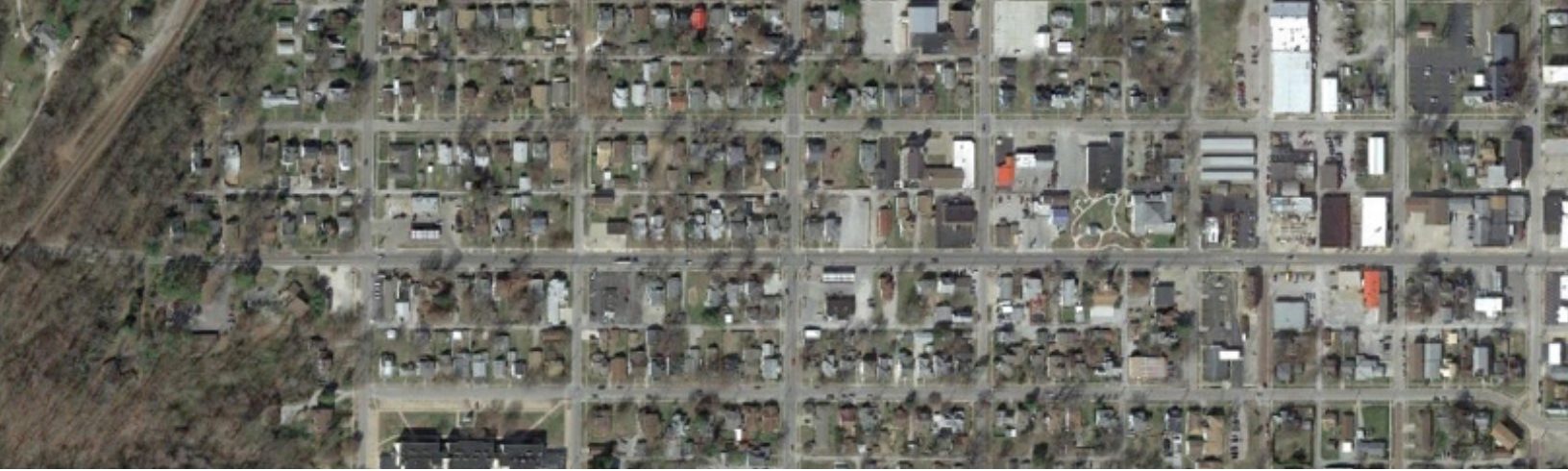


Murphysboro 2031

A Comprehensive Plan for
The City of Murphysboro, Illinois



The City of Murphysboro, Illinois
November 2018
DRAFT



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This Comprehensive Plan
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November 2018

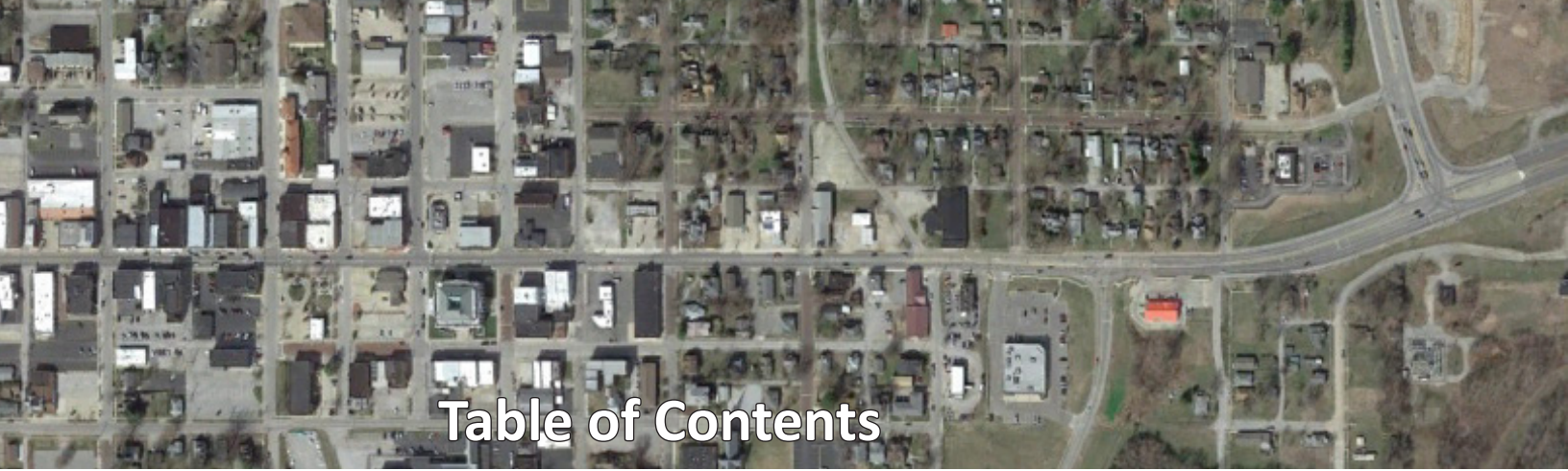


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Big Muddy River

Riverside Park

Big Muddy River

Section 1: Introduction

The Comprehensive Plan is an official policy document of the City of Murphysboro. It provides a concise statement of the city's policies for future development and redevelopment. The plan is meant to replace the Comprehensive Plan of 1964 and to be a dynamic document that will evolve and respond to changing conditions.





Section 1: Introduction

Purpose of the Plan

The Comprehensive Plan was developed to serve a variety of purposes:

- Provide guidance for future development and redevelopment of Murphysboro;
- Plan for long-term economic growth in the city;
- Enhance quality of life for residents of Murphysboro;
- Improve neighborhoods, parks, and open space;
- Maintain city services;
- Create a uniform vision and guide for the future of Murphysboro that can be utilized by many entities; and
- Identify mechanisms of funding and implementation.

To be an effective and meaningful document, the plan must be consulted by City Council, city staff, and developers when considering land use and economic development issues. The plan should also be used to support the Zoning Ordinance, development policies, grant applications, and other documents. It should be reviewed and updated in five-year intervals. The Comprehensive Plan is also carried out by private actions and initiatives by organizations and individuals in the community. Whether public or private, implementation of the Comprehensive Plan can take many forms.

The Planning Process

In 2016, the City of Murphysboro launched the process to create its first Comprehensive Plan since 1964. The planning process began with an analysis of Murphysboro's current conditions. This included data and trends about population, employment, housing, transportation, and education. Part of this initial analysis was conducting a survey and meeting with the public to identify community issues, assets, and challenges. Additional public input, fully described in Section 3: Community Analysis, identified citizens' goals and aspirations for the future. This information was used to create the draft plan, which was presented at a public meeting of the City Council on _____ and adopted on _____.

The plan is intended to be a guide for shaping policies and initiatives over the next 15 years so that they may be directed in accordance with identified community goals and aspirations. It is a realistic appraisal of present conditions, an outline of future aspirations, and a specific set of policies for achieving our community vision and goals.



FIRST PICTURES OF STORM DISASTER
HERALD & EXAMINER

1,000 DEAD, 3,000 HURT LATEST TOLL
OF TORNADO
In the Twinkling of an Eye, Murphysboro Was No More



Historic images of Murphysboro.

Community Engagement

Engaging the public is an integral part of the comprehensive planning process. Creating Murphysboro's new Comprehensive Plan began with the first meeting of the Planning Commission in 2016. Throughout the planning process, this group has been the guiding force and sounding board for drafting plan goals.

COMMUNITY SURVEY

Beginning in March 2017, surveys were sent to every resident of Murphysboro via the city water bill and were also made available online. The survey asked 36 questions about town character, quality of life, planning for tomorrow, community involvement, recreation, public safety, and quality of services. Seven hundred eighty-nine people responded to the survey, which is approximately 10 percent of the city's population.

There are several key themes that emerged from the survey results. Blighted buildings, community festivals, conservation of scenic beauty, and the need for more activities for teenagers were listed as top priorities among residents.

Perceived Strengths

- Small town/hometown feel.
- People in Murphysboro are friendly and love their community.
- Community festivals and activities.
- Small, single-family homes are very desirable for the future.
- Residents have a strong appreciation for the area's scenic beauty and natural resources.
- Restaurants/breweries are top-notch.

Perceived Challenges

- Blighted and abandoned buildings create a negative image of the city.
- Long weeds/grass exist on developed lots.
- Safety and crime are top concerns for residents.
- Additional retail and commercial businesses would be beneficial.
- An industry/manufacturing base is needed in the community.
- More activities are needed for teenagers.



Historic images of Murphysboro.

STAKEHOLDER INTERVIEWS

In addition to surveys, the planning commission held phone interviews with selected community leaders. Seventeen interviews were conducted to gather specific details about day-to-day business and the organizational climate in Murphysboro. Those interviewed were asked about downtown, tourism, small business, local and regional collaboration, economic and employment issues, and other related questions.

Common themes from these interviews centered on infrastructure and economic development. An emphasis was placed on downtown Murphysboro and bringing back its historic “Main Street” feel. To make downtown Murphysboro a thriving area again, residents prioritized improving infrastructure and promoting strong and consistent code enforcement. Additionally, many of those interviewed agreed that capitalizing on the area’s scenic beauty and natural resources should be a top priority to help make the community a desirable destination.

Interview Themes

Needs:

- Stronger and consistent code enforcement.
- Downtown revitalization.
- Downtown/housing infill projects.
- A greater small business focus.
- More programs/activities for youth.
- More biking/walking trails.
- Better use of natural resources/beauty.
- Become a destination community.
- Community branding and marketing.
- Cohesiveness and inclusion with the entire community.
- Improve aging infrastructure.



Photos from the Community Workshop held May 4, 2017.

COMMUNITY WORKSHOP

On May 4, 2017, the city conducted a workshop to help the residents of Murphysboro discover a common vision for the future of the community. Over 80 residents attended. The workshop began with a welcome from Mayor Stephens, an introduction of the planning team, and a presentation on the community profile.

Next, workshop attendees participated in a brainstorming exercise based on the question “What Makes Murphysboro, Murphysboro?” After this exercise, participants were divided into small groups for discussions. Residents were asked to create a “Story of Murphysboro” for the city’s future in 2031.

Once finished, participants had to describe an implementation plan for their story and illustrate the process. The most common theme resulting from the “Story of Murphysboro” exercise presented Murphysboro as a thriving city with a beautifully renovated downtown. This theme was present in all 12 worksheets, and was reinforced by stakeholder interviews, the community survey, and the brainstorm results.

“What Makes Murphysboro, Murphysboro?”

History

- Apple Festival/festivals
- Small town/community
- John. A. Logan

Culture and People

- BBQ
- Festivals and beer
- John A. Logan

Physical Environment

- Riverside Park
- Downtown
- Historic Buildings/Architecture

Natural Environment

- Lake Murphysboro
- Big Muddy River
- Riverside Park
- Shawnee National Forest



Photos from the Community Workshop held May 4, 2017.



Section 2: Visioning & Guiding Principles

Each of us has a vision of what Murphysboro should be like in the future. Although our visions are different, they share common qualities. Unanimous agreement about the future is not the goal of the Comprehensive Plan. Rather, it strives to create a balance and blending of opinions to form a community that collectively manages change.





Section 2: Visioning & Guiding Principles

Vision for Murphysboro in 2031

From all public engagement opportunities it is clear: residents of Murphysboro love their community. It is also apparent that the community has spent time thinking seriously about ways in which Murphysboro can grow and prosper, and the city has the determination to do so. It is with this mindset that the following Vision and Guiding Principles were developed.

The VISION

“Murphysboro is the premier destination to experience the natural beauty of southern Illinois. The essence of our city is our lively, historic downtown—the heartbeat of Jackson County. Our resiliency and pride has led to a prosperous and healthy community.”

As a community we value...

...a clean, well maintained community; a charming and vibrant downtown; and stable neighborhoods;

...the connection to southern Illinois’ natural resources and associated recreation and tourism opportunities;

...rich heritage and culture;

...a strong workforce and business community;

...opportunities for youth and young adults to thrive;

...connection of all community members across cultural, generational, and geographical boundaries; and

...the services and facilities that support our community vision.



Community photos.

As mentioned previously, the most common theme coming from the “Story of Murphysboro” exercise envisioned Murphysboro as a thriving city with a beautifully renovated downtown. When asked how to make this vision a reality, the following ideas were presented:

- Downtown Murphysboro needs to be revitalized so that it is the centerpiece of the community; a destination city with a vibrant, unique, and historic feel that promotes art, music, culture, nature, and family.
- Promote Murphysboro as the “Gateway to Recreation and Nature” for southern Illinois by showcasing the lakes, Shawnee National Forest, and proximity to wine trails.
- Infrastructure improvements, especially downtown, are vital to the appearance and accessibility of Murphysboro.
- Code review and enforcement need to be improved to help spur revitalization and business development, as well as provide a consistent and well-kept appearance throughout.
- Create programs to build the workforce, including vocational training, small business incubators, and incentives for business to grow downtown and beyond.
- Establish youth programs to provide fun, safe, and educational activities for the community.
- Embrace the historic story of Murphysboro by preserving the areas that hold deep meaning to the community while incorporating new and creative development.
- Create a marketing and branding strategy that brings awareness to the natural beauty and historic feel of Murphysboro.



Community photos.



Section 3: Community Analysis



Context
Brief History
Today
Cultural and Heritage
Community Profile
People
Education
Housing
Economy
Transportation and Infrastructure
Infrastructure and Public Services
Environmental and Natural Resource Features
Undermined Areas
Parks and Recreation



Section 3: Community Analysis

Context

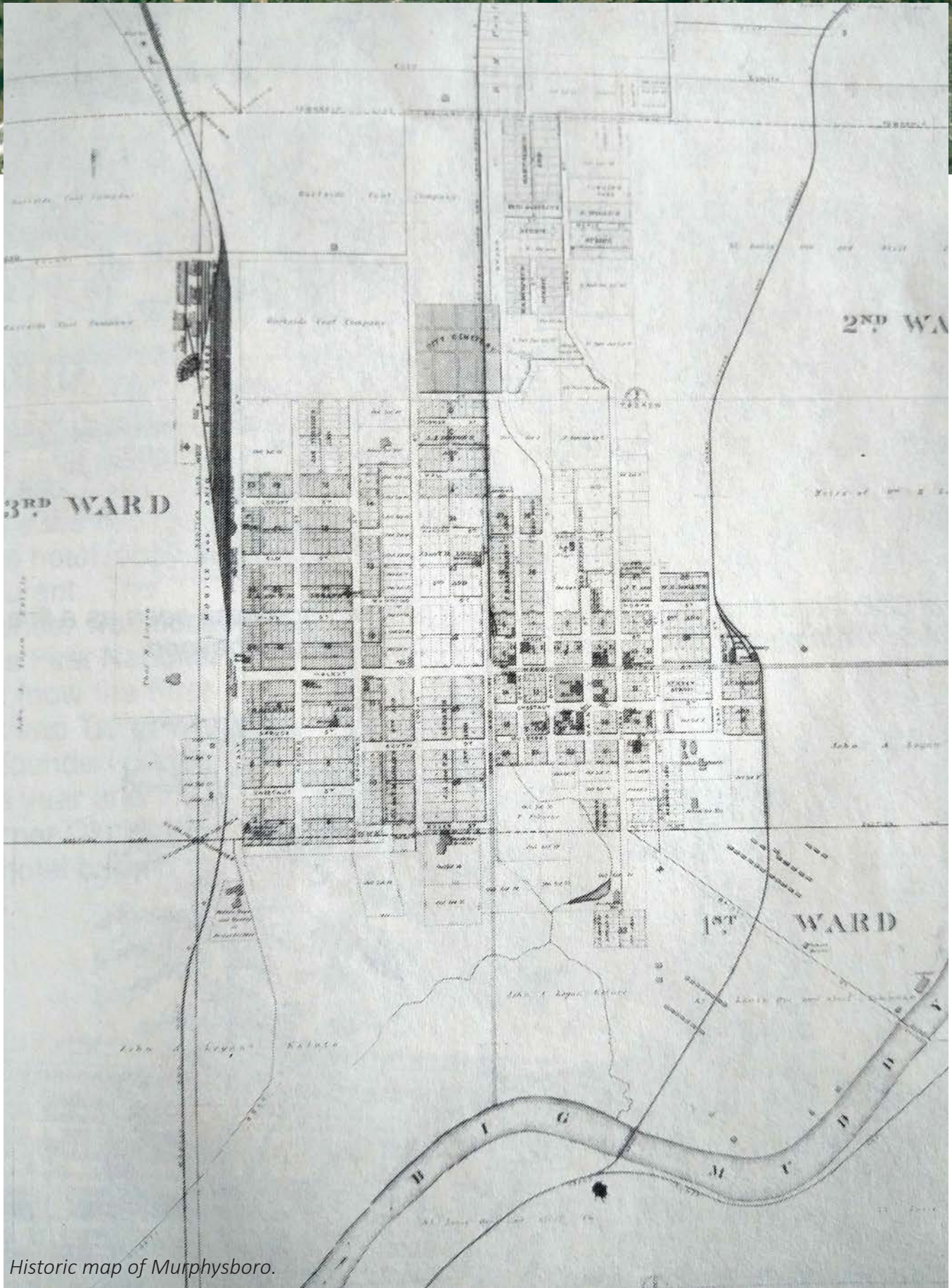
The City of Murphysboro is located in southern Illinois, approximately 80 miles southeast of St. Louis, Missouri; 100 miles west of Evansville, Indiana; and 70 miles northwest of Paducah, Kentucky. The city is the county seat for Jackson County, which neighbors Randolph, Perry, Franklin, Williamson, and Union counties. It is included in the Carbondale-Marion, Illinois Metropolitan Statistical Area. This portion of southern Illinois has been locally known for many decades as “Little Egypt.”

Nestled in extensive forests at the junctures of great rivers—the Mississippi, Ohio, and Wabash—southern Illinois is historically known for its natural resources including salt, coal, rich soils, farmland, and forests. Access to these resources attracted settlers for many centuries, bringing highways, river transport, industry, and railroads to the growing area. The first coal mine in Illinois was opened on the south bank of the Big Muddy River (near the present-day Illinois Route 127 Bridge). In addition, archaeological evidence for both the Woodland and Archaic Native American cultures has been uncovered throughout the region. According to the Illinois Department of Natural Resources (IDNR), by the early 1800s there were no remaining Native American settlements in the immediate area. In late 1838, thousands of Cherokees passed through Southern Illinois, south of Murphysboro, on their fateful Trail of Tears as the government forced them to abandoned their homes in the Great Smokies to go west to Oklahoma.

Brief History

When the Illinois territory was admitted to the Union in 1818, the federal government gave Illinois three saline lands. One of them was leased to Dr. Conrad Will, who served in both the Illinois House and Senate in the early days of statehood. Dr. Will operated a salt works at the site, and the town of Brownsville grew up around it. The salt works closed in 1840, the courthouse burned, and all that remains of the town is the cemetery. (This site is located less than one mile southwest of the 1,000+ acre Lake Murphysboro State Park.)

Murphysboro, named after William C. Murphy, was established in 1843 after the courthouse in the first county seat, Brownsville, burned. The fire proved to be the catalyst to move the county seat upstream to a more central location. Murphysboro sits on the edge of the Shawnee National Forest along the Big Muddy River, a significant tributary of the Mississippi. The original plat was drawn on the 20-acre tract donated by Dr. John Logan and his wife Elizabeth Logan. The plat designated a city block for the Jackson County Courthouse in the center of town. Corresponding streets and blocks radiate from the courthouse and are bound by Walnut Street on the north, Chestnut Street on the south,



Historic map of Murphysboro.

and 11th and 10th streets on the west and east. The current courthouse is the third courthouse structure at this location.

The city has a rich heritage, which is apparent through its built environment. Out of the 17 properties and districts listed on the National Register of Historic Places in Jackson County, eight are homes and buildings located in Murphysboro, demonstrating pride and respect for its heritage. The table on page 25 details buildings in Murphysboro included on the National Register of Historic Places. Exemplary works of master-builders, the Works Progress Administration (WPA) rose from downtown and the riverfront served the nearby neighborhoods. Buildings, community memorials, and amenities—such as the classicism of the Jackson County Courthouse, Old Post Office, and the Riverside Bandshell—showcase the city’s civic pride. Residential examples of the Romantic Period (e.g., Gothic Revival, Italianate, Victorian, Queen Anne, and Folk architectural styles) along with bungalows are intact throughout city neighborhoods. The city’s only official historic district, the John A. Logan Historic District, was established after it was recognized by the Murphysboro Historic Preservation Commission on September 11, 2012.

The structures in the historic business district remain as part of the living urban fabric of homes, businesses, industries, and employment centers of the past. They rose above devastating events over many years. They stand today, protected as local treasures, having survived tornadoes, fire, and demolition. On March 18, 1925, the Tri-State Tornado hit Murphysboro, killing 234 people and essentially destroying the city. Local historians have declared that the front page of the Chicago Herald-Examiner said it all: “In the twinkling of an eye, Murphysboro was no more.” However, the city proved resilient and rebuilt. Since then, another F4 tornado hit the area on December 18, 1957, and a windstorm destroyed houses, power lines, and heavily impacted the surrounding woodlands on May 8, 2009.

Today

Just eight miles from Southern Illinois University (SIU), surrounded by orchards and wineries and adjacent to the Shawnee National Forest, Murphysboro remains rich in heritage, cultural opportunities, and natural resources. Since the 1843 plat of 20 acres, today’s Murphysboro has grown to over 5.25 square miles (over 3,200 square acres). Its community has a population density of 1,463 people per mile. Despite shifts in the local economy over the years, the city has retained the structure of a small downtown within an urban grid as well as grown to embrace the highways and shifted commercial to the arterials. Employment centers have progressed to retail, governmental, and education, with the need for more opportunities. Artists have also found the community to be a welcoming environment to produce and market their work.

As part of the humid subtropical climate, Murphysboro and surrounding land can grow an extraordinary range of crops and unique fauna. The forests, wooded areas, lakes, and river provide an opportunity to connect the city to natural resources.

National Register of Historic Places			Dedication Date	Location
1	Robert W. Hamilton House		5-Mar-82	203 S. 13th St.
2	Cornelius Hennessy Building		8-Nov-00	1023 Chestnut St.
3	William H. Hull House		1-Feb-06	1517 Walnut St.
4	Jackson County Courthouse		29-Dec-15	1001 Walnut St.
5	Liberty Theater		13-Jun-12	1333 Walnut St.
6	Mobile and Ohio Railroad Depot		13-Nov-84	1701 Walnut St.
7	Murphysboro Elks Lodge		15-Nov-05	1329 Walnut St.
8	Riverside Park Bandshell		6-Jun-12	22nd and Commercial Sts.

Culture and Heritage

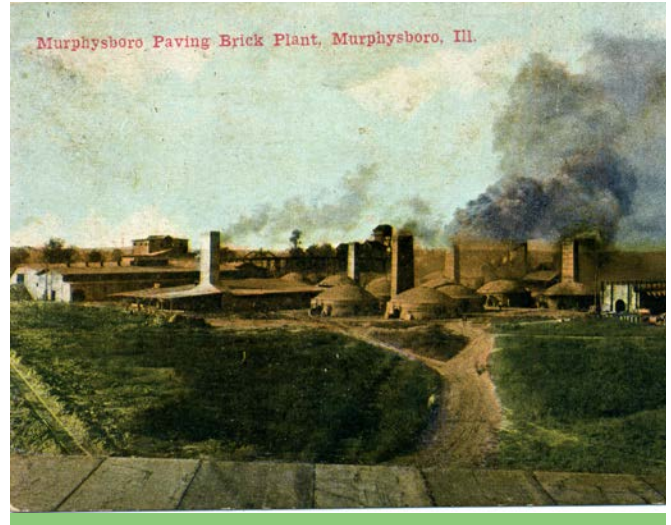
In its second century, the city continues to celebrate its lore and cultural heritage through festivals. Designated as the barbecue capital of Illinois, Murphysboro celebrates a wide range of its faceted past from the iconic Big Muddy Monster to breweries of yesterday and today.

The most unique celebration is that of the Big Muddy Monster. In the summer of 1973, an enduring legend was ignited; Murphysboro experienced a bizarre series of events attributed to the “Murphysboro Mud Monster.” It appeared and disappeared just two weeks later, seemingly without a trace. Since then lore has grown.

Murphysboro’s most attended event, the Apple Festival, claims the apple as one of the region’s most heralded foods. Drawing over 45,000 people to downtown, this four-day event brings the region together to celebrate this long-standing tradition with Illinois’ second longest parade. Other festivals include the Murphysboro Riverside Blues Festival, held each year in September at the historic Riverside Park Bandshell, and the Murphysboro Barbecue Cook-Off held every September. Murphysboro is also part of the Southern Illinois Beer Trail and hosts the fall’s Big Muddy Monster Brew Fest every October, with 100+ breweries and 2,000 visitors in attendance.

As the community comes together to implement this comprehensive plan, it is important to retain and connect not only the network of natural resources and the urban grid, but also the city’s history and culture. It is critical to identify opportunities and continue the successful efforts of residents, leaders, and citizens of the region. Often it is these stories and heartfelt efforts which become the foundation for building a strong, enduring community.

Sources for information gathered and images to be used in the final report are as follows: publications, reports, and websites by The Illinois Department of Natural Resources, The City of Murphysboro; The Jackson County Historical Society; The National Park Service; and several publications including Murphysboro, Illinois 150 years by P. Michael Jones, Robert Morefield, and Clifton Swafford; and A History of Murphysboro, Illinois 1843-1982 by Woodson Fishback.



Historic images of Murphysboro.

COMMUNITY PROFILE

Methodology

In creating the Community Profile, a careful methodology was developed to achieve the benefits listed below. First, a geographic information system (GIS) analysis calculates the project's radius(es). The GIS analysis then identifies the 2016 U.S. Census Bureau block groups that intersect the project's radii. Next, the GIS analysis calculates the percentage of each block group within each radius distance (overlap). Then, the overlap percentage is multiplied by the demographics for each block group. Finally, the radius demographic estimate equals the sum of the overlap multiplied by the demographics for all block groups that intersect a radius.

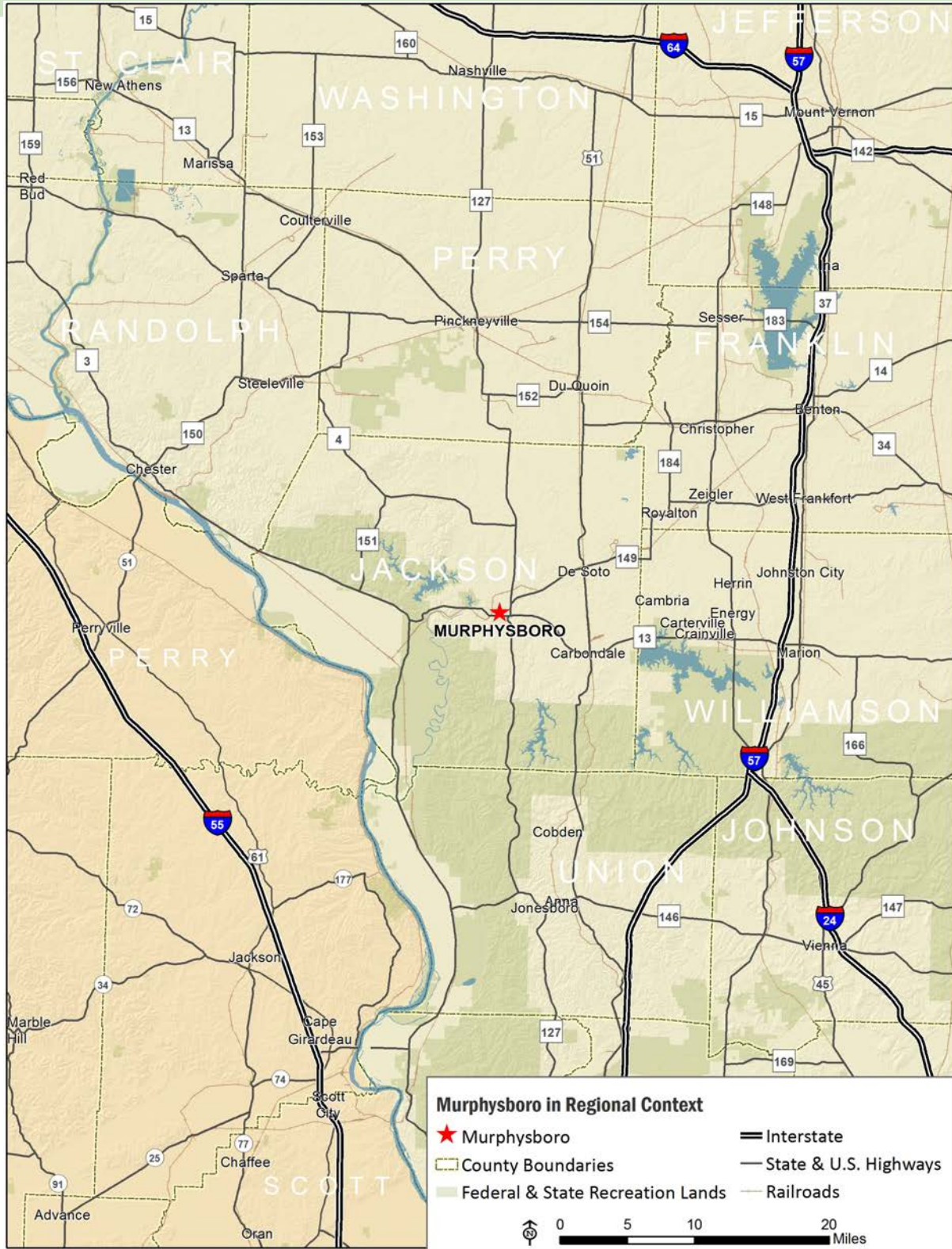
This methodology allows for:

- The use of current data for small geographic areas from the U.S. Census Bureau;
- The estimation of demographics for radius distances using dissimilar shaped census block groups; and
- Data comparability (because estimates for small radii and large radii use the same methodology, geographic areas, and datasets).

The methodology assumes that the population is equally distributed throughout a block group. This assumption can result in unlikely estimates for small radii (e.g., one mile) in rural areas with low population densities and thus, large geographic area block groups.

Sources for the community profile include: U.S. Census 2000, 2010; American Community Survey 2016; Illinois State Board of Education Report Card 2016-2017; National Register of Historic Places; the State of Illinois; and the City of Murphysboro

Murphysboro in a Regional Context



People

Population

For decades, the population of Murphysboro, as well as Jackson County as a whole, has been decreasing. Murphysboro reached its peak population in the year 1970 with 10,013 residents. From 2000 to 2010, the population continued to decline by 8.3 percent, from 8,694 to 7,970. Since 1980, the population has decreased by an average of 6.8 percent each decade. Assuming this trend continues, the population is estimated to be 7,423 people in 2020. Jackson County's population is also expected to decrease by an 0.7 percent over the next decade, from 60,218 in 2010 to an estimated 59,796 by 2020.

Age

The median age for residents of Murphysboro is 37.7 years old, while the median age for Jackson County is 30.8. The younger population of the county can be attributed to the large amount of 20 to 24 year olds attending SIU in Carbondale. In both Murphysboro and Jackson County, the median age is increasing.

In Murphysboro, people age 15 to 44 years make up 43 percent of the community. Comparatively, this age group makes up 41 percent of the State of Illinois. People age 50 to 59 years make up 16 percent of the community. Twenty-three percent of Murphysboro residents are age 60 years and older. This is slightly higher than the State of Illinois as a whole, with 19 percent age 60 years and older.

Race and Origin

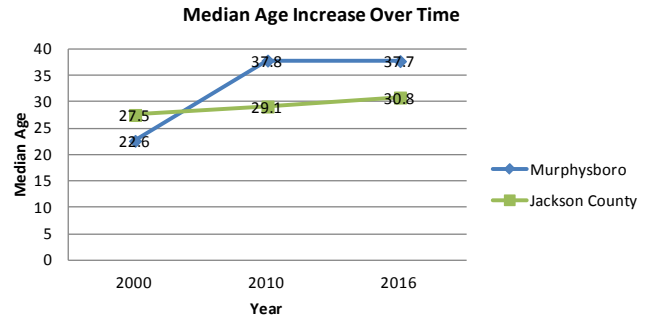
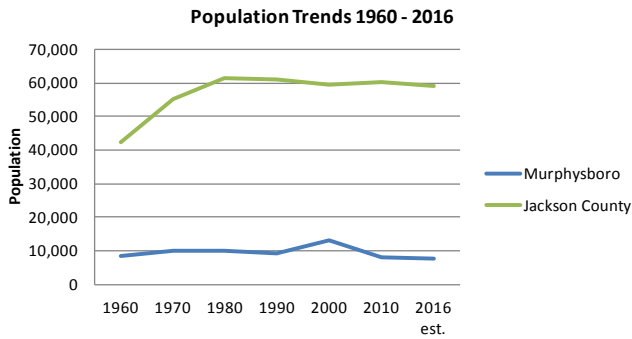
Murphysboro is comprised of 84 percent white, 12 percent black, two percent Hispanic/Latino, and 1.4 percent two or more races.

Population Projections

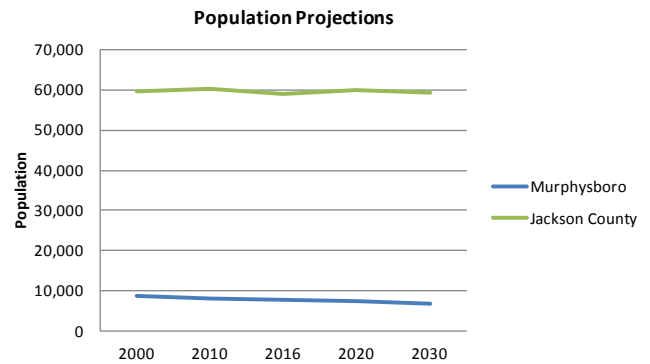
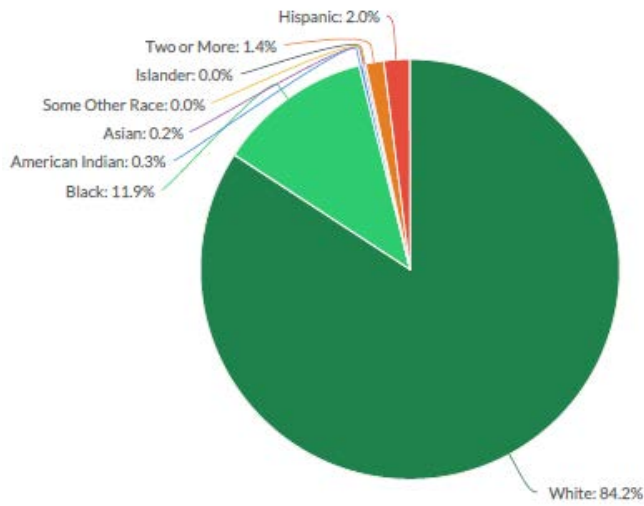
The population of Murphysboro is projected to decrease to 7,423 in 2020 and to 6,918 by 2031. Population in surrounding communities is expected to remain about the same.

In the Southern Illinois Metropolitan Planning Organization's (SIMPO) 2040 Long Range Transportation Plan, the population of Jackson County is expected to experience moderate growth, consistent with recent trends, reaching a total population of 61,243 people in 2040. Additionally, SIMPO expects that by 2020, the Murphysboro and Carbondale urban areas will become contiguous; therefore, Murphysboro will join the Carbondale-Marion Urbanized Area and be eligible for SIMPO transportation planning and financing.

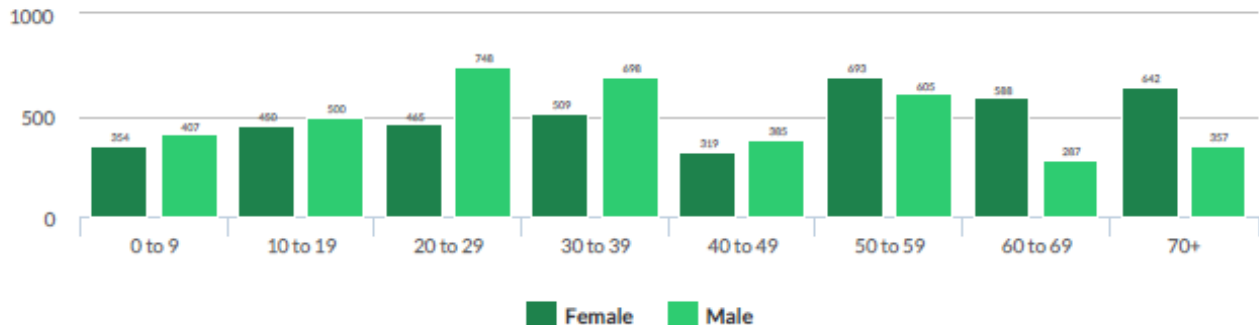
Community Analysis Charts



Race and Origin



SEX BY AGE



Education

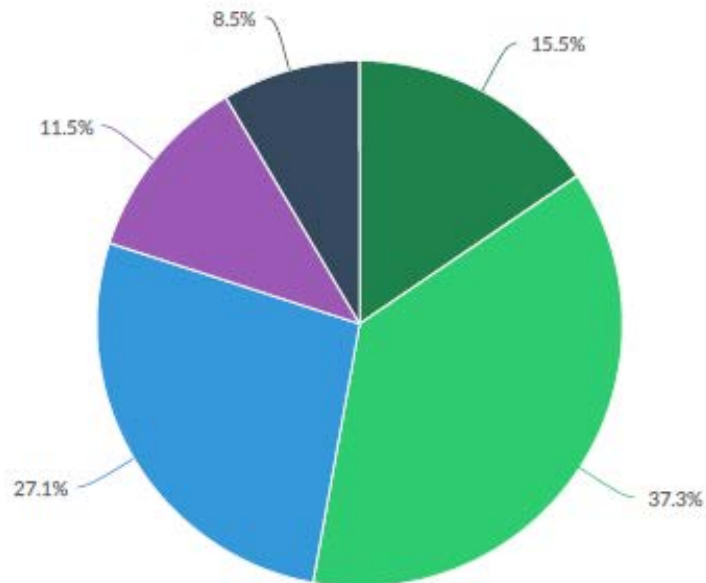
Murphysboro Community Unit School District 186 is comprised of four schools, providing kindergarten through high school. The school district has a total enrollment of 2,175 students with a 93 percent attendance rate. Ninety-eight percent of students qualify as low-income and 22 percent have an Individualized Education Program (IEP) to receive special education services. (State rates: Low-income, 50.2%; IEP, 13.9%) The four-year high school graduation rate is 84 percent, which is lower than the state rate of 87 percent.

- General John A. Logan Attendance Center (grades 0-2): 480 students, average class size 19.5
- Carruthers Elementary School (grades 3-5): 452 students, average class size 23.4
- Murphysboro Middle School (grades 6-8): 440 students, average class size 23.6
- Murphysboro High School (grades 9-12): 625 students, average class size 19.2

Additionally, there are two parochial schools in Murphysboro; St. Andrew School and Immanuel Lutheran School. Both have students Pre-K through 8th grade.

Educational Attainment

Eighty-five percent of Murphysboro residents have received a high school diploma or equivalent and higher. Only 20 percent of those residents have attained a bachelor's degree or higher. Educational attainment in Murphysboro is lower compared to neighboring Carbondale, where 94 percent finished high school and 50 percent have a bachelor's degree or higher, and Jackson County, where 92 percent are high school graduates and 36 percent have a bachelor's degree or higher.



■ No Diploma ■ High School ■ Some College ■ Bachelors ■ Graduate

	#	%
No diploma	871	15.5%
High school graduate & equivalency	2,094	37.3%
Associate degree & some college, no degree	1,520	27.1%
Bachelor's degree	648	11.5%
Graduate or Professional degree	479	8.5%
Population 25 Years and Over	5,612	-

Source: American Community Survey 2016

Housing

Murphysboro has a mixture of housing types and housing ages throughout the city. The architectural styles are reflective of Murphysboro's industrial past in railroads, mining, and production. Building styles span the decades, with everything from Romantic vernacular (including Gothic Revival and Italianate styles), Victorian homes in the Queen Anne and Folk, and craftsman and bungalow homes.

The John A. Logan Historic District, established by the Murphysboro Historic Preservation Commission, is bound by Edith Street to S. 15th Street, to Stecher Street, and to S. 17th Street. Most of the houses in that area are about 100 years old, and are smaller homes by contemporary standards—about 700 to 1,000 square feet—that were designed for railroad workers and their families. Additionally, many buildings around town are considered historic, eight of which are on the National Register of Historic Places.

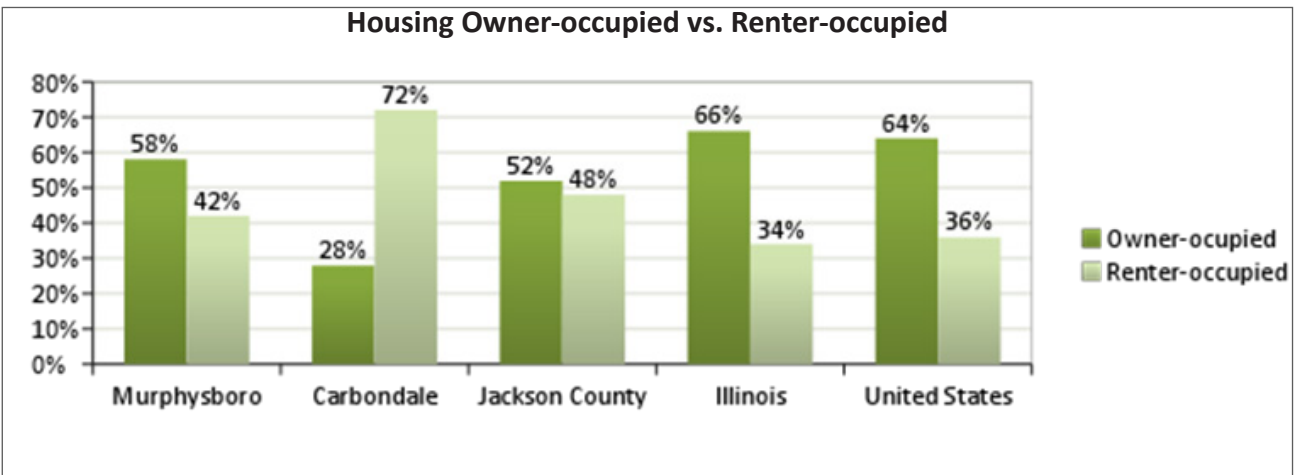
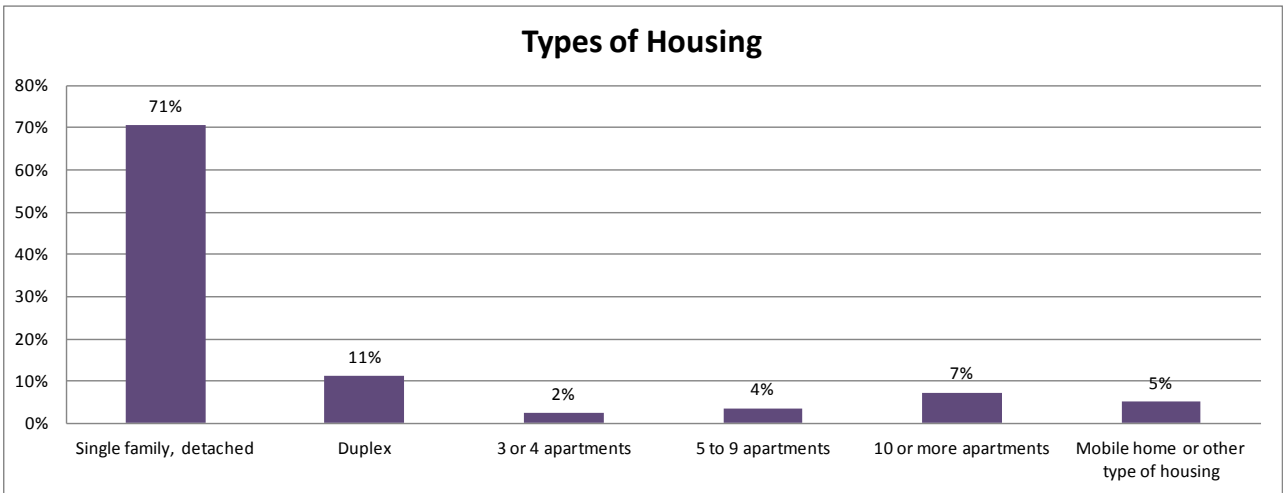
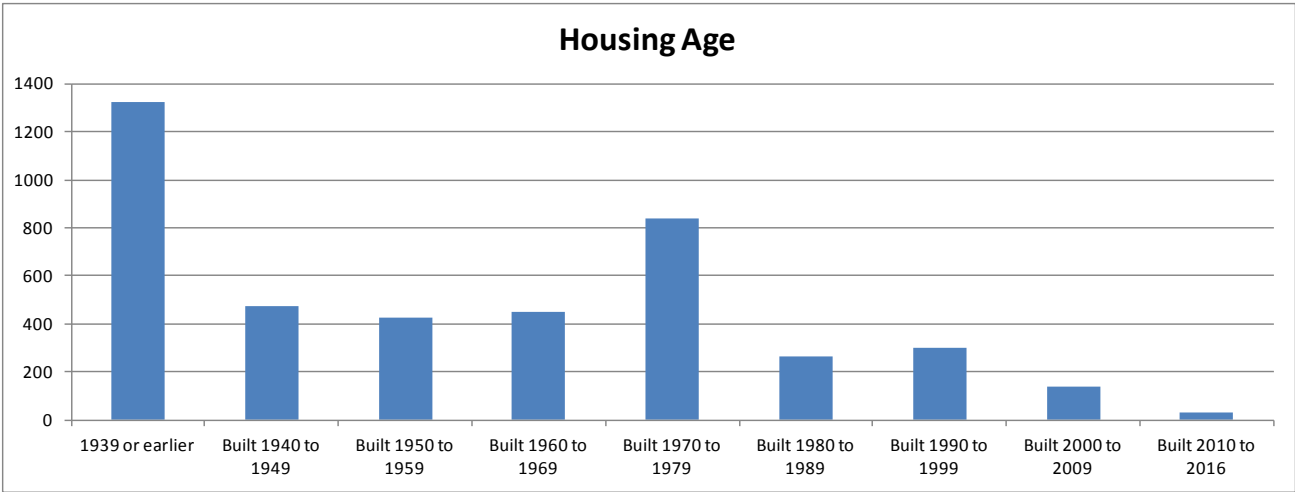
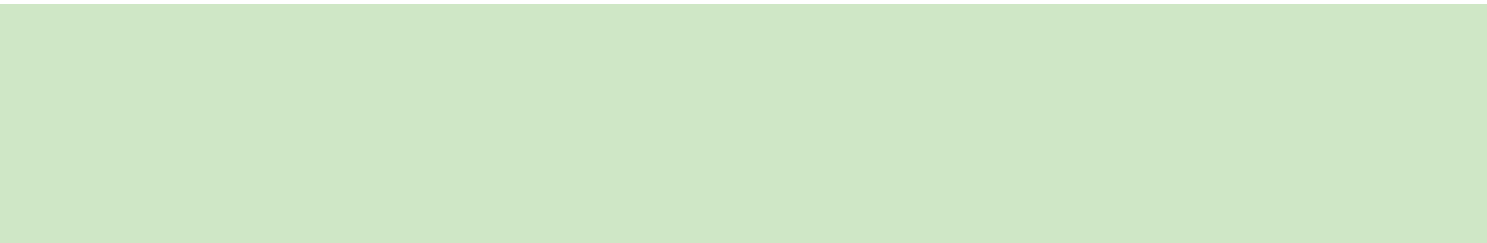
Housing Age

Twenty-nine percent of houses in Murphysboro were built in 1939 or earlier, and 83 percent were built before 1980. From 2010 to 2016, only 29 housing units were built.

Housing owner-occupied vs. renter-occupied

According to the 2016 American Community Survey, there are 4,232 housing units in Murphysboro. Fifty-eight percent of housing is owner-occupied, while 42 percent is renter-occupied. Comparatively, the owner-occupied to renter-occupied ratio for Jackson County is 52 percent to 48 percent and the State of Illinois is 64 percent to 36 percent.

The median value of a home in Murphysboro is \$73,600 and the median gross rent is \$581 per month. Seventy-one percent of housing units in Murphysboro are detached, single-family homes, 11 percent are duplexes, 13 percent are apartments with three units or more, and five percent are mobile homes.



Vacancy Rates

About 13 percent of the total housing units in Murphysboro are vacant. In Jackson County, 17.5 percent of all homes are vacant and for the State of Illinois 10 percent of all homes are vacant.

Households

Average household sizes in Murphysboro have remained relatively constant between 2000 (2.26 owner occupied and 2.11 renter occupied) and 2016 (2.51 owner occupied and 1.93 renter occupied). Renter-occupied household sizes have decreased slightly since 2000, while owner-occupied household sizes have increased slightly. The number of households with children under the age of 18 has decreased from 29 percent of households in 2000 to an estimated 22 percent of households in 2016, while households with individuals 65 and older have increased from 28 percent in 2010 to 31 percent in 2016. Households with people 65 and older who are living alone has also increased during this time, from 15 percent in 2010 to 17 percent in 2016.

Household Types

	#	%
Family households (families)	1,799	53.3%
With own children under 18 years	651	19.3%
Married-couple family	1,212	35.9%
With own children under 18 years	440	13.0%
Male householder, no wife present	246	7.3%
With own children under 18 years	66	2.0%
Female householder, no husband present	341	10.1%
With own children under 18 years	145	4.3%
Nonfamily households	1,579	46.7%
Householder living alone	1,430	42.3%
65 years and over	587	17.4%
Total households	3,378	-

A family household consists of a householder and one or more other people living in the same household who are related to the householder by birth, marriage, or adoption. A nonfamily household is a householder living alone or with nonrelatives only. Same-sex couple households with no relatives of the householder present are tabulated in nonfamily households. For more information, visit the American Community Survey Data & Documentation page: http://www.census.gov/acs/www/data_documentation/documentation_main/.

Source: American Community Survey 2016

Economy

The median household income for Murphysboro is \$34,563, a number slightly above that of Jackson County (\$33,845) and lower than the State of Illinois average (\$59,196).

In 2016, the unemployment rate for Murphysboro was estimated to be 8.8 percent. Comparatively, the unemployment rate for Jackson County was nine percent and Illinois was 8.2 percent. Seventeen percent of Murphysboro residents reported an income below poverty level in the last 12 months. This rate is slightly lower than Jackson County (28 percent) and higher than the State of Illinois (14 percent).

The top five occupations in order are:

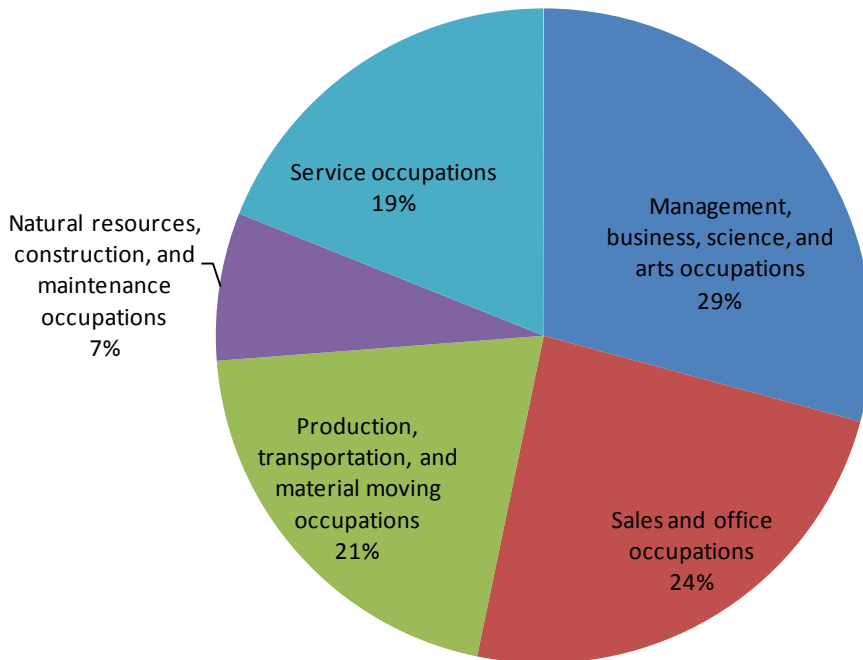
- Management, business, science, and arts (29%)
- Sales and office (24%)
- Service (19%)
- Productions, transportation, and material moving (20.5%)
- Natural resource, construction, and maintenance (7%)

Top industries include:

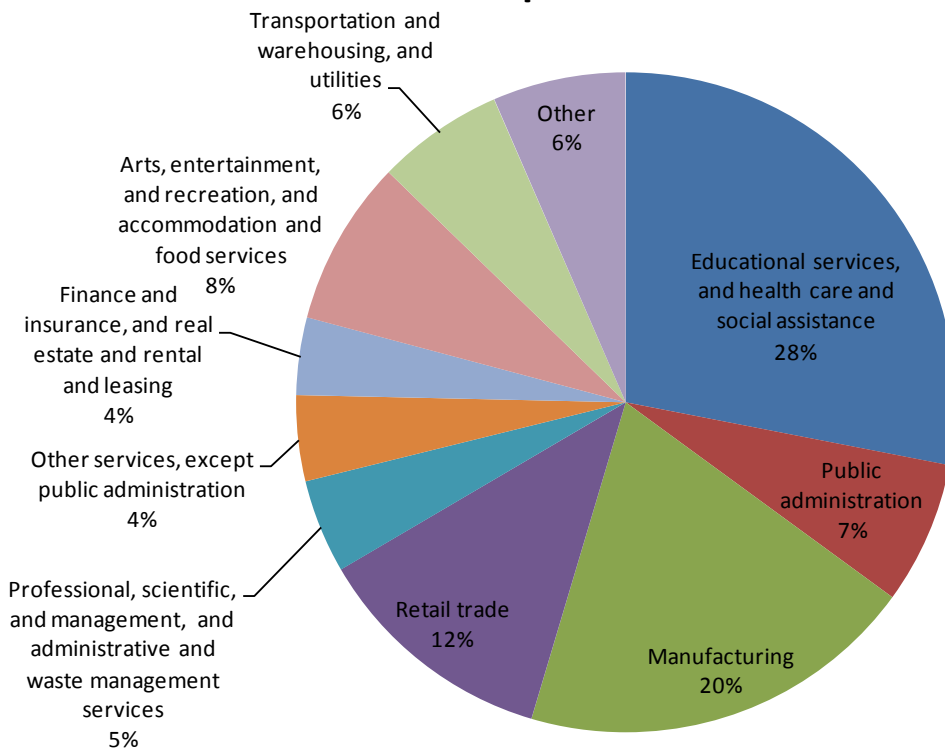
- Education services, and health care and social assistance (28%)
- Manufacturing (19.5%)
- Retail trade (12%)
- Arts, entertainment, and recreation, and accommodation and food services (8%)
- Public Administration (7%)

Eighteen percent of the workforce are government workers. The mean travel time to work is 23 minutes.

Occupations of Residents



Top Industries



Transportation and Infrastructure

Transportation factors play a significant role in shaping the direction and extent of development. Murphysboro's road network consists primarily of a grid street system and is served by major highways, including Illinois Route 149, Illinois Route 13, and Illinois Route 127. Illinois Route 149, also known as Walnut Street, is the main downtown thoroughfare. Illinois Route 13 connects Murphysboro and Carbondale.

Other arterials include 20th Street, 14th Street, Illinois Avenue, Shomaker, and others. These transportation corridors provide the community easy access to the greater Southern Illinois Metropolitan Area, job and shopping centers, and other major metropolitan areas, such as St. Louis, Cape Girardeau, Evansville, Paducah, and Mount Vernon.

Roadways serve two primary travel needs: access and mobility between locations. Most roads provide some combination of each of those needs; however, it is the roadway's primary purpose that classifies it into a functional use category.

The Roads by Functional Class Map, page 41, shows the existing roadway system by functional use. The following are descriptions of the categories used for this functional classification:

Principal Arterials - Examples: Illinois Route 149, Walnut Street and Illinois Route 13, 2nd Street

- Serve corridor movements having trip length and travel density characteristics indicative of substantial regional travel.
- Form a regional integrated network along with other principal arterials.
- Have high-traffic carrying capacity at higher operating speeds.
- Link cities and form an integrated network with other major arterials.

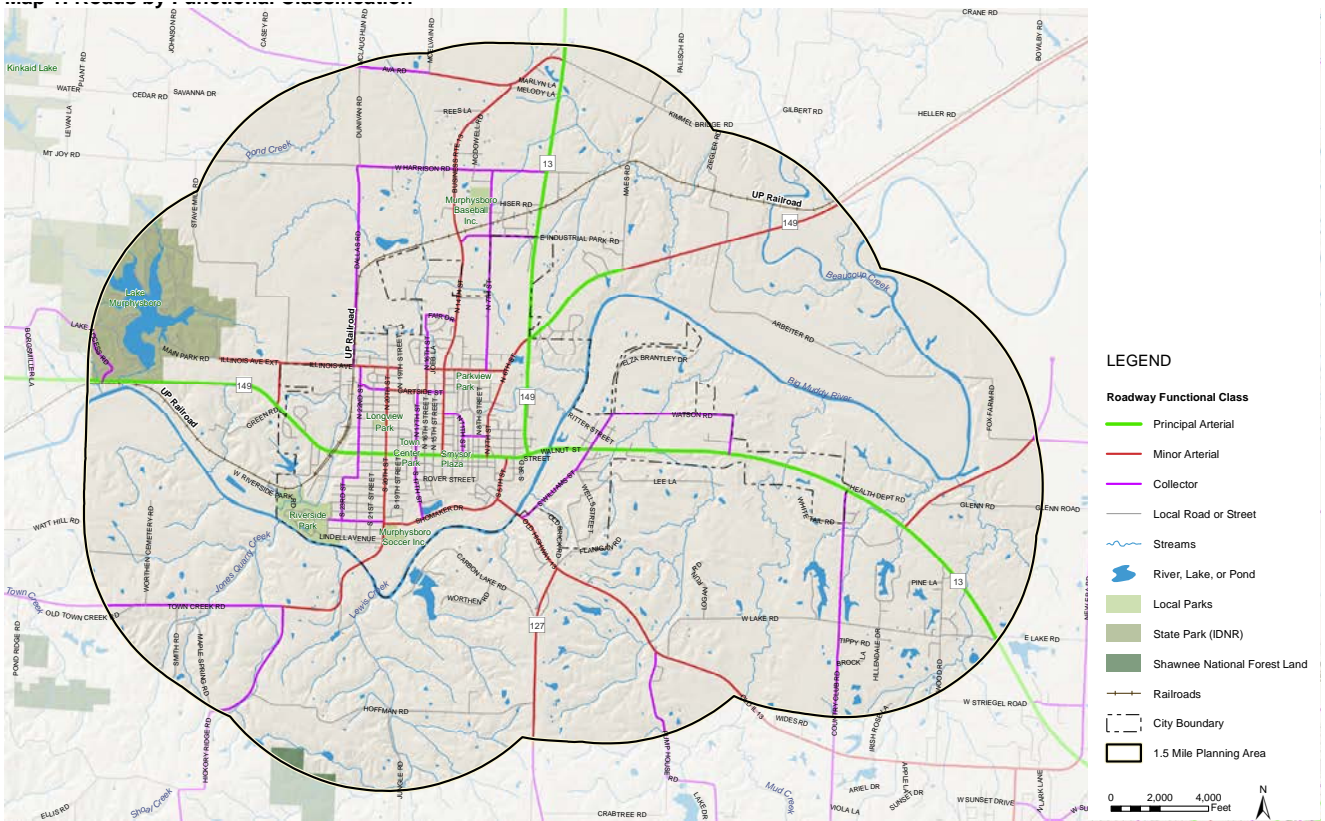
Minor Arterials - Examples: Illinois Avenue, 20th Street, 14th Street

- Provide service for trips of moderate length.
- Serve geographic areas that are smaller than their higher arterial counterparts.
- Offer connectivity to the higher arterial system.
- Provide intra-community continuity and potentially carry local bus routes.

Major and Minor Collectors - Examples: Commercial Avenue, 22nd Street, 17th Street, Industrial Park Road

- Accommodate the moderate trip length at moderate speeds and mobility.

Roads by Functional Class Map



Larger map in appendix.

- Feed traffic to arterials, other collectors, or provide for intra-city movement.
- Collectors also provide a degree of land accessibility for abutting property.

Local Roads - Examples: Logan Street, Spruce Street

- Accommodate the short trip length at low operating speeds.
- Land access is their principal purpose.
- Typically do not carry through traffic.

Railroad

Railroads are an important part of Murphysboro’s history. Union Pacific Railroad is the only active railroad within city limits. From the west, the rail line runs parallel to Illinois Route 149, turning north at 23rd Street and east near the high school. There are no stops in Murphysboro. Several abandoned railways exist within the city; parallel to 17th Street and then northwest to the high school, parallel to 13th Street and then northeast to Route 13, and along the south edge of the Big Muddy River.

Mass Transit

Jackson County Mass Transit District (JCMTD) has two buses transporting riders between Carbondale and Murphysboro Monday through Friday. There are four designated pick up locations in Murphysboro for transportation to the Carbondale Township Office and back. JCMTD has several other buses operating on a reservation system within Jackson County. Riders can call 24 hours in advance and schedule a ride anywhere in the county.

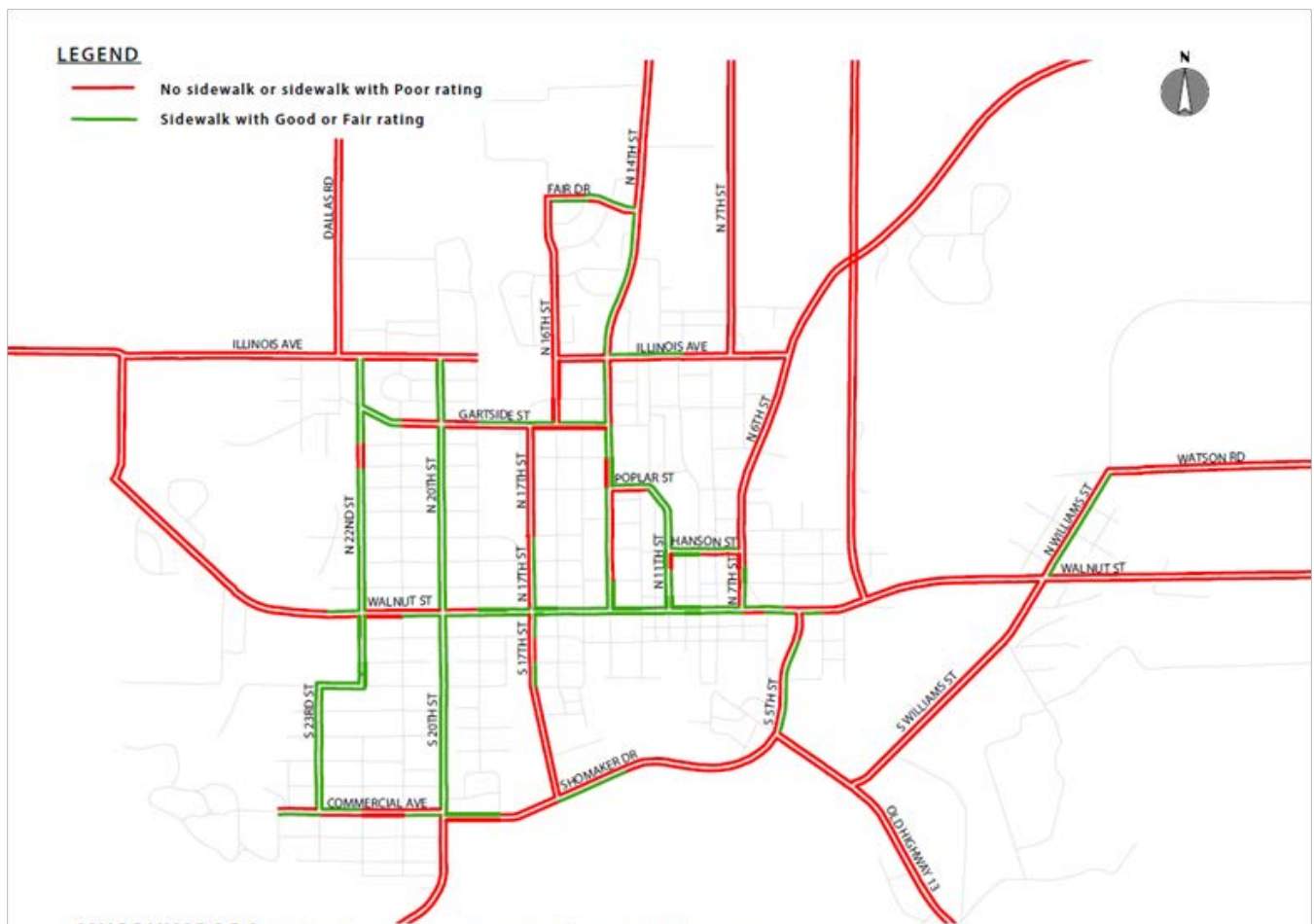
Bicycle and Pedestrian Facilities

Fifteen percent of Murphysboro households do not have a vehicle. Sidewalks exist along most streets in the downtown area, although some are in poor condition and lack Americans with Disabilities Act (ADA) features. In 2014, the Southern Illinois Metropolitan Planning Organization completed an inventory of sidewalks and bicycle facilities on all roadways with a functional classification of Major Collector and above. The results of Murphysboro inventory are shown on the Sidewalk Inventory Map, page 43. A sidewalk and bicycle facility inventory has not been completed for the entire city. A multi-use trail is planned along Illinois Route 13, connecting the cities of Murphysboro and Carbondale.

Airport

The nearest airport is Southern Illinois Airport between Murphysboro and Carbondale.

Sidewalk Inventory Map



Inventory of sidewalks on major collectors and above completed by SIMPO in 2014.

Infrastructure and Public Services

Utilities

Electric service and natural gas are both supplied to the city. No problems are anticipated in serving future development.

Local telecommunications service is provided via fiber optic cable, as well as by satellite.

Drinking Water

Drinking water is provided by the City of Murphysboro. The water source is Kinkaid Lake.

Sanitary Sewer

The majority of the community served by the public sanitary sewer system is maintained by the Murphysboro Department of Public Works. The city's wastewater treatment facility was built in 2016 and can treat seven million gallons of sludge each day. In addition, some limited developments are served by private sewage systems.

Stormwater Management and Flooding

As storms producing heavy rain have increased in frequency over the last decade, so has flooding of the Big Muddy River. During periods of flooding, some homes and businesses must mitigate with sandbags to avoid flood damage. Flash flooding also causes temporary street closures.

Trash and Recycling

Murphysboro residents can choose from multiple trash and recycling service providers.

Fire and Police Service

The Murphysboro Fire Department provides fire service to residents of Murphysboro. The department averages over 200 responses a year and employs 11 full-time staff. It maintains two fire stations: Station I, located at 219 North 10th Street, is manned 24 hours a day; and Station II, located at 1616 Pine Street, is unmanned. The department is dispatched from the city's 24-hour 911 dispatch center located at Station I.

The Murphysboro Police Department consists of 16 full-time police officers, two part-time police officers, seven full-time communications officers, one full-time animal control officer, and 16 auxiliary police officers. Police headquarters is located at 202 North 11th Street.

The Police Department maintains a Crime Stoppers Tip Line for residents to report criminal activity in their neighborhoods. Jackson County Ambulance Service is the Professional Advanced Life Support medical service for citizens of Murphysboro.

Environmental and Natural Resource Features

Murphysboro is situated on the edge of the Southern Illinois Till Plain ecoregion and, more specifically, the Mt. Vernon Hill Country Section. This region includes rolling, hilly topography and is drained by the Big Muddy River. It was once dominated by upland forests in pre-settlement times. The bedrock consists of limestone, sandstone, coal, and shale. A layer of thin soil with poor drainage, called loess, covers the bedrock. Most soils have a high clay content. Supported forest communities consist of southern flatwoods of post oak, swamp white oak, blackjack oak, and pin oak.

Just south of Murphysboro, the Shawnee Hills ecoregion begins and extends across the southern tip of Illinois. The unglaciated hill country is characterized by an east-west escarpment of sandstone cliffs and a series of lower hills. Originally the division was mostly forested and is presently the most heavily forested of Illinois' natural divisions. This is one of the most biologically diverse regions of the United States. The ravines and ledges along streams support unique plant species, like club mosses and sphagnum, which are normally found in more northern areas of the Midwest. (Source: Illinois Natural History Survey)

NATURAL RESOURCES

Streams and Floodplain Areas

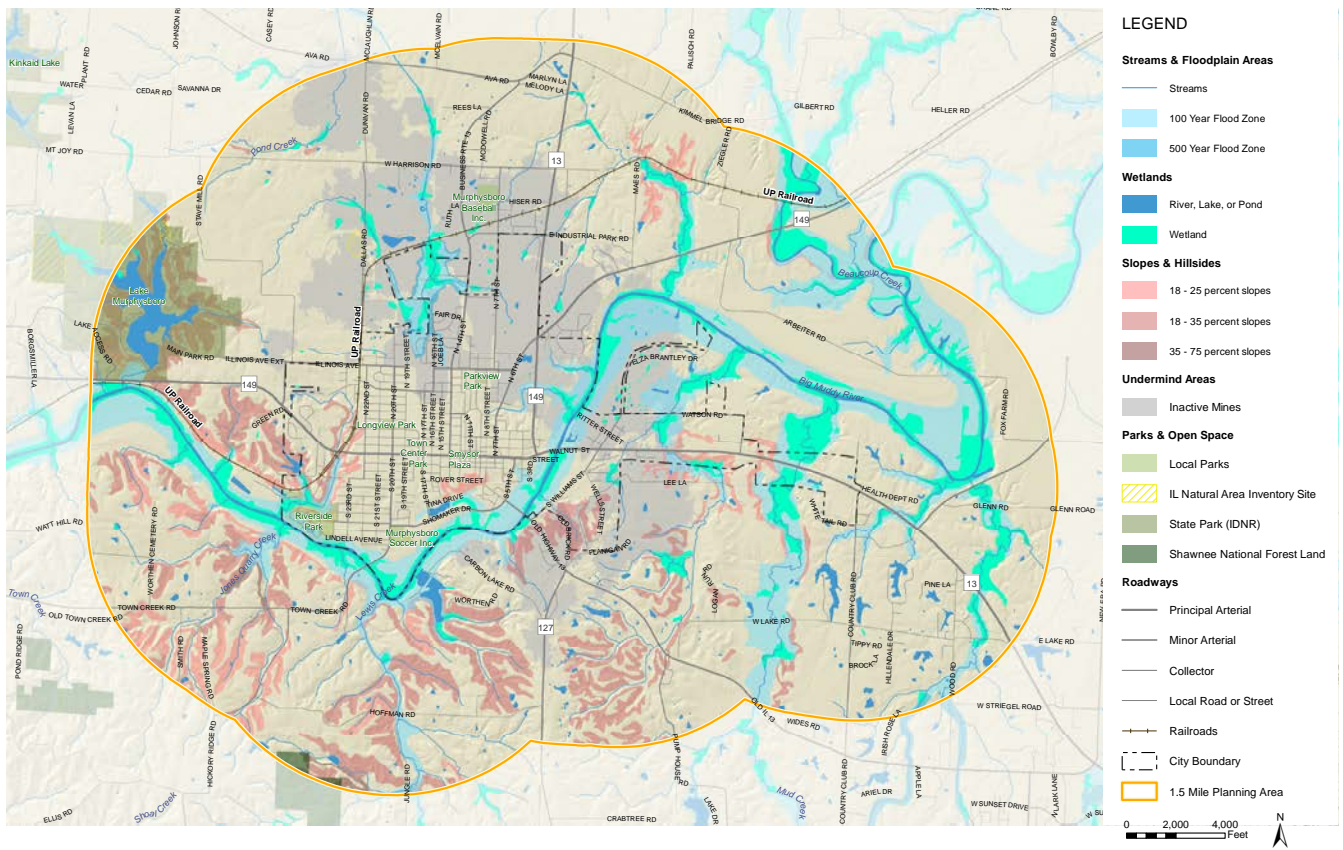
The Big Muddy River is the largest stream system in Murphysboro. The 156-mile river starts near Dix, Illinois and meanders south through the hills of Murphysboro and on to meet the Mississippi, just south of Grand Tower. In the 1960s a dam was built on the Big Muddy to create Rend Lake.

Other waterways in the area include Beaucoup Creek, Pond Creek, Jackson Quarry Creek, and Lewis Creek. Over the years, changes in land use and the loss of forest and native vegetation along the streams (known as riparian area) have contributed to water quality issues, flooding, bank erosion, gullies, and log jams, as well as loss of habitat for a variety of wildlife including birds, butterflies, bees, mammals, amphibians, and insects.

The Environmental & Natural Resource Features map, page 47, shows the location of the 100-year and 500-year floodplain as mapped by the Federal Emergency Management Agency (FEMA). Development subject to flood damage should be precluded in these areas. The city floodplain ordinance should be used as the vehicle to address such development.

An issue related to the development in the floodplain is the lack of stormwater management practices. New impervious surfaces such as roofs, driveways, streets, and parking lots create a greater volume of runoff reaching downstream at faster rates.

Environmental & Natural Resource Features



Larger map in appendix.

This increases the chance of flooding, particularly flash flooding, and erosion. Green infrastructure practices can be used to minimize this adverse impact, including requiring stormwater detention and retention basins in areas as they are being developed.

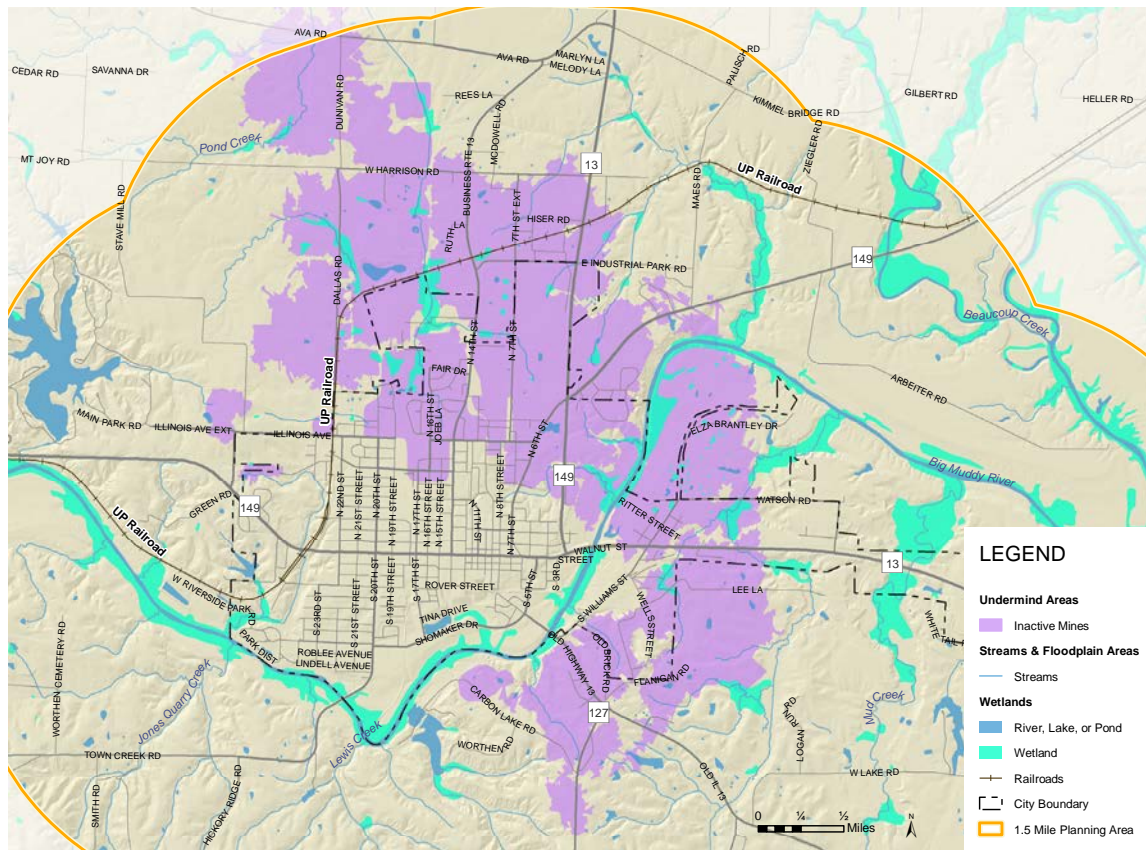
Wetlands

Development in wetlands is regulated by federal law. Wetlands in the Murphysboro area provide valuable habitat linkages, screening and filtering areas, and stormwater storage. These areas have the capacity to hold excess stormwater and reduce the impact of flooding. The wetlands are generally located in streams such as the Big Muddy River and its tributaries, or in surface waters such as lakes and ponds. See the Environmental & Natural Resource Features map, page 47. New development should be restricted in these areas. Development adjacent to wetlands should also be managed in such a way that proper buffer zones and other protections are strictly enforced through zoning and code enforcement.

Slopes and Hillsides

Many locations in the Murphysboro planning area exceed the 18 degrees of slope considered “highly sloped.” Slopes in excess of 18 degrees present certain building problems, such as slope stability and high erosion potential. Highly sloped areas are not places where sewer lines or streets should be built, or locations where the city should dedicate funds to maintain infrastructure after it has been transferred to the municipality. The Environmental & Natural Resource Features map, page 47, shows the slopes in excess of 15 degrees. Development should be very limited (e.g., one house per 10 to 20 acres) in steeply sloped areas, and these areas would be best served as open space or protected natural area for hiking, birding, mountain biking, and scenic views.

Undermined Areas



Undermined Areas

Extensive underground coal mining took place around the Murphysboro area. The extent of underground mining is shown in the map above. Sag subsidence, the most common type of mine subsidence, appears as a gentle depression in the ground and can spread over an area as large as several acres. Sags in this area generally range from one to three feet deep in the middle. They can appear very fast (e.g., over one to two years) or very slowly (i.e., over several years), but most of the total ground movement occurs within the first few weeks of an event. Mine subsidence can result in heavy damage to a home or building.

There are some simple precautions that can be taken to reduce the potential for subsidence problems, such as:

- Encouraging low density, single family residences for undermined areas. Frame structures fare much better than masonry structures, as they tend to have more flexure.
- Avoiding heavier commercial, industrial, or public buildings such as schools, hospitals, and big-box stores in undermined areas. The weight of these structures will speed up subsidence.
- Designing subsidence protection into some infrastructure installations in order to minimize damage. This includes natural gas lines, sanitary sewer lines, water lines, and street pavements.

Parks and Recreation

Over the last century, the City of Murphysboro has managed to build an 80-acre park system by establishing diverse partnerships with groups like the WPA's CCC to Friends of Murphysboro, individual donors, residents and businesses, and the Murphysboro Park District.

Collaboration and civic pride have provided a strong foundation on which to establish innovative partnerships to build a stronger, healthier, more accessible, and sustainable parks and open space system for the future.

Outlined below are the existing parks, each with their own unique history, amenities, and administrative and management partners. Together, the city and its partnering agencies and organizations work to provide the best open space and recreational opportunities for residents and visitors of all ages and physical abilities.

For example, the Murphysboro Park District, which is a separate entity, works with the city to ensure that all operations and management needs are met. The mission of the Murphysboro Park District "is to provide recreational and leisure time opportunities to our community and surrounding area in a beautiful, safe, and historic setting." The Park District owns and operates three parks. In addition to maintaining the parks, they provide a wide range of programs including youth basketball and flag football, adult softball, bocce ball, summer concerts, and presentations for children. This is all in addition to the proximity of the Lake Murphysboro State Park for active and passive recreation.

EXISTING PARKS AND OPEN SPACE

Riverside Park and Bandshell (75 acres)

Riverside Park, located on the southwest edge of town, is the city's largest park, encompassing approximately 75 acres next to the Big Muddy River. This park is owned and maintained by the Park District.

Amenities and History:

The park was established by 1909 and was originally called Buster Brown Park. It was renamed Riverside Park after a city-wide name contest in 1910. Throughout its existence, Riverside Park has been home to many city treasures. Originally, the war memorial housed a WWI German field cannon nicknamed "Big Bertha," but it was melted down during WWII.

A pool was built in 1926 but was later filled in. There was also a zoo on the premises that had turkey, deer, monkeys, and even a bear, until the bear became dangerous.

The poured concrete bandshell was built in 1938-39 by the Works Progress Act (WPA) and the Murphysboro Park District. The inaugural concert occurred on July 4, 1939 and received an audience of 45,000. The bandshell was added to the National Register of Historic Places on June 6, 2012. The baseball stadium in the park was also built during this time by the WPA.

Riverside Park has hosted a Fourth of July celebration every year since 1927. Internal to Riverside is the Murphysboro Dog Park maintained by Friends of Murphysboro. This dog park has a separate small dog area, benches, shade, and drinking water.

Longfellow Park (3 acres)

Longfellow Park is a traditional neighborhood park. It occupies one city block between Logan Street and Wall Street and 20th and 21st streets. In 2018, a splash pad was built. This park is owned and maintained by the Park District.

Parkview Park (1 acre)

Established in 1872 and known to older residents as 9th Street Park, this park is located on 9th Street between Hickory and Maple streets. Parkview was rededicated in November of 2017 by the Murphysboro Kiwanis Club, with both a new sign and updated playground areas. This park is owned and maintained by the Park District.

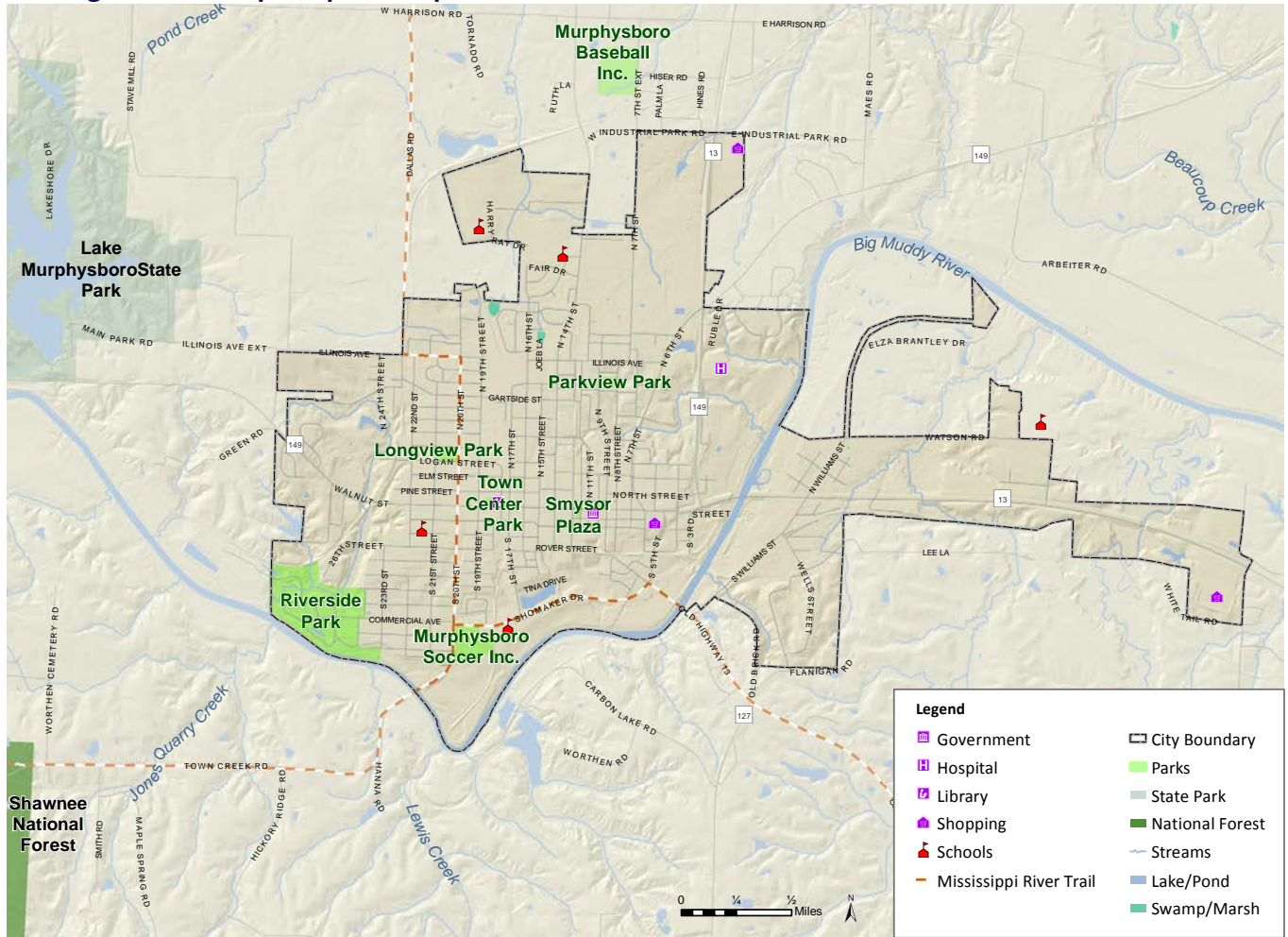
Town Center Park Amphitheater and Fountain

Located on Walnut Street next to the Sallie Logan Library, Youth Center, and Park District Office, this small park is known for hosting summer concerts and is the site of the annual Christmas tree lighting. The amphitheater and fountain were designed by a local artist and metalsmith, John Medwedeff, and were commissioned by the Elizabeth A. Smysor Trust in 2009-2010. This park is owned by the city.

Smysor Plaza

The Smysor Plaza, in the heart of downtown near the Jackson County Courthouse, is the site of many community festivals and activities. The fountain at the center of the plaza—initiated by the Main Street Organization and funded by the Elizabeth A. Smysor Trust—was created by longtime local sculptor John Medwedeff. The fountain stands 27 feet tall and weighs more than 6,000 pounds.

Existing Parks and Open Space Map



RIVERSIDE PARK

Chep Kessel Field (Baseball Field & Stadium)
 War Memorial
 Historic Bandshell
 Gazebo
 1-mile walking path
 Dog Park
 Pavilions
 Playground
 Restrooms
 Bocce ball courts

LONGFELLOW

2 grass baseball fields
 Basketball court
 3 tennis courts
 Playground
 Pavilion
 Restrooms
 Splash pad

PARKVIEW

Basketball court
 Playground

RECREATIONAL ORGANIZATIONS

In addition to the Park District, there are three private organizations providing recreation opportunities to the community. Murphysboro Baseball Inc. owns and operates a nine-field baseball and softball complex on the north edge of the city. Murphysboro Soccer Inc. owns a six-field soccer park on the south edge of town. Each complex hosts youth leagues. Murphysboro Bocce Club hosts events at Riverside Park.

EXISTING TRAILS

The Trans-America Trail, also known as U.S. Bike Route 76, is an on-road route crossing the United States from Oregon to Virginia. It is the most popular route for cyclist riding from coast to coast, as well as motorcycle and 4x4 adventurers. A portion of the route leads through downtown Murphysboro on Walnut Street. It continues north to Chester and south to Carbondale. Since 2014, this has been the route for the Trans Am Bike Race, which had 132 participants in 2016.

Other than park walking paths, there are currently no separated multi-use trails. A trail is planned adjacent to Illinois Route 13 to connect Carbondale and Murphysboro and is scheduled to begin construction in 2018. The trail will include a separated-grade crossing underneath Illinois Route 13. This will be safer for pedestrians and bikes because of the width of the road and traffic speeds.

The Mississippi River Trail (MRT) is within 10 miles of Murphysboro. It is a 10-state bicycling route that is currently being constructed. It travels over 2,000 continuous miles on each side of the river, between the headwaters at Lake Itasca, Minnesota, and the Gulf of Mexico. When complete, the route will consist of trails and bike-friendly roads, with “MRT” signs identifying the way. The MRT in Illinois is a historically-rich corridor as well as a trail offering broad natural diversity. In Illinois, the MRT route traverses some of the state’s most diverse landscapes—from steep bluff lands in the “unglaciated” northwest region to the flat river bottoms of the south. Partners working on the Illinois MRT include government agencies such as the Illinois Department of Natural Resources, the Illinois Department of Transportation, and the Bi-State Regional Commission, along with citizen groups such as the MRT, Inc., and Ride Illinois.



Section 4: Land Use & Transportation Plan

Land Use

Transportation and Infrastructure

Downtown

Neighborhoods and Housing Element

Economic Vitality

Parks and Open Space





Section 4: Land Use & Transportation Plan

Land Use

Land use maps are designed to help determine the best places for different types of structures (e.g., parks, industries). Future mapping also takes into account the expansion or annexation potential beyond the current boundaries. The Land Use and Transportation Plan maps in this section display the city boundaries plus a 1.5-mile buffer that shows surrounding communities and unincorporated land, as well as areas that Murphysboro may have to service but do not currently generate tax revenue from.

The future land use map is a guide for making changes to zoning in the future, but is neither zoning nor a zoning map. The future land use plan does not restrict existing or vested uses but encourages conservation of natural systems and the character of Murphysboro.

LAND USE CATEGORIES

Future land use categories set the general direction for future land development. Maintaining and enhancing Murphysboro's small town feel and historic character while embracing new, context-appropriate development is the primary goal of this plan. A comfortable pedestrian and bike-oriented feel and a compact, small town development pattern supports the community's vision. Uses should be transitioned appropriately to adjoining features.

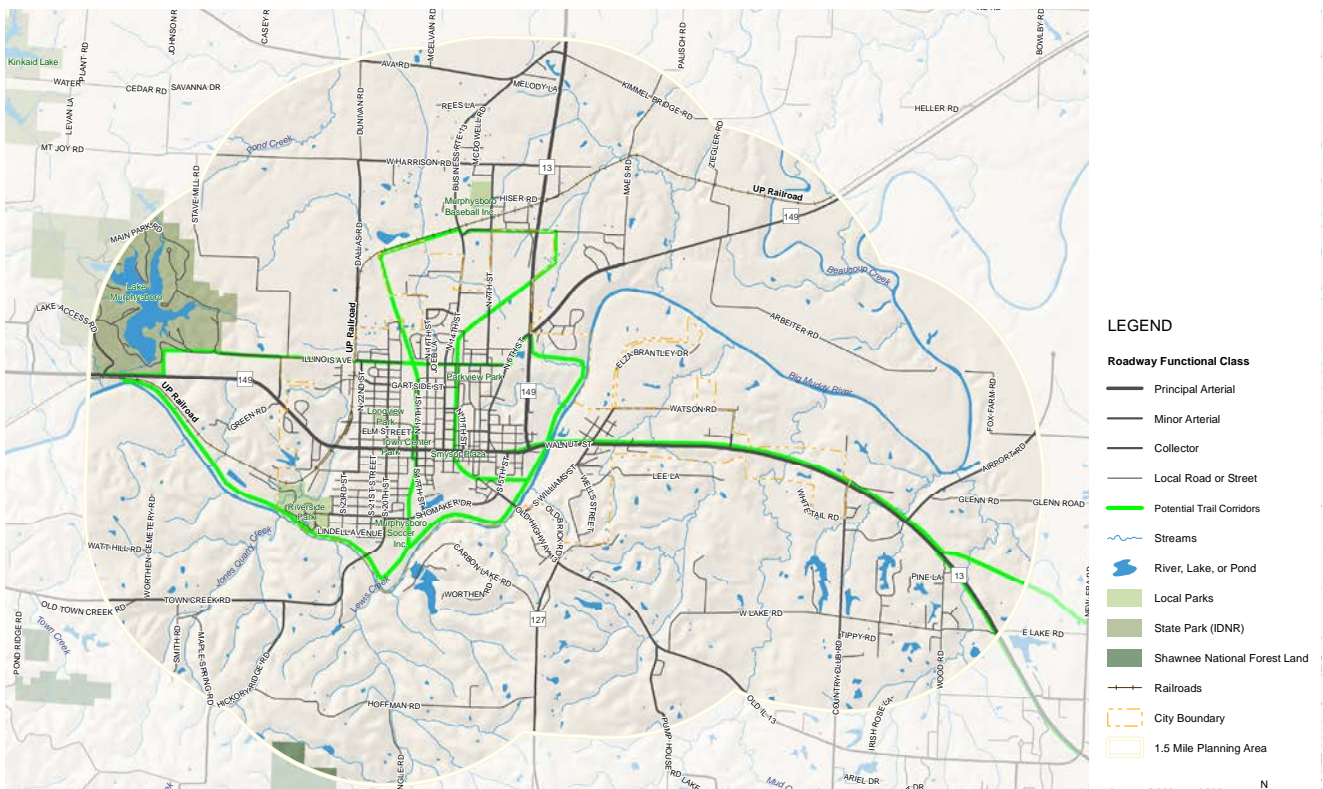
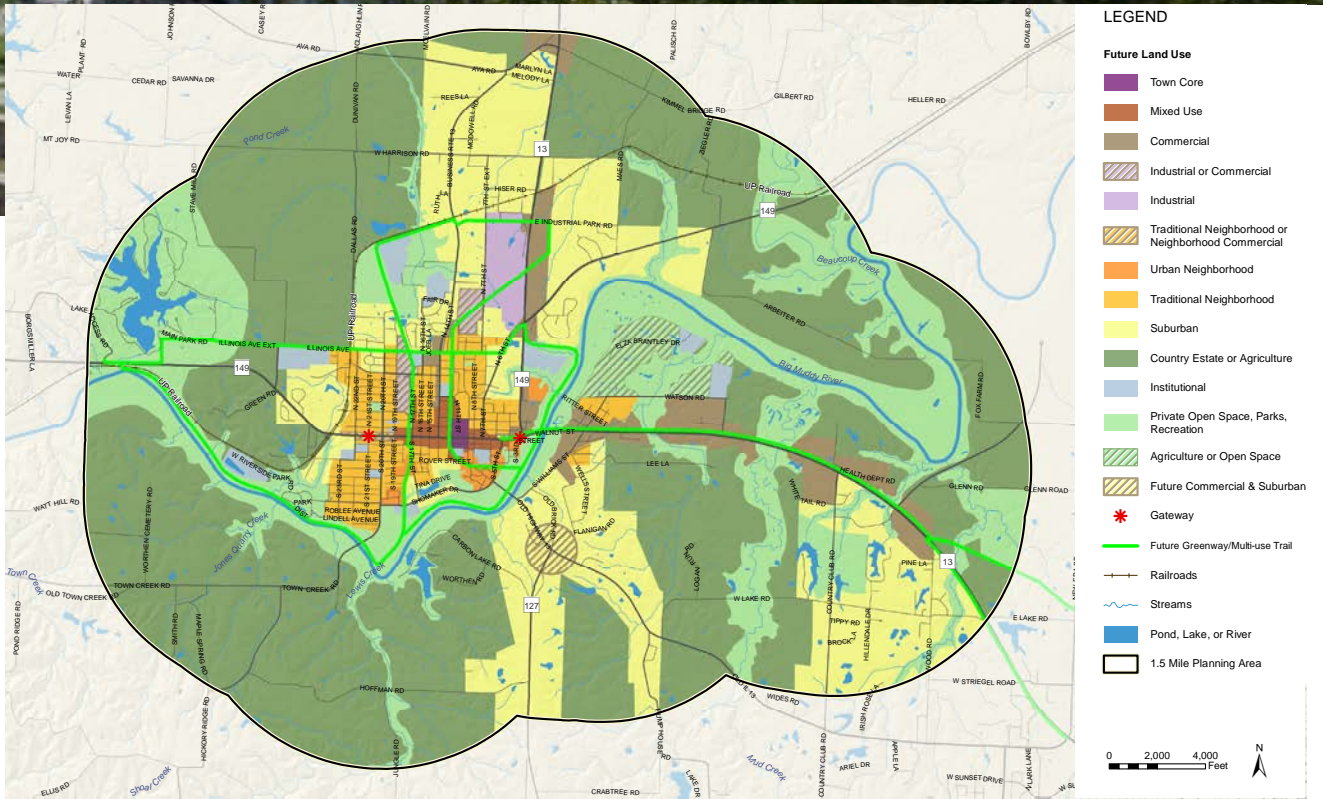
Open Space

This land use category include parks, nature preserves, golf courses, cemeteries, and recreation facilities, as well as valuable natural areas that should be conserved. Natural areas include riparian corridors, floodplains, wetlands, large forest blocks, and steep slopes, and can be publicly or privately held. These areas provide valuable open space, stormwater capacity, and natural habitat. It is important that natural areas are permanently protected through ownership, restriction, or easement.

Parks, open space, and recreational opportunities are important, not only to enhance quality of life and neighborhood vitality, but also to preserve natural resources and provide alternative modes of travel between neighborhoods and economic centers.

Institutional

Institutional land uses include government offices, utilities, schools, community centers, cultural facilities (e.g., historical society, museum), health services, and churches. These uses are appropriate for locating near neighborhoods with access to collector or arterial streets.



Land Use and Transportation Plans, see pages 61 and 67 for larger maps.

Light Industrial

The light industrial land use category includes assembly, fabrication, warehousing, wholesale, research and development, small distribution facilities, breweries/distilleries, and uses that may require outdoor storage, larger lots, and truck access. Artist and design studios may be included in this category.

Light industrial uses are appropriate in locations with proximity to railroad and major arterial access. Design and development standards are important to reflect the identity of the community (i.e., no metal buildings, landscape and hardscape buffering against residential uses). No areas of Murphysboro are intended to support—or are capable of supporting—major warehousing/distribution facilities or other types of industry that generate major volumes of truck traffic, are large users of outdoor storage areas (e.g., a scrap yard), or have major water, sewer, or other utility requirements that would tax existing systems or present environmental issues (e.g., excessive vibration, noise, odor).

Commercial

This land use category accommodates a range of community-wide and region-serving retail, service, office, for-profit recreational services (e.g., theaters, bowling alleys), and other commercial land uses. Commercial areas are typically located along major and minor arterials and generally require a high degree of visibility. This category may also include planned commercial centers such as shopping centers, lifestyle centers, motels, hotels, office parks, and similar higher intensity uses. The commercial land use category is not intended to support industrial uses. Warehousing (including household storage facilities), industrial uses that generate major truck traffic, and any use that requires outdoor storage are discouraged.

Mixed Use

The Walnut Street corridor and downtown Murphysboro is the city's historic center and heart of the community. This land use category supports a variety of uses, including institutional, commercial, office, and residential. The core characteristics and architectural form of the district should be preserved while allowing for new development that reflects the historic character of downtown Murphysboro. Emphasis should be placed on pedestrian circulation and amenities (e.g., plaza, benches, bicycle parking) and landscape, with parking on-street and to the sides or rear of buildings. Residential and office uses are appropriate on second stories and above. Transparent façades on the first floor are encouraged. Design and development standards are important to reflect the identity of the community.

Neighborhood Commercial

This land use category supports a variety of uses on individual lots or parcels containing small-scale retail or offices, professional services, convenience retail, and shopfront retail that serve a market at a neighborhood scale. The far eastern and western edges of the downtown area are transitional zones where the buildings may consist of single-family homes converted to offices or service uses, neighborhood-serving commercial uses (e.g., cafes, convenience stores) and single-family or small-scale multi-family residences.

Town Core

The town core is the civic heart of the community and an opportunity to showcase architectural excellence of historic Murphysboro. The courthouse square and city hall are found within this land use category, and therefore pedestrian accessibility is highly prioritized. This designation allows for a flexible mix of retail, restaurants, service commercial, lodging, offices, and multiple story mixed-use buildings which may include residential upstairs. It also allows local food production and live/work areas.

The area north of the courthouse is an ideal location for mixed-use redevelopment complementary to downtown. In this area, the buildings should be limited to three stories and connected to the larger downtown framework through architectural elements and pedestrian-friendly infrastructure. Bulky or boxy development should be avoided. Uses could include multi-family residential, townhomes, commercial, office, and hotel mixed within one development.

RESIDENTIAL NEIGHBORHOOD LAND USE CATEGORIES

The City of Murphysboro supports a mixture of residential land use types. Residential development design should consider high-quality and long-lasting materials, a variety of styles and lot sizes, accessory dwelling units to allow aging-in-place and multigenerational families, and energy efficiency. Design and development standards are important to reflect the historic character and identity of the community.

Design and layout of new neighborhoods should conserve existing natural features, such as stream and riparian buffers, and create opportunities for both active and passive outdoor recreation (e.g., playgrounds, picnic areas, walking paths, nature enjoyment). Connections with adjacent subdivisions and trail systems should be encouraged. Streetscapes for all roadways should promote pedestrian usage, native street trees and landscaping, light standards, and directional signs. Encouraging development with grid-like street systems yields more efficient street infrastructure and lot layouts, reduces traffic congestion, supports public safety, and creates healthier neighborhoods.

Urban Neighborhood

This land use category is characterized by multi-family housing ranging from duplexes to larger units at 10 units or more per acre. This land use category is appropriate in locations with adequate transportation access, such as arterial road access, and in locations with adequate water, sanitary sewer, and stormwater storage capacity.

Traditional Neighborhood

The traditional neighborhood land use category encompasses the oldest residential neighborhoods in Murphysboro. Single-family dwellings at eight to 10 units per acre are the dominant use in this area. In areas immediately adjacent to mixed use land use, some multi-family units in a similar scale to the surrounding single-family units may be appropriate. The traditional neighborhood area also encourages accessory dwelling units and home occupation. Walking and bicycling should be encouraged through connectivity to other neighborhoods and commercial areas. Developments in this area should be required to connect to the sanitary sewer system and stormwater system. Alleys and a gridded street layout are encouraged to conserve the character of Murphysboro and encourage walkability.

Suburban Neighborhood

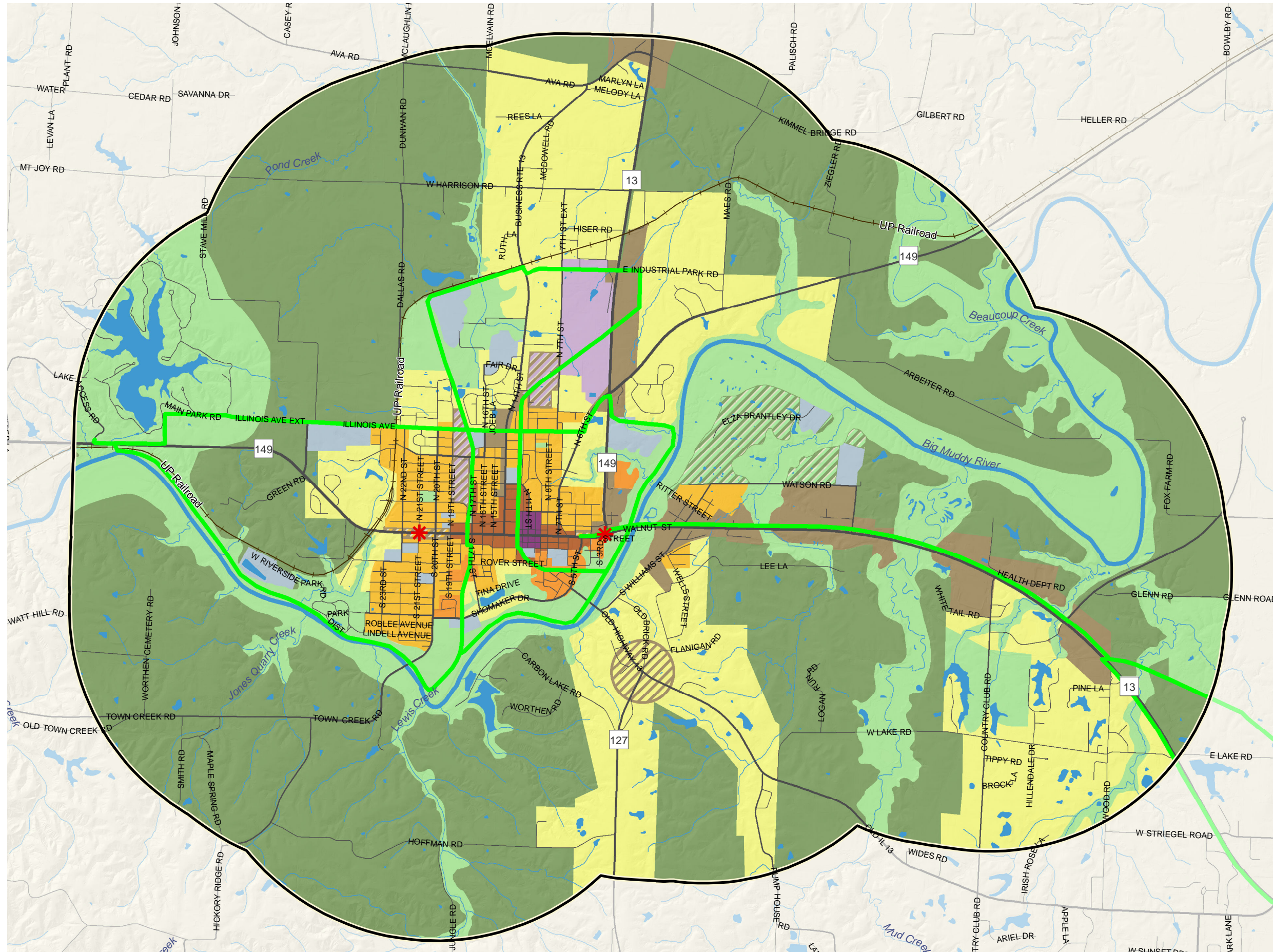
This residential land use category is characterized by single-family or two-family homes at a density of three to eight units per acre. For this type development, public sanitary sewer service and other utilities are essential, as is sufficient street capacity (e.g., collectors and arterial streets). A mix of housing types is encouraged, including single-family homes, two-family homes, and townhomes or villas. Suburban neighborhoods should be pedestrian friendly and connected with adjacent commercial, office, and institutional areas.

Country Estate/Agricultural

This residential land use category is characterized by single-family homes at a density of one unit per three or more acres. It is desirable that these units are connected to public sanitary sewer systems; however, larger lot sizes (five acres or greater) may be able to support private aeration systems if public sewers are not available. Country estate/agricultural is appropriate in areas with sloping topography and adjacent to natural open space areas. Farming and other agricultural uses are encouraged.

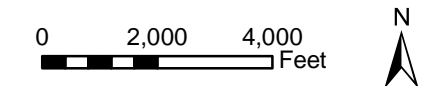
Agricultural and river corridor conservation is highly encouraged in this area. Some potential mechanisms include conservation subdivisions, large agricultural lots size requirements (10+ acres), coordinating with land conservation entities to purchase land, or having a developer donate a conservation easement. This will continue to preserve the city's small-town and agricultural heritage while allowing enough expansion to meet the needs of the growing community.

Future Land Use Map



LEGEND

- Future Land Use**
- Town Core
 - Mixed Use
 - Commercial
 - Industrial or Commercial
 - Industrial
 - Traditional Neighborhood
Neighborhood Commercial
 - Urban Neighborhood
 - Traditional Neighborhood
 - Suburban
 - Country Estate or Agriculture
 - Institutional
 - Private Open Space, Park
Recreation
 - Agriculture or Open Space
 - Future Commercial & Sub
 - * Gateway
 - Future Greenway/Multi-use T
 - Railroads
 - Streams
 - Pond, Lake, or River
 - 1.5 Mile Planning Area



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FUTURE PLANNING AREA

Consider appropriate future land uses and development patterns as components of the five-year update to the Comprehensive Plan. Only consider for development following compact and contiguous growth. Consider costs and benefits of growth.

Land Use Goals and Strategies

Goal LU 1: Promote growth primarily in existing, underdeveloped residential, commercial, and industrial areas within the city limits, where adequate public facilities are already available.

- LU 1.1 Reduce the pressure for development in outlying areas by promoting and incentivizing a variety of housing options on currently vacant sites within the city limits.
- LU 1.2 Development of residential, commercial, or industrial areas at higher intensities should be promoted only where they can reasonably and economically be served with essential public services.

Goal LU 2: Encourage mixed-use development and infrastructure improvements in the historic downtown.

- LU 2.1 Better communicate an overall sense of place by including clear gateways and gathering places and better connecting downtown to surrounding neighborhoods.
- LU 2.2 Address barriers to downtown development and improvements including infrastructure, uniform development standards, historic preservation, and the need for overall development management.
- LU 2.3 Encourage and develop a transportation network that allows for a more walkable and bikeable downtown center.
- LU 2.4 Develop a menu of appropriate financing mechanisms to connect, improve, and enhance the overall physical fabric of downtown Murphysboro.

Goal LU 3: Encourage the preservation of floodplain areas as riparian buffers that provide wildlife corridors and outdoor recreation.

- LU 3.1 Develop a park dedication requirement as a part of the development code.
- LU 3.2 Establish a network of trails along the Big Muddy River corridor that address flooding concerns and promote recreation.

Goal LU 4: Protect and promote the city's natural resources for residents and tourists.

- LU 4.1 Encourage the community to explore and support the natural beauty of Murphysboro by investing in the expansion of biking/walking trails, Big Muddy River greenway/water trail development, and creative use of the lakes and forests as recreation hotspots.

Transportation and Infrastructure

Overview

The goal of Murphysboro's transportation system is to effectively move people and goods throughout the community and to connect to the regional transportation system. Transportation and land use are closely related; surrounding land uses will determine the primary function and overall design of roadways. For example, where there are industrial land uses, roads should be designed to support truck traffic. Residential areas and schools should be narrower with lower speed limits. Big-box retail requires access to major roadways and local, smaller business and restaurant districts need calmer, slower traffic and should be supportive of pedestrians and bicyclists.

Regional Partners

Murphysboro roads are within the jurisdiction of the city, county, and Illinois Department of Transportation (IDOT). IDOT maintains State Routes 13, 127, and 149. Currently, IDOT has no projects planned for roads within Murphysboro, other than general maintenance.

The Southern Illinois Metropolitan Planning Organization (SIMPO) is a regional entity that handles federal grant programs such as the Transportation Improvement Program (TIP). SIMPO has developed a Long Range Transportation Plan for their service area, which includes Carbondale, Carterville, Herrin, and Marion. The "Murphysboro Urban Cluster" is identified as a separate area from the Carbondale-Marion Urbanized area. Therefore, Murphysboro is not eligible for current federal funding and is responsible for its own transportation planning and financing. However, it is anticipated that the Murphysboro Urban Cluster will be included in the rest of the urbanized area (via the Illinois Route 13 corridor by the year 2020. SIMPO has included Murphysboro in the long range transportation plan.) and will be eligible to apply for funds in the future.

Two short-term projects outlined in the SIMPO Long Range Plan within Murphysboro's planning area are:

- Bridge replacement on Illinois Route 127 over the Big Muddy River. This project has already been completed.
- Resurfacing Illinois Route 149 from 22nd Street to Illinois Route 13. This project's expected completion is 2019.

A long-term goal outlined in the SIMPO Transportation Plan is to provide continuous, bikeable shoulders and signs on National Bike Route 76 and Illinois Grand Trail Routes. This includes Illinois Route 13 in Murphysboro, including all of Walnut Street.

Safety

Roadway safety is the highest priority for all transportation system users. SIMPO has identified intersections and stretches of roadway where more than 25 accidents occurred over a five-year period from 2009 to 2013. Further study of these areas should be conducted to potentially redesign the roadways for increased safety.

Freight

The Federal Highway Administration (FHWA) estimates that truck traffic will increase by as much as 50 percent by the year 2040 following a national trend of increased truck freight. Illinois Routes 13, 127, and 149 are designated Class II Truck Routes. Truck traffic, turning radii, and access should be considered in the design of road improvements on these roads and intersections.

Public Transportation

Public transportation options should continue to be offered to Murphysboro residents. According to the 2016 U.S. Census Bureau American Community Survey, more than 43 percent of residents who live in downtown Murphysboro use a means other than a vehicle to travel to work (e.g., walking, transit, bicycling). Additionally, 15 percent of all Murphysboro residents do not have access to a vehicle. The Jackson County Mass Transit service will continue to be an asset to all residents. Current routes should be maintained. Additional routes or extended hours of operation, including Saturday and Sunday service, should be further studied.

Complete Streets

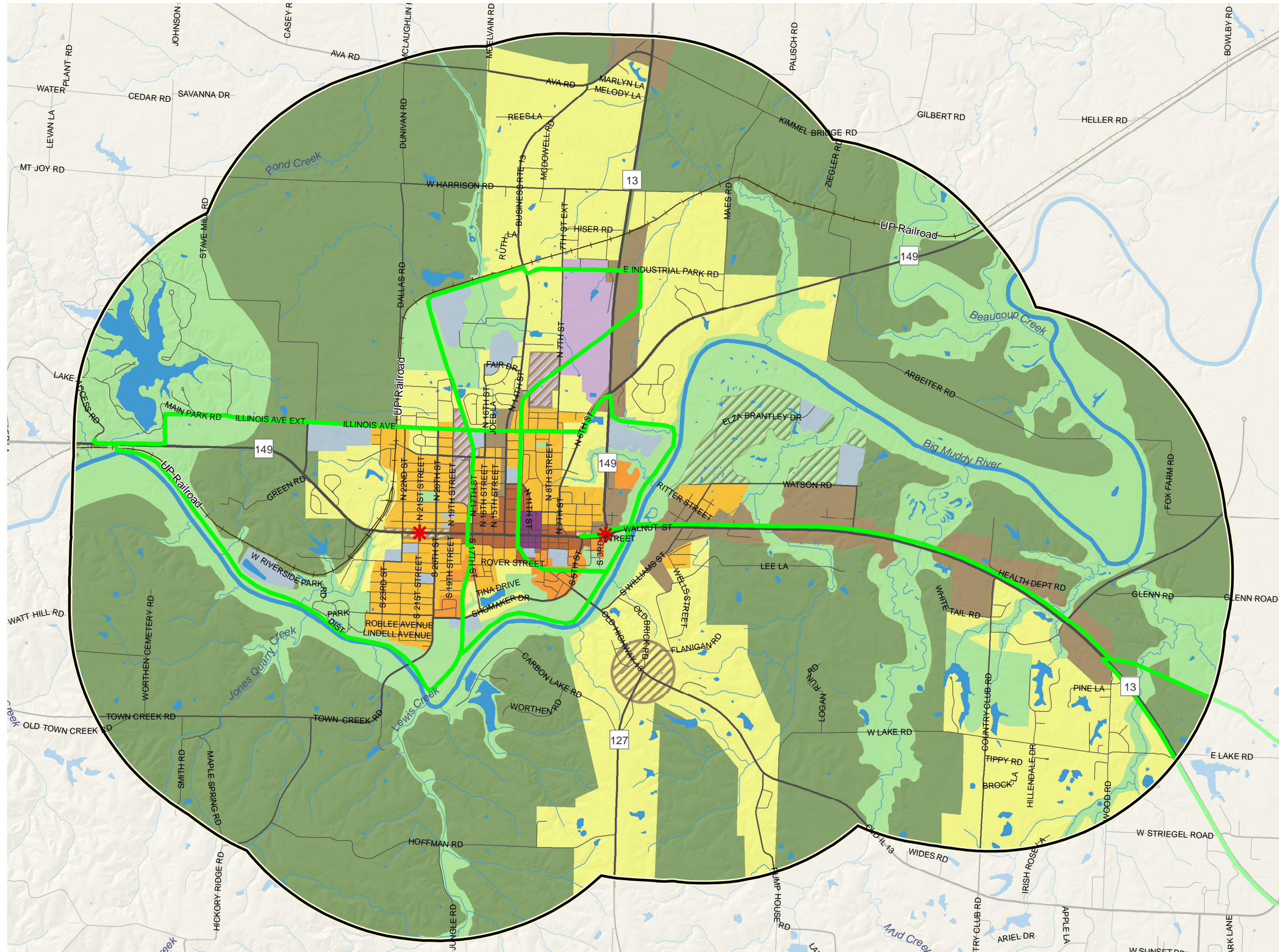
Accommodations for all street users—including pedestrians, bicyclists, transit users, and people with limited mobility—should be considered in every transportation project. Murphysboro is located at the crossroads of a growing regional trail system, with the development of a trail along Illinois Route 13 and the proximity to National Bike Route 76. To feed into the regional network, multi-use trails or sidewalks and bicycle facilities should be planned and implemented in each new development project and with the redevelopment of existing roadways. Connectivity to each neighborhood, school, and green space is vital for resident access and use.

In areas with heavy pedestrian traffic, such as downtown and near schools, the city should provide safe and highly visible pedestrian crosswalks. Local businesses should consider adding bike parking.

Natural Resources

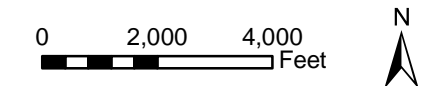
The City of Murphysboro recognizes the importance of the vast natural resources located in and around the city. It is important to preserve these natural areas as they are crucial to stormwater management, air and water quality, aesthetics, and quality of life. Natural features, such as the Big Muddy River, should be embraced and promoted for recreational and economic value.

Transportation Plan Map



LEGEND

- Future Land Use**
- Town Core
 - Mixed Use
 - Commercial
 - Industrial or Commercial
 - Industrial
 - Traditional Neighborhood
Neighborhood Commercial
 - Urban Neighborhood
 - Traditional Neighborhood
 - Suburban
 - Country Estate or Agriculture
 - Institutional
 - Private Open Space, Park
Recreation
 - Agriculture or Open Space
 - Future Commercial & Sub
 - * Gateway
 - Future Greenway/Multi-use T
 - Railroads
 - Streams
 - Pond, Lake, or River
 - 1.5 Mile Planning Area



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Transportation and Infrastructure Goals and Strategies

Goal TI 1: Maintain traffic circulation and roadway safety.

- TI 1.1 Establish a priority system to upgrade existing collector streets to include horizontal curve corrections, pavement replacement, curbs, gutters, and sidewalks.
- TI 1.2 Require new development to incorporate neighborhood connectivity, bike trails/routes, and walkways into development plans.
- TI 1.3 Conduct further study for the “safety locations of interest” identified by SIMPO.
- TI 1.4 Identify alternative designs for these intersections and road segments to increase safety.
- TI 1.5 Support a variety of transportation options throughout downtown Murphysboro.
- TI 1.6 Work with IDOT to improve crosswalks along Walnut Street, ensuring that each leg of the intersection has a highly visible painted crosswalk and that all traffic signals include a pedestrian signal and push-button to activate.
- TI 1.7 Work with IDOT to design and implement bicycle facilities along Walnut Street.
- TI 1.8 Encourage local business to add bicycle parking. One vehicle parking space can accommodate 27 bicycles. Multiple businesses can share one bike parking area.
- TI 1.9 Use improved signage to help automobile drivers find parking lots behind buildings and support a “park once” environment.
- TI 1.10 Provide wayfinding signs from Walnut Street to the public parking lots.

Goal TI 2: Improve regional connectivity to and through Murphysboro.

- TI 2.1 Continue to work with regional partners, such as IDOT and SIMPO, to maintain and improve the regional transportation system.
- TI 2.2 Coordinate with SIMPO to continue to include Murphysboro in regional plans and to become a part of the SIMPO service area as soon as possible.
- TI 2.3 Continue to coordinate with neighboring communities to connect trails and bicycle routes to and through Murphysboro .
- TI 2.4 Work with regional partners to investigate the impact of increased freight traffic and possible mitigation of the impact of truck traffic on roadways, especially on Walnut Street.

- TI 2.5 Enhance mobility between downtown and surrounding neighborhoods, communities, and other assets, such as other commercial centers, major bikeways, and trails for all modes of travel.

Goal TI 3: Become a bicycle and pedestrian friendly community.

- TI 3.1 Develop a Bicycle and Pedestrian Master Plan that outlines a bikeway/walkway/trail system connecting the City of Murphysboro with the regional trail network.
- TI 3.2 Connect neighborhoods, schools, downtown, shopping areas, parks, and public facilities to regional recreational activities.
- TI 3.3 Emphasize pedestrian and bike accessibility in the funding and design of corridor planning and construction efforts.
- TI 3.4 Enforce high-quality street and sidewalk standards for any redevelopment or new development.
- TI 3.5 Create an ADA transition plan for upgrading built areas.

Goal TI 4: Support public transportation systems.

- TI 4.1 Continue to work with Jackson County Mass Transportation District (JCMTD) to provide point-deviated bus route service from Murphysboro to Carbondale and explore additional routes and stop locations as the city develops.
- TI 4.2 Promote JCMTD's curb-to-curb service to residents.
- TI 4.3 Work with all possible stakeholders to provide bus service or equivalent transportation for children to the Youth Center for the free summer lunch program.
- TI 4.4 Evaluate need for paratransit and senior citizen transportation.

Goal TI 5: Protect and promote natural resources in the transportation system.

- TI 5.1 Natural resources and historically significant sites should be conserved to the greatest extent possible during transportation improvement projects.
- TI 5.2 Provide a high level of physical and visual access to the Big Muddy River and Riverside Park from all areas of downtown Murphysboro.
- TI 5.3 Promote access to natural resources.
- TI 5.4 Provide wayfinding signs to help residents and visitors find parks, trails, the Big Muddy River, Shawnee National Forest, public boat launches, etc.

Goal TI 6: Manage stormwater runoff and reduce health and safety impacts of flooding.

- TI 6.1 Identify drainage system needs and make improvements where flood control problems exist.
- TI 6.2 Mitigate stream obstructions from natural causes, such as logjams and beaver dams. Restrict man-made stream obstructions to reduce flooding.
- TI 6.3 Locate critical facilities, such as emergency medical facilities, outside of the 100-year floodplain.
- TI 6.4 Encourage preservation of the 100-year floodplain as natural drainageways.
- TI 6.5 Use green infrastructure (i.e., natural vegetation) to manage stormwater as well as to provide recreation, habitat, and aesthetic opportunities in the community.

Goal TI 7: Ensure that new infrastructure systems can meet future demands of the city.

- TI 7.1 Require all new developments in the city to have city water service, sanitary sewer service, and stormwater management provisions.
- TI 7.2 Continue to work with local utility suppliers to plan for growth and development opportunities, as well as upgrading aged utility lines and infrastructure.
- TI 7.3 As new development and redevelopment occurs, secure land for future public facilities such as rights-of-way, park land, and space for administrative functions of the city.
- TI 7.4 Conduct comprehensive analyses of long-term infrastructure replacement requirements and costs through Capital Improvement Planning (CIP).
- TI 7.5 Consolidate city services into one central administrative hub or campus downtown, as opportunities arise.

Goal TI 8: Work with all cities, counties, regional planning authorities, and organizations to create a plan to reduce flooding, erosion, and pollutant levels in the Big Muddy River watershed.

Downtown

Murphysboro's history includes both beautiful and challenging events. The tornado of 1925 nearly wiped out the community, but through resolve and determination Murphysboro rebuilt. The Apple Festival, an event that has been going strong since 1952, brings over 45,000 people to the downtown over the course of four days in September. The BBQ in Murphysboro is another defining aspect of the city's character—so much so that in the Spring of 2015 the Illinois General Assembly voted to name Murphysboro the “BBQ Capital of Illinois.”

Challenges faced by Murphysboro's downtown include buildings that have been in physical decline for years, some of which are vacant. Also concerning are a number of sidewalks and streets in need of repair and ADA compliancy issues in the downtown area.

DOWNTOWN FOCUS AREAS

The revitalization of downtown Murphysboro can be best accomplished through the identification of distinct focus areas. These areas would have slightly different needs or opportunities than the others or downtown as a whole. A focus area is defined by certain attributes, such as:

- Location: a smaller section of main focus area.
- Amenities: one area may be defined by the immediate shops around the courthouse, while another may be the entire Walnut Street corridor.
- Future Growth: areas that have characteristics or geographic significance for future projects and development.
- Ease of Focus: smaller areas can be managed, funded, and reviewed more efficiently when they are at a smaller scale.

Historic context, urban form, and natural breaks in streets determine several focus areas in the City of Murphysboro.



Focus Area 1: Courthouse Square

Murphysboro has served as the Jackson County seat since 1843. The courthouse, completed in 1928, is fronted by Walnut Street and is the focal point and point of pride for the community. The courthouse building exterior is well-maintained and ADA accessibility has been improved in recent years. Surrounding the courthouse are government offices, several small eateries, and other local businesses. This area is considered the main fixture of downtown.

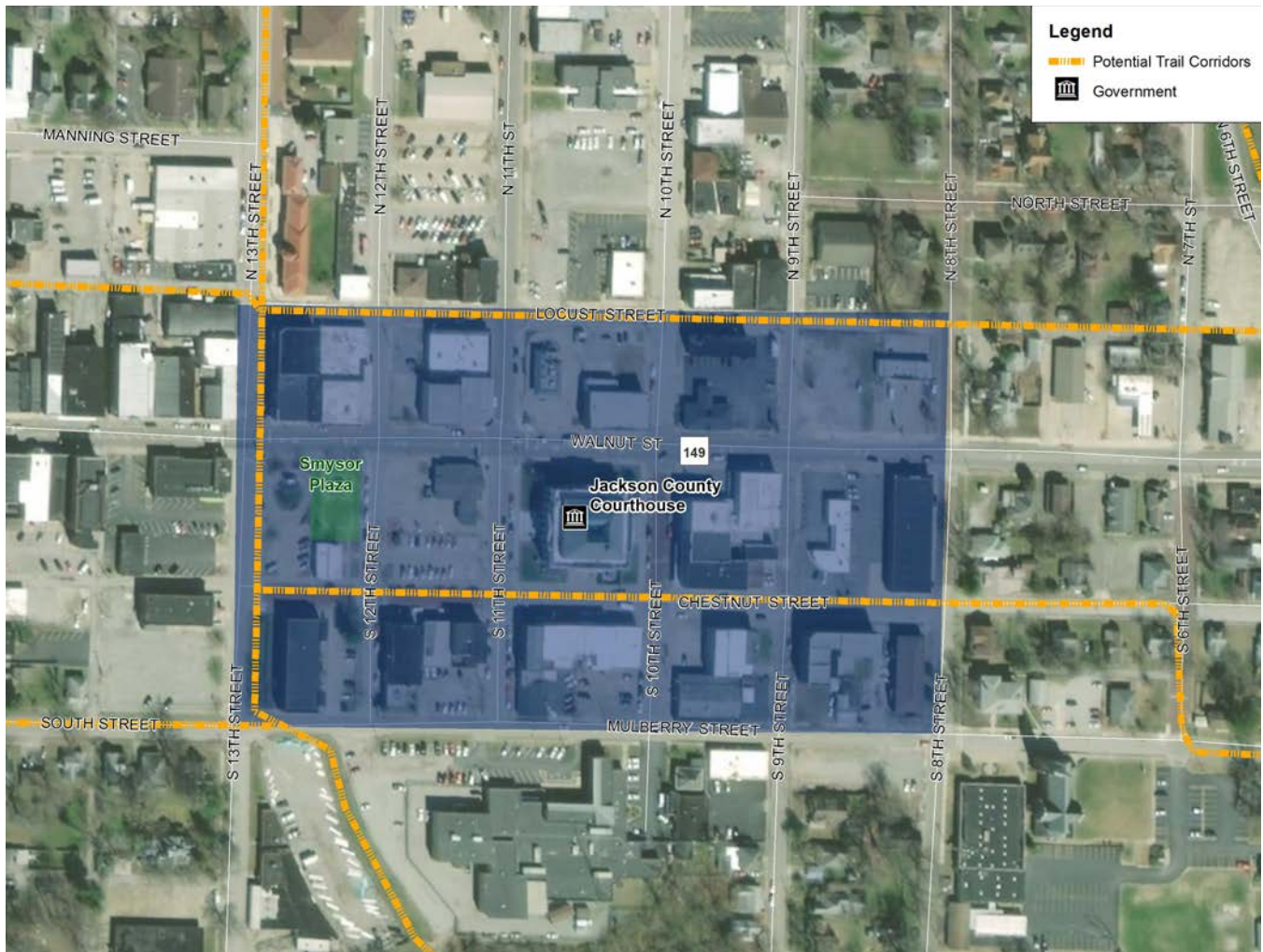
The Courthouse Square draws people from all over the county, which positively influences economic development. Courthouse Square is an ideal place to start implementing projects to spur revitalization of downtown as a whole because of its county-wide draw and visibility.

The key recommendation for this focus area is to develop the area between the courthouse and 12th Street into a “town square” that will serve as the central gathering place for the community. The town square should include programming throughout the year, such as food trucks, music performances, art, holiday celebrations, farmers markets, and historic celebrations. This focus area’s public spaces (or future public spaces) should be connected through a safe pedestrian network.

A second recommendation for Courthouse Square is to provide adequate pedestrian infrastructure, with attention to accessibility and safe crossing zones, because of the high volume of pedestrian traffic in this area. Traffic calming through traffic signal timing, improved pedestrian safety features, and slower speed limits should be incorporated along Walnut Street between 8th Street and 13th Street. Traffic calming along Chestnut, Locust, 10th, and 11th streets should also be considered after Walnut Street. Shared parking strategies—one lot or parking structure for many businesses to share—are important and parking lots should be located to the rear of buildings as much as possible.

A third priority is general beautification and streetscapes. Interpretive signs and markers in this area should celebrate the historic courthouse. Stamped crosswalks resembling the city’s brick heritage can be incorporated as well. Residents and business owners can work together to address issues such as litter, overgrown lawns, and general code enforcement. Façade improvements and infill development should be prioritized in this focus area.

Focus Area 1: Courthouse Square



Photos from Focus Area 1

Focus Area 2: Walnut Corridor

Walnut Street is the city’s “Main Street,” a major thoroughfare that runs east-west through downtown Murphysboro. It begins roughly at Illinois Route 127 to the east and ends roughly at 22nd Street to the west. On average, 13,000 vehicles travel this road per day. This corridor represents the image of Murphysboro for many visitors and residents.

Walnut Street is a desirable location for small businesses, boutique service providers, art and music, and major events in Murphysboro. The corridor features a range of architectural styles. The Jackson County Courthouse, the former Post Office, and the Murphysboro Event Center are all built in the Classical Revival/Beaux-Arts style, while the historic Liberty Theater is built in the Mid-Century Modern style. There are many opportunities along Walnut Street for new business/store fronts, adaptive reuse of buildings, and infill development. Façade programs, redevelopment, and infill should be prioritized in the following areas:

1. Courthouse Square
2. East Walnut
3. West Walnut

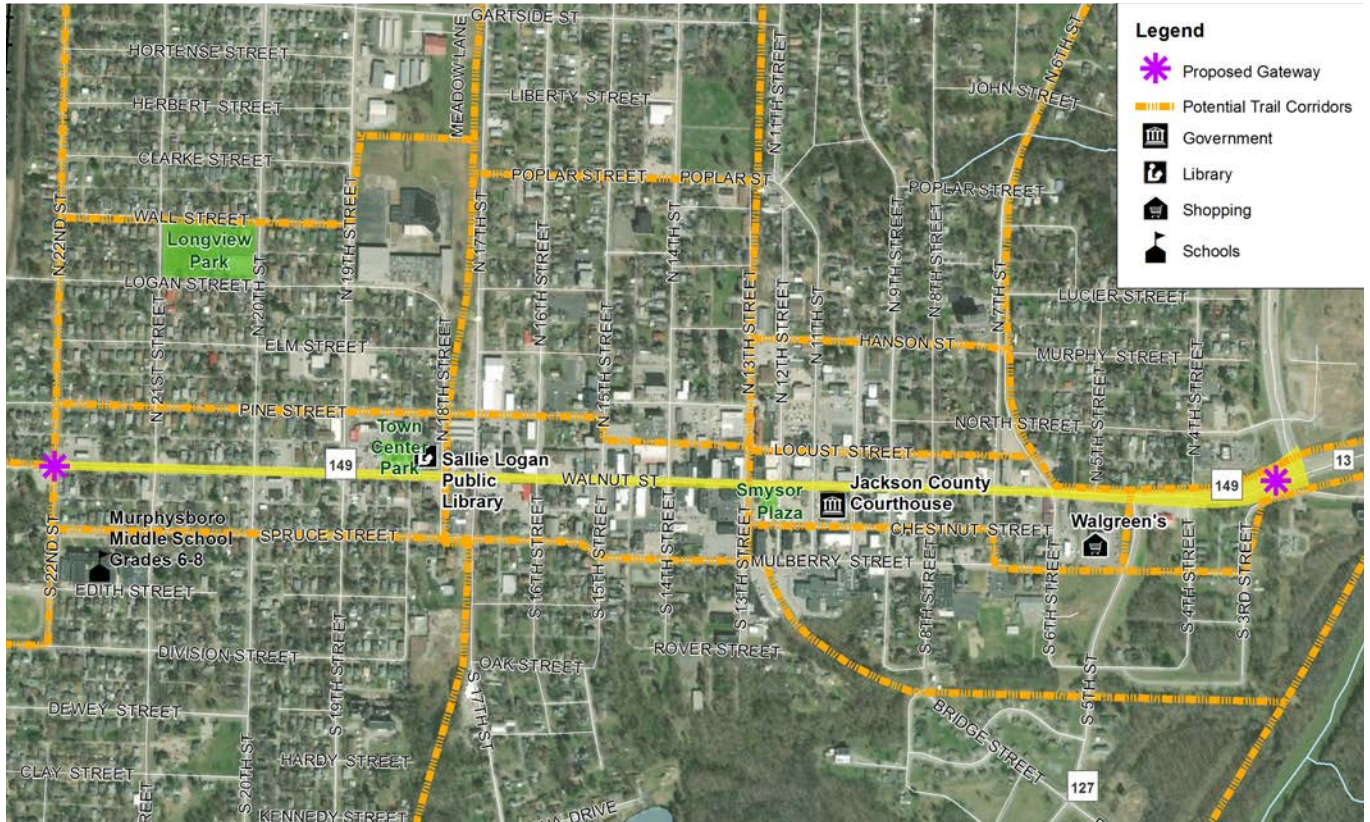
Development of a comprehensive streetscape and façade improvement program will encourage revitalization and improve the appearance of this important corridor. The City of Murphysboro should focus pedestrian infrastructure improvements on Walnut Street first, since it is the city’s main thoroughfare, prioritizing the Courthouse Square Focus Area. Sidewalks and bicycle lanes should be included for the entire length of Walnut Street to adjoin the planned Route 13 multi-use trail.

Focus Area 3: East Walnut

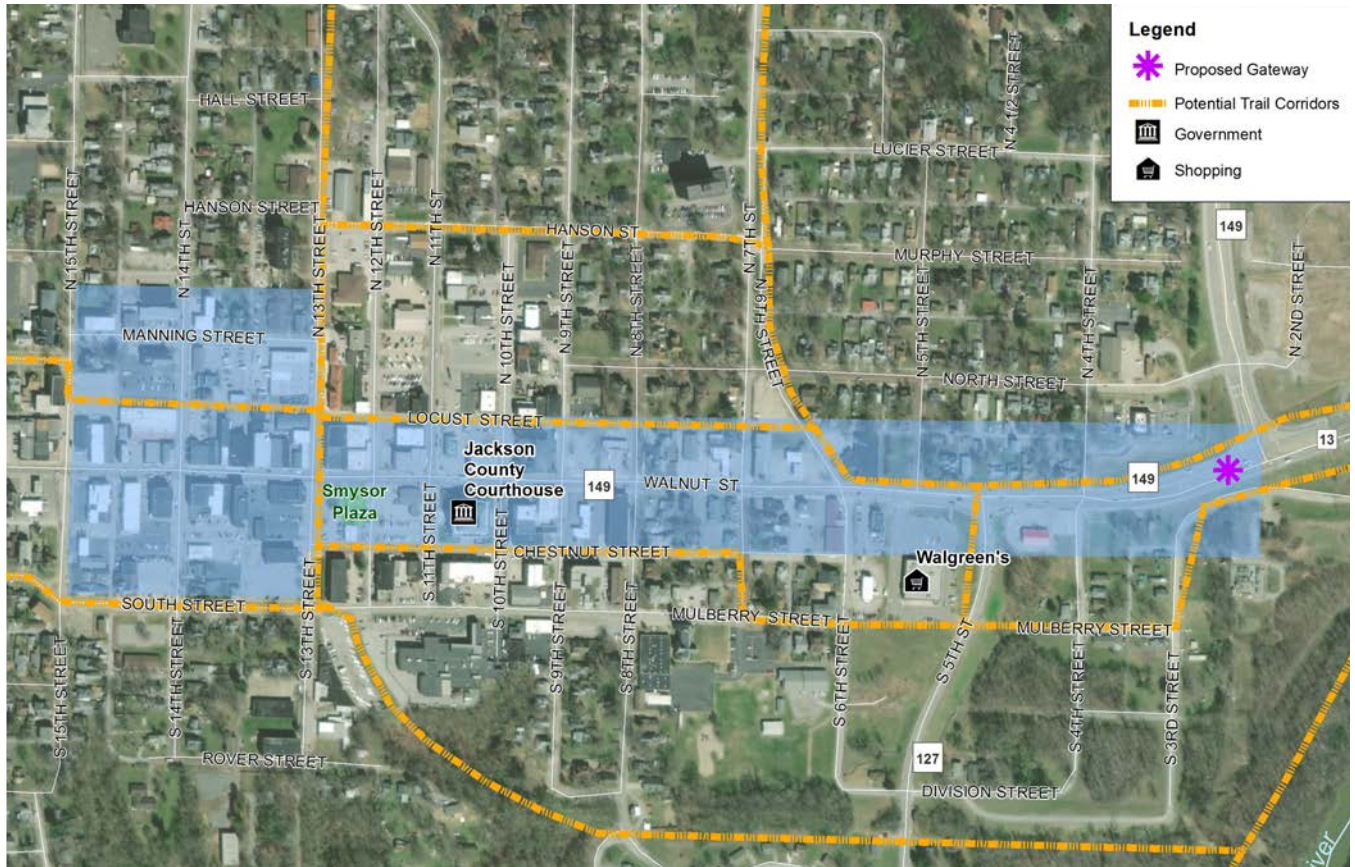
The gateway to downtown from the east begins at Illinois Route 149 and Walnut Street. Most visitors to Murphysboro will enter downtown through this area. Therefore, this East Walnut area is important for the image of the community as a whole.

The built form of this area is of a traditional downtown, pedestrian-oriented style of development from 8th Street to 6th Street. Just east of the area, more suburban, auto-oriented development, such as Walgreens, has been constructed. The city should resist further suburban-style redevelopment along Walnut Street. New buildings can still reflect the historic charm and pedestrian-supportive character of Murphysboro’s downtown while providing modern services. Parking lots should not be located along Walnut Street to the greatest extent possible. Gateway design could include nicely landscaped features on the north and south sides of Walnut Street near the intersection of Illinois Route 149. This could be achieved through a monument sign or public art installations, or through grand entry signs over the street denoting downtown Murphysboro.

Focus Area 2: Walnut Corridor



Focus Area 3: East Walnut



Focus Area 4: West Walnut (15th to 22nd)

This focus area includes the nationally known 17th Street BBQ restaurant, as well as the Sallie Logan Public Library and Town Center Park. The library and park serve as the anchor of this area.

Along Walnut Street, just west of this focus area, is a downtown transition area with single-family homes and small offices/house-to-office conversions. There are a few convenience stores and restaurants. North of the focus area from Pine north to Elm Street and between 13th and 17th streets is another transitional area, where development begins to transition in scale to higher densities.

The key recommendation is to examine the feasibility of a trail along 17th Street that connects the high school to the Big Muddy River, as well as to other key points of interest in Murphysboro. Connections to the trail should be made from Town Center Park and the Sallie Logan Public Library.

New infill development should include limited setbacks from Walnut Street and respond to the character of the historic buildings in this area.

A gateway should be developed near 22nd Street and Walnut, as this is the western entrance to downtown.

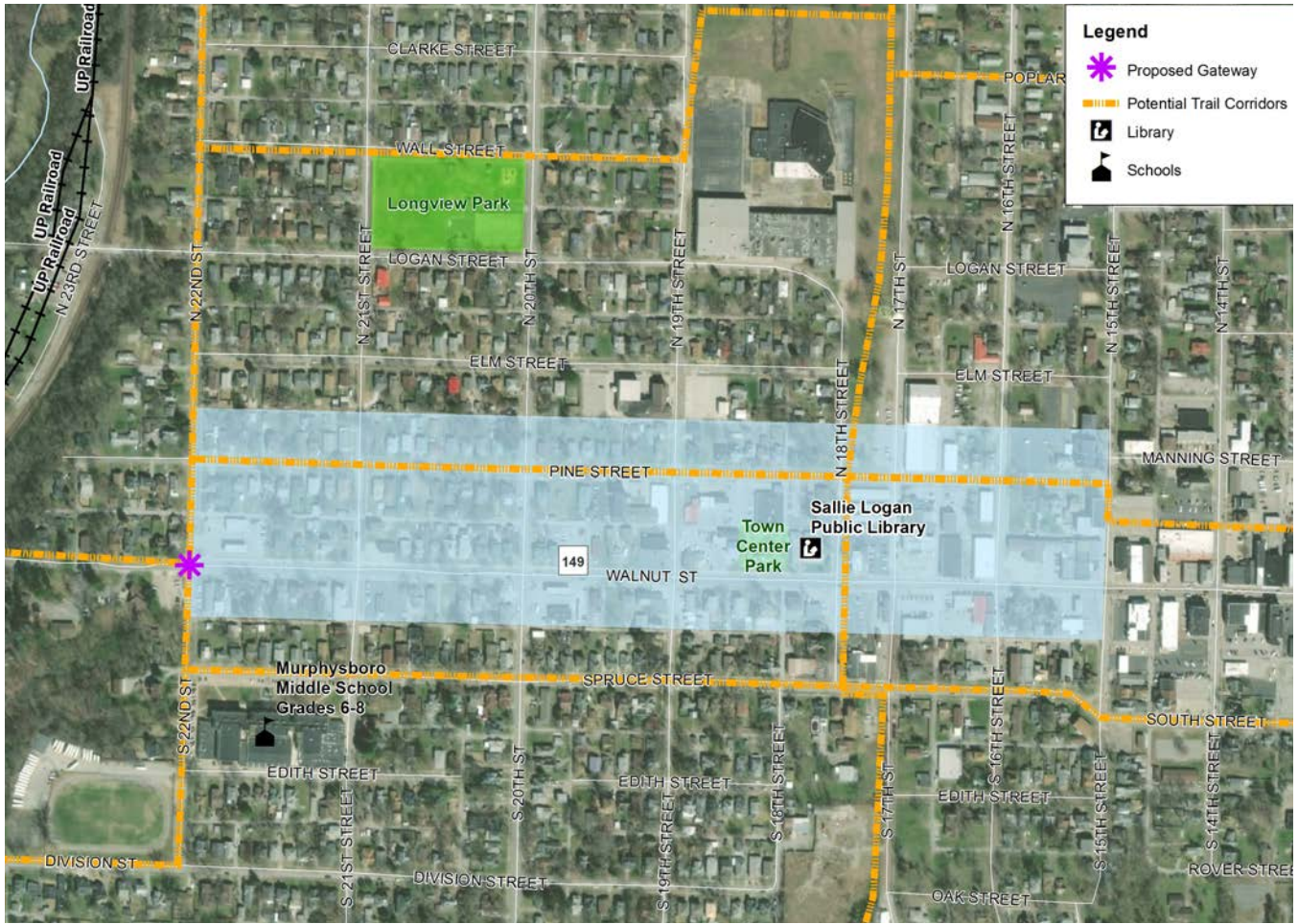
Focus Area 5: Mixed Use Residential Neighborhood (future)

This area is bound on the north by Hanson Street, south by Locust Street, west by 13th Street, and east by 8th Street. This section of downtown consists primarily of parking lots in poor condition, as well as a few buildings of low historic value. (The exception being the spectacular former train station, which should continue to be used and its architectural features preserved.)

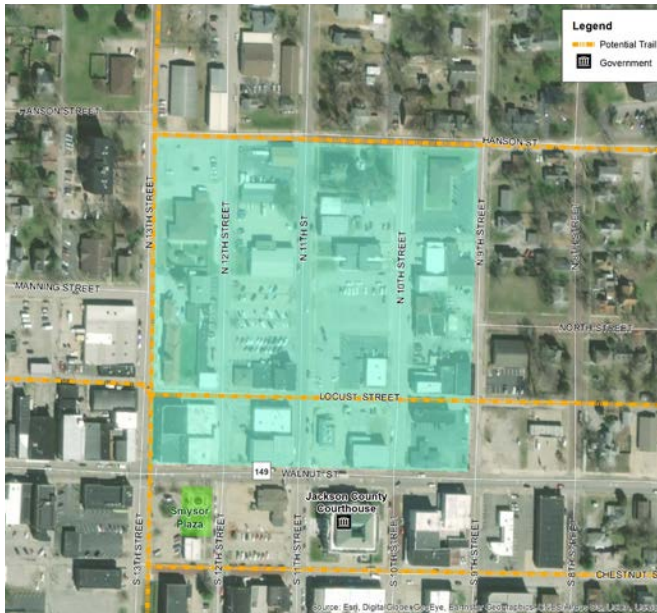
This area is prime for redevelopment and is an ideal location to construct new medium density housing. Housing in this area would support the downtown business area. Younger residents are attracted to newer, higher density housing. The city's primary focus here should be to allow easier assembly of parcels to facilitate development and work with other government entities to establish tax incentives or a low-interest revolving loan.

Current city government facilities are spread out around the downtown area. The map shown on the right is the administration building, but meetings are held at the police and fire station. Future plans for the administration and other municipal services should be centralized in one area. There are already services north of Walnut Street, and acquisitions should be made whenever the opportunity presents itself. Centralized city facilities could potentially be constructed in this area as new housing development occurs.

Focus Area 4: West Walnut (15th to 22nd)



Focus Area 5: Mixed Use Residential Neighborhoods (future)



Examples of mixed use development design

Downtown Goals and Strategies

Goal D1: Encourage a diverse, thriving downtown economy.

- D 1.1 Encourage reinvestment within downtown Murphysboro.
 - Establish a façade improvement grant program.
 - Encourage planting and maintenance of street trees along primary corridors.
 - Discourage absentee landlords.
 - Reward or celebrate good landlords and tenants/property owners.
 - Review tax incentives and abatement programs that would encourage appropriate reinvestment.
 - Explore various financing mechanisms, such as a Tax Increment Financing (TIF) District, to support capital investments in infrastructure for downtown redevelopment.

- D 1.2 Encourage a vibrant mix of businesses.
 - Partner with the Chamber of Commerce, SIU, Murphysboro Main Street, and other economic development groups, community organizations, and local business owners on business attraction and retention strategies.
 - Develop programs for small business expansion and start-ups. For example, offer workshops on appropriate store hours, creative window displays, and business/marketing plan development. Offer market-rate space for creative or tech industries (e.g., artists, coding), or start seed-grants or start up competitions/angel investment with potential investors.
 - Encourage unique and strong businesses/uses in buildings with community significance, unique character, or historical value.
 - Draft a downtown economic plan that identifies target industry clusters.
 - Connect businesses to the creative community (e.g., help restaurants connect with bands/music performers).

- D 1.3 Reduce vacancies.
 - Work with landlords to actively fill vacant spaces. Help landlords market downtown spaces.
 - Cross promote available properties on Chamber of Commerce, Murphysboro Main Street, and city resources.
 - Create a downtown directory for vacant, for sale, and for rent properties.
 - Work with local artists to install art in vacant storefronts.
 - Encourage adaptive reuse of buildings as ownership/tenants change.

- D 1.4 Encourage a variety of housing options in downtown: live/work/mixed use (e.g., residential above commercial), townhomes, fourplexes, row houses, senior-sensitive, and medium density homes.
- Revise the zoning ordinance to allow for a variety of housing options.
 - Create a downtown zoning district that allows for mixed-use development.
 - Review and possibly revise parking minimums for housing to encourage more residential uses.
 - Implement incentive tools, such as tax reductions or TIF, to encourage new housing downtown. (Include the school district in discussions about use of these tools.)
 - Explore USDA Rural Development revolving loan funds for residential projects.

Goal D2: Celebrate and enhance the historic character of downtown Murphysboro.

- D2.1 Recognize downtown’s important architectural resources and establish programs to preserve and enhance them.
- Create a historic district for downtown.
 - Create a historic resource inventory.
 - Develop a variance program and cost share for historic structures.
 - Create interpretive walking trails to historic resources.
- D2.2 Encourage new development to meet high standards of site and building design that are compatible with the community’s historic character, such as parking in rear, large street windows, and brick façade materials.
- Develop design and architectural guidelines for downtown development.
 - » Design guidelines should include sign standards, setback, building transparency, landscape features, fencing, structures, façades, and basic form-based development. Future façades improvement program grants should require adherence to the guidelines.
 - Connect property owners and developers to federal historic tax credit for rehabilitation of historic properties. See Implementation, page 120.
- D2.3 Offer ways for Murphysboro residents and visitors to explore the city’s history.
- Develop a wayfinding and cultural resources interpretive plan.
 - Create a Historic House Tour (by auto, bicycle, and foot).
 - Connect historic and cultural resources—such as the John A. Logan Museum, Sallie Logan Library, and Jackson County Courthouse—through trails, sidewalks, plazas, and signs.

Goal D3: Promote a vibrant and active downtown public realm.

- D3.1 Continue to coordinate a year-round schedule of events, festivals, and art/performances that celebrate the community and attract visitors downtown.
- Continue and grow the Apple Festival and BBQ Cook-Off.
 - Encourage new festivals and pop-up events in parks, plazas, Town Center Park, and along Chestnut Street.
 - Encourage youth-oriented, family-oriented, and senior-oriented events, businesses, and programs throughout the week and seasons.
 - Strategically coordinate civic and cultural events to attract residents and visitors to various portions of downtown at different times of the year.
 - Encourage public art integrated into new downtown development and rehabilitation projects to create an iconic street environment.
- D3.2 Provide Complete Streets—safe access and circulation for all modes of transportation.
- Maintain and strengthen comprehensive pedestrian network to, from, and throughout downtown.
 - Designate loading/unloading zones for trucks along side streets and the rear of buildings to mitigate the impacts of truck traffic on Walnut Street.
 - As part of an overall Capital Improvement Plan for the city, identify and prioritize issues with pedestrian accessibility and connectivity to and within downtown.
 - Better manage parking capacity and access throughout downtown, especially as new development occurs.
 - » Designate public parking areas and develop a comprehensive parking management strategy based on parking demand in each area. This could include time limits, enforcement, shared-parking agreements, and re-striping parking spaces to create more capacity or traffic flow.
 - » Create consistent signs that designate public parking areas.
 - » Create a public parking map for visitors downtown.
 - Prioritize public right-of-way improvements to meet ADA requirements.
 - Develop an open space, trails, pedestrian, and bicycle plan.
 - » Enhance mobility between downtown and surrounding neighborhoods, communities, and other assets, such as other commercial centers, major bikeways, and trails for all modes of travel.

- » Connect downtown through bike/pedestrian access to the Big Muddy River corridor.
 - » Use Rail-to-Trail Programs to develop connecting trails to riverfront, shopping, parks, schools, etc.
 - Interconnect surrounding neighborhoods with downtown. The downtown street network should prioritize pedestrian circulation and accommodate automobiles, bicycles, and transit. Two-way streets provide better connectivity and wayfinding than one-way streets, and therefore, any one-way street should be converted to two ways.
- D3.3 Enhance the public realm through green space, streetscaping, and gateways for the primary corridors.
- Develop a cohesive design plan for downtown and adjacent neighborhoods.
 - Develop an Urban Design Plan for downtown, including streetscapes and gateway design. Start with Walnut Street.
 - Create iconic streetscapes along primary corridors: Walnut, Chestnut, Locust, 9th, 14th, and 17th streets.
 - Recreate historic streetscape elements such as the retractable awnings, banners, and light standards.
 - Develop a sign ordinance for the downtown area. The ordinance should encourage painted murals and creative sign styles that fit well with the community’s historic character (e.g., blade, vertical, and lit signs).
 - Create gateways to the city at each end of Walnut Street—preferably at Walnut Street/Illinois Route 149 and Walnut Street/22nd Street. Gateways could be simple landscape features, welcome signs or monuments, or large, dramatic entry features.
 - Encourage new development to include plazas, arcades, linkages, and mid-block connections where possible.
 - Review and develop landscape guidelines for corridors and gateways.
 - Repair, replace, and maintain existing pedestrian and street lighting.
 - Design and construct a downtown streetscape.
 - » New pedestrian and street-scale new lighting.
 - » Regulatory, wayfinding, and interpretive signage.
 - » Benches, sidewalk seating, trash receptacles.
- D3.4 Expand the public downtown plaza/square near the courthouse to 12th Street to provide a central gathering place.

Goal D4: Promote an inclusive, innovative, and imaginative community approach to revitalizing downtown.

- D4.1 Work with Murphysboro Main Street to tackle transformative projects in downtown Murphysboro. Provide leadership and help create programs and administrative changes that will revitalize downtown.
- D4.2 Grow a downtown Block Watch and beautification program.
 - Encourage volunteer working days to remove trash, debris, and graffiti.
 - Place heavy, hard to move planting pots or planting beds along Walnut Street. A committee should be dedicated to maintaining those planters year-round.
- D4.3 Strengthen the community's connection to local artists
 - Engage with local artists to help create wayfinding, streetscaping, and placemaking plans.
 - Host regular artisan events promoting local and regional music, art, and culture.
 - Seek out creative placemaking grants from the National Endowment for the Arts, Delta Regional Authority, and Artplace America.
- D4.4 Support and strengthen code enforcement in downtown.
 - Work with economic development organizations, local community groups, and business owners to address code compliance issues within downtown.
 - Review and update all building codes for health, life safety, and aesthetic appearance. Allow variances for restoration, building rehab, and reuse.

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Neighborhoods and Housing

Neighborhoods are the lifeblood of the community. During the public outreach process, the community identified the following key concerns about Murphysboro's neighborhoods:

- High number of vacant dwellings.
- Vacant lots resulting from tear downs are not well maintained.
- Need for additional quality multi-family and senior housing.
- Perception of crime/safety concerns.
- Many homes are in need of repair.
- Lack of pedestrian infrastructure (e.g., sidewalks, crosswalks) in neighborhoods.

Investing In Established Neighborhoods

Housing and the local economy are closely tied. As local businesses and jobs grow, the population and housing demand will increase. For new businesses, the availability of quality housing often influences location decisions. The City of Murphysboro has a solid foundation to build upon and improve. The grid streets and diverse range of housing options (e.g., apartments to large single family detached homes) and styles (e.g., contemporary to historic architecture) create vibrant neighborhoods. In order for Murphysboro to continue to be a desirable place to live, the city and its residents will need to invest in its established neighborhoods.

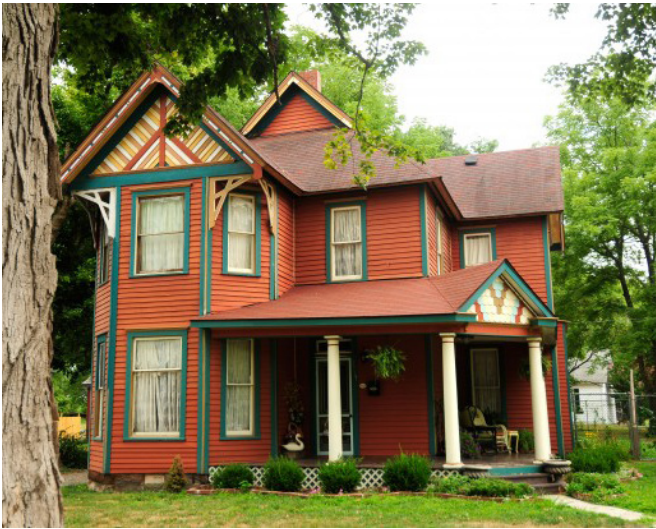
Future Development

It is essential for a thriving community to have a variety of quality homes at all price points. For all future development, including subdivisions and infill, it is important to uphold design standards based on the Land Use Plan (pg. 59). New subdivisions should be attractive for young families and seniors, encourage a variety lot sizes and housing types within the same development, and connect to the core of Murphysboro via trails and sidewalks.

Neighborhood Programs

Murphysboro is a tight-knit community, and residents take pride in their city. This strong sense of community can be leveraged using a variety of programs to help overcome some residents' concerns, such as crime and code violations.

The development of a neighborhood association or neighborhood commission is a great way to keep track of changes and needs within the community that may go unseen by the administration. Neighborhood associations build community cooperation and allow residents to deal with potential problems, such as unmowed lawns or furniture in yards, amongst themselves before reporting to the city. These types of associations can also reduce the amount of time spent on code enforcement.



Top: Historic photo of Murphysboro neighborhood.

Bottom: Representation of historic architecture found in Murphysboro and present day neighborhood.

To address crime and safety concerns, the city can continue support of the current community policing program, Crime Stoppers Tip Line (687-COPS). Intra-governmental coordination is critical to successful crime reduction and prevention.

Murphysboro has numerous faith based organizations. Churches and religious organizations can help identify neighborhood issues otherwise unseen and provide programs to address these issues. Bringing all church leaders together to meet on a regular basis can help build partnerships and solutions for the entire community.

Aging In Place

Providing diverse housing options within a community enables people to live there throughout various stages of life. This is sometimes referred to as “aging in place.” Additionally, attracting residents at all life stages—young professionals, families, “empty nesters,” and seniors—can benefit economic growth in the city.

In Murphysboro, the number of households with children under 18 is decreasing while the number with senior citizens is increasing. Similarly, across the nation, the aging baby boomer generation will require an increased number of senior living accommodations, ranging from ADA accessible single-family homes, townhomes, multi-family apartments, and assisted living and nursing facilities. Addressing these housing needs should be carefully considered so that the city is not left with an overabundance of senior living facilities for smaller future generations.

At the same time nationwide, the millennial generation (of similar size to the baby boomers) is in the workforce and seeking affordable homes with an economical commute. Offering a variety of starter homes and apartments attracts the millennial generation and encourages job growth in the local area. One way to achieve a balance between providing housing for the two generations is small, ADA or universally accessible single-family homes. These homes are attractive to seniors as well as a recent graduates or young couples. In addition, offering accessory dwelling units (i.e., mother-in-law quarters or guest house) can also accommodate the growing trend of multi-generational housing. In this example, a senior family member can maintain independence but still live close enough to younger family members to support household and emotional needs.

Neighborhood and Housing Goals and Strategies

Goal N 1: Provide safe, quality housing choices that are affordable and accessible to households of all ages and abilities.

- N 1.1 Develop policies and regulations that incorporate affordable housing units as part of new development and redevelopment/infill projects.
 - Encourage new subdivision developments to include a variety of lot sizes and housing types.
- N 1.2 Promote and encourage development or remodeling to create universally designed housing units.
 - Consider developing minimum construction goals for adaptability and accessibility.
- N 1.3 Identify sources of assistance for low and moderate income homeowners to maintain and improve energy efficiency.
 - Reduce energy usage to lower utility bills and reduce the carbon footprint. This can be achieved through cogeneration, photovoltaics, weatherization (insulation, double-paned windows), passive cooling, and water conservation measures (low flow faucets/toilets). Affordable Community Energy (ACE) has successfully implemented cogeneration and energy retrofits in existing homes for low-income residents.

Goal N 2: Invest in established neighborhoods.

- N 2.1 Promote infill development.
 - Places where neglected houses or businesses have been torn down are ideal for new development.
 - Offer to sell vacant lots to adjacent landowners. This offers landowners space for a bigger yard or to add on to their structure. It also decreases maintenance costs for the city.
- N 2.2 Continue to improve walking and biking infrastructure and add and maintain greenspace, as these are crucial for a desirable neighborhoods. See Parks and Open Space.
 - Establish cost sharing between the city and landowner to replace deteriorated sidewalks, fill gaps, and expand the system while reducing costs.

N 2.3 Work with Jackson County and other entities in the region to offer Property Maintenance and Reinvestment Programs in Murphysboro. Examples include:

- *Home Maintenance Boot Camp*. This program could include one class (or a series of classes) to teach basic home maintenance skills, as well as more advanced home improvement training. It could incorporate an education program on the responsibilities and maintenance obligations of renters and landlords. Beyond home repair education, it could also include education on healthy and environmentally friendly cleaning strategies and products to keep homeowners and tenants healthy.
- *Minor Home Repair Small Grants*. Partner with the other organizations, such as Habitat for Humanity, to provide a small grant program for minor home repairs (e.g., appliance repair, gutter cleaning, plumbing or carpentry repair, brush clearing, lot maintenance, and paint touch ups).
- *Block Challenge Grant*. To stimulate homeowner reinvestment, owners in selected areas who are willing to invest their own money in exterior upgrades can receive matching grant assistance. To make this program effective, several homes on the same block need to participate—a minimum of five—and the project should be a 1:1 or 1:2 match. This program could be funded with the Community Development Block Grant (CDBG), a long-running Department of Housing and Urban Development program, or funding from local foundations and corporations.

Goal N 3: Maintain high standards of maintenance of existing housing.

N 3.1 Continue proactive enforcement of building and zoning codes and use of an occupancy permit system and building codes.

- It is recommended that the city have a staff person dedicated to code enforcement.

N 3.2 Promote high-quality rental properties.

- Establish *Good Landlord Programs*. See Implementation, page 121.

Goal N 4: Prepare and plan for any future development.

N 4.1 Encourage the annexation of land around the city to bring those homes into the various systems and services that the city provides.

- Identify areas outside of the Murphysboro boundary where homes can be brought under the same codes and taxing bodies as the city.

- Work with Jackson County to incorporate immediately adjacent land into Murphysboro for residential and open space uses.
- N 4.2 Create standards for new development for each desired density as outlined in the Land Use Plan.
- N 4.3 Buffer major changes in land use, such as residential next to light industry, with strips of trees and vegetation to reduce noise and improve aesthetics.
- N 4.4 Require any new subdivision developments to build sidewalks and/or trails to connect residents to the core of Murphysboro.

Goal N 5: Enable homeowners to remain in their neighborhood safely, comfortably, and affordably as they age.

- N 5.1 Strengthen the ability of senior homeowners with limited resources to age-in-place through a range of housing options including multi-family, accessory dwelling units, and senior-focused apartment living.
- N 5.2 Promote and encourage development of new universally designed housing units (modified and accessible for seniors, disabled, and veterans).

Goal N 6: Foster a strong sense of community

- N 6.1 Encourage the formation of neighborhood associations or a city neighborhood commission.
- Empower homeowners to address issues with property maintenance, neighborhood aesthetics, and code enforcement within their neighborhoods.
- N 6.2 Expand community policing programs.
- Encourage residents to continue using the Crime Stoppers Tip Line (687-COPS).
 - In coordination with the police department, establish volunteer block watch groups. Block watch group captains can meet periodically with law enforcement, community development staff, code enforcement, fire departments, and other city/county officials to coordinate and prioritize community safe needs in each neighborhood. Intra-governmental coordination is critical to successful crime reduction and prevention.

- N 6.3 Work with churches and faith based organizations to assist with neighborhood pride building and social issues.
- These groups can help identify issues in the neighborhood and provide programs and service to address them.
 - Bring church and group leaders together for a monthly meeting with a city representative, perhaps a breakfast meeting with donuts and coffee, so that leaders may network and provide collaborative solutions that will benefit the entire community.
- N 6.4 Neighborhood branding and placemaking.
- If they wish, allow each each neighborhood group to brand and market itself to potential new residents. Neighborhood entry signs are one example.
 - Groups may also take on neighborhood beautification projects, such as a garden or landscaping, along a prominent roadway.

Goal N 7: Collaborate with a wide range of community partners, from civic groups to corporations, to carryout neighborhood programs.

- N 7.1 There are many organizations serving the needs of Murphysboro’s residents. A collaborative partnership could be established to work together on the goals and strategies outlined in this plan. To be effective, a diverse group of partners actively working to improve different aspects of quality of life should be included. A collaborative effort will increase the potential for receiving funding from public and private sources, as well as greater ability to leverage resources.

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Economic Vitality

Murphysboro's position in Jackson County and southern Illinois—coupled with its small town charm, proximity to the Shawnee National Forest, and transportation network—provides many economic advantages. The following are some competitive advantages of Murphysboro:

- Proximity to SIU Carbondale
- Position as the County Seat of Jackson County
- Strong and developing artist community
- Quality of life and tourism aspects: natural resources (e.g., Big Muddy River, Shawnee National Forest, Shawnee Hills Wine Trail, surrounding agriculture, Kinkaid Lake, Lake Murphysboro); community spirit and events; historic charm; and walkable streets.
- Transportation network: highways and Southern Illinois Airport
- Available land and adaptable buildings.

The strategies in this section of the Comprehensive Plan represent broad, long-term goals to sustain Murphysboro's economy. Economic development plans, on the other hand, typically focus on shorter-term goals (e.g., five years) based on market analysis.

Economic Vitality Goals and Strategies

Goal EV 1: Retain and expand existing businesses and attract new businesses in Murphysboro using a variety of techniques.

- EV 1.1 Implement a marketing and branding campaign to create a unique identity and attract business and development.
- EV 1.2 Support and expand business retention programs in the community. These programs may be responsibility of the Chamber of Commerce or other organizations.
- EV 1.3 Work with regional entities, such as the Jackson-Union Regional Port District, Southern Illinois Airport, and Chambers of Commerce, to develop business attraction packages that highlight potential properties in Murphysboro.



Community photos of events and festivals.

Goal EV 2: Support a diverse local economy with a variety of employment opportunities.

- EV 2.1 Encourage specialty retail and services in the downtown commercial/retail core, as well as larger businesses that can serve as anchors to the downtown area.
- EV 2.3 Strategically recruit technology and advanced manufacturing industries to Murphysboro's existing flex spaces, vacant industrial and commercial areas, industrial park, and Southern Illinois Airport development areas.
- EV 2.4 Work with regional and state entities to promote Murphysboro's quality of life and business opportunities.

Goal EV 3: Leverage the resources of SIU to expand and enhance the economic growth of Murphysboro and the region.

- EV 3.1 Expand partnerships with SIU to bridge the connection between education and industry in emerging technology.
- EV 3.2 Continue working with SIU's small business incubator to assist the start-up and small business community in Murphysboro.
- EV 3.3 Cross-promote SIU Carbondale with Murphysboro economic development opportunities to benefit both the city and the university.

Goal EV 4: Provide increased opportunities for the personal growth of current and potential Murphysboro residents through workforce development programs, a strong small business climate, business incubators, and the identification of potential future industry trends.

- EV 4.1 Work with local industries and organizations, such as the Southern Illinois Workforce Development Board, to identify the skills and training needed to retain and attract key industries to Murphysboro and Jackson County.
- EV 4.2 Encourage greater coordination between existing and future employment needs, educational curricula, and job training programs.
- EV 4.3 Encourage a strong working relationship with SIU Carbondale to continue to draw new graduates and university employees to the community.

Goal EV 5: Strengthen tourism.

EV 5.1 Strengthen Murphysboro’s position as a tourism destination—the gateway to the Shawnee National Forest and wine trail.

- Support development and revitalization of hotels, bed and breakfasts, and vacation rentals.
- Enhance tourism support services including dining, specialty retail, art galleries, spa and wellness centers, recreation and leisure opportunities, and entertainment.
- Continue to provide destination attractions and events that celebrate Murphysboro’s heritage, including agriculture, BBQ, local folklore, and Shawnee National Forest environment.
- Encourage and maintain high-quality retail, event experiences, and entertainment activities that enhance tourism and attract visitors from nearby communities.
- Promote agritourism opportunities such as vineyards, orchards, and ranches surrounding Murphysboro.
- Continue to promote ecotourism destinations like Lake Murphysboro, Kinkaid Lake, and Shawnee National Forest.
- Support further development of ecotourism activities and events like tour guides and outfitters, outdoor adventure park (e.g., zip-lines), trail development, boat ramps, paddle trail on the Big Muddy River, equipment rentals, and outdoor specialty shops.

Goal EV 6: Build Murphysboro’s reputation as a leader and destination in arts and creativity.

EV 6.1 Increase promotions on Murphysboro’s vibrant arts and cultural programs.

EV 6.2 Maximize the potential of art and cultural events for generating economic activity (i.e., have the arts festival in downtown, so that customers may also visit local shops and restaurants).

EV 6.3 Collaborate with local artists and cultural entities to strengthen and create additional downtown arts destinations through improvements, collaborations, and promotion.

EV 6.4 Consider expanding space available for art exhibits, classes, performances, and other cultural activities.

EV 6.5 Encourage creative placemaking to revitalize neighborhoods, engage members of the community, celebrate cultural heritage, and strengthen community character.

- Integrate art into public places, natural areas, civic buildings, infrastructure, and other community assets.
- Encourage public art that celebrates Murphysboro's past, present, and future.
- Integrate public art at various scales into the built environment citywide (e.g., artistic bike racks, art showcased in vacant storefronts, painted crosswalks, murals).

EV 6.6 Promote a creative community through education and exposure to the creative process.

- Develop public art and cultural experiences to increase access to and awareness of the arts.
- Work with local schools and youth organizations to build creative skills and experience the arts.
- Promote a supportive environment for working artists.

Goal EV 7: Identify and protect Murphysboro's historic and cultural assets to promote awareness and sustain the character of the community.

EV 7.1 Provide a variety of incentives to enhance, preserve, and prevent loss of significant historical buildings and sites (e.g., train depots, Laclede Hotel).

EV 7.2 Promote preservation, revitalization, adaptive reuse, and/or restoration of identified, significant historic buildings as alternatives to wholesale redevelopment.

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Parks and Open Space

Why Parks And Open Space Are Important

Recreation is an important part of what residents expect from their community. Youth activities and programs are essential for current and future growth. For many young adults, access to outdoor recreation opportunities plays a big role in deciding where to live and raise a family. A variety of options for recreation and exercise can also increase the overall health of the community. The addition of biking and walking trails to connect parks and open spaces as well as neighborhoods and downtown Murphysboro would be a huge asset to the community.

Murphysboro has been known as an access point to the region's natural beauty, including the Shawnee National Forest, Lake Kinkaid, and Lake Murphysboro. There are also unique natural areas within the community itself; one of which is Riverside Park. Its historical features, such as the National Historic Register listed Bandshell, are enhanced by the views of the Big Muddy River running along the southern edge of the park. Murphysboro's parks and open spaces can become part of their brand and a source of pride for residents, as well as provide places to gather as family and community to exercise and relax.

BEST PRACTICES FOR RECOMMENDATIONS

Needs Assessment Methodology

While there is not a static industry standard on the topic of open space allowances, those most widely accepted by local governments come from the National Recreation and Park Association (NRPA). Within the NRPA guidelines are recommendations for a broad cross-section of recreational spaces—from neighborhood parks to nature preserves. Locally, cities and municipalities should account for three distinct types of recreational space: mini parks, neighborhood park/recreation, and community parks. Regional open space includes both city-scale parks and natural reserve or preservation areas. Each category, and its correlating recommendation, is detailed below:

Mini Parks/Pocket Parks Recommendation: 0.25 to 0.5 acre per 1,000 residents

Sometimes referred to as “tot-lots,” these local facilities are utilized primarily by parents and young children. While they are typically small in size, sustainable communities emphasize their placement and frequency within residential neighborhoods easily accessed on foot by families.

Neighborhood Parks/Recreation Recommendation: 1 to 2 acres per 1,000 residents

Recently, highly populated areas have trended toward the consolidation of programmed recreational areas (e.g., soccer or baseball field complexes). This open space typology



Images of parks and open space in Murphysboro.

suggests that communities are best served by more sporadic, programmed open space. For example, sports fields throughout various neighborhoods tend to result in healthier and happier children than destination complexes placed beyond pedestrian access. This typology also includes playgrounds and active recreation spaces (e.g., skate parks, sports fields) utilized by older children and young adults.

Community Parks Recommendation: 5 to 8 acres per 1,000 residents

These areas can include both active and passive recreational uses. While portions of these parks may be loosely programmed with components discussed within the neighborhood recreation typology, there are often larger, more natural areas that present a large-scale green space or pasture or water feature for more passive recreational activities.

Regional Parks Recommendation: 5 to 10 acres per 1,000 residents

These areas are typically selected for their natural or ornamental beauty and are capable of hosting large-scale recreational activities such as hiking or boating. While not necessarily designated as such, natural preserves can sometimes be utilized in this manner if use is strictly governed.

Natural Reserve Recommendation: varies by community

A natural resource area consists of lands that contain valuable natural resources or greenbelt corridors that were identified through a public process. Ideally, lands protected within these project areas should be large, contiguous blocks that may include a mixture of agricultural, waterways (e.g., streams, creeks, lakes), wetlands, steep topography (e.g., bluffs), prairie, bottomlands, and tree canopy/forests. These are areas preserved because of their ecological uniqueness or aesthetic beauty. Recreation in these areas is typically limited to passive only and is sensitively governed (e.g., nature observation, hiking). Obviously, not every community has access to such an amenity. But Murphysboro is connected to numerous natural resources, such as Big Muddy River, Lake Murphysboro and Kinkaid, Shawnee National Forest, and the Mississippi River Watershed and Flyway.

Projection Table

The following table breaks down minimum and optimal park space recommendations in each of the presented categories for the current population and projected population in 2031. While these ratios have been calculated, they should be treated as general guidelines and indexed against the specific trends and values of the community.

The 2031 projections call for a population of 6,981 residents, and a minimum of 78 acres and an optimal figure of 142 acres of recreational space. Any new park acreage should be added in areas that best serve the population trends and needs. It can include recreation connections (i.e., trail right of way) and mini/pocket parks.

Parks should be evenly distributed so that all residents have access within 0.5 to one-mile of home. Because of Murphysboro’s compact, efficient layout and even dispersal of parks, most residents are already within walking distance. However, some of Murphysboro’s neighborhoods are substantially short of usable and convenient recreation and open space. If the population grows, these numbers should be reevaluated and park space acquired to meet residents’ needs. Acquired space should include mini parks, nodal parks, neighborhood parks, community parks, recreational facilities, and access to trails and greenways. As growth and new development occurs farther from the town center, or densifies in particular areas, the location and type of park most appropriate for the area should be reviewed.

Recreational amenities and open space are key in the ongoing growth and development of the city as a whole. Existing parks should connect to other parks, civic centers, and educational facilities in a safe manner. An overall city-wide parks system should be established through bike paths, trails, and tree-lined sidewalks, and should serve as necessary stormwater infrastructure for the city. Amenities in future planned parks and open space should cater to the needs of the residents that live nearby. More detailed studies are needed for exact design details and locations.

Park Space Assessment & Projection Table

Park Category	Recommended Ratio (NRPA)	Current Park Space by Category	Amount of park space needed to serve:	
			Current Population +/-	Projected 2031 Population
Mini-Park/Pocket Park	0.25 to 0.50 acre per 1,000 residents	0.62 acres	2 - 4 acres	1.7 - 3.5 acres
Neighborhood Park/ Recreation	1 to 2 acres per 1,000 residents	4.88 acres	8 - 15.9 acres	6.9 - 13.8 acres
Community Park	5 to 8 acres per 1,000 residents	72.25 acres	39.9 - 63.8 acres	34.6 - 55.3 acres
Regional Park	5 to 10 acres per 1,000 residents	0 acres	39.9 - 79.7 acres	34.6 - 69.2 acres
Natural Reserve	Varies by community	multiple nearby		
Total Park Acreage Range			90-163 acres	78-142 acres

TRAILS AND GREENWAYS

Trails are an important part of any city. In a well-designed community, homes, parks, stores, and schools are connected by safe walking and biking routes. Such routes give residents a chance to enjoy the outdoors and provide an improved quality of life. Routes for walking and biking also give residents without motorized transportation an option to reach their destination safely.

The plan recommends connectivity improvements to sidewalks and trails. In the community survey, residents were asked to rate the quality of bike paths and lanes in Murphysboro. Forty-three percent of residents responded that the bike paths and lanes are of poor quality, with an additional 19 percent answering fair quality. Survey results also indicated the need for improved sidewalks and trails to benefit residents and draw tourism.

Greenway corridors should also be used to connect residents to trails and the existing park system. The proposed greenways along waterways are the most valuable for conservation purposes, but may also be used for unique passive recreational opportunities. To assist in conservation of these areas, greenway corridors can be protected or restored under public or private ownership. Creating greenways can reduce the need for traditional parks on land suitable for development while providing multiple ecological and recreational benefits on land that is poorly suited to development (e.g., floodplains). In the case of the Big Muddy River Greenway, the outline follows the 100-year flood zone. Greenways are significant not only for their aesthetic and recreational value, but also for their ability to reduce stormwater runoff. The proposed greenways should be complemented by a minor greenway network. These narrower corridors along culverts, roadways, and trails have lesser value for habitat but will connect people to nature, provide recreational opportunities, stormwater percolation, and beautification opportunities.

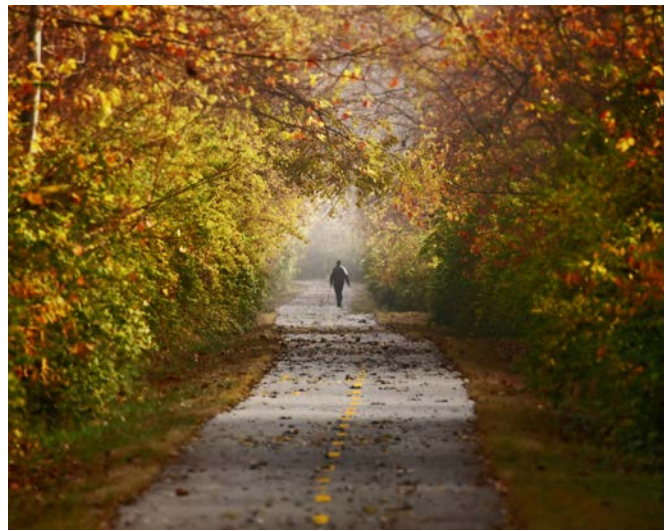
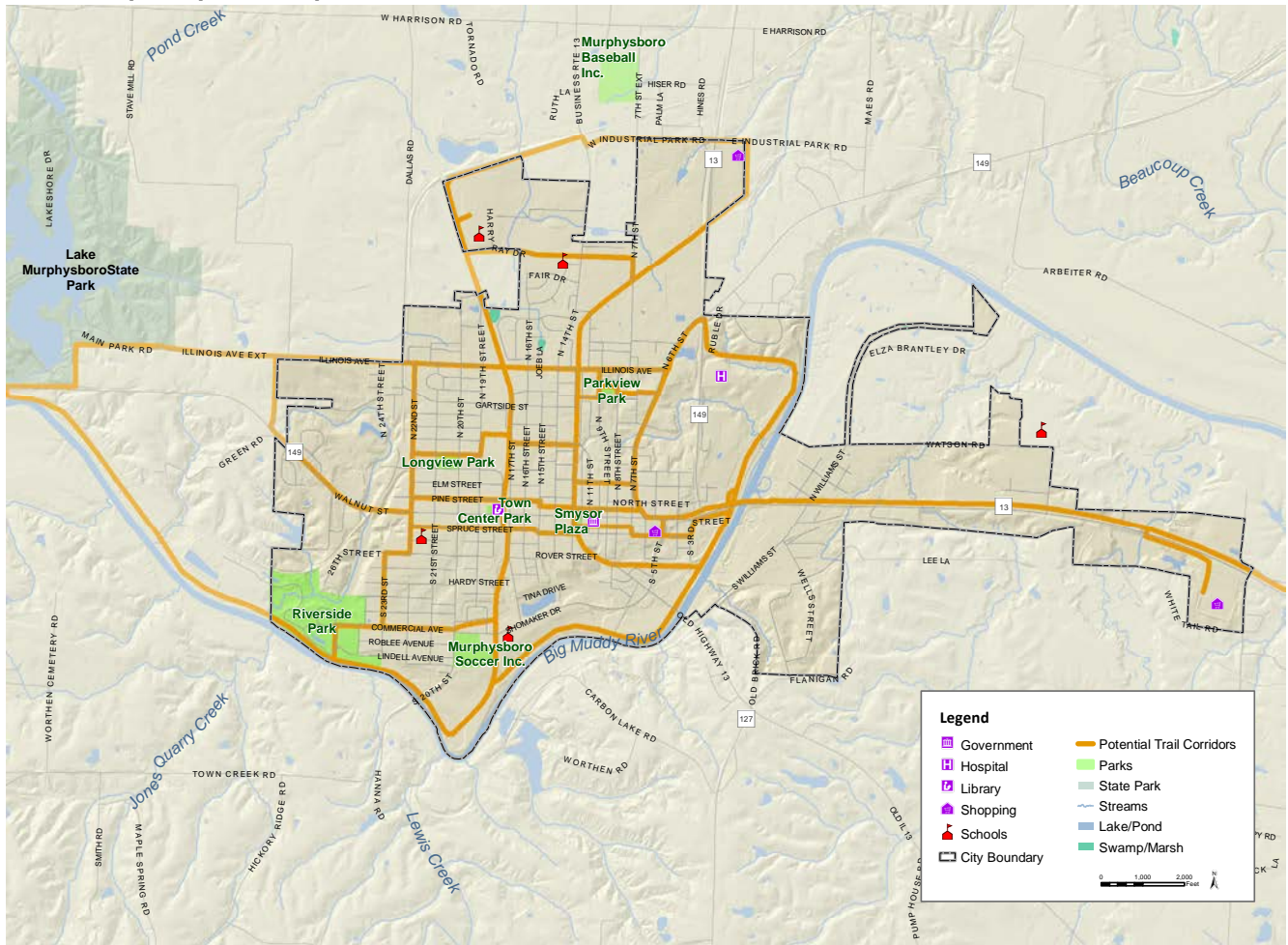
In addition, this plan recommends that all streams are buffered by at least 15 feet on each side. Protecting the small tributaries will help maintain water quality and promote habitat corridors. Protecting the areas as recommended will offer excellent ecological value, stormwater management benefits, and recreational opportunities.

Proposed Trails and Greenways

With the planned construction of Illinois Route 13 and the growing popularity of the Nationally Designated U.S. Bike Route 76, it is important for Murphysboro to connect the entire community to these assets and create a recreational trail system. The city's history as a former railroad hub will be beneficial in creating trails, as abandoned railroad right-away could become the perfect corridors for new trails and linkages to existing routes. See the proposed trail corridors on map.

Included in the proposed trail corridors is a Big Muddy River Trail and Greenway. Creating a large greenway along the river would provide reforestation, neighborhood connections,

Parks & Open Space: Proposed Trail Corridors



Bicycle and pedestrian recreation.

passive recreational opportunities, and flood control. Since it is located in the floodplain, this trail, if designed properly, has the ability to hold stormwater and reduce flooding in adjacent neighborhoods.

LANDSCAPE AND TREE CANOPY

Working with other plans that call for the protection of regional habitat, this plan strongly recommends increasing the tree canopy through urban forestry, as well as increasing citywide biodiversity and ecological corridors using native plants. Increasing urban tree canopy and improving the street level appearance of the community, also known as streetscapes, can have additional benefit beyond beautification. Street trees, which are already prevalent in many neighborhoods in Murphysboro, can benefit the city and homeowners. According to the Arbor Day Foundation, trees cut energy consumption by up to 25 percent and therefore reduce homeowner utility expenses. Properly placed trees can increase property values from seven to 20 percent. Additionally, buildings with wooded lawns rent more quickly and tenants tend to stay longer.

From a municipal standpoint, trees can reduce energy costs for the city and are crucial for stormwater management and erosion control. One native, deciduous tree can absorb over 40,000 gallons of water per year, carrying it deep into the ground and removing pollutants along the way to recharge groundwater supplies. Along stream banks or steep slopes, a tree's complex root systems holds soil in place, reducing erosion and flooding and improving water quality and habitat.

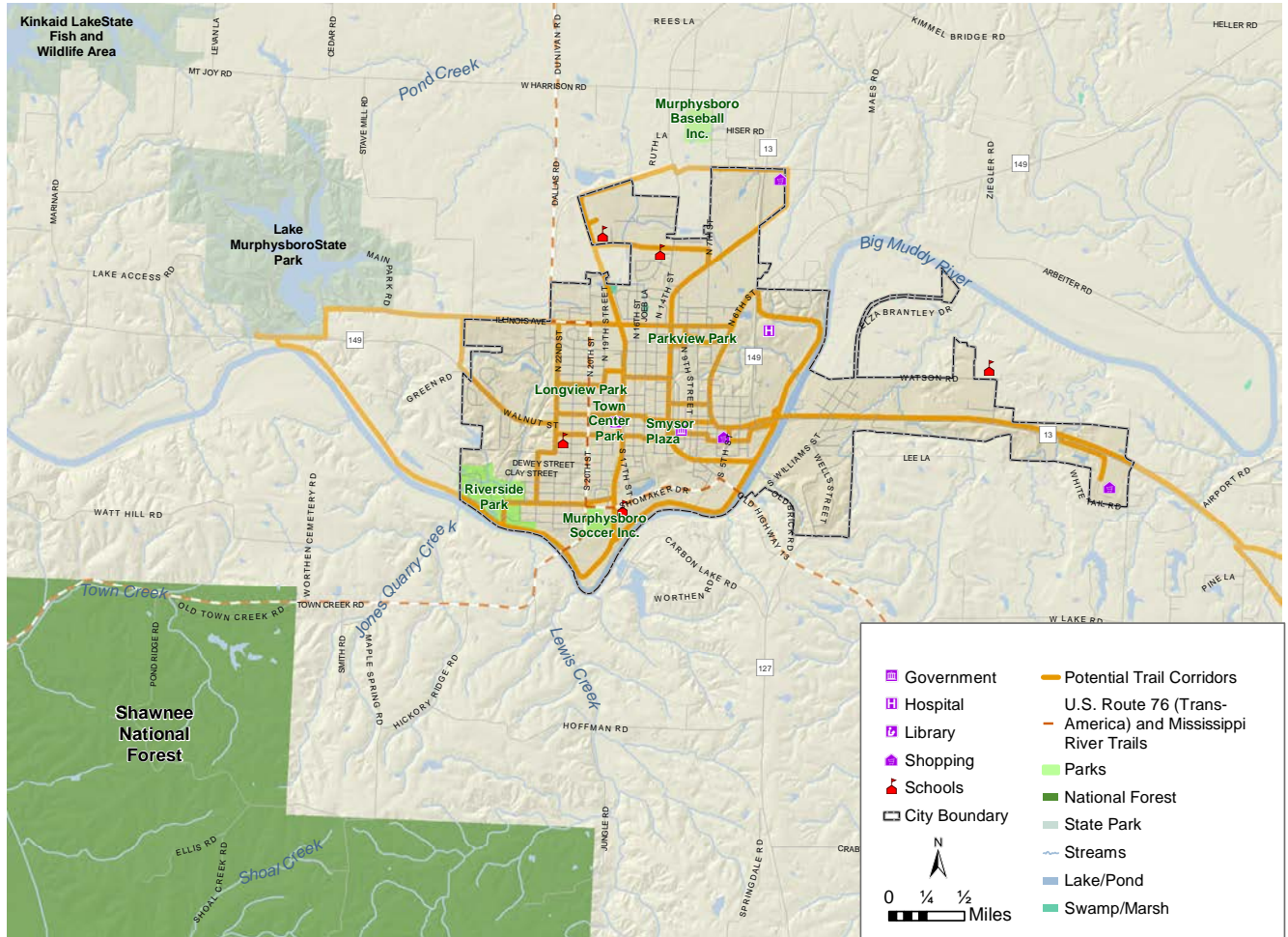
Incorporating native plants in public landscaping areas, streets, and parks promotes biodiversity and is beneficial for native pollinators. It also reduces maintenance needs. Once established, native plants have deeper root systems, requiring less watering and making them more drought and heat tolerant. Similar to trees, these deep roots can also help mitigate the effects of stormwater.

Natural Areas

Less than 10 minutes away by car lies a natural resource treasure—The Shawnee National Forest. The USDA proudly proclaims the Shawnee National Forest's national significance:

“Spanning 289,000 acres, Shawnee National Forest is nestled in southern Illinois between the Ohio and Mississippi rivers. It is the largest publicly-owned forested area and the only national forest in Illinois. It features strikingly beautiful oak-hickory forests, flourishing wetlands, lush canyons, razorback ridges and unique geological features. A rare convergence of six natural ecological regions results in a diversity of plant and animal species. With nearly one million people visiting annually, the forest serves as a retreat to Americans living in urban areas; more than 30 U.S. cities are within a six hour drive.”

Parks & Open Space: Regional Trails and Greenspace



Mississippi River Trail and Illinois Bike Route 76.

The forest has been managed for over 70 years under the multiple-use concept, which ensures the conservation and wise use of its many resources. It provides preservation and conservation of other sites held within and adjacent to its nationally-designated boundaries, for to all experience this diverse landscape and its heritage on the Ohio River National Scenic Byway, Great River Road, the Mississippi River Trail, the Trail of Tears National Historic Trail, and to discover forest sites used in the Underground Railroad.

More importantly, the forest is valued for its natural beauty and unique character. It protects remnants of 25 rare communities in 80 natural areas and includes an abundance of wetlands, floodplains, and riparian areas that enhance water quality. It offers a setting of hills, rock formations, and outstanding bluffs, floodplains and streams. The forest also houses a broad diversity of plants and animals, including more than 170 bird species—indigenous, tropical, and song birds that migrate through the Mississippi Flyway.

The continued mission of the U.S. Forest Service is to sustain the health, diversity, and productivity of the national forest and grasslands in order to meet the needs of present and future generations. This mission calls for a balanced consideration of the use of forest resources. It also requires the application of scientific knowledge, conservation leadership, and prudent management in partnership with other government agencies and private organizations and individuals. This national forest reveals to explorers its broad diversity of flora and fauna and unique geological features of native bald cypress swamps, rocky outcrops, glades, barrens, prairies, streams, lakes, ponds, waterfalls, woodlands, and diverse habitats for endangered, threatened and sensitive species as well as for game and non-game species.

With nearly 71 million people (one-quarter of the national population) living within 400 miles of the forest and cultural-, eco-, and agri-tourism on the rise, the community of Murphysboro has a great opportunity to strengthen and expand its bond with the region's greatest natural and economic resource. The city must continue to connect to this resource ecologically, thematically, and economically.

Murphysboro is the city/neighborhood in the Forest of the Ozark and Shawnee Hills of Southern Illinois.

Parks and Open Space Goals and Strategies

Goal P 1: Provide a high-quality, diversified parks and open space system that serves all ages, interests, and abilities.

- P 1.1 Develop a Comprehensive Parks, Open Space and Trails Plan, including an open space framework strategy and recreation assessment.
- P 1.2 Develop new active and passive parks of various scales, providing direct connections to existing neighborhoods. Prioritize neighborhoods most in need or deficient in quality green/park space.
- P 1.3 Raise dedicated funds for expansion of specialty park features, such as a splash pad, pool, or all-inclusive playground.
- P 1.4 Encourage stewardship and volunteer programs that identify tasks and provide supervision, support, and recognition. Continue adopt-a-use groups to help maintain or develop specific facilities.
- P 1.5 Forge new and innovative partnerships with agencies and community organizations to support land acquisition and park development projects to leverage funding opportunities including grants, sponsors, donations, in-kind, trade, lease, and community partnerships.
- P 1.6 Continue to cooperate and support other cities, villages, and towns in their efforts to conserve lands that address local and regional economies, environmental ethics, and landscape-scale regional environmental concerns. Support their efforts to create regionally significant parks, connect open spaces, expand urban forestry, preserve tree canopy, and link natural areas linkages to the Shawnee National Forest.

Goal P 2: Provide connected and accessible system of multi-use trails and greenways to link parks, open space, public facilities, neighborhoods, and business nodes.

- P 2.1 Develop a comprehensive system of trails and greenway corridors plan. Include an ADA transition plan for making existing sidewalk and crosswalks accessible for all users.
- P 2.2 Develop a Big Muddy River Greenway with trail and recreational opportunities connecting residents and downtown to the river while providing stormwater infrastructure relief.
- P 2.3 Develop and implement wayfinding (directional) and interpretive sign plan and materials for the entire system, especially along designated routes linking destinations, neighborhoods, recreational facilities, and schools.

- P 2.4 Require any new development to provide safe connections to the trail system and encourage installment of amenities for trail users.
- P 2.5 Provide safe on-street connections and crossings where necessary to connect pedestrians and bicyclists to neighborhoods, downtown, schools, services, and the trail and greenway system.
- P 2.6 Use the rail-to-trail concept (i.e., former railroads converted to trails) to develop greenways and trail corridors within the city limits.
- P 2.7 Support programs (e.g., schools, faith-based institutions, assisted living) that may provide transportation to and from parks and recreational facilities for those without access to transportation.
- P 2.8 Include the following as greenway corridor components: rivers, streams, canals, new and existing rights-of-way for railroads or utility lines, trails, paths, scenic roads, and city sidewalks, arterials, and boulevards.
- P 2.9 Implement multiple low-impact recreational use of forests, bottomlands, and greenways including walking, hiking, picnicking, and compatible activities.
- P 2.10 Provide trail connectors and resources that have regional significance and provide multiple uses for residents: trail heads, public art, interpretation, passive recreation, and landscaping.
- P 2.11 Consider the implementation of walking, hiking, and biking trails throughout the city: new greenways, floodplain trails, old rail corridors, streams/creeks, around existing park perimeters, through neighborhoods, connecting schools to parks, and interpretive/cultural/historic/remembrance trails.

Goal P 3: Create effective and efficient methods for acquiring, developing, operating, and maintaining facilities and programs that appropriately distribute and promote stewardship.

- P 3.1 Continue joint planning and operating programs with other public agencies, civic partners, and private organizations that provide special activities like soccer and baseball leagues as well as tournament facilities, which can provide services to local residents and attract visitors from the region and the state.
- P 3.2 Work with school districts, faith-based institutions, leagues and local civic organizations on joint-use of parks facilities and development of facilities suitable for a variety of age groups to minimize duplication of costs.

- P 3.3 Revise and implement development ordinances that require dedication of land to parks, sidewalks, and trails or fee in lieu of dedication to be used for land acquisition of high-quality parcels for open space.
- P 3.4 Investigate innovative methods for the financing of maintenance and operating needs in order to reduce costs, retain financial flexibility, match user benefits and interests, and increase facility services.
- P 3.5 Where advantageous, undertake alternative land lease, rental, or sustainable resource management practices that could generate revenues for future operation, maintenance, and development of natural resource areas on the external boundaries of the city.
- P 3.6 Encourage and cooperate with federal and state agencies, local units of government, and community organizations in financing, management, and acquisition of recreation and natural resources as appropriate.
- P 3.7 Encourage greater private sector participation in the preservation of park and open space lands, with appropriate conditions, including the possibility of corporate/institutional sponsor of park and recreation facilities or maintenance endowments.

Goal P 4: Plant resilient, native landscapes that increase biodiversity and demonstrate conservation best practices while also creating beautiful public spaces and streets for all.

- P 4.1 Designate certain streets as green boulevards, neighborhood greenways, and urban forest corridors where trees, rain gardens, and native landscape are incorporated and maintained with help from residents and neighborhood associations.
- P 4.2 Work with the Park District, community organizations, and civic groups (e.g., Master Naturalists, Wild Ones) to increase the propagation and use of native plants and trees in parks and public open spaces.
- P 4.3 Include design standards for high-quality streetscape, landscaping, and pedestrian amenities in development ordinances.
- P 4.4 Encourage the use of native plants in all landscaping choices to reduce maintenance costs and control stormwater while increasing biodiversity and showcasing native plants of southern Illinois.
- P 4.5 Conduct a tree survey for all parks and public open space to gauge health, hazard, and longevity of trees. Then develop a reforestation plan for ecological connectivity among forests and other habitat patches fragmentation. Consider an Emerald Ash Borer mitigation plan.

- P 4.6 Provide space in the park system or vacant city-owned parcels for permanent or temporary use as community gardens or pollinator gardens, or rain gardens where appropriate.
- P 4.7 Provide conservation and active management of forests and open space that includes removal of invasive species, selective timber harvest to promote the overall health of the forest, and provision of limited, passive recreation uses that are compatible with timber management objectives.
- P 4.8 Encourage conservation and increase the publicly-owned acreage of forests, tree canopy, and wooded lots. Adopt a reforestation program to ensure the propagation and sustainability of native bottomland and upland forest species.

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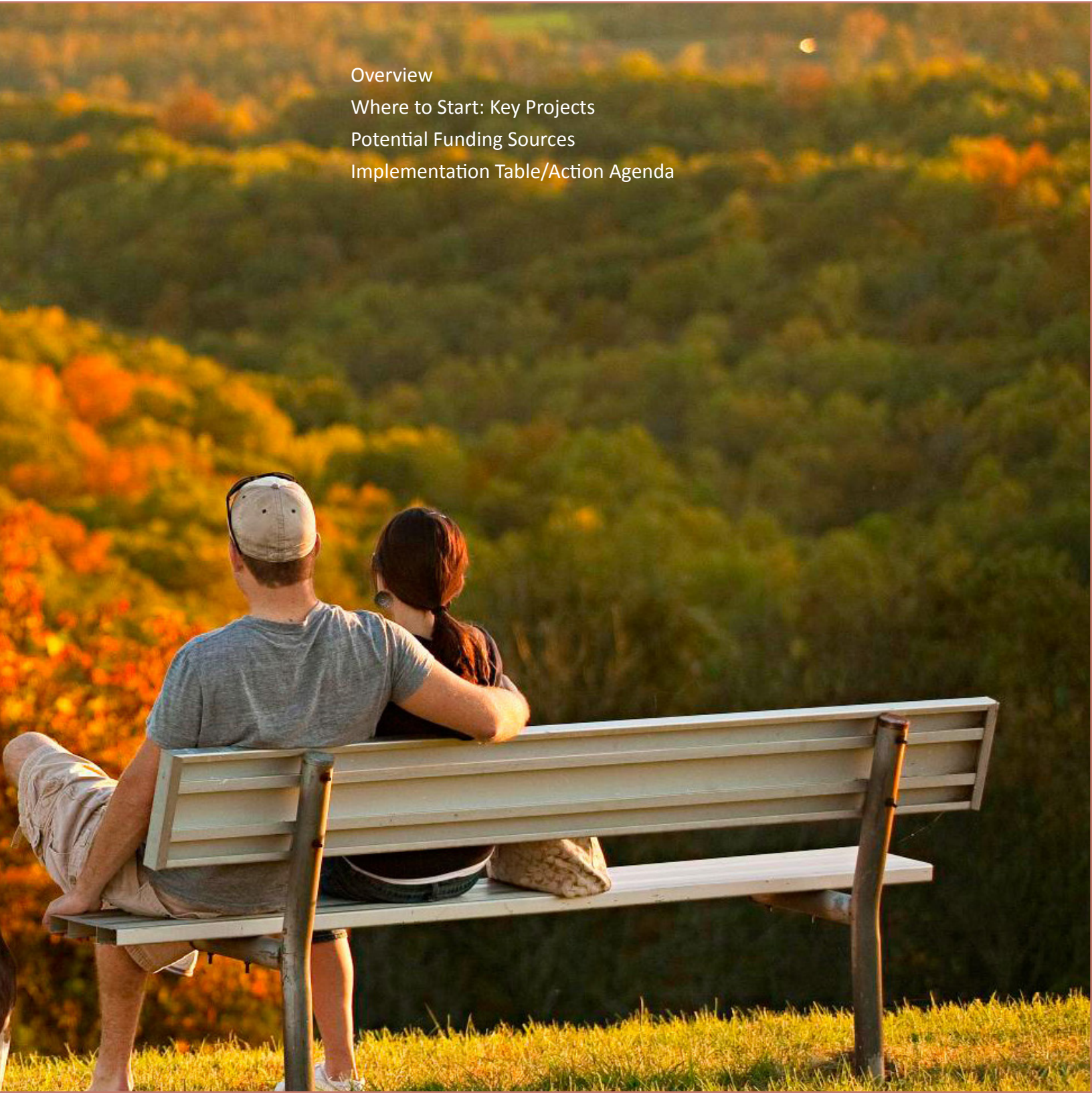
Section 5: Implementation Strategy

Overview

Where to Start: Key Projects

Potential Funding Sources

Implementation Table/Action Agenda



Section 5: Implementation Strategy

Overview

Implementation is the ultimate goal of the comprehensive plan. Murphysboro's Comprehensive Plan establishes a vision that will come alive as city government, residents, businesses, organizations, and others work together to fulfill the plan's goals and strategies. This can only work if the plan is consistently administered, maintained, and evaluated. Because the plan will be implemented over the long-term, this chapter provides a process to complete programs in a systematic and coordinated manner.

While adoption of the Comprehensive Plan represents the end of an initial multi-year planning process, it also represents the first step in the much longer journey of guiding change within the community and implementing the recommendations of the plan. This section briefly highlights the next steps that should be undertaken to begin the process of plan implementation.

1. Adopt the Comprehensive Plan and use it to guide decision-making on a day-to-day basis.
2. Review zoning and development controls.
3. Review and update the Capital Improvement Plan.
4. Promote cooperation and participation.
5. Enhance public communication.
6. Update the Comprehensive Plan on a regular basis.

Use the Comprehensive Plan on a Day-to-Day Basis

The Comprehensive Plan is Murphysboro's official policy guide for land use, development, and conservation. It is essential that the plan be adopted by City Council and used on a regular basis by city staff, councils, and committees to review and evaluate all proposals for improvement and development and prioritize public expenditures. The plan may also be used as a marketing tool to promote Murphysboro to new private sector investments and residents.

The Plan Commission should continue to meet regularly to review all proposed development of new facilities, infrastructure, or programming within the city. The Plan Commission can use the plan to ensure that new development aligns with the community's goals and vision and to advise the City Council on actions regarding development.

Review of Zoning and Development Controls

Zoning is an important tool in implementing planning policy. It establishes the types of uses allowed on specific properties and prescribes the overall character and intensity



of development to be permitted. Adoption of the new Comprehensive Plan should be followed by a review and update of the city's various development controls, including the zoning ordinance, the subdivision ordinance, and other related codes and ordinances. It is essential that all development controls be consistent with and complement the new Comprehensive Plan.

CIP - Capital Improvement Program

Another tool for implementing the Comprehensive Plan is a Capital Improvement Plan (CIP). The CIP addresses the procurement, construction, and maintenance of capital assets, including buildings, infrastructure, technology, and major equipment. The CIP establishes schedules, priorities, cost projections and funding options for public improvement projects within a five-year period.

The CIP aims to reflect and help implement the City Council's goals, of which the recommendations of the Comprehensive Plan should be a part. Review the CIP and include elements from the plan to implement over the next five years. Some examples of implementation items include, restoration and upgrade of existing infrastructure and utilities, improving sidewalks and crossings along with surface improvements, stormwater facilities, and streetscapes.

As financial resources in Murphysboro will always be limited and public dollars must be spent wisely, the City should continue to use the CIP to provide the most desirable public improvements and stay within budget constraints.

Cooperation and Partnership

Strong community support is key for the Comprehensive Plan to be successful. The plan incorporates the goals and desires identified by city officials, residents, business owners, and many other community organizations and groups. The City of Murphysboro should assume the leadership role in implementing the Comprehensive Plan, building support for it, and fostering the spirit of cooperation and collaboration needed to successfully achieve the goals established for Murphysboro.

In order for the plan to succeed, strong partnership between the city, other public agencies, various neighborhood groups and organizations, the local business community, and the private sector must be maintained.

The city's partners should include, but are not limited to:

- Other governmental and service districts, such as the Murphysboro Community Schools, Fire Protection District, Murphysboro Township, Jackson County,

Murphysboro Park District, Library, Greater Egypt Regional Planning and Development Commission, City of Carbondale, Illinois Department of Transportation (IDOT), and Jackson County Housing Authority.

- Private and not-for-profit service providers, such as Egyptian Electric Cooperative, or private education entities like START, who are not directly under the purview of local government but provide critical community-based services and amenities. Organizations could also include the Chamber of Commerce, Murphysboro Main Street, Murphysboro Youth and Recreation Center, and the Historical Preservation Society.
- The development community, which should be encouraged to undertake improvements and new construction that conform to the plan and enhance the overall quality and character of the community.
- The Murphysboro community at large. All residents and neighborhood groups, churches, and service organizations should be encouraged to participate in the on-going planning process, and should be given the opportunity to voice their opinions on improvement and development decisions within the city.

Public Communication

The city should make the Comprehensive Plan available to residents, businesses, property owners, and potential developers on its website as well as in hard copy at the City Administration Building. Copies should also be given to all potential partners/partner organizations. The city should continue to update the public on development issues in Murphysboro through the Mayor's newsletter and other local media. Consider potential ways to receive community feedback or questions on certain projects in the future.

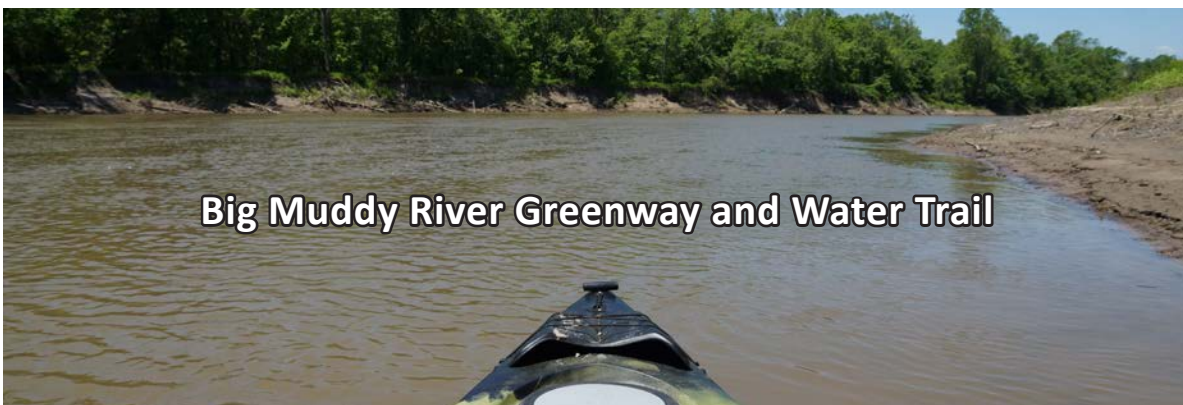
Regular Updates

It is important to emphasize that the Comprehensive Plan is not a static document. If community attitudes change or new issues arise which are beyond the scope of the current plan, the plan should be revised and updated accordingly. Routine examination of the plan will help ensure that the planning program remains relevant to community needs and aspirations.

Although a proposal to amend the plan can be brought forth by petition at any time, the city should regularly undertake a systematic review of the plan. Although an annual review is desirable, the city should initiate review of the plan at least every two to three years. Ideally, this review should coincide with the preparation of the annual budget and Capital Improvement Plan update. This allows changes to be made to the CIP and budget to match new plan amendments. Reviews are also a good way to highlight accomplishments related to the plan over the course of time and communicate them to the public.

Where to Start: Key Projects

Throughout the planning process, several catalyst projects have been identified as most important to launching community revitalization.



Downtown Streetscape and Façade Program

The heart of Murphysboro is truly its downtown with rich historic character, thriving local business, and public services. Focusing implementation efforts on this area to build momentum and support in the community. Additionally, the numerous partnerships in downtown will be beneficial in carrying out goals.

1 Building off of the goals and strategies outlined in Section 4 (page 72), it is strongly recommended that a detailed plan be created specifically for downtown Murphysboro that expands the ideas of the Comprehensive Plan. A Downtown Plan should include:

- A market analysis for retail and commercial services in Murphysboro.
- A retail sales leakage analysis.
- A complete infrastructure assessment including sewer, water, electric, natural gas, telephone/data lines, and Internet/fiber access.
- Architectural and design guidelines for downtown development. Design guidelines should include sign standards, setback, building transparency, landscape features, fencing, structures, façades, and basic form-based development. *Future façades improvement program grants should require adherence to the guidelines.*
- Signage design guidelines and ordinance, including directional and wayfinding signs.
- A streetscape design, including pedestrian amenities, façades, lighting, landscape, and pedestrian and auto circulation.
- An analysis of possible financial resources, including TIF financing, business associations, and grant opportunities.
- An implementation strategy.

2 Strengthen Partnerships. Partnerships help to share costs, risks, responsibilities, and asset management based on the strengths of each partner. Partnerships can be developed between two government entities, a non-profit and a city department, or private businesses or organizations and a city agency.

3 Implement a Façade Improvement Program. See details for starting and funding a facade program on page 125. Prioritize applicants in the Courthouse Square, East Walnut, and West Walnut to begin.

4 Connect property owners and developers to federal and local tax credits For example, there is a federal tax credit available for the rehabilitation of historic properties. The federal program provides a 20 percent federal income tax credit for owners of income-producing,

historic buildings that undergo substantial rehabilitation. This program is administered by the Illinois State Historic Preservation Office (IL SHPO).

Illinois also offers a 25 percent tax credit for the same purpose but only in “River Edge Redevelopment Zones (RERZ).” RERZ help revive and redevelop environmentally challenged properties adjacent to rivers in Illinois. Only Aurora, East St. Louis, Elgin, Peoria, and Rockford are currently eligible. Murphysboro should consider applying for RERZ designation to access additional tax incentives.

- 5 Consider new revenue sources. Review the programs detailed on page 124, such as a Special Service Area or Business District Designation, and evaluate potential feasibility of implementing downtown to generate funds for plan implementation.

Build Neighborhood Programs

Strengthen and improve neighborhoods through new programs to engage residents and improve quality of life. Potential programs and funding sources include:

- 1 Begin a Good Landlord Program. Rental properties in most neighborhoods tend to be more poorly maintained than owner-occupied housing. A Good Landlord Program can incentivize landlords to properly maintain their properties. Ogden, Utah has a model program that could be replicated in Murphysboro or in Jackson County to serve Murphysboro (see: <https://www.ogdencity.com/203/Good-Landlord-Program>).

Under this program, landlords must complete an eight-hour training course that teaches applicant screening, background checks, zoning laws, and fair housing laws. The program provides financial incentives to landlords who actively implement the objectives of the landlord training course, keep properties free of criminal activity, and maintain properties free of code violations. They also reduce certain fees associated with impacts to local government services.

Some incentives for good landlords to meet performance-based criteria include:

- Free access to one-on-one technical help with specific management or maintenance programs. A small group of people, including property managers, attorneys, and contractors could agree to be available for a modest amount of time for this program.
- Regular forums between key officials and landlords where concerns can be discussed informally and openly.
- Fast-track approval or permits for property improvements.

- Free advertising of available rentals on city/county website and in local newspapers or an affiliate website.
- Reduced fees for good landlords.
- Eligibility to purchase city or county properties.

2 Establish Neighborhood Associations/Block Watch Groups. A Neighborhood Association is a group of residents, business representatives, and/or other interested citizens that devote their time and energy to improve and enhance a well-defined geographic area. Neighborhood Associations offer an opportunity for government officials, developers, or others to solicit input from the residents that live within a specific geographic area.

A well-organized, diverse group of neighbors can be a powerful force in building a cohesive neighborhood where people want to become involved in and resolve neighborhood issues.

3 Utilize Volunteerism. Murphysboro is fortunate to have many civic organizations and people that take pride in and give back to their community. Volunteers are an indirect revenue source with the donation of person-hours to assist the community in providing a product or service on an hourly basis. This reduces the city's cost in providing the service, plus it builds advocacy into the system. Indirect revenue from volunteers can be used as matching funds in many grant programs.

4 Consider a Land Bank. A land bank is an entity established to assemble, temporarily manage, and dispose of vacant land for the purpose of stabilizing neighborhoods and encouraging reuse or redevelopment of urban property. Land banking may be a viable option in addressing distressed areas and preserving diverse housing opportunities. While a land bank can be established at the city level, it is often more effective at the county level through a non-profit entity.

5 Connect residents with non-profit organizations and government programs. Non-profit organizations and grants are available to assist in the construction and rehabilitation of affordable housing.

Big Muddy River Greenway and Water Trail

The Big Muddy River is a big deal in Murphysboro, embedded in its history and folklore. However there is a disconnect between most neighborhoods and the recreational opportunities the river can provide. The river is a wonderful resource and a trail alongside

it can serve as a link between the city and surrounding natural areas. A trail also has the potential to become a destination for recreation, bringing additional tourism to the area.

Implementing a trail will require raising funds, creating a master plan including engineering, and acquiring additional property. This is a long term goal, but planning can start now.

1 Evaluate potential funding sources.

- **Hotel, Motel and Restaurant Tax**
A city may impose a hotel occupancy tax (HOT tax) by passage of an ordinance. The tax is based on gross receipts from room charges can be used to fund programs that support and encourage tourism.
- **User Fees**
Cities often levy fees for use of city facilities, parks, and open spaces for special events or programs. The city must position its fees and charges to be market-driven and comparable to those charged by public and private facilities.
- **Recreation Service Fees**
These dedicated user fees allow participants the opportunity to contribute to the upkeep of parks and recreation facilities. Fees can apply to all organized activities that require a reservation of some type. Examples of activities include sports leagues, special interest classes, and other organized programs requiring exclusive or intense use of a facility. The funds are used to maintain existing facilities or constructing new ones.
- **Grants**
State, federal, and private foundation grants can be used for acquisition of land, trail planning, and building trails. See the funding table on page 129.
- **Partnerships**
Establish partnerships with other units of government, including Shawnee National Forest, non-profits, and service organizations.

2 Identify parcels needed an funding mechanisms.

- **Land Trust**
Many counties and regions have developed land trusts to help secure and fund the cost of acquiring and managing land to be preserved and protected for greenway purposes. This could be a good resource for the acquisition of future lands. An example is Green Earth, Inc. in Carbondale.
- **Transfer of Development Rights Agreements (TDR)**
TDR's are a market based technique that encourage the voluntary transfer of growth from places where a community would like to see less development (called sending areas) to places where a community would like to see more development (called

receiving areas). Sending areas can be environmentally-sensitive properties, open space, agricultural land, wildlife habitat, historic landmarks, or areas of importance. Receiving areas should be places that the general public has deemed appropriate for extra development due to proximity to jobs, shopping, schools, transportation and other urban services.

- Easements

This revenue source is available when the city allows utility companies, businesses, or individuals to develop an improvement for public benefit above or below ground on city property for a set period of time. It also requires a set payment to the city on an annual basis. A public access easement is one way to accomplish trail connections when a landowner does not want to sell the land, but is agreeable to letting the public use a trail on a portion of the land.

Potential Funding Sources

A description of potential funding sources is summarized below. Please note that because the following sources are subject to change, the city should continue to research and monitor grants, funding agencies, and programs to identify new opportunities as they become available.

Some of the projects and improvements in the Comprehensive Plan can be implemented through administrative and policy decisions or traditionally funded municipal programs. However, other projects may require special technical and/or financial assistance.

The city should continually explore and consider the wide range of local, state, and federal resources and programs that may be available to assist in the implementation of planning recommendations. Some possible alternative funding sources include grants, donations and volunteerism, foundations, and public/private partnerships.

PROGRAMS

Illinois Enterprise Zone Program

The Illinois Enterprise Zone Program is designed to stimulate economic growth and neighborhood revitalization in economically depressed areas of the state through state and local tax incentives, regulatory relief, and improved governmental services. Businesses located or expanding in an Illinois Enterprise Zone may be eligible for state and local tax incentives. In Murphysboro, most existing business and commercial areas are located in the Enterprise Zone, which is comprised of most of downtown and parts of Route 13, Route 127, Walnut Street, and 17th Street. It includes the old Curwood and Brown Facilities, the Business and Technology Park, and Penn Aluminum, among other businesses. The city should continue to advertise these incentives to bring new business and jobs to the community.

Tax Increment Financing

The city may continue to use the provision of Tax Increment Financing (TIF) funding to incentivize and attract desired development within key commercial areas. TIF funds can typically be used for infrastructure, public improvements, land assemblage, and in offsetting the cost of development—including, but not limited to engineering, stormwater, and other site related issues.

TIF utilizes future property tax revenues generated within a designated area or district to pay for improvements and incentivize further reinvestment. As the Equalized Assessed Value (EAV) of properties within a TIF district increases, the incremental growth in property tax over the base year that the TIF was established is reinvested in the area. Local officials may then issue bonds or undertake other financial obligations based on the growth in new tax revenue within the district. The maximum life of a TIF district in the State of Illinois is 23 years, although the TIF district can be extended via approval from the Illinois state legislature. Over the life of a TIF district, the taxing bodies present within the district, such as school or park districts, receive the same amount of tax revenue that was generated in the base year in which the TIF was established. There are provisions that allow for schools to receive additional revenue.

Community Development Block Grant Program

The Community Development Block Grant (CDBG) Program is a flexible program that provides communities with resources to address a wide range of unique community development needs. Murphysboro is not an entitlement community and must apply to receive funds via the Greater Egypt Regional Planning and Development Commission. The CDBG Program provides annual grants on a formula basis to 1,225 general units of local government and states. A grantee must develop and follow a detailed plan that provides for and encourages citizen participation. This integral process emphasizes participation by persons of low or moderate income, particularly residents of predominantly low- and moderate-income neighborhoods, blighted areas, and areas in which the grantee proposes to use CDBG funds. Over a one-, two- or three-year period, as selected by the grantee, not less than 70 percent of the funds must be used for activities that benefit low- and moderate-income persons.

Façade and Site Improvement Programs

Façade and site improvement programs can be used to help improve and retain existing business by offering low interest loans or grants earmarked for improving the exterior appearance of designated properties. Funds can be used for construction/remodeling of the façade and also signs, awnings, lighting, and other external appearance features. This is an ideal program to begin in the city's downtown area where there is heavy pedestrian-oriented commercial use. Once established, consider spreading the program to other parts of the city.

This program can be implemented as a loan or grant. Loans are paid back to the city with a low interest rate over a short period of time. The more common way of distributing façade improvement funds is by awarding a 50-50 matching grant up to a certain amount. For example, if a grant award is \$2,500, the applicant would also have to spend a minimum of \$2,500, for a total project cost of \$5,000. Grant monies are distributed after the project is complete and photos, invoices and receipts, and accounting records validating payment have been submitted.

Funding from this program can come from a variety of sources. Some communities dedicate a percentage of their games tax revenue towards downtown streetscape improvements, including funding façade grant programs.

Special Service Area

Special Service Areas (SSAs) can be used to fund improvements and programs within a designated service area. An SSA is essentially added to the property tax of the properties within the identified service area and the revenue received is channeled back into projects and programs benefiting those properties. An SSA can be rejected if 51 percent of the property owners and electors within a designated area object. SSA funds can be used for such things as streetscape improvements, extra trash pickup, or the subsidizing of staff to market a commercial area. For example, the city could choose to create a SSA for the Walnut Street corridor and use revenues streetscapes, planting, maintenance, programs, façade grants, for Walnut Street.

Incubator Programs

Business incubators provide low-cost space and specialized support services to small companies. Such services might include administrative consulting, access to office equipment and training, and assistance in accessing credit. Incubators are typically owned by public entities such as municipalities or economic development agencies who then subsidize rents and services with grants. In addition to job creation and generating activity, the goal is to have startup businesses grow and relocate to larger spaces within the municipality.

Payment in Lieu of Taxes

Payment in Lieu of Taxes (PILOT) is a tool similar to tax abatement. The city can use PILOT to reduce the property tax burden of a desired business for a predetermined period. In this instance, a local taxing body and a property owner will agree to the annual payment of a set fee in place of the property taxes. Payments are typically made in the form of a fixed sum, but they may also be

paid as a percentage of the income generated by a property. In addition, PILOT can also be a means of reducing the fiscal impact on the city of a nonprofit, institutional use, or other non-taxpaying entity locating to a key site. While such uses can be desirable as activity generators, they can also negatively impact municipal services. Provisions can be made to offset that negative impact by allowing taxing bodies to be compensated for at least a portion of the revenue that would otherwise be collected in the form of property tax.

Business District Designation

Business district development and redevelopment is authorized by Division 74.3 of the Municipal Code of the State of Illinois. A municipality may designate, after public hearings, an area of the municipality as a business district. Business district designation empowers a municipality to carry out a business district development or redevelopment plan through the following actions:

- Approve all development and redevelopment proposals.
- Acquire, manage, convey, or otherwise dispose of real and personal property acquired pursuant to the provisions of a development or redevelopment plan.
- Apply for and accept capital grants and loans from the United States and the State of Illinois, or any instrumentality of the United States or the State, for business district development and redevelopment.
- Borrow funds as it may be deemed necessary for the purpose of business district development and redevelopment, and issue such obligation or revenue bonds as deemed necessary, subject to applicable statutory limitations.
- Enter into contracts with any public or private agency or person.
- Sell, lease, trade, or improve such real property as may be acquired in connection with business district development and redevelopment plans.
- Expend such public funds as may be necessary for the planning, execution, and implementation of the business district plans.
- Establish by ordinance or resolution procedures for the planning, execution, and implementation of business district plans.
- Create a Business District Development and Redevelopment Commission to act as an agent for the municipality for the purposes of business district development and redevelopment.

Community Development Corporations

Many communities use SSAs or TIF (as appropriate) to fund the start up and/or operation of a Community Development Corporation (CDC) to oversee a range of redevelopment activities for a specific geographic area, particularly commercial areas and central business

districts. A CDC is typically an independently chartered organization, often with not-for-profit status, that is governed by a board of directors. The directors typically bring expertise in real estate or business development along with a demonstrated commitment to the community. CDCs are often funded through public-private partnerships with financial commitments from local financial institutions or businesses and a public funding source (e.g., TIF, SSA) to provide for both operating expenses and programs, as appropriate. CDCs may undertake traditional chamber of commerce-like activities such as marketing, promotion, workforce development, information management, and technical assistance to small businesses, but may also administer loan programs or acquire and redevelop property in the community. Many communities create CDCs under the umbrella structure of an established chamber of commerce in the community so that missions are complementary and do not overlap. An example of a distinctive CDC activity is the facilitation or administration of a revolving loan fund or a community lending pool capitalized by commitments from local financial institutions to provide low-interest/low-cost loans. Such funds typically target both new and expanding businesses for such redevelopment activities as interior improvements, façade and exterior improvements, building additions, site improvements, etc. Some state and federal small business assistance programs are structured to work in combination with CDC administered loan programs. Another distinctive activity of a CDC is property acquisition and redevelopment, which is most successful when the organization is mature in both expertise and capacity (particularly if the CDC intends to manage property after redevelopment).

Inter-local Agreements

Contractual relationships entered into between two or more local units of government and/or between a local unit of government and a non-profit organization for the joint usage/development of meeting and convention facilities, sports fields, regional parks, or other facilities.

Dedication/Development Fees

These fees are assessed for the development and upgrade of parks, recreational facilities, open spaces, and trails and can apply to residential, industrial, and/or commercial properties

Foundation and Specialized Grants

The successful implementation of the plan requires realization of projects that range in scale and scope. One type of funding source that becomes increasingly significant when sue-specific projects or programs (tourism, performing arts, historic preservation, small business assistance, etc.) are considered is the foundation grant. The city should continue to dedicate resources to monitoring and exploring foundation grants as a funding tool.

GRANT OPPORTUNITIES

Funding Source	Grant Program	Details	Area of Implementation
Illinois Department of Transportation	Surface Transportation Program (STP)	The Surface Transportation Program (STP) provides funding for all types of transportation projects, including pedestrian and bicycle facilities. Projects are selected through the State Highway Improvement Program.	Infrastructure, Parks & Open Space
	Illinois Transportation Enhancement Program (ITEP)	The Illinois Transportation Enhancement Program (ITEP) provides funding for community based projects that expand travel choices and enhance the transportation experience by improving the cultural, historic, aesthetic and environmental aspects of our transportation infrastructure.	Infrastructure, Economic Vitality (Downtown)
	Truck Access Route Program	The purpose of the Truck Access Route Program (TARP) is to assist local government agencies in upgrading highways to accommodate 80,000-pound trucks. Projects must connect to a truck route on one end and terminate a truck generator and/or another truck route (unless phase construction is approved). The local agency must pass a resolution designating the road as a Class II or Class III truck route and post signs with that designation. TARP is designed to help pay the cost difference of upgrading local highways to meet additional weight and geometric requirements. The state provides up to \$45,000 per lane-mile and \$22,000 per intersection or up to 50 percent of the entire project, whichever is less. The state's share of the cost will not exceed \$900,000.	Economic Vitality, Infrastructure
	Illinois Safe Routes to School (SRTS)	Eligible infrastructure projects include sidewalk improvements, traffic calming/speed reduction improvements, traffic control devices, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle facilities, and secure bicycle parking facilities. Eligible non-infrastructure projects include events, equipment, and supplies that help to address areas of Education, Enforcement, Encouragement, and Evaluation.	Infrastructure, Parks & Open Space
	Pedestrian and Bicycle Safety Program	Funds cost-effective projects that improve bicycle and pedestrian safety through education and enforcement. May fund projects such as a bicycle and pedestrian master plan, development and distribution of maps with safety information, Educational materials, safety equipment, and vehicle feedback signs.	Infrastructure, Parks & Open Space
	Economic Development Program (EDP)	The purpose of the EDP grant is to provide state assistance for roadway improvements or new construction that are necessary for access to new or expanding industrial, manufacturing or distribution type companies. Funding will include preliminary engineering, construction, construction engineering and contingencies.	Infrastructure
	Rail-Highway Safety	Provides funding for safety improvements at rail/highway crossings. Provides 100 percent of matching funds.	Infrastructure
	Township Bridge Program	Provides funds for the use of road districts for the construction of bridges 20 feet or more in length. Funding at a 80/20 match ratio.	Infrastructure

Illinois Department of Natural Resources	Federal Recreational Trails Program	The IDNR administers RTP funds and stipulates that funds can be utilized for trail construction and rehabilitation; restoration of areas adjacent to trails damaged by unauthorized trail uses; construction of trail-related support facilities and amenities; and acquisition from willing sellers of trail corridors through easements or fee simple title. The RTP program can provide up to 80 percent federal funding on approved projects and requires a minimum 20 percent non-federal funding match. Eligible applicants include municipalities and counties, schools, and private, non-profit and for-profit businesses.	Parks & Open Space, Transportation
	Open Space Land Acquisition and Development (OSLAD)	OSLAD is funded with Real Estate Property Transfer Tax in Illinois. Both land acquisition and park developments are accepted in this program. It is a 50/50 cost share program on a reimbursable basis. Projects vary from small neighborhood parks or tot lots to large community and county parks and nature areas.	Parks & Open Space
	Park and Recreational Facility Construction Grant	Local governments can apply for park and recreation unit construction projects including acquisition, development, construction, reconstruction, rehabilitation, improvements, architectural planning and installation of capital facilities consisting, but not limited to, buildings, structures and land for park and recreation purposes and open spaces and natural areas.	Parks & Open Space
	Bike Path Grant Program	This program assists local units of government to acquire, construct, and rehabilitate public, non-motorized bicycle paths and directly related support facilities.	Parks & Open Space, Transportation
	Boat Access Area Development Program	This program provides local government with financial assistance for the acquisition, construction, and expansion/rehabilitation of public boat and canoe access areas on Illinois lakes and rivers.	Parks & Open Space
	The Urban and Community Forestry Assistance Grant Program	Local governments can apply for financial assistance for the development of local urban and community forestry programs; activities must help to establish, manage, conserve, and preserve the urban and community forests from inner city to associated public lands.	Parks & Open Space, Neighborhoods
U.S. Department of the Interior	Land and Water Conservation Fund	Land and Water Conservation Fund grants are available to cities, counties, and school districts to be used for outdoor recreation projects. Projects require a 55 percent match. All funded projects are taken under perpetuity by the National Park Service and must only be used for outdoor recreational purposes. Development and renovation projects must be maintained for a period of 25 years or the life of the manufactured goods.	Parks & Open Space
Illinois Environmental Protection Agency	Illinois Municipal Brownfields Redevelopment Grant Program	Helps communities identify and prioritize brownfield sites; investigate and determine remediation objectives; develop remedial action plans, and funds eligible clean up activities.	Economic Development
United States Department of Agriculture	Rural Business Development Grants	This program is a competitive grant designed to support rural businesses and create jobs. The program is designed to assist the startup or expansion of small and emerging private businesses and/or non-profits in rural communities. Eligible applicants include public bodies, government entities, non-profit organizations and Indian tribes. RBDG grants can be used to acquire or develop land, buildings, plants and equipment; build or improve access roads, parking areas, utility extensions; provide technical assistance; establish revolving loan funds; and to support rural distance learning programs that provide educational or job training	Economic Vitality, Infrastructure

U.S. Economic Development Administration	Public Works and Economic Development Program	Under the Economic Development Assistance programs (EDAP), EDA will make construction, non-construction, and revolving loan fund investments under the Public Works and Economic Adjustment Assistance Programs. The program provides Public Works investments to support the construction or rehabilitation of essential public infrastructure and facilities necessary to generate or retain private sector jobs and investments, attract private sector capital, and promote regional competitiveness, including investments that expand and upgrade infrastructure to attract new industry, support technology-led development, accelerate new business development, and enhance the ability of regions to capitalize on opportunities presented by free trade. Generally, the amount of the EDA grant may not exceed 50 percent of the total cost of the project. Projects may receive up to an additional 30 percent, based on the relative needs of the region in which the project will be located, as determined by EDA.	Economic Vitality, Infrastructure
The following are part of the Community Development Block grant Program (CDBG) and are administered by Greater Egypt Regional Planning & Development Commission.			
Illinois Department of Commerce and Economic Opportunity	Public Infrastructure	Local governments that need to improve public infrastructure and eliminate conditions detrimental to public health, safety, and public welfare may request a maximum of \$500,000.00 to undertake projects designed to alleviate these conditions, with an emphasis on helping communities with substantial low to moderate-income populations.	Infrastructure, Neighborhoods
	Housing Rehabilitation Program	Low-to-moderate income communities can apply for grants to improve housing and rehabilitate and retrofit properties. A maximum of \$500,000 in grant funds or \$45,000 per household is available to improve the homes of low-to-moderate income residents of owner occupied single-family housing units. Grants provide residents with safe and sanitary living conditions and help to stabilize neighborhoods and affordable housing in the community.	Infrastructure, Neighborhoods
	Economic Development	Local governments may request a maximum of \$1,000,000.00 for gap financing to assist businesses locating or expanding in the community. Funds may be used for machinery and equipment, working capital, building construction and renovation, or improvements to public infrastructure that creates and/or retains jobs in the community.	Infrastructure, Neighborhoods, Economic Vitality
	Disaster Response	Communities may apply for a maximum of \$200,000.00 in funding for interim assistance following a disaster as declared by the Governor.	Infrastructure, Neighborhoods

Implementation Table/Action Agenda

The following pages contain the implementation table for the main goals and strategies in this Comprehensive Plan. The Plan Commission and City of Murphysboro should expand upon this table to identify specific projects, the priority of each project or activity, the role of the city and/or other participants, and potential funding sources and assistance programs that might be available.

Begin identifying priorities by selecting goals to focus on in the short term (1-5 years), medium term (5-12 years), and long term (up to 20 years or more). Expand and focus work on short-term goals. This table should be reviewed annually to coincide with the annual updates to the Capital Improvement Plan and the city’s annual budget plan.

Land Use

Goal	Recommended Actions	Yrs 1-5	Yrs 6-10	Yrs 10-20	On-going
LU 1	Update City Zoning Ordinance.	x			
LU 1	Update subdivision and building codes.	x			
LU 2	Design and construct community entrance gateways.		x		
LU 2	Conduct thorough investigation of existing infrastructure capacity and upgrade needs.	x			
LU 2	Review streets ordinances to allow for complete streets components.	x			
LU 2	Develop or update façade improvement programs, special service areas, special sign areas, etc.	x			
LU 3	Develop flood prevention ordinance and riparian buffer ordinance.		x		
LU 3	Develop a park dedication or fee-in-lieu requirement as a part of the development code.		x		
LU 3	Develop a master plan for Big Muddy River Greenway.		x		

Transportation

Goal	Recommended Actions	Yrs 1-5	Yrs 6-10	Yrs 10-20	On-going
TI 1	Establish a priority system to upgrade existing collector streets to include horizontal curve corrections, pavement replacement, curbs, gutters, and sidewalks.		X		
TI 1	Require new development to incorporate neighborhood connectivity, bike trails/routes, and walkways into development plans.	X			
TI 1	Conduct further study for the “safety locations of interest” identified by SIMPO.		X		
TI 1	Work with IDOT to improve crosswalks along Walnut Street, ensuring that each leg of the intersection has a highly visible painted crosswalk and that all traffic signals include a pedestrian signal and push-button to activate.		X		
TI 1	Work with IDOT to design and implement bicycle facilities along Walnut Street.				
TI 1	Develop a bicycle parking incentive program (e.g., eliminate one parking space requirement for every five bike parking spaces)			X	
TI 1	Provide wayfinding signs from Walnut Street to the public parking lots.		X		
TI 2	Continue to work with regional partners, such as IDOT and SIMPO, to maintain and improve the regional transportation system.				X
TI 2	Coordinate with SIMPO to continue to include Murphysboro in regional plans and to become a part of the SIMPO service area as soon as possible.	X			
TI 2	Continue to coordinate with neighboring communities to connect trails and bicycle routes to and through Murphysboro .		X		
TI 2	Work with regional partners to investigate the impact of increased freight traffic and possible mitigation of the impact of truck traffic on roadways, especially Walnut Street.				X

TI 3	Develop a Bicycle and Pedestrian Master Plan that outlines a bikeway/walkway/trail system connecting the City of Murphysboro with the regional trail network.		x		
TI 3	Enforce high-quality street and sidewalk standards for any redevelopment or new development.				x
TI 3	Create an Americans with Disabilities Act (ADA) transition plan for upgrading built areas.	x			
TI 4	Continue to work with Jackson County Mass Transportation District (JCMTD) to provide point-deviated bus route service from Murphysboro to Carbondale and explore additional routes and stop locations as the city develops.				x
TI 4	Promote JCMTD’s curb-to-curb service to residents.				x
TI 4	Work with all possible stakeholders to provide bus service or equivalent transportation for children to the Youth Center for the free summer lunch program.	x			
TI 4	Evaluate the need for paratransit and senior citizen transportation.		x		
TI 5	Provide wayfinding signs to help residents and visitors find parks, trails, the Big Muddy River, Shawnee National Forest, public boat launches, etc.		x		
TI 6	Identify drainage system needs and make improvements where flood control problems exist.				x
TI 6	Mitigate stream obstructions from natural causes, such as logjams and beaver dams. Restrict man-made stream obstructions to reduce flooding.				x
TI 7	Update ordinances to require all new developments in the city to have city water service, sanitary sewer service, and stormwater management provisions.	x			
TI 7	Consolidate city services into one central administrative hub or campus downtown, as opportunities arise.			x	

TI 8	Work with all cities, counties, regional planning authorities, and organizations to create a plan to reduce flooding, erosion, and pollutant levels in the Big Muddy River watershed.			x	
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Downtown

Goal	Recommended Actions	Yrs 1-5	Yrs 6-10	Yrs 10-20	On-going
D 1	Establish and use a façade improvement grant program.	x			
D 1	Plant appropriate street trees along primary corridors. Consult with an arborist.	x			
D 1	Create a landlord registration program.	x			
D 1	Create a “good landlord” incentive, such as fee reductions or faster approvals for keeping properties in good condition.	x			
D 1	Explore various financing mechanisms, such as a Tax Increment Financing (TIF) District, to support capital investments in infrastructure for downtown redevelopment.	x			
D 1	Develop programs for small business expansion and start-ups. For example, offer workshops on appropriate store hours, creative window displays, and business/marketing plan development. Offer market-rate space for creative or tech industries (e.g., artists, coding), or start seed-grants or start up competitions/angel investment with potential investors. Work with the Chamber and Main Street program to develop this.				x
D 1	Draft a downtown economic plan that identifies target industry clusters.	x			
D 1	Create a website or sharing platform to connect businesses to the creative community (e.g., help restaurants connect with bands/music performers).		x		

D 1	Cross promote available properties on Chamber of Commerce, Murphysboro Main Street, and city resources.				x
D 1	Create a downtown directory for vacant, for sale, and for rent properties.	x			
D 1	Work with local artists to install art in vacant storefronts.	x			
D 1	Update to zoning ordinance to allow live/work/mixed use (e.g., residential above commercial), townhomes, fourplexes, row houses, senior-sensitive, and medium density homes.	x			
D 1	Create a downtown zoning district that allows for mixed-use development.	x			
D 1	Review and possibly revise parking minimums for housing to encourage more residential uses.		x		
D 1	Implement incentive tools, such as tax reductions or TIF, to encourage new housing downtown. (Include the school district in discussions about use of these tools.)		x		
D 2	Create a historic district in downtown.		x		
D 2	Create a historic resource inventory.	x			
D 2	Develop a variance program and cost share for historic structures.		x		
D 2	Create interpretive walking trails to historic resources.		x		
D 2	Develop design and architectural guidelines for downtown development. Design guidelines should include sign standards, setback, building transparency, landscape features, fencing, structures, façades, and basic form-based development. Future façades improvement program grants should require adherence to the guidelines.		x		

D 2	Connect property owners and developers to federal historic tax credit for rehabilitation of historic properties.		x	x	
D 2	Develop a wayfinding and cultural resources interpretive plan.		x		
D 2	Create a Historic House Tour (by auto, bicycle, and foot).	x			
D 3	Continue to coordinate a year-round schedule of events, festivals, and art/performances that celebrate the community and attract visitors downtown.				x
D 3	Develop a public art program or incentive ordinance.			x	
D 3	Designate loading/unloading zones for trucks along side streets and the rear of buildings to mitigate the impacts of truck traffic on Walnut Street.		x		
D 3	As part of an overall Capital Improvement Plan for the city, identify and prioritize issues with pedestrian accessibility and connectivity to and within downtown.	x			
D 3	Better manage parking capacity and access throughout downtown, especially as new development occurs.		x		
D 3	Designate public parking areas and develop a comprehensive parking management strategy based on parking demand in each area. This could include time limits, enforcement, shared-parking agreements, and re-striping parking spaces to create more capacity or traffic flow.		x		
D 3	Create consistent signs that designate public parking areas.		x		
D 3	Create a public parking map for visitors downtown.		x		
D 3	Prioritize public right-of-way improvements to meet ADA requirements.	x			

D 3	Connect downtown through bike/pedestrian access to the Big Muddy River corridor.			x	
D 3	Create iconic streetscapes along primary corridors: Walnut, Chestnut, Locust, 9th, 14th, and 17th streets.		x		
D 3	Develop a sign ordinance for the downtown area. The ordinance should encourage painted murals and creative sign styles that fit well with the community's historic character (e.g., blade, vertical, and lit signs).		x		
D 3	Create gateways to the city at each end of Walnut Street—preferably at Walnut Street/Illinois Route 149 and Walnut Street/22nd Street. Gateways could be simple landscape features, welcome signs or monuments, or large, dramatic entry features.		x		
D 3	Review and develop landscape guidelines for corridors and gateways.			x	
D 3	Repair, replace, and maintain existing pedestrian and street lighting.				x
D 3	Expand the public downtown plaza/square near the courthouse to 12th Street to provide a central gathering place.			x	
D 4	Work with Murphysboro Main Street to tackle transformative projects in downtown Murphysboro. Provide leadership and help create programs and administrative changes that will revitalize downtown.				x
D 4	Grow a downtown Block Watch and beautification program.	x			
D 4	Schedule volunteer working days to remove trash, debris, and graffiti.	x			
D 4	Place heavy, hard to move planting pots or planting beds along Walnut Street. A committee should be dedicated to maintaining those planters year-round.	x			
D 4	Work with economic development organizations, local community groups, and business owners to address code compliance issues within downtown.				x
D 4	Review and update all building codes for health, life safety, and aesthetic appearance. Allow variances for restoration, building rehab, and reuse.	x			

Neighborhoods and Housing

Goal	Recommended Actions	Yrs 1-5	Yrs 6-10	Yrs 10-20	On-going
N 2	Offer to sell city-owned vacant lots to adjacent landowners. This allows landowners the option of a larger lot or structure. It also decreases maintenance cost for the city.				x
N 2	Develop a cost sharing program between the city and landowner to replace deteriorated sidewalks, fill gaps, and expand the system while reducing costs.		x		
N 2	<i>Home Maintenance Boot Camp</i> . This program could include one class (or a series of classes) to teach basic home maintenance skills, as well as more advanced home improvement training. It could incorporate an education program on the responsibilities and maintenance obligations of renters and landlords. Beyond home repair education, it could also include education on healthy and environmentally friendly cleaning strategies and products to keep homeowners and tenants healthy.		x		
N 2	<i>Minor Home Repair Small Grants</i> . Partner with the other organizations, such as Habitat for Humanity, to provide a small grant program for minor home repairs (e.g., appliance repair, gutter cleaning, plumbing or carpentry repair, brush clearing, lot maintenance, and paint touch ups).		x		
N 2	<i>Block Challenge Grant</i> . To stimulate homeowner reinvestment, owners in selected areas who are willing to invest their own money in exterior upgrades can receive matching grant assistance. To make this program effective, several homes on the same block need to participate—a minimum of five—and the project should be a 1:1 or 1:2 match. This program could be funded with the Community Development Block Grant (CDBG), a long-running Department of Housing and Urban Development program, or funding from local foundations and corporations.		x		
N 3	Hire a code enforcement officer.	x			

N 3	Establish Good Landlord Programs.	x			
N 4	Work with Jackson County to incorporate immediately adjacent land into Murphysboro for residential and open space uses.	x			
N 6	Market the Crime Stoppers Tip Line (687- COPS).				x
N 6	In coordination with police department, establish block watch groups. Volunteer block watch captains can meet periodically with law enforcement, community development staff, code enforcement, fire departments, and other city/county officials to coordinate and prioritize community safety needs in each neighborhood. Intra-governmental coordination is critical to successful crime reduction and prevention.	x			
N 6	Bring church and group leaders together for a monthly meeting with a city representative, perhaps a breakfast meeting with donuts and coffee, so that leaders may network and provide collaborative solutions that will benefit the entire community.		x		
N 7	Create a collaborative partnership of Murphysboro's active organizations to work together on the goals and strategies outlined in this plan. To be effective, a diverse group of partners actively working to improve different aspects of quality of life should be included. A collaborative effort will increase the potential for receiving funding from public and private sources, as well as greater ability to leverage resources.	x			

Economic Vitality

Goal	Recommended Actions	Yrs 1-5	Yrs 6-10	Yrs 10-20	On-going
EV 1	Support and expand business retention programs in the community. These programs may be responsibility of the Chamber of Commerce or other organizations.	x			
EV 1	Work with regional entities, such as the Jackson-Union Regional Port District, Southern Illinois Airport, and Chambers of Commerce, to develop business attraction packages that highlight potential properties in Murphysboro.				x
EV 3	Continue working with SIU’s small business incubator to assist the start-up and small business community in Murphysboro.				x
EV 3	Cross-promote SIU Carbondale with Murphysboro economic development opportunities to benefit both the City and the University.	x			
EV 5	Update ordinances to support hotels and vacation rentals.		x		
EV 5	Hire a code enforcement officer.	x			

Parks and Open Space

Goal	Recommended Actions	Yrs 1-5	Yrs 6-10	Yrs 10-20	On-going
P 1	Develop a Comprehensive Parks, Open Space and Trails Plan, including an open space framework strategy and recreation assessment.	x			
P 2	Develop a Big Muddy River Greenway with trail and recreational opportunities connecting residents and downtown to the river while providing stormwater infrastructure relief.	x			
P 4	Develop native landscape ordinance		x		
P 4	Designate certain streets as green boulevards, neighborhood greenways, and urban forest corridors where trees, rain gardens, and native landscape are incorporated and maintained with help from residents and neighborhood associations.			x	
P 4	Conduct a tree survey for all parks and public open space to gauge health, hazard, and longevity of trees. Then develop a reforestation plan for ecological connectivity among forests and other habitat patches fragmentation. Consider an Emerald Ash Borer mitigation plan.		x		



Appendix

- **Community Survey Results**
- **Interview and Workshop Summary**
- **Large Maps**

