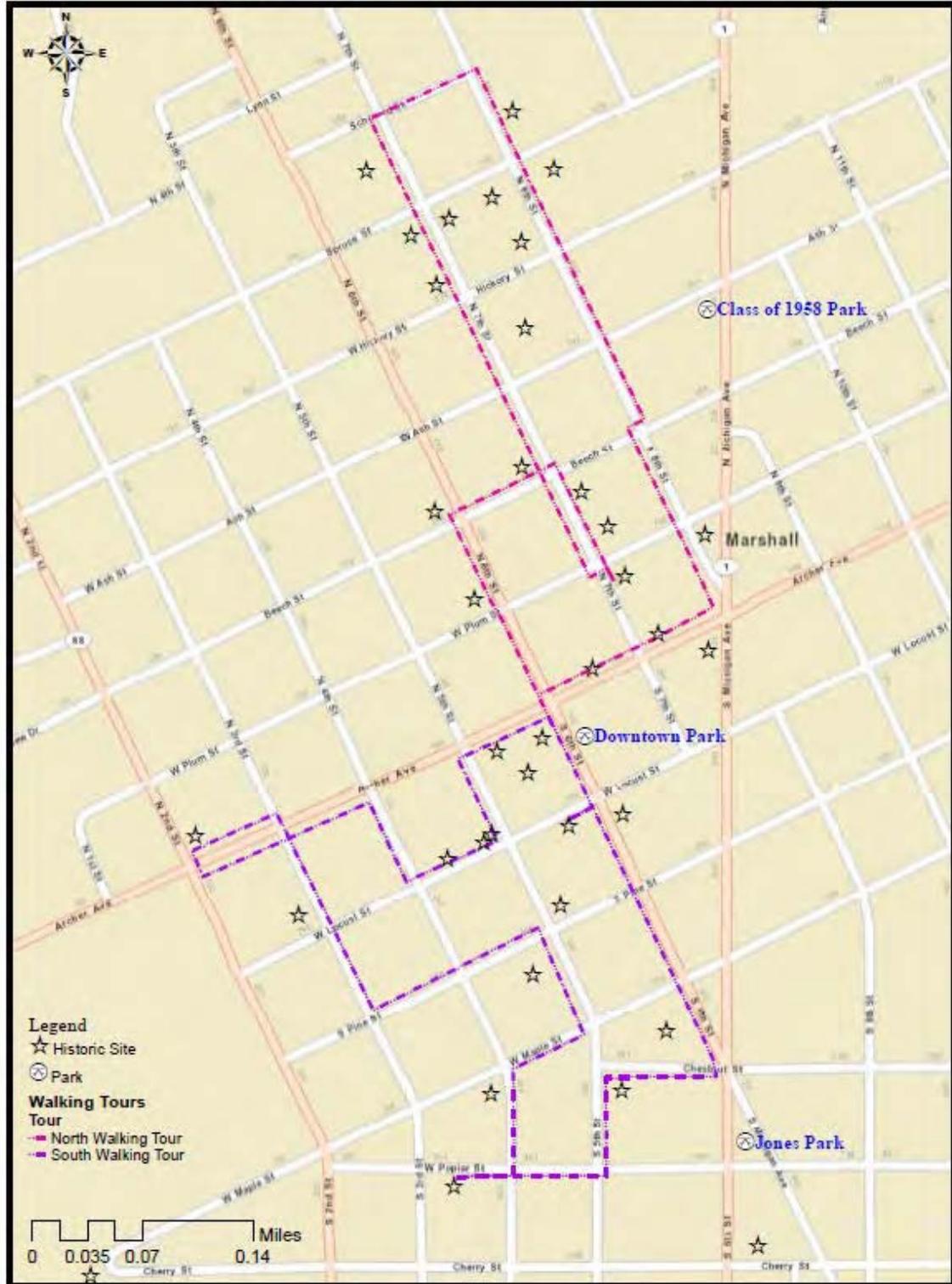
The Steering Committee identified the sidewalk along IL-1 from US-40 to Sycamore Street as being a heavily trafficked facility. With the development of the multi-use path along this same route, the need for increasing this facility's capacity is even more apparent. Therefore, the Steering Committee feels the City needs to consider widening this facility when it comes time for replacement. Also important would be bringing this segment of walkway up to ADA compliance when this improvement took place.

Main Street Historic Walking Tours

Revised in 2010, Marshall Main Street and the Evelyn G. Knowles Foundation have constructed a booklet titled, *Tour of Historic Marshall, Illinois*. In this booklet, it lists three historic tours of Marshall, two of which are walking tours. The Steering Committee has acknowledged these two walking tours and feels they are important in preserving Marshall's distinct heritage and history. Therefore, the Steering Committee believes that if appropriate funding became available, these two walking tours should be designated with signage and the sidewalks should be given a weighted importance when it comes to future maintenance or replacement.

Both of these tours begin at the City Bandstand at the northeast corner of the Courthouse Square at 6th Street and Archer Avenue. Each takes pedestrians past many of the historic buildings and homes that date back to Marshall's early beginnings.

Marshall Main Street Walking Tours



Map Produced by Francis Associates
May 14, 2012

Exercise Routes

Physical fitness and healthy lifestyles are important factors in many Marshall citizens' lives. For this reason, the Steering Committee felt that it was important in designating three exercise routes that essentially connect many of the community parks. The vision is to then put a piece of exercise equipment or designate an exercise to be performed at each of the parks so that these routes could be used as exercise circuits. These routes total 1.68, 2.4, and 3.4 miles in length, allowing users to choose a route in accords to their fitness level. Each of the routes could be designated with appropriate signage if appropriate funding becomes available and the City should consider giving these routes weighted priority when considering future sidewalk maintenance programs. Also, exercise stations or equipment could be constructed in each of the parks along the routes if funding would become available to do so.



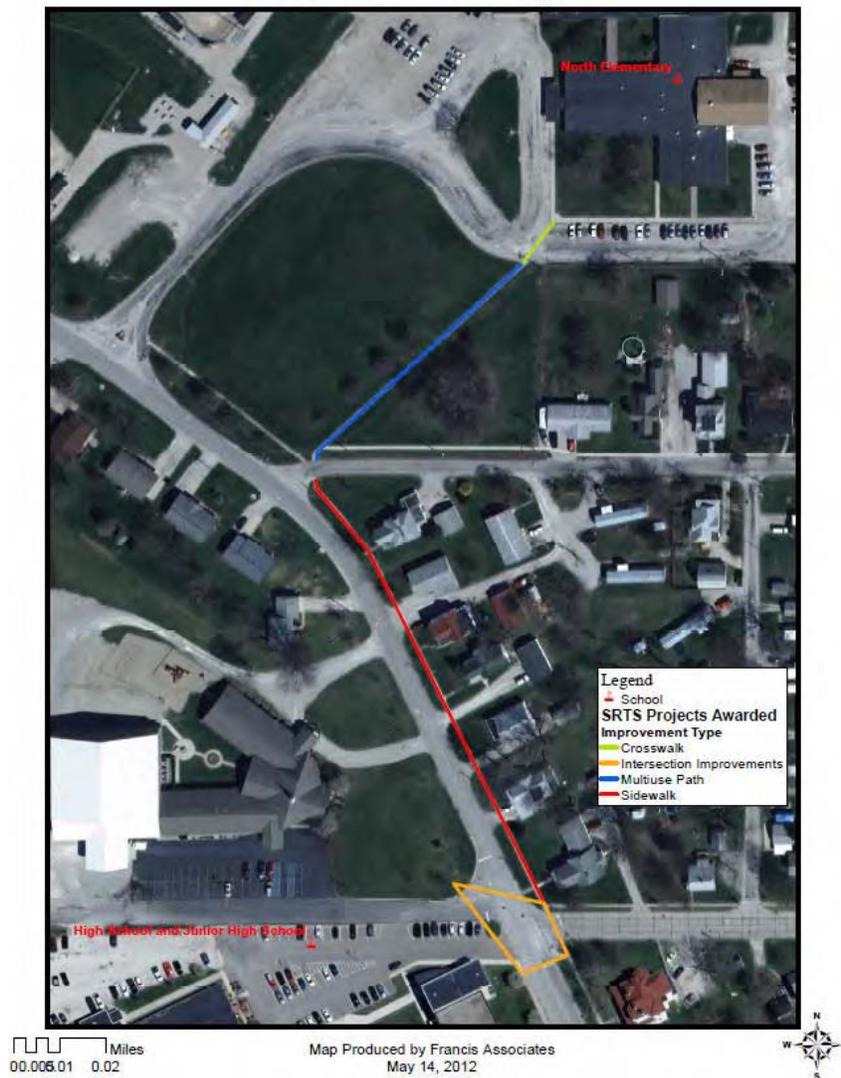
Current Pedestrian and Bicycle Facilities Projects

Currently, Marshall has been awarded monies to execute several pedestrian and bicycle facilities projects. These projects are either in the design or construction phase at the time of this plan's conception and the Steering Committee felt it was important to identify these projects to show the City's commitment to these types of facilities.

Safe Routes to School (SRTS) Projects

Marshall has been awarded two Safe Routes to School projects that have been combined due to their touching project limits. These projects are currently in the design phase, with a projected construction date in 2013. The first project encompasses intersection improvements at 6th and Mulberry streets. This is a busy intersection that services both the Junior High/High School and North Elementary School. The second project includes a new sidewalk to be constructed from Mulberry Street to Cyprus Street along 6th Street, a multi-use path across the North Elementary School grassy knoll and a crosswalk connecting the multi-use path to the North Elementary School entrance.

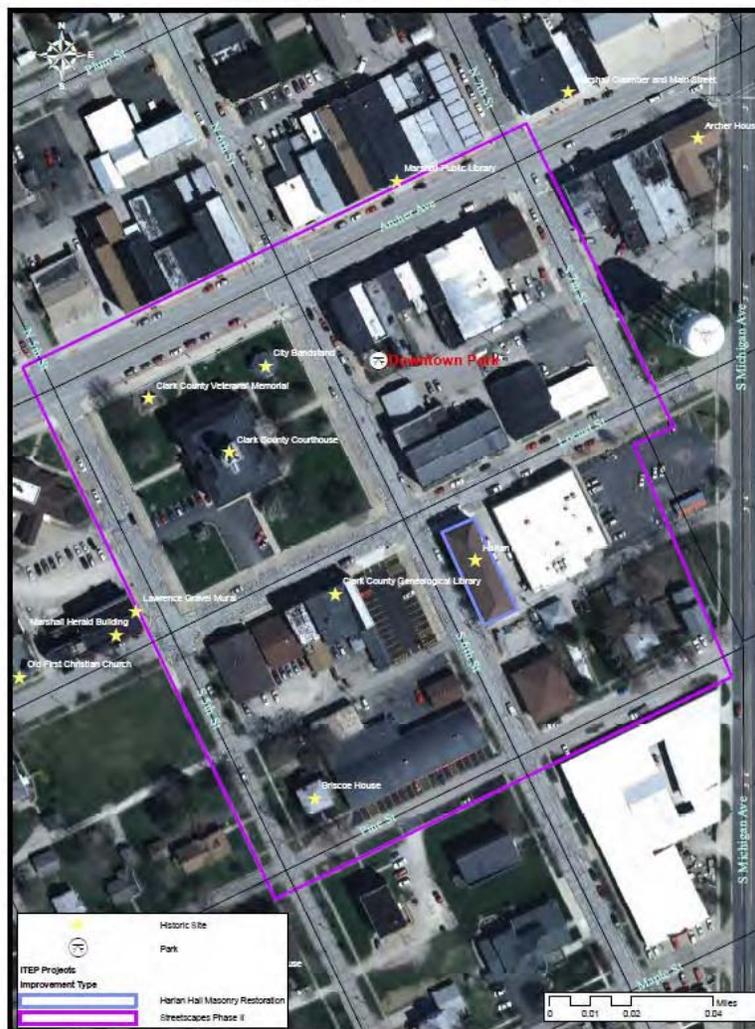
Marshall SRTS Projects



Illinois Transportation Enhancement Program (ITEP) Projects

In 2010, the City of Marshall submitted two projects that were chosen to receive ITEP funding. The first project is under construction as this plan is being developed. The project consists of exterior improvements to Harlan Hall. The building is receiving tuck pointing and brick sealing to restore the exterior beauty of this facility, as well as new windows. Harlan Hall serves as the National Road Interpretive Center and is also home to a Senior and Community Center. The second project is phase II of an ITEP project completed in 2003. Phase I consisted of new street lighting and ADA compliant sidewalks, curb cuts and store entrances along Archer Avenue. Phase II will consist of new ornamental street lights and replacement of existing sidewalks, curbs and gutters with ADA compliant facilities. New street furnishings, such as trash receptacles, benches and signage will also be part of this improvement. This project is currently in the design phase and is slated for a 2013 construction date.

Marshall ITEP Projects



Map Produced by Francis Associates
May 4, 2012

Trailheads

Trailheads are sites with facilities for users. Facilities usually 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. Trailheads are often located at parks and other public areas where some or all the necessary facilities are already available.

Marshall Designated Trailheads:

2nd Street Park/City Pool is ADA compliant, has swings for disabled children, a water fountain, restrooms open seasonally and parking available.

The Clark County Fairgrounds has ample parking and a water fountain and restroom facilities available for use seasonally.

The Downtown Park is ADA compliant and has parking available around the square.

Jones Park is ADA compliant, has a shelter, a water fountain and parking available.

Lion Land Park is ADA compliant, has a shelter and parking available.

Proposed Greenway Connections

National Road Heritage Trail

This greenway connection was identified in the *Clark County Trails & Greenways Vision Plan* and in the *National Road Heritage Trail Report*. As noted in the other plans, this greenway opportunity follows the alignment of the Historic National Road, from the Illinois/Indiana state line to the Clark/Cumberland county line. This greenway has the potential to connect Marshall with Livingston, Clark Center, Martinsville, and Casey. In Vigo County, Indiana, the National Road Heritage Trail has been planned starting at the Illinois/Indiana state line connecting to Terre Haute and ultimately all the way to the Indiana/Ohio state line. Segments of the Historic Road remain, complete with original brick pavers. Other sections have been reconstructed to function as US-40. The *National Road Heritage Trail Report* outlines specific information regarding properties and trail alignment. It recommends this greenway include facilities accommodating pedestrians and bicycles. This greenway and trail act as the spine for the Clark County system, with four other greenway opportunities potentially connecting to it, including the Westfield-Embarrass Greenway, Mill Creek Greenway, Lincoln Trail Greenway and Big Creek Greenway. This lends many opportunities for Marshall since this system could potentially bring pedestrian and bicycle traffic from all over the county into the community.

Lincoln Trail Greenway

This greenway opportunity follows a former rail corridor from the Clark/Crawford county line to the Clark/Edgar county line. This greenway, as identified in the *Clark County Trails & Greenways Vision Plan*, connects West Union to Marshall and is parallel to State Route 1/Lincoln Heritage Trail, for the majority of the route. Lincoln Heritage Trail passes by several significant locations relative to the life of Abraham Lincoln. It extends through Illinois, Indiana, and Kentucky. It is recommended this greenway include a multi-use path for pedestrian and bicycle use.

Trail Connection Opportunity/Bikeway

The *Clark County Trails & Greenways Vision Plan* identifies Clarksville Road, 6th Street, and IL-1 as Trail Connection Opportunities/Bikeways. These opportunities could connect Marshall to Mill Creek Park and Lincoln Trail State Park.

State Route 1 Corridor Greenway

This greenway opportunity follows Illinois Route 1 as it passes through Marshall. Although this greenway was not identified in the *Clark County Trails & Greenways Vision Plan*, it is very important to the Clark County and Marshall greenway systems. This corridor carries much of the traffic through Marshall with several businesses and residents located along the way. It is important to provide proper pedestrian and bicycle facilities along this route to ensure access for residents from the south side of town to the north side. This has become increasingly important in the past decade with the ever-growing commercial district near Interstate 70 and the Marshall Area Soccer Fields located in the same area. Currently pedestrians and bicyclists must cross the active CSX railroad tracks by using the vehicular bridge to reach these destinations. Not to mention, no sidewalks or paths exist along Route 1 from the intersection of

US 40 and Route 1 north, therefore forcing pedestrians and bicyclists to share lanes with vehicular traffic. It is recommended that this greenway include a multi-use trail from the intersection of US 40 and Route 1 to a new pedestrian bridge constructed over the CSX railroad west of the vehicular bridge with a multi-use path then connecting to the soccer fields and ending at Trefz Drive. This would allow users safe access to the soccer fields and to the commercial district.

Facility Descriptions & Guidelines

The *Marshall Pedestrian and Bicycle Facilities Plan* identifies opportunities for several types of multi-modal facilities. The following guidelines are intended to assist the City in establishing common standards for a unified and consistent alternative transportation system.

The type of facility implemented will vary based on the opportunities and constraints of the particular corridor or district. While site conditions and circumstances often make applying specific solutions difficult, it is intended that these guidelines reduce the need for ad hoc decisions. However, it is acknowledged that the guidelines are schematic and will require application and judgment by a qualified design professional. Even when the specific guidelines cannot be fully met, the implementing agency or designer should attempt to find the solution that best meets the goals and objectives of the plan and ensure that designs are consistent with American Association of State Highway and Transportation Officials (AASHTO) and Manual on Uniform Traffic Control Devices (MUTCD).

Note that specific references to facility dimensions are recommendations. Current ordinances may need to be updated to meet these guidelines.

These guidelines are organized as follows:

- Multi-Use Trail
- Signed Bike Route
- Bike Lane
- Multi-Use Path

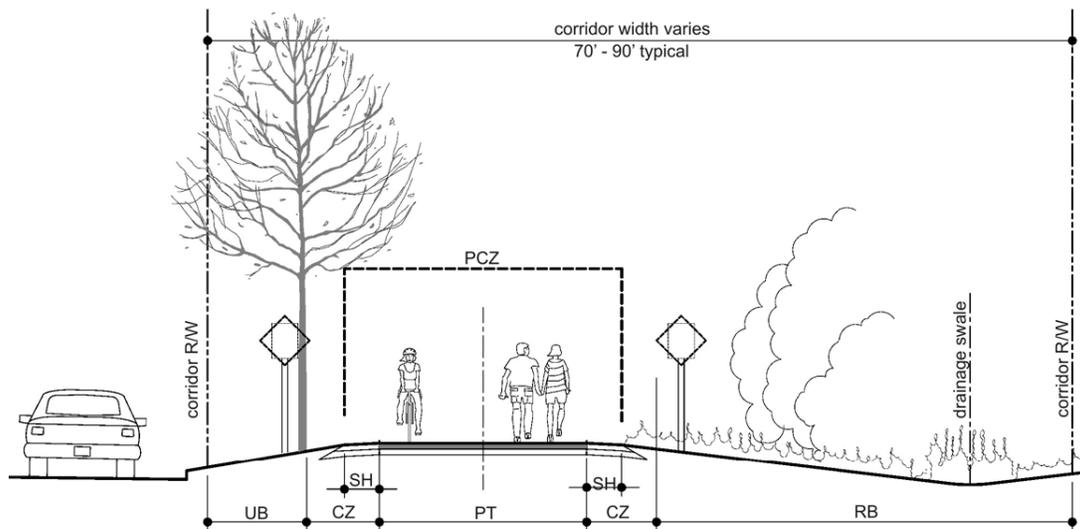
Multi-Use Trail

Benefits:

- Provides connectivity between destinations.
- Creates, shares, or preserves continuous corridors that provide regional/countywide connectivity.
- Utilizes off-road corridors that may otherwise experience dumping and illicit activity.
- Provides access to and sense of open space or “green space.”

Recommendations:

- Encourage use of sustainable, high performance, efficient and environmentally responsible construction materials.
- Utilize consistent identity and wayfinding systems across jurisdictional boundaries.
- Require new utility easements to share right-of-way with bicycle and pedestrian paths and develop amendments to existing utility easements to allow shared use.



Key	Design Guidelines	Notes
CZ Clear Zone	3' min - 6' max horizontal clearance	N/A
PCZ Pedestrian Clear Zone	8' min vertical clearance by trail width where open to the sky	Vertical clearance should be greater for bridge underpasses or tunnels.
PT Paved Trail	10' min - 12' desirable width	Asphalt pavement recommended to accommodate bicycles. Crushed stone optional. Consistency throughout recommended.
RB Rural Buffer	Width varies	Naturalized meadow ground cover to reduce maintenance or for habitat.
SH Shoulder	2' min width	Crushed stone or mown turf.
UB Urban Buffer	Width varies	Mown turf and shade trees where maintainable and in context.

Source: Storrow Kinsella Associates inc. Clark County, Illinois Trails & Greenways Vision Plan 2006

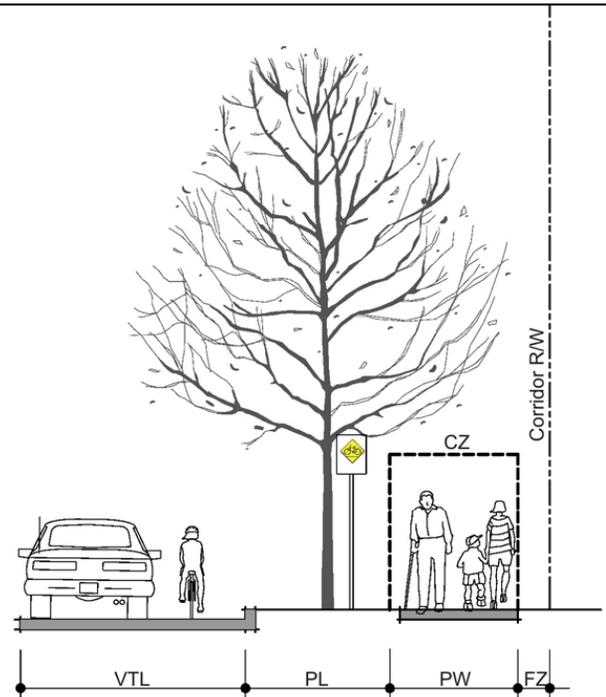
Signed Bike Route

Benefits:

- Provides bicycle connectivity between destinations.
- Incorporated into the design and layout of roads. Can utilize existing roadway facilities if the travel lane is sufficiently wide, if accident rate is low, and the area does not have a high crash history.
- Low-cost and low-maintenance facility.

Recommendations:

- Work well as short transition facilities to connect discontinuous segments of bike lanes, sidepaths, and multi-use trails.
- Suitable for streets and roads with low traffic volume.
- Work well as a transition trail or Phase I designated path to be utilized while obtaining funding to construct a multi-use path along the existing roadway.



Key	Design Guidelines	Notes
CZ Clear Zone	8' min vertical clearance by pedestrian way (PW) width where open to the sky	Vertical clearance may be greater at buildings.
SZ Separation Zone	5' min - 10' max	If doubles as a parking lane, corner curb extensions can accommodate utilities and amenities.
PW Pedestrian Way	4' min - 6' max desirable width	Varies, should be consistent.
FZ Frontage Zone	6" minimum width for furnishings, maintain clear pedestrian way (PW)	Wider frontage zones can accommodate sidewalk cafes, flower pots and other amenities.
VTL Vehicle Travel Lane	Wider to accommodate shared bicycle use, recommended 14' minimum	N/A

Source: Starrow Kinsella Associates Inc. Clark County, Illinois Trails & Greenways Vision Plan 2006

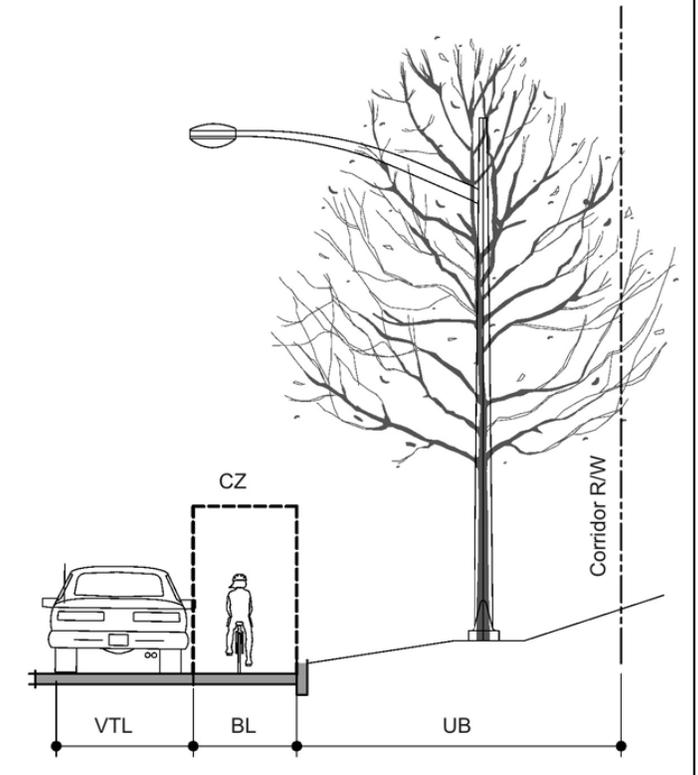
Urban Bike Lane

Benefits:

- Provides bicycle connectivity between destinations.
- Incorporated into the design and layout of roads.
- Has a channelizing effect on traffic and allows for more predictable movements of cars and bicycles.

Recommendations:

- Less experienced bicyclists are more confident in a bike lane versus a signed bike route.
- Recommend five-foot bike lanes for roadways with vehicular speeds greater than 40 miles per hour and/or with a curb and gutter.



Key	Design Guidelines	Notes
BL Bike Lane	5' min width recommended, varies depending on traffic speed and condition	Provide distinct signage and pavement markings. Bike lanes travel in the same direction as vehicular traffic.
CZ Clear Zone	8' min vertical clearance by bike lane width where open to the sky	Vertical clearance should be greater for bridge underpasses or tunnels.
FZ Frontage Zone	Separation between roadway and furnishings/utilities. 3' recommended min.	N/A
UB Urban Buffer	Width varies	Mown turf and shade trees where maintainable and in context.
VTL Vehicle Travel Lane	Width varies. Can reduce to 10 1/2' to accommodate alternative transportation modes.	Varies.

Source: Starrow Kinsella Associates Inc. Clark County, Illinois Trails & Greenways Vision Plan 2006

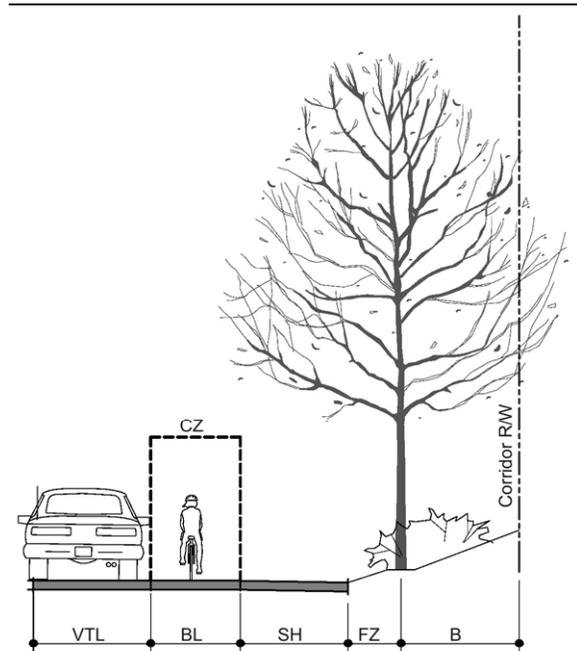
Rural/Suburban Bike Lane

Benefits:

- Provides bicycle connectivity between destinations.
- Incorporated into the design and layout of roads.
- Has a channelizing effect on traffic and allows for more predictable movements of cars and bicycles.

Recommendations:

- Less experienced bicyclists are more confident in a bike lane versus a signed bike route.
- Recommend four-foot bike lanes for roadways with 30 to 40 miles per hour traffic and/or without curb and gutter.
- Recommend five-foot bike lanes for roadways with vehicular speeds greater than 40 miles per hour and/or with curb and gutter.



Key	Design Guidelines	Notes
BL Bike Lane	5' min width recommended, varies depending on traffic speed and condition	Provide distinct signage and pavement markings. Bike lanes travel in the same direction as vehicular traffic.
CZ Clear Zone	8' min vertical clearance by bike lane width where open to the sky	Vertical clearance should be greater for bridge underpasses or tunnels.
FZ Frontage Zone	Separation between roadway and furnishings/utilities. 3' recommended min.	N/A
SH Shoulder	Roadway shoulder can be shared as bike lane	N/A
VTL Vehicle Travel Lane	Width varies. Can reduce to 10 1/2' to accommodate alternative transportation modes.	Varies.
B Buffer	Width varies	Landscape development or naturalized plantings.

Source: Storrow Kinsella Associates Inc. Clark County, Illinois Trails & Greenways Vision Plan 2006

Multi-Use Path

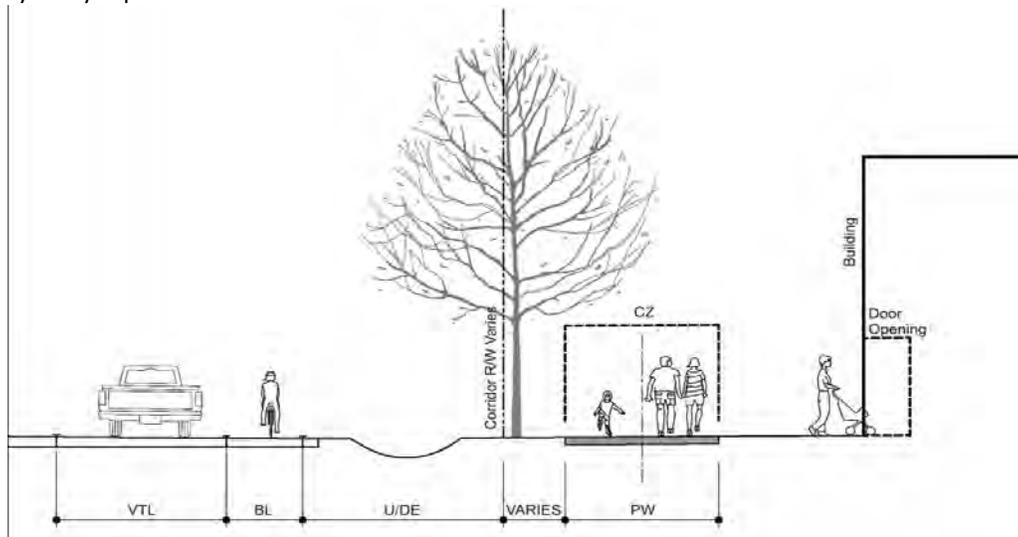
Benefits:

- Provides pedestrian and bicycle connectivity between destinations.
- Incorporate into the design and layout of roads.

Recommendations:

- Utilize consistent identity and wayfinding systems across jurisdictional boundaries.
- Multi-use paths are generally more comfortable for less experienced or recreational bicyclists since they are physically separated from vehicular traffic.

- Provide connections to adjacent destinations such as schools, shopping, and government services.
- Consider the dedication of public right-of-ways or easement as a requirement for obtaining a building permit or land use approval.
- Competing needs for space within a corridor can be resolved by acquisition or additional right-of-way, public walkway easements, narrowing vehicular travel lanes or reducing their number.



Key	Design Guidelines	Notes
BL Bike Lane	5' desirable width. Recommended, but may not be needed if sidepath is 10' wide.	Keep swept clean of debris.
CZ Clear Zone	8' min vertical clearance by trail width where open to the sky	Vertical clearance should be greater for bridge underpasses or tunnels.
PW Pedestrian Way (Multi-Use Path)	8' min width if bike lane provided; 10' width desirable for shared bike/pedestrian use	Should be consistent width and provide connectivity to adjacent destinations.
U/DE Utility/Drainage Easement	Varies in width. 5' min separation desirable between vehicle travel lane (VTL) and 2-way pedestrian way (PW).	N/A
VTL Vehicle Travel Lane	Width varies	Vehicle travel lane (VTL) width may be reduced to accommodate bike lanes (BL).

Source: Starrow Kinsella Associates Inc. Clark County, Illinois Trails & Greenways Vision Plan 2006

General Design & Maintenance Considerations

Crossings

Recommendations:

- Mode of transportation, traffic volume and speed, and form of barriers determine specific crossing techniques.
- Clear signage and pavement markings alert users of potential conflicts.
- Ensure adequate separation and warning devices at mid-block crossings for trails.
- Use refuge islands for users to pause until they can safely cross busy streets.

Places to Pause & Amenities

Description:

Places to pause accommodate conflict between a mix of user modes by having opportunities for pausing out of the traffic stream and to access amenities such as benches, water fountains, public art, interpretive signage or bicycle parking. Trash receptacles and pet stations are furnishings that assist with facility cleanliness and maintenance.

Identity & Wayfinding

Description:

System identity and wayfinding are parallel concepts. Alternative transportation corridors achieve linear identity and continuity through naming, repetition of signature elements, use of a color palette, furnishings, landscape, and signage. Maps can locate pedestrians near the corridor and trailheads as well as describe the overall system.

PART III: PLAN OF ACTION

Strategy for Implementation

This plan proposes many facilities, each serving a function, whether that is to connect residential areas to recreation sites, schools, or commercial districts or to allow residents and visitors to enjoy the local cultural sites or exercise routes, or to provide local park visitors an alternative route into town from the outlying areas in Clark County. The facilities and greenways described within this Plan form a network that relates to the natural and cultural resources of the City of Marshall.

To achieve this plan, the greenways and facilities 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.

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 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 identifying and creating facilities is to form a group which will promote their development. People who enjoy walking and riding bikes are obvious recruits for membership. Those who are involved in community organizations with specific missions to provide betterment for residents, community leaders who want to continually improve and provide for expanded opportunities in the community, business people who see the possibilities for expansion, and developers who understand the value of pedestrian and bicycle facilities, would be important members who could expand the support.

The Pedestrian and Bicycle Facilities Plan Steering Committee was organized for the purpose of developing this plan and is a great core for this group. During the last few months they have actively participated in meetings and promoted the facilities development in many other ways. 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 system will probably require the assistance of public bodies. Specifically, the Marshall City Council is encouraged to consider how they might be involved and thereby assist in the development and maintenance of the system. This assistance might take the form of financial participation, technical advice, public safety help, and/or promotion of facilities-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.

The Pedestrian and Bicycle Facilities Plan Steering Committee has listed the projects by priority in which they plan to tackle to bring the system to implementation. Although these prioritized lists are most appropriate during the time this plan was created, it does not mean that these priorities will not change with time and if so, the projects will be reprioritized to meet feasibility. The prioritized project listing is as follows:

Multi-Use Paths

1. IL 1 Multi-Use Path and CSX Pedestrian Bridge from US 40 to Wal-Mart
2. Walnut Street Multi-Use Path from 2nd Street to IL-1 (South Elementary School)
3. US-40 Multi-Use Path from Aspen Street to the Lion's Gate (New U.S. 40 and Old U.S. 40 Junction)
4. Lincoln Trail Greenway from Trefz Drive to Zion Road

Other Projects

1. IL-1 Sidewalk Widening from US-40 to Sycamore Street
2. Main Street Walking Tours Signage and Sidewalk Maintenance Program
3. Exercise Routes Signage/Sidewalk Maintenance Program/Equipment Purchase

All phases of the targeted project need to be planned. At the beginning, 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 facility 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 below for additional ownership and acquisition strategies.

COMPARATIVE OWNERSHIP STRATEGIES FOR GREENWAYS & PED/BIKE FACILITIES

Method	Explanation	Advantages	Disadvantages
Private Ownership			
Individual Landowners	Adjacent landowners retain full title to the 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 nonprofit 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.

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

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 initiated.
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 buyers to pay for property over time.	If seller-financed, can lower taxes for seller, buyer can negotiate better sales 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 Agreement	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.

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.

Funds for development of pedestrian and bicycle facilities and greenways can be obtained from a variety of sources. For many projects, a combination of funds can be targeted. See below 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 can take considerable time because the application and award cycles are often lengthy.

FEDERAL AND STATE TRAIL FUNDING OPTIONS

FEDERAL PROGRAM	INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT				LAWCON	N/A	HISTORIC PRESERVATION FUND		
STATE ADMIN AGENCY	IDOT				IDNR			IHPA	
FUNDING PROGRAMS ISTEA ENHANCEMENT CATEGORIES	<u>ITEP</u> Illinois Transportation Enhancement Program	<u>CMAQ</u> Congestion Mitigation & Air Quality Improv Pgm	<u>SCENIC BYWAYS</u>	<u>FTA</u> Federal Transit Act	<u>SYMMS</u> National Recreational Trails Funds	<u>RTP</u> Recreational Trails Program	<u>LWCF</u> Land & Water Conservation Fund (State Program is OSLAD)	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 \$	80% Fed \$ 20% Loc \$	80% Fed \$ 20% Loc \$	50% Fed \$ 50% Fed \$	50% State \$ 50% Loc \$	
Acquisition of Easements and Scenic or Historic Sites	80% Fed \$ 20% Loc \$					80% Fed \$ 20% Loc \$	50% 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 Conversions and Use for Pedestrian or Bicycle Trails)	80% Fed \$ 20% Loc \$	80% Fed \$ 20% Loc \$			80% Fed \$ 20% Loc \$	80% Fed \$ 20% Loc \$	50% Fed \$ 50% Fed \$	50% State \$ 50% Loc \$	60% Fed \$ 40% Loc \$

Funding For Greenway Preservation				Purpose					
Program	Contact	Term	Minimum Acres	Natural area, habitat preservation	Open space, recreation	Forestry	Wetland, water resources protection	Soil conservation	Farmland preservation
Cost Share Programs									
Ag Conservation Program	ASCS State	10 years	1 acre			X		X	
Ag Loans	Treasurer							X	
Conservation Reserve	ASCS	10-30 years	1 acre			X		X	
Forest Stewardship Forestry Incentive Program	IDNR	10 years	5 acres			X		X	
IL Forestry Dev. Act	ASCS	10 years	10 acres			X			
Partners for Wildlife	IDNR	10 years	5 acres			X			
Partners for Wildlife	USFWS/IDNR	10 years	1 acre			X	X	X	
Stewardship Initiatives Trees, Shrubs, Seedlings	IDNR	10 years	5 acres	X	X	X	X		
Stewardship Initiatives Seedlings	IDNR					X		X	
Wetland Reserve	ASCS	permanent	2 acres			X	X		
Technical Programs									
Emergency Conservation Forest Mgmt. Assist. Program	ASCS							X	X
Natural Heritage Landmark	IDNR			X		X	X	X	
Private Land Habitat	IDNR		1 acre*	X					
Private Waters Register of Land & Water Reserves	IDNR			X			X		
Private Waters Register of Land & Water Reserves	IDNR			X					
Tax Incentives									
Assessment with Easements Conservation Easements	SA			X					
Assessment with Easements Conservation Easements	IDNR			X					
Forestry Mgmt. Plan Illinois Nature Preserves	IDNR	10 years	5 acres			X	X	X	
Open Space Assessment Preferential Assessment of Farmland	IDNR	permanent		X					
Open Space Assessment Preferential Assessment of Farmland	SA		10 acres	X	X		X	X	
Tax Cert. for Livestock Waste Mgmt.	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 Services
- SA Supervisor of Assessments
- IEPA Illinois Environmental Protection Agency
- * minimum of one acre for rural areas, 1/4 acre for urban areas

Private/public funding options and local matches can be made in many ways. Grant matches can be made with general revenue, cash donations, and proceeds from fundraising. 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.

PRIVATE SECTOR FUNDING

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 clubs 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.

PUBLIC SECTOR FUNDING

Source	Explanation
Special Tax	A special tax can include a special sales tax, a sales tax on specific goods, hotel/motel tax, or a special tax on real estate transactions.
Improvement Districts	Method of raising revenue for a greenway by establishing a special tax district. The property tax is levied within the district and revenues are then used for funding improvements in a specific geographic region.
Special Assessment Districts	Mainly used for projects such as street improvements, outdoor plazas or landscaping and park improvements.
Selling Bonds	Common finance approach; public sector borrows money. Most communities have limits on the amount of debt that can be incurred.
General Obligation Bonds	These bonds are repaid with general revenue income that a community receives through tax revenues.
Revenue Bonds	Revenues that are generated by financed projects pay for these bonds. These are best used when financing greenway amenities such as fee-for-use facilities.
Tax Increment Financing (TIF)	A TIF pays off a bond from the increased revenue on property adjacent to a public improvement such as a greenway.
Cost Share Assistance	One unit of government, such as a city can provide cost share assistance through another agency such as the county soil and water conservation district for improvements such as stream bank stabilization, sediment ponds and nutrient management practices.

4. Building Trails and Encourage Development of Business

When the rights-of-way and funding become available, the facilities must be designated. Consideration must be given to safety of users, intersecting with other transportation routes, means of access/egress, conveniences along the route, connection with community services, amenities along the way, 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 facilities users. Typical needs of users included bike rental and repair, food service and groceries, camping and lodging, and shuttle service. Existing businesses may wish to encourage the patronage of users by expanding product lines, establishing locations near routes, 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 route can be listed in the brochures printed by state and local centers for tourism and in directories published by publishing companies.

A route can be promoted with special events, races, fundraisers, 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. The information can be used to make modifications in the facilities 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 to not litter, damage the area, or break facility 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 discussed 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 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.

Policies & Stakeholder Roles

Implementation of a comprehensive, connected pedestrian and bicycle facilities and greenways system will require commitments and partnerships among several entities within and outside of the City of Marshall. The Governance Goal addresses the responsibility of the plan's management and project integration.

Champion of the Plan

Identifying the agencies and/or organizations within Marshall to be the primary advocates and implementers of the *Marshall Pedestrian and Bicycle Facilities Plan* will be instrumental in the realization of the Plan. Whoever accepts the responsibility for coordinating the facilities endeavors will be responsible for planning and facilitating the routes and greenways plan in accords with current and future planning. The Pedestrian and Bicycle Facilities Plan Steering Committee is currently acting as the leader of this initiative and has the potential for being the champion of the Plan, although this group is not an incorporated entity which is necessary when soliciting funds for construction.

As Marshall's pedestrian and bicycle facilities and greenways system matures, the lead coordinators should consider other options for management, such as a public taxing authority, that would generate continuous funds and provide sustainability.

Role of Local Government

Additionally, the Marshall City Council should advance pedestrian and bicycle facilities and greenways in Marshall through current and long range planning activities. All future planning efforts in the City should provide alternative transportation recommendations. City government should review ordinances and, when necessary, create ordinances to ensure they support, encourage, and when appropriate, require the inclusion of alternative transportation facilities in the development or redevelopment of property. These facilities are important both within a site as well as external connections to adjacent land uses.

Currently, the City has ordinances that govern the use of bicycles inside City limits. These ordinances can be found in Chapter 82, Article IV. Bicycles of the *Marshall, Illinois Code of Ordinances*. One of these ordinances currently restricts bicycle use from the sidewalks on Archer Avenue from Ninth Street to Fourth Street and on Fifth, Sixth and Seventh Streets from Locust Street to Plum Street.

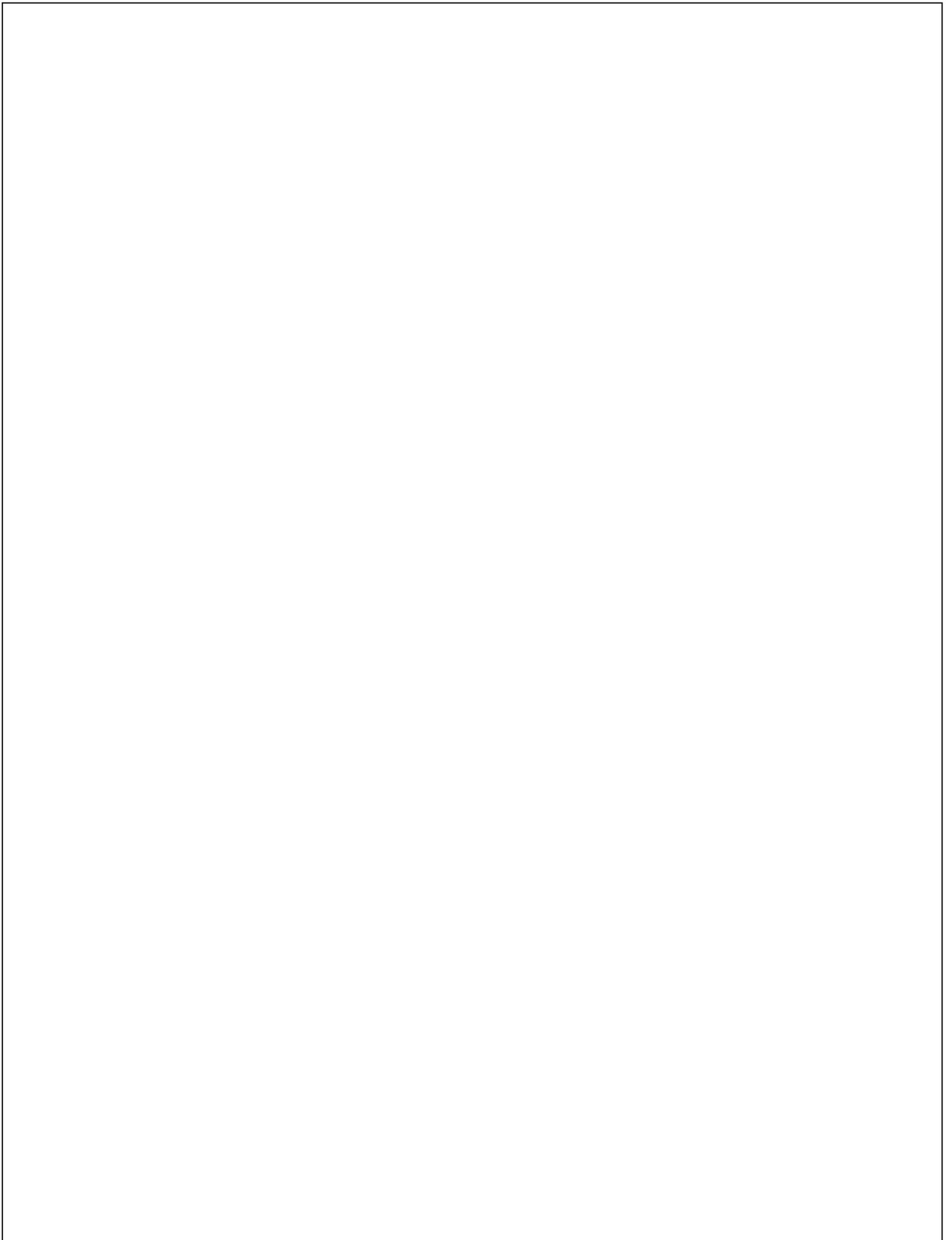
In addition to the key implementers, several other critical partnerships should be established and maintained with entities of Marshall. This includes partnerships with state and local government, the private sector, nonprofits, and schools and institutions.

- **Illinois Department of Transportation (IDOT).** One State route, Illinois Route 1 passes through Marshall. The Federal routes, U.S. 40 and Old National Road pass through Marshall as well. It was determined through the planning process, that these routes could be potential greenway corridors; however, the condition of these routes is not ideal for pedestrians and bicyclists. It is recommended that the City partners with IDOT to plan for and accommodate pedestrians and bicycles with a multi-use trail along IL-1 from US-40 to Trefz Drive and along US-40 from Aspen to the junction of US-40 and the Old National Road, while also providing a solution to getting these non-vehicular travelers across the CSX railroad safely. The Steering

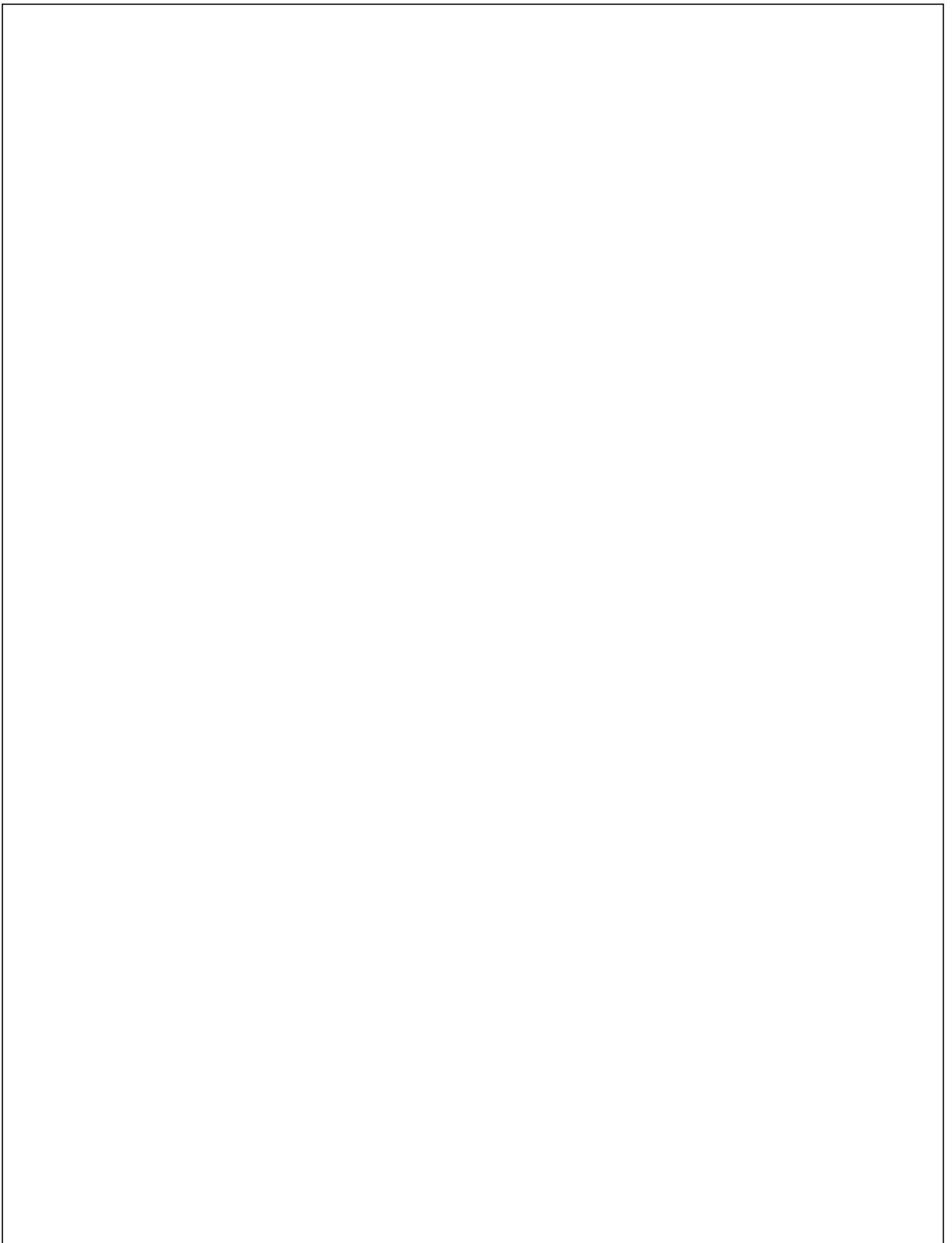
Committee also recommends that IDOT notify the City prior to filling in the US-40 bridge over the abandoned railroad corridor that Consol, Inc. currently leases, and consider replacing the bridge with a box culvert to accommodate future pedestrian and bicycle traffic.

- **Local Government.** The *Marshall Pedestrian and Bicycle Facilities Plan* identifies points where connections should be made to destinations and systems in Clark and adjacent counties.
- **Local Economic Development Entities.** One of the purposes of this effort is to enhance the local economy through the development of a pedestrian and bicycle facilities system. Generally these alternative transportation systems improve property values, introduce new customer bases to established businesses and increase development of new businesses and industry.
- **University of Illinois Extension Office.** The University of Illinois Extension Office is a community outreach program dedicated to education. This organization makes a great partner in organizing events, planning community activities and fostering collaborations amongst community organizations.
- **Nonprofit Organizations.** Nonprofit organizations will be most relevant in the development of the pedestrian and bicycle facilities. This type of organization could assume the responsibility of planning, financing, constructing, maintaining, and managing of a trail, through an agreement or cooperative effort with the City of Marshall.
- **Park and Recreation Organizations.** There are three park and recreation organizations in or near Marshall that have influence affecting this plan's implementation: the City Council Park/Youth Activities and Street and Alley Committees, the Clark County Park District, and Illinois Department of Natural Resources (IDNR). IDNR may be the most experienced in terms of trail planning and implementation, but the local park and recreation organizations could work with the state organization to leverage funding and coordinate other planning projects. The Illinois Greenways and Trails Council serves as Illinois' State Trails Advisory Board. Becoming affiliated with this council would be a great partnership. This council is statewide and plays a role in selecting state funded projects and influencing state pedestrian and bicycle policies. Another statewide organization to become affiliated with is the Illinois League of Bicyclists. This organization is a statewide advocate for Illinois bicyclists, promoting bicycle access, education, and safety.
- **School Systems.** There is one public school system in Marshall, Marshall Community Unit School District #C-2. Administrators of this school district should be continually educated on the plans for and benefits of pedestrian and bicycle facilities in Marshall. The District has already had experience with the federal funding program, Safe Routes to School (SR2S). The District has received two of these awards (2009, 2011). Through this program, local school administrators intend to promote physical activity and reduce childhood obesity, decrease traffic congestion and reduce automobile emissions, improve community safety and access, reduce school transportation costs, and build stronger, healthier communities and families.

In summary, all stakeholders in Marshall should be considered partners and be well-versed on the social, environmental, economic, and health benefits of alternative transportation systems. The long-term underlying intention of this effort is to start thinking about opportunities in Marshall and to start providing additional recreation and transportation amenities.



APPENDIX



Pedestrian and Bicycle Facilities Steering Committee

Name	Associated Organization	Phone	Email	5/9/12	5/16/12
Cory Sheehy	Director of Public Works	826-8084	csheehy@marshall-il.com	CMS	CMS
Jim White	Park/Youth Activities & Street and Alley Committees	251-8456	jewwhite47@yahoo.com	JW	JW
Tim Sanders	Park/Youth Activities Committee	808-2813	tim@wtwo.com		
Beverly Church	Park/Youth Activities Committee	826-3599	bev.travel_time@hotmail.com	BC	BC
Terry Clatfelter	Street and Alley Committee	826-5590	tclatfelter@mchsi.com	TG	TG
Warren LeFever	Street and Alley Committee	826-5332	warren.lefever@frontier.com	WLF	WLF
Tiffany Macke	U of I Extension	826-5422	tmacke@illinois.edu	T.M.	T.M.
Mark Strait	Pedestrian and Bicycle Facilities Advocate	822-8282		MS	MS
Angie Morecraft	South Elementary School	826-5411	amorecraft@marshall.k12.il.us		
John Tarble	Clark County Trails/Bicycle Advocate	826-2534	jtartble@mchsi.com	JT	JT
Bob Nelson	Bicycle Advocate	264-4743	nelson_mask@yahoo.com	BN	BN
Bill Melton	Bicycle Advocate	826-6010	bjmelton@frontier.com		
Mike Farrell	PE Teacher at North School	826-2355	mfarrell@marshall.k12.il.us		
JIM MCKITTERICK				JM	JM
Tom Sawicki				KS	KS
Bob Chumley				RC	RC

**FRANCIS ASSOCIATES
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MEMORANDUM

May 10, 2012

From: Trisha Vitale

To: All Attendees

Re: City of Marshall Pedestrian and Bicycle Facilities Steering Committee Meeting #1, 6:30 PM May 9, 2012; City Hall conference room, Marshall, Illinois

Attendees: Mayor Kenneth Smith, Jim White, Beverly Church, Warren LeFever, Jim McKittrick, Cory Sheehy, Rob Crumrin, Mark Strait, John Tarble, Bob Nelson, Trisha Vitale

Meeting Summary

Introductions and Purpose

Trisha Vitale opened the meeting at 6:35 p.m. by welcoming everyone in attendance. She started by talking about the agenda and then with introductions. Mrs. Vitale then went on to state the purpose for the meeting which is to map proposed facilities to be included in the Marshall Pedestrian and Bicycle Facilities Plan and review the first draft of the plan.

Benefits, Goals, and Types of Facilities

Mrs. Vitale explained that adequate pedestrian and bicycle facilities have several benefits for the community. The facilities promote healthy and livable communities, stimulate economic development, protect the environment, preserve history and culture, improve mobility, and create community partnerships.

The group identified the facilities with the following overall goals in mind:

1. Incorporate Local Heritage into the Facilities
2. Provide Community and Regional Connectivity
3. Incorporate Natural Recreation Areas and Existing Trails

Mrs. Vitale also described different types of facilities that could be used in the plan, such as, trails, bicycle routes, and the complete streets concept.

Previously Identified Trails to Be Included

Through research and conversations with citizens, Mrs. Vitale learned about several trails through Marshall that have already been identified that should be considered for inclusion in the Plan. She shared these trails or facilities with the Committee:

1. Marshall Main Street Walking Tours
2. Safe Routes to School (SRTS) and Illinois Transportation Enhancement Program (ITEP)
3. Proposed Exercise Routes
4. Clark County Trails-Trail Connection Opportunity, Lincoln Trail Greenway, National Road Heritage Trail

Mrs. Vitale then asked the Committee if the Walking Tours and Exercise Routes should be included in the Plan. The Steering Committee decided both of these groups of facilities should be identified in the Plan as signed routes and that priority should be given to them when looking at future sidewalk improvements. The Committee also agreed to include the SRTS and ITEP projects that are currently in progress.

Proposed Facilities to Be Included in the Plan

Mrs. Vitale then asked the Committee to identify other facilities that they wish to include in the Plan. She began by asking about bike paths or lanes. The Steering Committee discussed and decided that bike lanes would not be feasible along Route 1 through Marshall and cyclists did not feel a great need for these facilities.

Mrs. Vitale then asked the Committee about multi-use paths and where they believed these types of facilities would be beneficial in Marshall. The Committee named several locations where they felt that multi-use paths would be of benefit in the community:

1. Along IL Route 1 from US 40 to McDonalds (include a pedestrian bridge over CSX railroad)
2. Along Walnut Street from 2nd Street to the South Elementary School
3. Along US 40 from Kirchner's Subdivision to the abandoned railroad bridge
4. Along abandoned railroad corridor from Trefz Drive to Zion Road and leading to Lincoln Trail Park entrance

Mrs. Vitale then asked the Committee what other facilities they believe the community needed. The Committee decided that many citizens walk along IL Route 1 from the south edge of town up to US 40. They felt the community would greatly benefit from a sidewalk widening project over this stretch of roadway.

Illinois Transportation Enhancement Program

Mrs. Vitale then led a discussion around the upcoming Illinois Transportation Enhancement Program cycle. She explained to the Committee that this funding opportunity would be a perfect fit for the Illinois Route 1 multi-use trail/pedestrian bridge project. Cory Sheehy explained to the group that the City was currently looking at this funding mechanism to assist in constructing a multi-use trail alongside Illinois Route 1 from US-40 to Wal-Mart, along with a pedestrian bridge (separate from the existing vehicular CSX overpass) over the CSX railroad. He mentioned that the resolution of support would go before the Council at the next Council Meeting on May 14, 2012. The group discussed and was very supportive of the City submitting an application to assist in funding this project. The City officials were also in support of this project. All agreed that this segment of roadway presents a very dangerous situation for vehicular and non-vehicular travelers as they all share the same roadway. The CSX vehicular overpass has narrow shoulders that pedestrians and cyclists use to reach the commercial district and soccer fields near I-70.

This route was the only one available for non-vehicular travelers to take to reach these locations, therefore needs separate facilities to accommodate all types of traffic safely. Mr. Sheehy mentioned that the City had met with IDOT at the beginning of the year to bring to their attention this dangerous issue and to investigate the possibility of the vehicular bridge to be widened to accommodate pedestrian/bicycle traffic. IDOT representatives recognized the issue and performed a speed study and posted warning signage but had no plans for at least the next 10 years of doing any work on the bridge. IDOT representatives mentioned ITEP funding for this project at that time as a possible option to construct a separate bridge/path.

Closing Remarks

The Steering Committee felt safety was a huge issue when talking about walking or biking and that education should be a part of any plan for expanding these facilities. Mrs. Vitale told everyone that the next meeting would take place on May 16th at 6:30 p.m. in the same location. At that meeting they would discuss prioritizing the construction of these projects. She told the Committee that she would prepare maps and the 2nd draft of the plan and send them out electronically prior to the next meeting. Meeting adjourned at 7:50 p.m.

cc: File, Plan, Attendee List

City of Marshall Pedestrian and Bicycle Facilities Plan

STEERING COMMITTEE MEETING #1
MAY 9, 2012



Agenda

- Who Will Be Involved
- What We Plan to Accomplish
- Where Will the Facilities Be Located
 - Meeting #1: Identifying Locations
- When Will the Facilities Be Constructed
 - Meeting #2: Ranking/Prioritizing
- Why Do We Feel These Facilities Are Important
 - Meeting #2: What Criteria Used to Prioritize Facilities
- How Can We Make This Plan a Reality
 - Next Steps

Who Will Be Involved

- City Officials
- U of I Extension
- Pedestrian and Bicycle Facilities Enthusiasts
- Schools
- Clark County Trails Coalition
- Community Organizations
- Citizens At Large

What We Plan to Accomplish

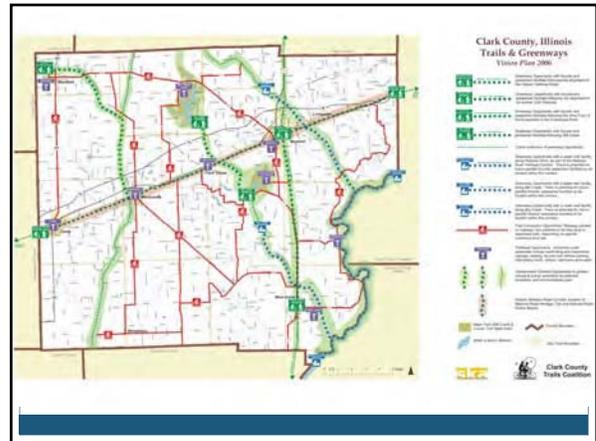
- Meeting #1: Map Proposed Routes and Review Draft #1
- Meeting #2: Identify Specific Goals and Review Draft #2
- Review the Final Draft

Where Will the Facilities Be Constructed

- **Benefits of Pedestrian and Bicycle Facilities**
 - Promote Healthy and Livable Communities
 - Stimulate Economic Development
 - Protect the Environment
 - Preserve History and Culture
 - Improve Mobility
 - Creates Community Partnerships
- **Overall Goals When Identifying Facilities**
 - Incorporate Local Heritage into Facilities
 - Provide Community and Regional Connectivity
 - Incorporate Natural Recreation Areas and Existing Trails
- **Types of Pedestrian and Bicycle Facilities**
 - Trails
 - Bicycle Routes
 - Complete Streets
- **Previously Identified Trails**
 - Marshall Main Street Walking Tours
 - STRS and ITEP Projects
 - Clark County Trails







Where Will the Facilities Be Constructed

- Where Should the Facilities Exist?
 - Align Marshall Facilities with Those Identified in Clark County Plan
 - Review Previously Identified Facilities-Do they need to be altered?
 - Route 1 Corridor Should Be Identified for future IDOT projects

**Thank you for taking the
time to participate tonight!**

NEXT MEETING:
WEDNESDAY, MAY 16TH
6:30 PM
CITY HALL

**FRANCIS ASSOCIATES
CONSULTING ENGINEERS
LAND SURVEYORS**

330 NORTH CENTRAL AVENUE
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MEMORANDUM

May 17, 2012

From: Trisha Vitale

To: All Attendees

Re: City of Marshall Pedestrian and Bicycle Facilities Steering Committee Meeting #2, 6:30 PM May 16, 2012; City Hall conference room, Marshall, Illinois

Attendees: Mayor Kenneth Smith, Jim White, Terry Clatfelter, Beverly Church, Warren LeFever, Jim McKittrick, Cory Sheehy, Mark Strait, Tiffany Macke, Bob Nelson, Trisha Vitale

Meeting Summary

Agenda and Purpose

Trisha Vitale opened the meeting at 6:30 p.m. by welcoming everyone in attendance. She started by talking about the agenda for the evening which was to justifiably prioritize previously identified facilities and discuss next steps. Mrs. Vitale gave all attendees a printed copy of the 2nd draft of the Plan and asked that everyone review it carefully and submit all comments to her regarding the plan prior to early next week so that she could prepare the final draft to be included with the ITEP application.

Prioritizing Facilities

Mrs. Vitale explained that the several routes/facilities identified at the prior meeting would need to be prioritized to add further emphasis to the projects' importance. She stated that this prioritization will not necessarily mean the projects will be done in this order, as many other factors come into play, but it is a start in showing what projects take precedent at this time. Following a short discussion, Mrs. Vitale asked that two priority lists be made. One list will be for multi-use path construction. The second list will be composed of all other projects.

The Committee chose to prioritize the multi-use path facilities included in the Plan in the following order for the reasons described within:

1. IL Route 1 Multi-Use Path from US 40 to Wal-Mart and Pedestrian Bridge
Reason: Current lack of any type of pedestrian and bicycle facilities in this stretch of roadway and this route is heavily trafficked by pedestrians and cyclists who share the roadway with vehicular traffic.

2. Walnut Street Multi-Use Path from 2nd Street to South Elementary School
Reason: This route is heavily trafficked by children going and returning from school each day. Currently no contiguous sidewalks or paths exist along this roadway and children cross back and forth across the street to stay on sidewalks presenting a safety issue.
3. Wal-Mart to Trefz Drive Multi-Use Path
Reason: Future economic development opportunities lie along this area. Currently an affordable housing project is being prospected to exist on Trefz causing an immediate need for pedestrian and bicycle facilities allowing easy access to Wal-Mart. Also, this path allows for complete access for those south of US 40 to access the north end of town where a large commercial development is located.
4. US 40 Multi-Use Path from Aspen Street to Lion's Gate (old US 40 and new US 40 junction) with branches down 2nd Street to Fairgrounds and 6th Street to North Elementary School
Reason: US 40 has narrow shoulders and is a heavily trafficked route, therefore making pedestrian and bicycle travel dangerous, especially for families. This path would also provide connectivity for outlying residential areas to the community and to the commercial district north of US 40.
5. Abandoned Railroad Corridor Multi-Use Path from Trefz Drive to Zion Road
Reason: This multi-use path is also known as the Lincoln Trail Greenway in the *Clark County Trails and Greenways Plan*. It lends opportunity to provide connectivity between the City and Lincoln Trail State Park.

The Committee chose to prioritize the other projects included in the Plan in the following order for the reasons described within:

1. Sidewalk Widening along IL Route 1 from US 40 to Sycamore Street
Reason: This stretch of sidewalk is heavily utilized by citizens each day. Because of the high volume of traffic, the Committee feels that it is necessary to increase the width of the facilities whenever feasible.
2. Main Street Walking Tours Signage and Sidewalk Maintenance Program
Reason: Marshall Main Street has already made a concerted effort to put these tours together through development of a brochure. The Committee felt that signage of these routes would be a next step in getting the walking tours further noticed and utilized to continually advertise and share the City's history and heritage. The Committee also recommends to the City that a heavier weight be placed on the sidewalks that make up these routes when looking at future sidewalk projects.
3. Exercise Routes Signage/Sidewalk Maintenance Program/Equipment Purchase for Parks
Reason: The Committee feels that signage for these routes are important. The ultimate vision for these routes is for them to be used as a circuit with each of the parks along these routes containing exercise equipment that can be used as part of the route. The Committee also recommends that the City give the sidewalks to be included in these routes a heavier weight when considering future sidewalk improvements.

Trailheads

Mrs. Vitale said that she suggests identifying the parks as trailheads in the Plan. The Committee stated that the Downtown Park, Soccer Fields, Fairgrounds, City Pool/2nd Street Park, Jones Park and Lion Land Park should be called out as trailheads.

Next Steps

Mrs. Vitale told the Committee she would make necessary changes to the Plan and email them all a Final Draft by mid-week for review. She stated that they were all urged to attend the Public Meeting hosted on May 30, 2012 at 6:30 pm at City Hall to present the Final Plan to the general public. She also stated that she was scheduled to present the final plan to the Parks/Youth Activities and the Street and Alley Committees at 6:30 p.m. on June 11th in hopes that they will recommend that the City Council adopt the Plan at the Council Meeting that evening.

Closing Remarks

Mrs. Vitale mentioned that on May 28th, the City would be submitting the IL Route 1 multi-use path and pedestrian bridge from US 40 to Wal-Mart project for ITEP funding. She asked if the Committee had further comments regarding this project regarding concerns or opposition. None was had. She said she would continue to identify future funding sources to take this plan to implementation and alert the Committee when those opportunities present themselves. She asked that the Committee and the City continue to identify partnerships that could be utilized in making this Plan a reality. She thanked everyone for their time in participating. Meeting adjourned at 7:30 p.m.

cc: File, Plan, Attendee List

City of Marshall Pedestrian and Bicycle Facilities Plan

STEERING COMMITTEE MEETING #2
MAY 16, 2012



CITY OF MARSHALL
THRU THE YEARS
WITH PRIDE
EST. 1835

Agenda

- Who Will Be Involved
- What We Plan to Accomplish
- Where Will the Facilities Be Located
 - Meeting #1: Identifying Locations
- When Will the Facilities Be Constructed
 - Meeting #2: Ranking/Prioritizing
- Why Do We Feel These Facilities Are Important
 - Meeting #2: What Criteria Used to Prioritize Facilities
- How Can We Make This Plan a Reality
 - Next Steps

Who Will Be Involved

- City Officials
- U of I Extension
- Pedestrian and Bicycle Facilities Enthusiasts
- Schools
- Clark County Trails Coalition
- Community Organizations
- Citizens At Large

What We Plan to Accomplish

- Meeting #1: Map Proposed Routes and Review Draft #1
- Meeting #2: Identify Specific Goals and Review Draft #2
- Review the Final Draft

When Will the Facilities Be Constructed

- Prioritize Facilities
 - Multi-use Paths
 - US-40 to Wal-Mart Multi-Use Path and Pedestrian Bridge
 - Wal-Mart to Trefz Drive Multi-Use Path
 - US-40 Multi-Use Path from Aspen Street to IL-1
 - Walnut Street Multi-Use Path from 2nd Street to South Elementary
 - Lincoln Trail Greenway from Trefz Drive to Zion Road
 - Trefz Drive to Abandoned Railroad Multi-Use Path
 - US-40 from IL-1 to Abandoned Railroad Bridge Multi-Use Path

When Will the Facilities Be Constructed

- Prioritize Facilities
 - Sidewalk Widening IL-1 from Archer Avenue to US-40
 - Intersection Improvements along 6th Street from Archer to Mulberry
 - Walking Tours Signage and Sidewalk Maintenance Program
 - Exercise Routes Signage/Sidewalk Maintenance Program/Equipment Purchase for Parks

When Will the Facilities Be Constructed

- What locations would make appropriate Trailheads?
- What types of accommodations are located at these facilities?

How Do We Make This Plan a Reality

- Next Steps for Plan Approval
 - Prepare Final Draft based on Committee recommended edits
 - Host Public Meeting on May 30th at 6:30 pm, City Hall
 - Present Final Plan to Parks/Youth Activities & Street and Alley Committees at 6:30 pm June 11th for them to recommend that the City Council adopt the Plan at the Council Meeting that evening

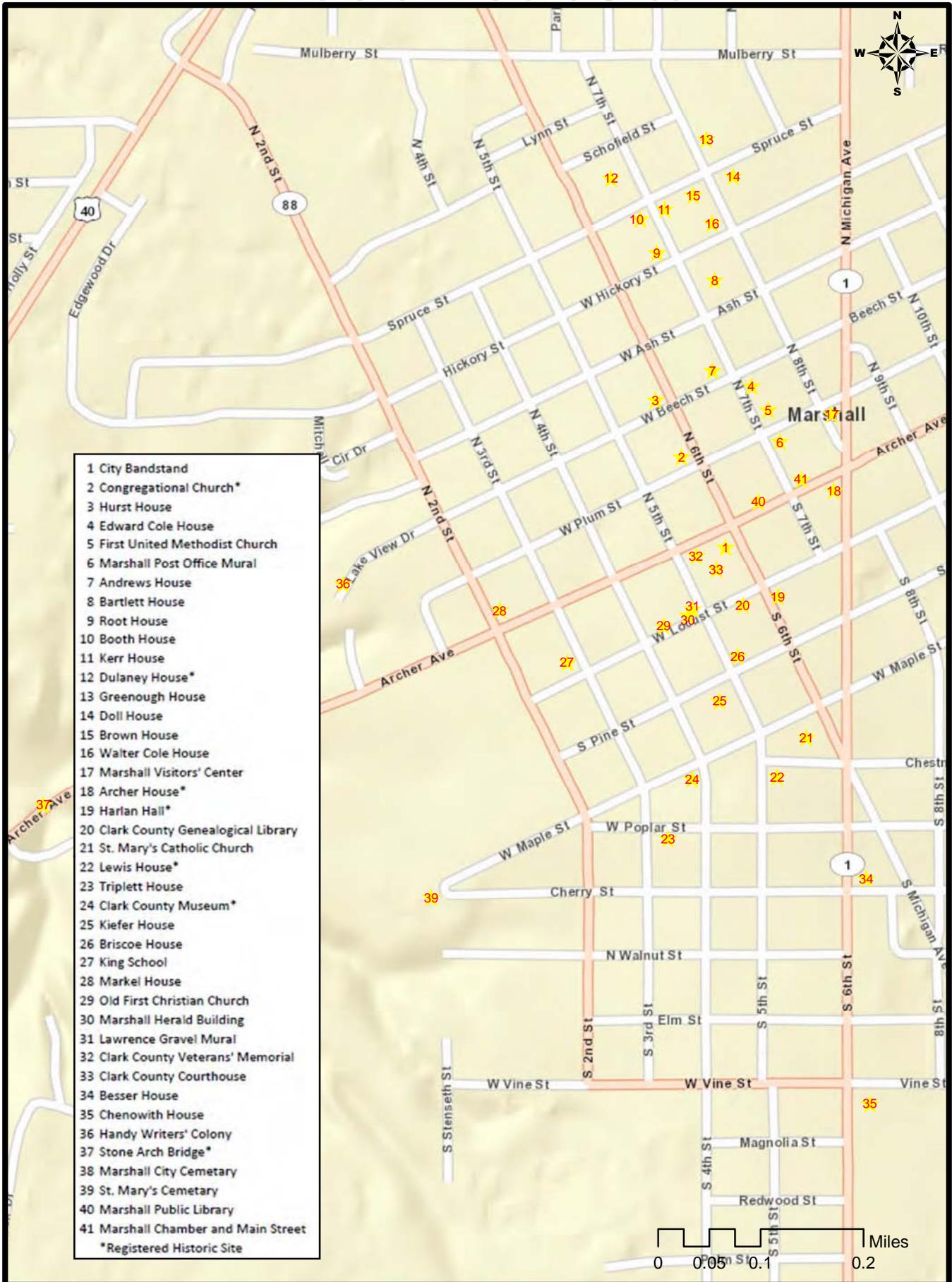
How Do We Make This Plan a Reality

- 2012 ITEP Submittal
- Continue to identify funding opportunities
- Keep this group abreast of future projects as they transpire
- Continue to identify partnerships to begin plan implementation

**Thank you for taking the
time to participate tonight!**

PUBLIC MEETING:
WEDNESDAY, MAY 30TH
6:30 PM
CITY HALL

Marshall Historic Sites



Illinois School Travel Plan

Marshall, Illinois Safe Routes to School Travel Plan 10

11/1/2010



The following support files have been uploaded for this School Travel Plan:

1. Introduction

Our school is committed to ensuring that all our students can utilize *physically active transportation*, such as walking and bicycling, for a safe and enjoyable trip to school. This School Travel Plan aims to address the issues that impede active transportation and seeks to strategically solve these problems by implementing a Safe Routes to School program.

Our community is motivated to pursue Safe Routes to School because:

- We highly value student physical activity and health.
- We wish to improve unsafe or insufficient walkways, bikeways and crossings.

- We are committed to reducing speeding and reckless driving near school(s).
- we want to build better partnerships between schools and the community
- we want to build better partnerships between schools and the community

2. The Safe Routes To School Team

We believe that a diverse Safe Routes to School Team develops the most successful School Travel Plans. Our Team is comprised of a variety of stakeholders, each lending their own unique perspective and expertise in order to make walking and bicycling to school more safe, accessible and fun for our students.

The members of our team include:

- Ken Smith, Local official
- Elizabeth Richey, City of Marshall
- John James, Police/sheriff's department
- Jenny Higginbotham, School or staff official

The primary contact person for our School Travel Plan is:

Name: Elizabeth Richey

Address: 201 S. Michigan Ave.

City: Marshall

State: IL

Zip: 62441

Phone: 217-826-8087

Fax:

Email: erichey@marshall-il.com

Organization: City of Marshall

3. The Public Input Process

Our Team worked to include the entire community in developing our School Travel Plan. To accomplish this, we:

- Administered [parent surveys](#)

The team utilized a survey obtained from the National Safe Routes to School website. The surveys were handed out at school registration at South School, North School and the Junior High School. Student enrollment between the three schools is 961 and 231 surveys were returned.

- [Interviewed](#) key stakeholders

The Safe Routes to School Team is made up of a diverse group of stakeholders. Each representative has talked with thier peers and brought feedback back to the team meetings.

- Publicized a public comment period

There is a public comment period scheduled for November 8, 2010 for City of Marshall Council meeting

- Conducted [engineering studies](#)

The City of Marshall hired an engineering firm to conduct studies to assess and prioritize safety needs. Recommendations were made for sidewalk improvements to provide accessibility for disabled students.

- Conducted a community 'Walkabout' or 'Bikeabout'

On 08/30/2010 representatives from the Safe Routes Team conducted a bikeabout town. The team looked at areas of concern and became more aware of issues to address. After the bikeabout, the team analyzed and prioritized improvements that need to be made. The improvements that need to be made remain the same in 2010.

- Incorporated our [School Wellness Policy](#) objectives

The school policy was revised March of 2006. The policy references an active lifestyle, physical activity with 4 specific goals listed. Three other goals refer to physical activity under the Other School-Based Activities section of the policy. The Safe Routes to School Project will compliment the school's goals and the policy.

4. School Description

Our School Travel Plan addresses the needs of :

- A school district

The school(s) and district(s) included in our School Travel Plan are:

- MARSHALL JR HIGH SCHOOL in district 002C
- NORTH ELEM SCHOOL in district 002C
- SOUTH ELEM SCHOOL in district 002C

The school(s) are located in:

- MARSHALL

5. School Demographics

Summary of all Schools

Our student demographic information includes:

96.00% White 2.00% Black 1.00% Hispanic 1.00% Asian 0.00% Native American 0.00% Multiracial/Ethnic

30.00% Low income students 4.00% Limited English proficient students

14.00% Special education students

6. Travel Environment

Summary of all Schools

This is how our students travel to and from school.

Travel Mode	Walk	Bike	School Bus	Family Vehicle	Carpool	Public Transit	Other
Number of Students	167	57	602	479	141	0	2
Percent	11.53%	3.94%	41.57%	33.08%	9.74%	0.00%	0.14%

These are the distances our students live from school.

Distance lived from school	Less Than 1 mile	1 to 1.5 miles	More Than 1.5 miles
Number of Students	518	192	738
Percent	35.77%	13.26%	50.97%

We have the following supports or activities in place during student travel times:

- Crossing guards
- Staff presence during drop-off/pick-up
- Police department support

We have no school arrival and dismissal procedures.

Other school travel policies include:

Our school is already engaged in activities that enhance safe and active student travel, including: Bus safety drill for all students and staff. Special pickups for 12 students due to dangerous routes.

Our school **does** provide School Safety (Hazardous Route) Busing to students.
The number of students provided this service is: 1485

Our school is already engaged in activities that enhance safe and active student travel, including:
Bus safety drill for all students and staff. Special pick ups for 12 students due to dangerous routes.

7. Barriers to Active Transportation

Summary of all Schools

We have identified and prioritized the following barriers to walking and bicycling to school:

- Significant traffic crashes within 2 miles of school over the last 3 years
Marshall city police statistics showed 111 crashes in 2007, 101 crashes in 2006 and 86 crashes in 2005.
- Missing or insufficient walkways (sidewalks and paths)
Sidewalks are too narrow for multi-use paths or unavailable in some places.
- No safe place to ride a bike to school
Besides the sidewalk issues there are no designated/marked bike lanes on the routes to and from school.
- Crossing streets and intersections is difficult or dangerous
6th and Mulberry intersection is very busy. It is located right next to the Jr. High and High school and 1 block from North school. Signal crossings and signage would help improve this area. US 40 does not have any signal crossings. Route 1 only has one downtown. Construction to improve this is slated for summer 2011.
- A major roadway or expressway divides the school from residential areas
North school and the Jr. High are 1-2 blocks away from US State Highway 40 and 4-5 blocks from Illinois Route 1. South school is located right along Route 1. Residential areas are located on both sides of 40 and both sides of Route 1.
- Bike parking at school is missing, insufficient or not secure
All schools provide bike racks. Covers or shelters would provide additional improvements to the bike areas and might encourage more students to ride.
- Dangerous driving and speeding on streets
A speed alert system is working at South school. Additional systems could be placed by North school and possibly US 40 near 6th street. Additional signs would enhance school speed zones.
- Drop-off and pick-up process creates congestion and unsafe behaviors
Because of this initiative, the North School now has a through street for the safety of the children. There are

still safety issues concerning the walking and biking students crossing this area. The Jr. High also does not have a through street. Private vehicles must use the High School staff/visitor parking lot to enter and exit school grounds. South school private vehicles use staff/visitor parking lots for drop offs and pick ups which creates a congested and unsafe area.

5. School Demographics

MARSHALL JR HIGH SCHOOL

Our student demographic information includes:

96.00% White 2.00% Black 1.00% Hispanic 1.00% Asian 0.00% Native American 0.00% Multiracial/Ethnic

30.00% Low income students 4.00% Limited English proficient students

14.00% Special education students

7. Barriers to Active Transportation

MARSHALL JR HIGH SCHOOL

We have identified and prioritized the following barriers to walking and bicycling to school:

- Significant traffic crashes within 2 miles of school over the last 3 years
Marshall city police statistics showed 80crashes in 2009.
- No safe place to ride a bike to school
Besides the sidewalk issues there are no designated/marked bike lanes on routes to and from school.
- A major roadway or expressway divides the school from residential areas
The Jr High is 2 blocks away from US State Highway 40 and 5 blocks away from Illinois Route 1. Residential areas are located on both sides of these major roadways.
- Bike parking at school is missing, insufficient or not secure
The Jr High does provide a bike rack but a cover or shelter would be ideal and might encourage others to ride if their bike were protected from the sun and rain.
- Drop-off and pick-up process creates congestion and unsafe behaviors
The Jr High does not have a through street. Private vehicles must use the high school staff/visitor parking lot to enter and exit.

5. School Demographics

NORTH ELEM SCHOOL

Our student demographic information includes:

96.00% White 2.00% Black 1.00% Hispanic 1.00% Asian 0.00% Native American 0.00% Multiracial/Ethnic

30.00% Low income students 4.00% Limited English proficient students

14.00% Special education students

7. Barriers to Active Transportation

NORTH ELEM SCHOOL

We have identified and prioritized the following barriers to walking and bicycling to school:

- Significant traffic crashes within 2 miles of school over the last 3 years

Marshall city police statistics showed 80 crashes in 2009.

- Missing or insufficient walkways (sidewalks and paths)

There is no sidewalk leading up to North school on 6th street from the north. A sidewalk that crosses school grounds is too narrow for biking and will not accomodate for more than one individual because of its width restriction.

- No safe place to ride a bike to school

There are no designated/marked bike paths to and from North school.

- Crossing streets and intersections is difficult or dangerous

North school students walk a block and must cross 6th and Mulberry intersection to go home to the West and South. Students must cross US 40 to go home to the North.

- A major roadway or expressway divides the school from residential areas

North school is 1 block from US State Highway 40 and 4 blocks from Illinois Route 1. Residential areas are located on both sides of these two major roadways.

- Bike parking at school is missing, insufficient or not secure

North school does provide a bike rack. A cover or shelter would be ideal and might encourage others to bike if their bikes were protected from the sun and rain.

- Dangerous driving and speeding on streets

A speed alert system would help enforce speed zones along 6th street near the school entrance. Additional signs would encourage school speed zones at the rear of the school property.

- Drop-off and pick-up process creates congestion and unsafe behaviors

There is a through street for drop off and pick ups, but there needs to be a designated crosswalk to ensure the safety of biking and walking students.

5. School Demographics**SOUTH ELEM SCHOOL**

Our student demographic information includes:

96.00% White 2.00% Black 1.00% Hispanic 1.00% Asian 0.00% Native American 0.00% Multiracial/Ethnic

30.00% Low income students 4.00% Limited English proficient students

14.00% Special education students

7. Barriers to Active Transportation**SOUTH ELEM SCHOOL**

We have identified and prioritized the following barriers to walking and bicycling to school:

- Significant traffic crashes within 2 miles of school over the last 3 years

Marshall city police statistics showed 80 crashes in 2010.

- Missing or insufficient walkways (sidewalks and paths)

There are no sufficient walkways leading to the school grounds.

- No safe place to ride a bike to school

There are no designated/marked bike lanes on routes to and from school.

- Crossing streets and intersections is difficult or dangerous

The east side of the school property is in need of a safe crossing.

- A major roadway or expressway divides the school from residential areas

South school is right along Illinois Route 1. There are residential areas to the West of Route 1.

- Bike parking at school is missing, insufficient or not secure

South school does provide a bike rack. A cover or shelter might be ideal and encourage others to bike if their bike was protected from the sun and rain.

- Drop-off and pick-up process creates congestion and unsafe behaviors

Private vehicles use staff/visitor parking lots to drop off and pick up. It gets congested creating an unsafe environment.

8. Creating Solutions

Goals

Our primary goal(s) for active school transportation are:

- Increase the number of students walking and bicycling to school
- Improve the safety of students walking and bicycling to school

8a. Education Strategies

- Teach the health, environmental and sustainable transportation benefits of walking and bicycling to students and parents

School PE teachers provide programming to all students in the fall and the spring.

- Educate parents and caregivers about safe driving procedures at the school

Schools provided education during school registration this fall.

- Train school and community audiences about Safe Routes to School

A P.R. campaign will be created and implemented prior to school starting. The campaign will be used on/in all local media.

8b. Encouragement Strategies

- Host [International Walk to School Day](#) or other special event

School staff and community residents are in collaboration to plan and implement events surrounding this special day.

- Initiate a [walking/biking mileage club](#) or other contest

All school PE teachers have planned and implemented this program for students.

- Promote Safe Routes to School in the community

Continue PR campaign developed for start of school. Use PR spots occasionally to reinforce safety.

8c. Enforcement Strategies

- Create a [crossing guard training program](#)

City police department and school staff are working together to design a training workshop for existing and additional crossing guards.

- Additional Traffic Safety Signage

The Police department has purchased additional traffic safety signage for designated drop off and pick up zones to ensure the students safety.

8d. Evaluation Strategies

- Count the number of students who walk and bicycle to and from school

The school has data collected every year on these areas. We can continue collecting and analyze after improvements to see if numbers increase.

- Track the number of crashes within 2 miles of school

City police track this data currently. The data will continue to be tracked to see if crashes decrease over time with improvements.

- Measure parent/guardian perceptions of safety

Surveys were distributed with school registration forms to collect data on parent perception of the safety of their children walking/biking to and from school. Surveys will again be administered in the spring to see if perceptions have improved.

There were 1 bicycle/pedestrian crashes between 01-01-2009 and 12-31-2009.

There were 80 vehicle crashes between 01-01-2009 and 12-31-2009.

8e. Engineering Strategies

We have identified strategies involving the 5 "Es" of Safe Routes to School to address the barriers to walking and bicycling in our school community and to achieve our stated goals.

We have selected at least one strategy from each of the categories of Education, Encouragement, Enforcement and Evaluation, in addition to any Engineering strategies that are indicated.

The strategies we will use include:

Engineering Strategies within 2 miles of schools.

- Construct, replace or repair sidewalks

Some sidewalks are too narrow or unavailable to and from schools.

- Build off-road walking/bicycling paths

School staff has indicated a need to construct multi-use paths on school grounds. These paths would be utilized by physical education classes, students at recess and the general public during after school hours. These multi-use paths would expand the physical education classes programs that are already in place for the mileage club and encourage bicycle safety programs.

Install, enhance or repair crosswalks

The Jr. High and North elementary are in need of crosswalk enhancements at 6th Street and Mulberry Street to ensure the safety of students walking and biking to school

 Install new or improved signage (school zone, speed limits, crosswalk, speed feedback signs (fixed), etc.)

Additional signs could be used at all three school locations along 6th street and Route 1.

 Install bicycle parking near schools

Additional bike racks are needed at all three schools to accomodate existing and future biking students.

9. Improvements Mapping

To View or Print the Map in each school in your plan, please click the link below.

[Click to View Map of MARSHALL JR HIGH SCHOOL](#)

[Click to View Map of NORTH ELEM SCHOOL](#)

[Click to View Map of SOUTH ELEM SCHOOL](#)

10. The Action Plan

The Safe Routes to School team is committed to realizing our vision for a safe, enjoyable and accessible walking and bicycling environment for our students. We will utilize the following Action Plan to keep our efforts focused and on track:

PLEASE NOTE: ONLY projects with funding source IL SRTS Program, current cycle will be eligible for funding this cycle. Only those strategies identified for funding in the IL SRTS Program, current cycle will transfer to your Application.)

Strategy	Strategy Type	Strategy Detail	Timeframe	Responsible Party	Status	Funding Source
Educate parents and caregivers about safe driving procedures at the school	Education	Schools provided education during school registration this fall.	6-12 months	City of Marshall will get info to Marshall Schools	under development	other funding
Teach the health, environmental and sustainable transportation benefits of walking and bicycling to students and parents	Education	School PE teachers provide programing to all students in the fall and the spring.	3-6 months	Marshall Schools	under development	IL SRTS Program, current cycle
Train school and community audiences about Safe Routes to School	Education	A P.R. campaign will be created and implemented prior to school starting. The campaign will be used on/in all local media.	3-6 months	City of Marshall	being implemented	in-kind participation
Host International Walk to School Day or other special event	Encouragement	School staff and community residents are in coloboration to plan and impliment events surrounding this special	6-12 months	Marshall Schools & City of Marshall	under development	other funding

		day				
Initiate a walking/biking mileage club or other contest	Encouragement	All school PE teachers have planned and implemented this program for students.	3-6 months	Marshall Schools	being implemented	none needed
Promote Safe Routes to School in the community	Encouragement	Continue pr campaign developed for start of school. Use pr spots occasionally to reinforce safety.	6-12 months	Marshall Schools & City of Marshall	being implemented	none needed
Create a crossing guard training program	Enforcement	City police department and school staff are working together to design a training workshop for existing and additional crossing guards.	6-12 months	Marshall Schools & City of Marshall	under development	IL SRTS Program, future cycle
Additional Traffic Safety Signage	Enforcement	Additional Traffic Safety Signage. The Police department has purchased additional traffic safety signage for designated drop off and pick up zones to ensure the students safety.	3-6 months	City of Marshall	being implemented	none needed
Build off-road walking/bicycling paths	Engineering	School staff has indicated a need to construct multi-use paths on school grounds. These paths would be utilized by physical education classes, students at recess and the general public during after school hours. These multi-use paths would expand the physical education classes programs that are already in place for the mileage club and encourage bicycle safety programs.	6-12 months	City of Marshall	being implemented	IL SRTS Program, current cycle
Construct, replace or repair sidewalks	Engineering	Some sidewalks are too narrow or unavailable to and from schools.	6-12 months	City of Marshall	under development	IL SRTS Program, current cycle
Install bicycle parking near schools	Engineering	Additional bike racks are needed at all three schools to accomodate existing and future biking students.	6-12 months	City of Marshall	under development	IL SRTS Program, current cycle
Install new or improved signage (school zone, speed limits, crosswalk, speed feedback signs (fixed), etc.)	Engineering	Additional signs could be used at all three school locations along 6th street and Route 1.	6-12 months	City of Marshall	under development	IL SRTS Program, current cycle

Install, enhance or repair crosswalks	Engineering	The Jr. High and North elementary are in need of crosswalk enhancements at 6th Street and Mulberry Street to ensure the safety of students walking and biking to school	6-12 months	City of Marshall	under development	IL SRTS Program, current cycle
Count the number of students who walk and bicycle to and from school	Evaluation	The school has data collected every year on these areas. We can continue collecting and analyze after improvements to see if numbers increase.	3-6 months	City of Marshall	being implemented	IL SRTS Program, current cycle
Measure parent/guardian perceptions of safety	Evaluation	Surveys were distributed with school registration forms to collect data on parent perception of the safety of their children walking/biking to and from school. Surveys will again be administered in the spring to see if perceptions have improved.	3-6 months	City of Marshall	being implemented	IL SRTS Program, current cycle
Track the number of crashes within 2 miles of school	Evaluation	City police track this data currently. The data will continue to be tracked to see if crashes decrease over time with improvements.	3-6 months	City of Marshall	being implemented	IL SRTS Program, current cycle

11. Plan Approval

REQUIRED: SCHOOL OFFICIAL

Name: Jenny Higginbotham

Title: Principal

Representing: South Elementary School

Phone: 217-826-5411

Email: jhigginbotham@marshall-k12.il.us

REQUIRED: SCHOOL DISTRICT OFFICIAL

Name: Rick Manual

Title: Superintendent

Representing: Marshall Schools

Phone: 217-826-5912

Email: rmanuell@marshall.k12.il.us

REQUIRED: LOCAL GOVERNMENT OFFICIAL

Name: Ken Smith
Title: Mayor
Representing: City of Marshall
Phone: 217-826-8087
Email: ksmith@marshall-il.com

OPTIONAL: OTHER POLITICAL SUBDIVISION (Township, County, Regional Planning Council, etc.)

Name: Tiffany Macke
Title: CED Program Manager
Representing: University of Illinois Extension
Phone: 217-826-5422
Email: tmacke@illinois.edu

OPTIONAL: PARENT ORGANIZATION (PTA, PTO or Local School Council)

Name: Daralea Smith
Title: School Board Member
Representing: Marshall Schools
Phone: 217-826-8826
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OPTIONAL: HEALTH ORGANIZATION (local public health agency, hospital, non-profit)

Name: Dr. Steven Macke
Title: Board Member
Representing: Board of Health
Phone: 217-826-2361
Email: erichey@marshall-il.com