



Jonesboro to Mississippi River Historic Ferry Landings Development Concept Plan *Charette Feedback Form*



What is a charette?

A charette is an intensive, focused effort to develop conceptual plans within compressed, creative, high-energy sessions. In addition to a workshop for listening and collective envisioning, a charette involves the production of plans and concepts based on the input of all participating interests.

Thank you for sharing your vision.



Shawnee National Forest



National Park Service - National Trails Intermountain Region





PRE-CHARENTE FEEDBACK REQUEST

On March 1, 2015 the National Park Service - National Trails Intermountain Region and Shawnee National Forest will hold a design charette to explore the possibility and alternative alignments for a loop historic trail experience along the routes followed by the Cherokee on the Trail of Tears between Jonesboro and two ferry crossing sites on the Mississippi River, Hamburg Landing and Willard Landing. The historic route crosses the Shawnee National Forest, Union County State Fish & Wildlife Area, road right-of-ways managed by both Union County and Illinois DOT, as well as privately owned parcels. This community and stakeholder engagement and envisioning process is being hosted by the Shawnee National Forest, and coordinated by National Trails Intermountain Region, which administers the Trail of Tears National Historic Trail. **We welcome your thoughts and feedback!**

Information provided will help inform and guide the design for the site and help to jump-start our efforts at the charette so that the week will be as productive as possible. We appreciate your pre-charette responses whether you plan to attend the workshop or not, as the feedback you provide us will be incorporated into the project discussion during the day of the charette workshop.

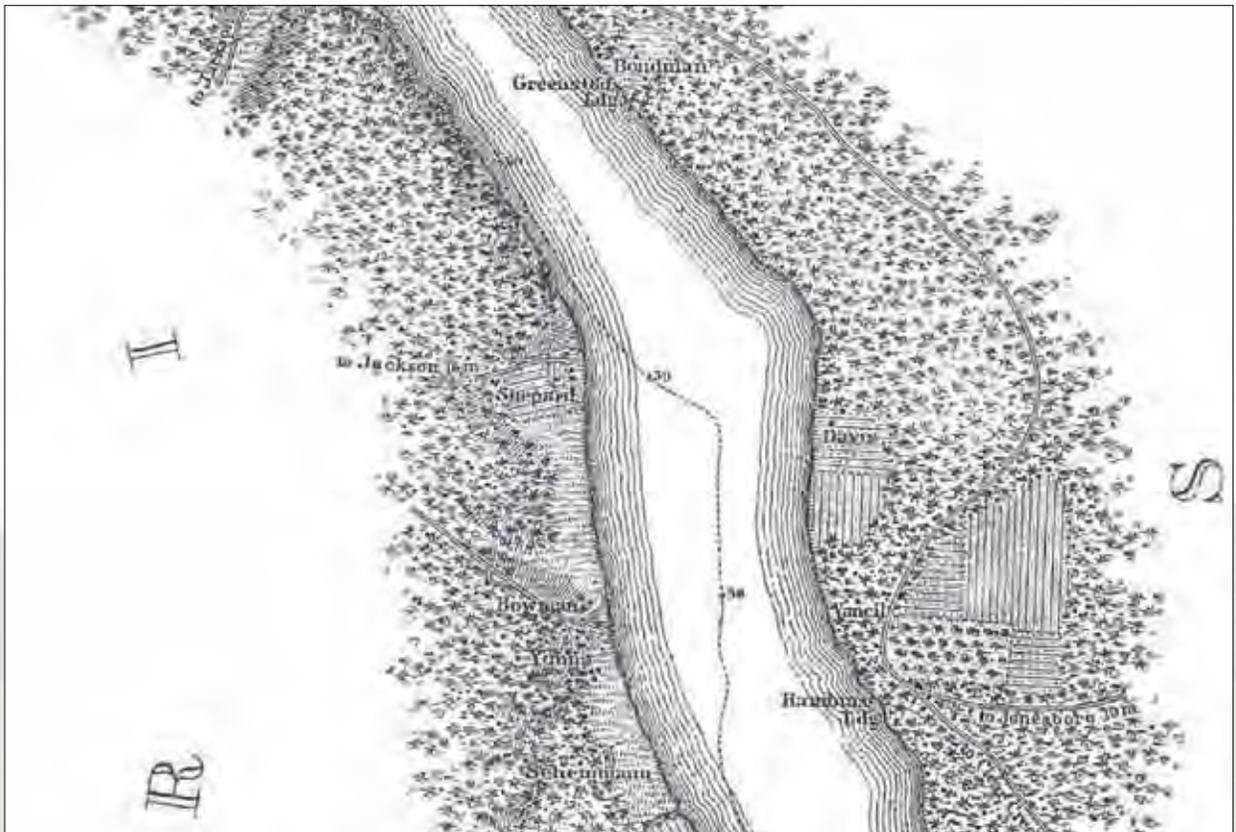
Please send completed worksheets (pages 7, 8 & 9) of this document), as well as any other ideas or thoughts, by February 1, 2016 to Carole Wendler at carole_wendler@nps.gov, (505) 988-6092 (phone), or (505) 986-5214 (fax)

The goal of the charette will be to create one or more potential alternatives for comprehensive development and interpretation of the Trail of Tears NHT routes and resources in the project area for public use and experience of this segment of the historic route of the national historic trail.



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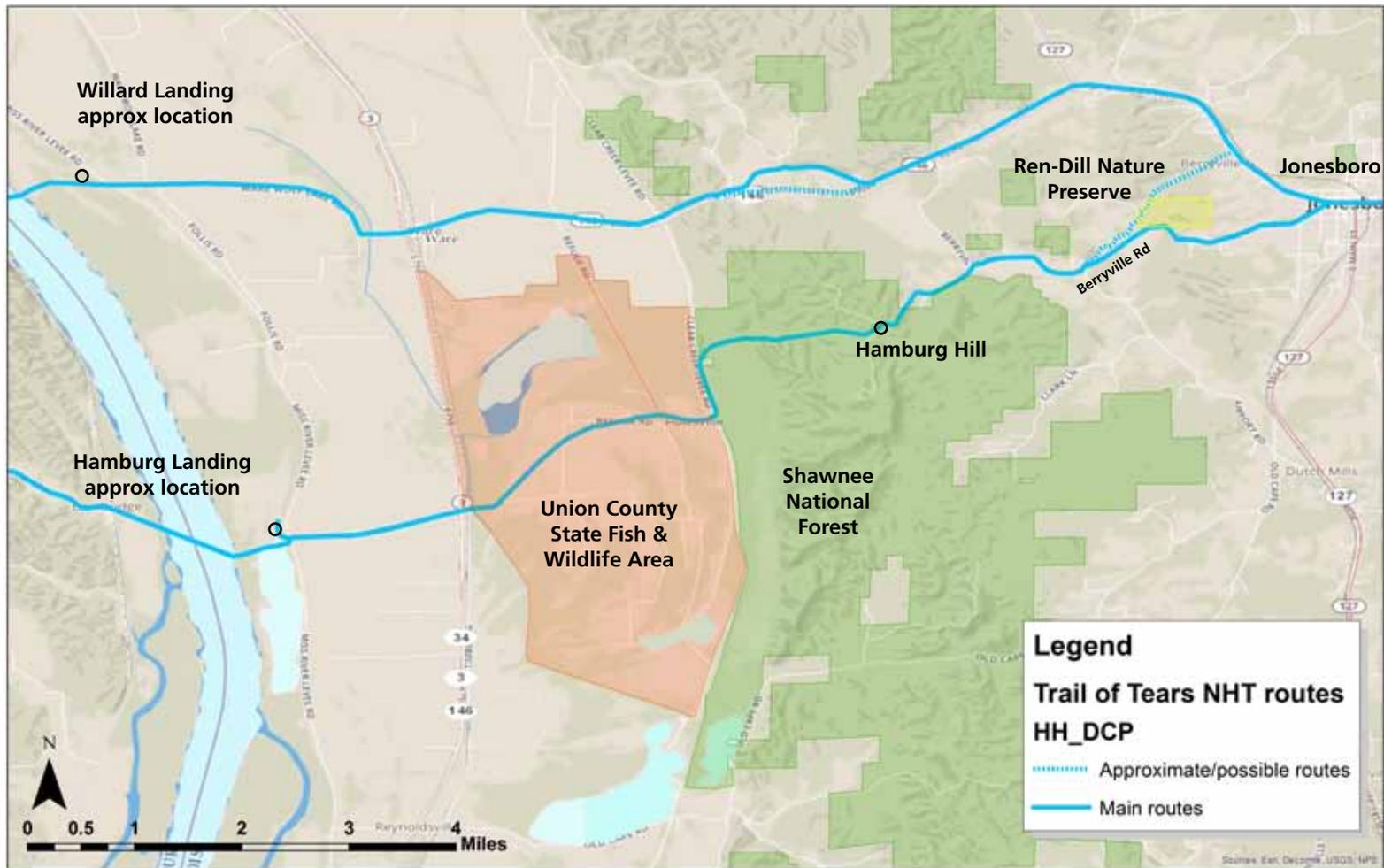
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Green's Old Landing (Willard's) and Hamburg Landing, 1865
U.S. Coast Survey Office 1865 fom Wagner 2003



PROJECT AREA MAP



The project area to be considered at the charrette includes the two routes taken by the Cherokee on the Trail of Tears between Jonesboro and Mississippi River ferries at Hamburg Landing and Willard Landing. Each route is approximately 9-10 miles long. The northern route to Willards Landing follows modern roads—primarily Illinois 146—for almost all of its length. The southern route to Hamburg Landing cuts across country in several locations, including below Hamburg Hill in the Shawnee National Forest, and through part of the Union County State Fish & Wildlife Area. Berryville Road is part of the congressionally designated Trail of Tears NHT route, but more recent research has shown that it may not have been a route that the Cherokee travelled.



TRAIL HISTORY AND SIGNIFICANCE

Trail of Tears National Historic Trail

The Trail of Tears National Historic Trail commemorates the tragic experience of the Cherokee people, who were forcibly removed by the US government in 1838-39 from their homelands in the southeastern United States to new homes hundreds of miles to the west. The journey was made under adverse conditions, and some 2,000 Cherokees died as a result of the removal.

Significance

In 1838 the US army began to implement the forced removal of Cherokee from their homelands under the 1831 Indian Removal Act. The Cherokees were driven from their homes to stockade forts located in Alabama, Georgia, Tennessee, and North Carolina, and then moved to emigrating depots in southeastern Tennessee and Alabama. When enough Cherokee had assembled, they were organized into detachments and moved over water and land routes to Indian Territory (present-day Oklahoma). Approximately 16,000 men, women, and children made the journey. Designation of this trail as a National Historic Trail commemorates this tragic event.

What is a National Historic Trail?

As a part of the National Trails System created under the National Trails System Act of 1968, the Trail of Tears National Historic Trail was designated by the US Congress in 1987. The National Historic Trail extends from Georgia and North Carolina to Oklahoma. One water route and four land routes used by the Cherokee have been designated as part of the National Historic Trail. National Historic Trails as defined under the National Trails System Act are to be: extended trails which follow as closely as possible and practicable the original trails or routes of travel of national historic significance. Under the authorities of the National Trails System Act the National Park Service administers the trail. This means that they do not necessarily own or manage the land which the designated trail crosses but have broad authorities to work with others in partnership towards the preservation of historic trail sites and segments, as well as to develop the trail for public use and enjoyment. In some cases the designated route of the trail may go through federal or other public land and is by authority of the act considered a “federally protected component.” The National Park Service works with others and provides technical assistance in, among other areas, planning, design, and interpretation of trail sites, segments, and other resources.



PROJECT AREA BACKGROUND

Union County and Southern Illinois on the Trail of Tears

Nunaihi-Duna-Dlo-lilu-i: The Trail Where They Cried*

During the harsh winter of 1838-1839 over 15,000 Cherokee Indians passed through southern Illinois on their Trail of Tears. Many perished from cold and hunger on this long, painful journey from their home in the Smokey Mountains to new government-designated lands in eastern Oklahoma. It took almost three months during the winter to cross the 60 cold and rainy miles between the Ohio and Mississippi Rivers in southern Illinois. This is the story of the Cherokee's journey from their beloved home in the mountains to their new government-assigned territory in Oklahoma.

The winter of 1838 was bitter cold mixed with rain and snow in southern Illinois.

The days and weeks spent in crossing southern Illinois were the most brutal for the Cherokee Nation. Many landowners would not allow the Cherokee to camp on their land or cut firewood for warmth and hot food. Only adding to the Cherokee's misery, the Mississippi was frozen solid far out from the river bank and in the center were blocks of ice as big as houses. As the water flowed, the huge ice blocks crashed down the current, reared on edge and crashed down with mighty shocks. This fearful noise went on day and night for a month as the Cherokee watched the mighty Mississippi in awed wonder as they waited to cross into Missouri.

The miles the Cherokee traveled in Illinois were few compared to what lay behind them, being only 60 miles, but here they suffered the most deaths. During the winter of 1838 and 1839, where it had only taken Cannon's group eight days to cross the southern tip of the state, five detachments took 11 weeks (Gilbert 1996).

In Union County, many of the Cherokee found kindness and hospitality where before they had been taken advantage of and subjected to rude and harsh language and treatment. Anna and Winstead Davie offered hospitality to Rev. Jesse Bushyhead and his family as Mrs. Bushyhead was expecting a child.

Willard's Ferry Road led travelers west of Jonesboro to Willard's Landing on the Mississippi River. Elijah Willard developed an older Ferry, Green's Old Ferry into a major Mississippi River port for Union County in 1837. He apparently knew the Cherokee would be passing through Union County on their westward journey and was eager to take advantage of the opportunity to contract with the government to ferry the Indians across the river. Willard constructed a turnpike across the often overflowed Mississippi River floodplain, that was improved by the county for years thereafter.

The western end of the Golconda to Cape Girardeau Trace that was used on the Trail of tears terminated at the Mississippi river in Union County, Illinois. There the Cherokee boarded ferries for transportation across the river to Missouri. They used three ferries to cross the river, Green's Upper and Lower Ferries, and Littletons Old Ferry also known as Wilbourn's Ferry was located at Hamburg Landing. All were either flatboat current powered or perhaps horse powered. Flatboat ferries were attached to a rope strung across the river-the boat was rowed or pulled across the river using a windlass. Horse-powered ferries consisted of flat-bottomed scows with paddle wheels attached to treadmills powered by horses or mules.

All the surviving Cherokee eventually made it to Oklahoma by the Spring of 1839 where they began to rebuild their lives and their culture. Although there were difficulties, the Cherokees adapted to their new homeland, and reestablished their own system of government, modeled on that of the United States.

* Content in this section comes from the USFS Shawnee National Forest's Trail of Tears presentation/powerpoint, available on the web at http://fs.usda.gov/Internet/FSE_DOCUMENTS/stelprdb5156720.pdf



SITE AND TRAIL DEVELOPMENT PLANNING WORKSHEET

This is where we need your help and feedback! In preparation for the planning charette, please complete the following two worksheets (p. 7,8 & 9). These questions will be discussed in more depth during the charette, and your answers will help us plan appropriately. You may use a second page if need be. Email completed form to carole_wendler@nps.gov or call 505-988-6092. Responses are due by February 1, 2016.

Purpose: Explore the possibility of a loop trail following the historic route, to the extent practicable, and a Trail of Tears NHT visitor experience across the project area.

1. Who visits this area now in connection with Trail of Tears history? Who do you hope would visit in the future as a result of this project?
2. The national trails system act envisions the development of national historic trails as non motorized trails following the historic route to the extent practicable in order to create a vicarious experience of the historic trail use. Is it feasible/desirable to create a non motorized hike or bike trail located within the public road right of way or within existing land ownership that closely follows the historic route? If so, would this national historic trail development be used/desired?
3. What external connections—motorized, non-motorized, or thematic—would you like to see made from this area to other historic or natural places in Union County and southern Illinois?
4. Are there recreation facilities (trails, trailheads, campsites, natural areas, developed historic sites, etc.) in southern Illinois you consider exemplary and/or very appropriate for this area? If so, where are they, and what do you think is high quality or attractive about them?
5. What are the most important Trail of Tears related places between Jonesboro and the Mississippi river? Are those places currently accessible to and/or recognizable by the general public? Should they be?
6. What, to your knowledge, has changed about the landscape of the project area since the Cherokee passed this way? Are there any elements of the 1830's landscape you would like to see restored?

Please see pages 12 & 13 for a more comprehensive list of site development topics that may be discussed during the charette workshop.



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7. What are the appropriate feelings or moods that Trail of Tears sites should evoke in this area?

8. What, if anything, do you see as the potential benefits of developing the Trail of Tears NHT experience in this area?

9. What, if anything, do you see as possible drawbacks of increased Trail of Tears development or awareness?

10. What plans/policy, etc. may exist with potential to influence the possibility of development of the national historic trail ie, city or county plans, transportation plans, USFS plans, etc.?

Please see page 11-12 for a more comprehensive list of site development topics that may be discussed during the charette workshop.



INTERPRETATION PLANNING WORKSHEET

Overarching Topic = Trail of Tears from Jonesboro to Hamburg Landing and Willard Landing.

What is important to share about the overarching topic that is specific to these historic ferry landing sites?

What should the goal be for interpretation along this specific retracement trail? (one sentence)

What future audience do you want to attract to this site and/or what audience do you want to have learn about this site or story? We are looking for age groups, rural vs. urban, diverse ethnic groups...be specific!

What are the emotional connections people could make to this story (see page 10 for suggested word choices)?

What are the intellectual connections people could make to this story (see page 10 for suggested ideas)?

Summarize the local story in one sentence.

What are your management concerns for the project area and national historic trail sites and segments in this area?

Please see page 10 for suggested emotional and intellectual connection descriptive words, and page 11 for more information about interpretation, including definitions and examples.



INTELLECTUAL AND EMOTIONAL CONNECTIONS

Opportunity = a favorable set of circumstances

Intellectual -- Which parts of the Trail of Tears story in this area seem to provoke or inspire:

awareness, comprehension, discernment, discovery, enlightenment, insight, reasoning, mindfulness, perceptiveness, perspicacity, recognition, revelation, understanding of concepts, cause and effect, or relationships; unearthing, unfolding, wisdom. . .

Emotional -- Which parts of the Trail of Tears story in this area seem to provoke, evoke or inspire:

admiration, aggravation, amazement, anger, anguish, apprehension, astonishment, aversion, awe, bewilderment, bliss, comfort, commiseration, compassion, concern, consternation, contentedness, contrition, curiosity, delight, despair, devotion, disappointment, disgust, dismay, distress, dread, elation, empathy, esteem, exasperation, exhilaration, fright, frustration, gladness, gratitude, grief, happiness, horror, joy, loyalty, nostalgia, passion, pity, pride, regret, relief, remorse, respect, reverence, sadness, satisfaction, sentiment, shame, sorrow, surprise, sympathy, tranquility, veneration, vexation, woe, wonder, worry, yearning. . .



WHAT IS INTERPRETATION?

Definitions:

The interpretation profession is made up of thousands of park rangers and naturalists at federal, state, county, and private parks and facilities.

National Park Service's definition: Interpretation is an activity that facilitates an intellectual and emotional connection between the interests of the visitor and the meanings of the resource.

Dr. Sam Ham's (researcher) definition: Interpretation is an approach to communication that translates the technical language of a natural science or related field into terms and ideas that people who aren't scientists can understand.

Examples of Interpretive Media Types:

- Site orientation signage
- GPS, app, and cell phone tours
- Publications & brochures
- Self-guiding/walking tour
- Films and podcasts
- Audio tours
- Exhibits
- Personal guided tours

Some Factors for Media Selection:

- Who is the current and intended audience and what are their known needs & desires. For example, families with small children need safe, fun activities their children can participate in. Twenty five year olds want short videos they can access on their mobile devices.
- What is the main message intended to be conveyed at the site? Different media types can support some messages better than others.
- What are the resources at the site? Are they sensitive historical resources that we don't want to call attention to? Are the resources visible to the untrained eye?
- What type of experience are we trying to create? On long trails, visitors typically want more of a wilderness experience that isn't intruded upon with signs, posts, audio systems or even rangers. At a developed visitor center people expect to see and hear a wide range of interpretive media. Finding the right balance is key; sometimes less is more.



VISITOR USE AND SITE DEVELOPMENT FACTORS

The following is a list of site and trail development considerations that may be discussed during the charette. In preparation, please review these, and feel free to comment in your pre-charette feedback as needed.

Access to and circulation within the project area

- Where are good locations to “begin” a Trail of Tears experience in the project area (e.g. Jonesboro Public Square? Hamburg Hill? Union County State Fish & Wildlife Area visitor center? etc.)
- Is a complete Trail of Tears NHT loop feasible in this area (either non-motorized or motorized)?
- What are the preferred transportation modes (e.g. walking, biking, horseback riding, vehicular?) Can a similar experience be created for more than one mode?
- Are there special uses that should be considered? (i.e. ADA accessible, equestrian, etc.)
- Can useable alternate routes—particularly to avoid private property—be created without diminishing Trail of Tears relevance?
- How can new visitors be quickly and clearly oriented to their options, and what to see and do, within the project area?
- Are there maintenance or security issues that should be considered at some or all access points?
- Other?

Design at individual trail sites or segments:

- What are the most high quality Trail of Tears experiences currently available in the project area (i.e. opportunities to learn about trail history, and/or interact with the landscape where removal occurred)?
- What site character/feeling/mood/environment should visitors experience along this route, and at individual sites? (i.e. contemplative, reflective, natural views, smells, minimal outside intrusions, many people, active space, energy...)?
- What are the proposed uses for different areas along the route (i.e. group tours, self guided tours, appointment only...)? Are there special uses, like events and ceremonies, that should be considered at some locations?
- What are preferred design treatments and methods to help visitors visualize the historic use (interpretive exhibits, identification of features now gone, historical renderings, options for events?)
- What, if any, are the cultural resource preservation/protection issues in the area? Archeological concerns?
- What, if any, are natural resource preservation/protection issues in the area that may be relevant to the trail?
- What, if any, are safety issues and hazards in the area that should be considered?
- If cultural resource, natural resource, and/or safety/security issues or hazards exist, what can be done to mitigate them (e.g. site protection, limitations on access, additional archeological research, lighting etc.)
- What was historic vegetation condition in these locations, and what, if any, is the desired historic landscape vegetation treatment? (i.e. opening historic views, removing non-native vegetation, planting in strategic locations, etc.)
- Are there any high-quality views within the project area to be preserved or highlighted? Are there locations where screening would improve the historic trail experience?
- Are there any concerns re: management of or responsibility for certain sites or segments along the routes?
- Other?



VISITOR USE AND SITE DEVELOPMENT FACTORS

Interpretation (see What is Interpretation, p. 11):

- Does Trail of Tears interpretation already exist at some sites in the project area? If so, is there anything that should be added or updated, or stories that seem to be missing?
- What are the best places for interpretation within the project area, or where would interpretation be most valuable in helping the general public understand the Trail of Tears story?
- What kinds of interpretive media are desired within the project area (i.e. personal services, interactive media, brochures, constructed interpretive landscape features, smart phone technologies)?
- Other?

Trail connections outside the project area:

- Are there nearby historic experience or recreation opportunities that are high priority for connection with the project area (either physical or thematic connections)?
- Are there good opportunities for connecting the developed Trail of Tears to nearby historic or recreational areas (existing or potential trails connecting to these other areas, opportunities for shared activities, interpretation, or featuring the Trail of Tears NHT as an important experience in southern Illinois)?
- Are there possible issues with adjacent landownership, particularly landowners who may feel negatively impacted by trail and/or site development in their vicinity?
- Are there adjacent natural and cultural resource preservation/protection issues that should be considered?
- Other?

Other site development ideas/issues/concerns?

- What are the major funding/cost considerations or concerns?
- What are the budget and staff constraints on support for both development and long term maintenance of a Trail of Tears NHT loop?
- What is the expected realistic revenue/budget/capability for future implementation and maintenance?
- What are possible funding sources for implementing parts of the plan?
- Other than the USFS, Union County Wildlife Refuge, Ildot, the City of Jonesboro, and Union County, are there any other public land owners or jurisdictions, critical to the success and involvement in developing a national historic trail retracement experience in the project area?
- Other?



WHAT TO EXPECT AT THE CHARETTE

During the March 1 workshop the following items will be discussed:

1. Pursue consensus on the vision for Trail of Tears related design, development, and interpretation within the project area which will include:
 - Defining the broad goals for design and development
 - Assessing potential for development of various trail sites and segments within the project area, and identifying visitor use and site development elements to be included in the plan
 - Define appropriate visitor use and desired experience(s) and interpretive approaches (topics and media)
2. Identify visitor uses and alternatives for those uses to be incorporated into the concept plan
3. Explore/brainstorm fund-raising and implementation options and strategies

Based on the defined goals, objectives, and vision developed from your feedback and during the charette the design team will:

1. Develop a conceptual level plan for the national historic trail within the project area with alternatives (if necessary)
2. Develop conceptual and schematic level perspective drawings and details for the national historic trail within the project area to guide future development of the trail and its connections at Hamburg Hill.
3. Develop interpretive themes and suggested media

Presentation of the draft conceptual design will be: Friday, March 4, 2016 at the Jonesboro City Hall conference room, 100 Public Square, Jonesboro, Illinois.

Thank you for your input and participation.