CALHOUN COUNTY, IL
A County for All Seasons

The Calhoun County Walking|Biking Feasibility Study

for the Calhoun County Board, Calhoun Trails Partnership of the
Calhoun Community Foundation, & Illinois Department of Natural Resources

HEARTLANDS CONSERVANCY
Investing In The Nature Of Southwestern Illinois

Acknowledgments

Community involvement, especially in a primarily rural area, is defined by the leadership and forward thinking demeanor of its fraternal and civic organizations. The Calhoun Trails Partnership wishes to thank the following people and organizations for the vote of confidence they demonstrated by writing letters-of-support for trails in Calhoun County:

U.S. Senator Richard J. Durbin
U.S. Representative Phil Hare
State Senator Deanna Demuzio
State Representative Jim Watson
Charles H. Burch, State's Attorney
Calhoun County Health Department
Office of County Engineer, Calhoun County
Yvonne M. Macauley, Clerk of the Circuit Court
Village of Brussels
Alton Regional Convention and Visitors Bureau
Batchtown Woman's Club
Brussels Woman's Club
Calhoun County Council for Senior Citizens
Calhoun County Farm Bureau
Calhoun County Historical Society
Calhoun Nursing and Rehabilitation Center, LLC
Center for American Archeology, Kampsville, IL
Francis Pohlman American Legion Auxiliary Unit 685
Francis Pohlman American Legion Post 685
Gateway Off-Road Cyclists (GORC)
Great Rivers Land Trust
McCully Heritage Project
University of Illinois Extension, Calhoun-Jersey Unit
The Winneberg Club, Inc.
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Mark E. & Roxann D. Ryan

Calhoun County Board of Commissioners
Wanda Tepen, Chairperson, Commissioner
Douglas Wilschetz, Commissioner
Joseph J. Swan Jr., Commissioner

Calhoun Community Foundation
Mission: The Calhoun Community Foundation is committed to supporting the long-term viability and heritage of Calhoun County, Illinois by working on collaborative projects that seek to bring progress with preservation to the county.

Economic Development: Terry Strauch
Barn Quilts and Quilt Tour: Robbie Strauch
Calhoun Trails Partnership: Dale Hagen
Wellness and Health/Donations: Jennifer White
Marketing: Mary Louise Helbig

The Calhoun Trails Partnership
Dale Hagen, Chairperson, Calhoun Trails Partnership (CTP)
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Jennifer Russell, University of Illinois Extension, Community and Economic Development Educator
Jennifer White, President, Calhoun Community Foundation (CCF)

HeartLands Conservancy

Mission: HeartLands Conservancy advances the conservation of our environmental resources to ensure a sustainable quality of life, by creating and fostering diverse partnerships, leveraging resources and responding to emerging regional challenges.

Dave Eustis, Executive Director
Ed Weilbacher, Special Projects
Laura L. Lyon, CNU, Special Projects
Megan Reichmann, AICP, Community and Environmental Planner
Allie McCreary, Environmental Programs Technician

The Calhoun County Walking|Biking Feasibility Study

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Geographic Information Systems (GIS) Information is available at the offices of the Calhoun County Clerk and County Engineer, and at the Illinois Extension Office.

Executive Summary

What We Learned Citizen Comments

At a total of four public open houses, social media and interviews and individual discussions, the following was heard:

- We can't afford trails
- Calhoun is beautiful
- There should be no trails in hunting areas
- Orchards bring in tourists
- Need economic progress
- Quilt Barns are gorgeous
- Roads are narrow and unsafe

What The Study Recommends

Listening to local residents, analysis of existing conditions, programs, and policies, the following ideas were developed:

- Return County Highway 1 to State control between Hardin and the Brussels Ferry
- Lobby the state to raise the roadway to prevent flooding near the Brussels Ferry and install multi-use shoulder trails contiguous with existing roadway. This would also provide a wider lane when moving large farm equipment
- No trails in hunting areas
- Installation of additional water management dikes on Swan Lake to improve habitat management and create loops for walking/biking
- Erect courtesy, welcome and "share the road" signs to educate and remind everyone that roads are intended for multiple users
- A future study of the route between the Golden Eagle Ferry and County Highway 1

Calhoun Co., in coordination the Calhoun Community Foundation (CCF), received support from IDNR to develop The Calhoun County Walking/Biking Feasibility Study to provide recommendations to improve the health of the county residents, add to the quality-of-life and economic vitality of Calhoun County. This study was developed to address the growing interest of the County's ever-increasing visitor population and the connectivity of towns, natural resources, existing trail routes, public facilities, businesses, and points of interest. The study capitalizes on the existing assets of the area while providing a strategy for a future framework as well as the social and recreational vitality of the community. The study suggests the use of state resources, federal programs, leveraged funds or public/private partnerships to implement the study and therefore increase the success and sustainability of the projects and to further develop the identity for Calhoun County.

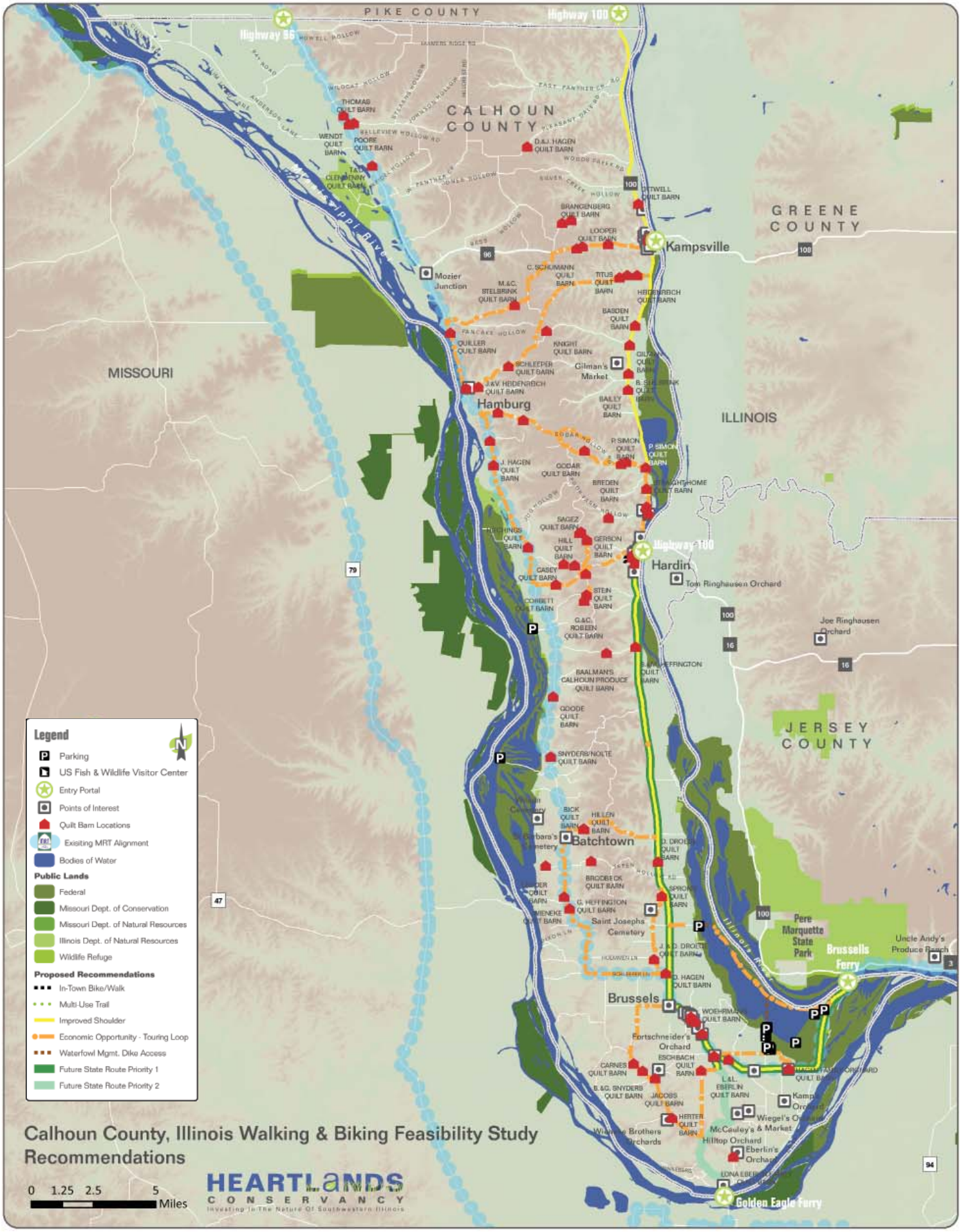
Economic Development Recommendations

Touring Loops are recommended to encourage the visitors to Calhoun Co. to spend more time in the county that will result in more economic return to the local businesses. The following initiatives will cost very little out of pocket expense but would yield economic benefits to the county (wayfinding, themed, and courtesy signage focusing on existing Touring Loops (Barn Quilt Trail, Mississippi River Trail (MRT), and create new Touring loops that connect to communities). These loops build on the strengths of the County – scenic beauty, cultural heritage, natural resources and existing public assets. "Themed Routes & Touring/Scenic Loops"; extend a visit, experience, or overnight stay with added activities and food venues in order to maximize the "Eat, Do; Eat, Do; Eat, Do; Stay" Strategy. Special events and holidays can be combined with these loops for greater draws and revenue.

Proposed Priority Trail Routes (using wider shoulders)

Turn over County Highway 1 to State control between Hardin and the Brussels Ferry - To reduce the maintenance costs and to accommodate multiple users in this corridor, it is recommended to turn this route over to IDOT. With the State of Illinois' Complete Streets Policy upgrade this corridor to raise the route above the flood elevation and widen the road with paved shoulders along with multi-use signage to accommodate all users of the corridor. This also ensures safe egress and evacuation at the southern end of the County.

Golden Eagle Ferry to Highway 1 – Study this route as a possible candidate for IDOT jurisdiction. This route would connect Illinois to Missouri via the ferry. Upgrades could include wider shoulders to accomodate multiple users and signage.


PIKE COUNTY
Highway 36
Highway 100
CALHOUN COUNTY
GREENE COUNTY
MISSOURI
ILLINOIS
JERSEY COUNTY
Kampsville
Mozier Junction
Hamburg
Gilman's Market
Hardin
Tom Ringhausen Orchard
Joe Ringhausen Orchard
Batchtown
Saint Josephs Cemetery
Brussels
Pere Marquette State Park
Brussels Ferry
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0 1.25 2.5 5 Miles
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Investing In The Nature Of Southwestern Illinois

Introduction

from the Calhoun News Herald

The idea to explore the feasibility of trails in Calhoun County originated from a community health planning process that took place in 2006-2007 called "Mapping the Health of Your Community." Sponsored by numerous community organizations and facilitated by staff from the Illinois Institute of Rural Affairs (IIRA) at Western Illinois University, the community mapping program was also a grass-roots program that involved the input and work of over 50 Calhoun County residents. It culminated in an action plan for improving the county's health and well-being. The goals of this plan were to increase awareness of existing recreation areas, programs, and services to promote the health/wellness of residents and visitors, and to develop a marketing plan to establish Calhoun County as a premier travel destination, especially for outdoor recreation and cultural heritage pursuits.

"The Barn Quilt Festival was a product of this community health plan and it's grown in community involvement and popularity over the last several years. We now have over 82 barn quilts placed and this helps guide visitors to points of interest around the county. We are hoping the exploration of the feasibility of trails could produce similar levels of community involvement and interest as did the health mapping process and the projects that grew from that," Dale Hagen, Chair of the Calhoun Trails Partnership and a member of the health mapping community action team said.

Transcribed from The Calhoun News Herald

Background

The Calhoun County Walking|Biking Feasibility Study is a culmination of local efforts by the Calhoun Trails Partnership through the Calhoun Community Foundation to expand economic opportunities and improve the health of Calhoun County. Those efforts led to the application for a Planning Grant from Calhoun County to Illinois Department of Natural Resources (IDNR) Greenways and Trails Planning Assistance Program. This application was approved by IDNR and was the only IDNR Trail Planning Grant awarded in 2011 to receive grant funding for a feasibility study to develop a comprehensive plan for multi-use trails in the county. Calhoun and the Calhoun Trails Partnership (CTP) Committee sought Illinois based organizations and/or companies that could assist the County with the effort to develop a trails plan. HeartLands Conservancy (formerly Southwestern Illinois Resource Conservation and Development SWIRC&D) responded to the request for proposals and was selected to assist the County in considering all options for trail routing, with an eye to improving walking, bicycling and driver safety and promoting tourism to benefit local businesses.

Purpose

The purpose of this document is to describe and illustrate the overall vision for walking and biking trails for the County of Calhoun, Illinois, and to enable the County, elected officials, and citizens to make informed decisions about future options and enhancements. Using the Request for Qualifications as guidance, the planning team's charge is to define what is feasible to accomplish given all the aspects of the project and report back through the final study. This study was developed to address the growing interest of the County's ever-increasing visitor population and the connectivity of towns, natural resources, trails, schools, businesses, and points of interest. The study capitalizes on the existing assets of the area while providing a strategy for future framework as well as the social and recreational vitality of the community.

Funding for this study was provided by the Illinois Department of Natural Resources through the Calhoun County Board. The study was completed using on site surveying and Geographic Information Systems (GIS) technology. GIS uses spatial information (maps) combined with database capabilities to store, display and analyze layers of information. All of the data used in this analysis is available to the public and will be held by the Calhoun County. For more information on the GIS data used in this analysis, please contact HeartLands Conservancy.

Project Objective

The objective was to develop a consensus walking and biking trails feasibility study. It will outline a long-range vision for Calhoun County as well as an implementation and funding strategy that suggests priority projects to implement over the short and medium-term. During the development of the Study, emphasis remained on maximizing the following priorities, as identified by Calhoun County in the Request for Qualifications:

- Connect Calhoun's towns, assets, and cultural resources to the region at large.
- Attract visitors to Calhoun County through potential increased tourism opportunities.
- Review existing conditions and recommendations on proposed improvements for local citizens to enjoy safe recreation areas.

Report Organization

The study first provides a summary profile of the Committee and the County's characteristics, which helps to inform the project team of potential future needs. This reveals the community's vision and goals as set forth and vetted through a series of interviews, committee reviews, and public meetings. Thereafter the study addresses the future development of the area's identity and biking/walking routes.

Next, the Study provides the organizational concepts that should guide the project while taking into account the natural resource and cultural sites on a regional scale. The second scale is the connectivity to, from, and within the County's towns and communities. All the components of this study build upon the aforementioned established framework. Finally, an implementation strategy is supported by priority projects, phasing, and potential funding sources.

Calhoun Trails Partnership

Partners in the Calhoun Trails Partnership

Calhoun Community Foundation
Calhoun County Board of Commissioners
Illinois Department of Natural Resources
National Park Service
Office of Recreation & Park Resources,
University of Illinois at Urbana-Champaign
Two Rivers National Wildlife Refuge

The CTP **Mission**

Establish walking and biking trails within uniquely beautiful Calhoun County to connect points-of-interest while offering residents and visitors:

- Improved health and wellness through exercise and relaxation
- Self-education through exposure to naturally beautiful and environmentally rich areas
- Increased safety by reducing the need to share roadways with motorized vehicles
- Local economic enhancement via increased awareness of the county as a family recreational destination

The Calhoun Trails Partnership (CTP)

The Calhoun Trails Partnership (CTP) is interested in promoting trails for the health, recreation and safety of County residents. Trails will provide improved places for walking and bicycle riding. Trails will also be attractive to visiting families who want to get out of their cars to walk or bicycle and enjoy the County's natural beauty.

They have reached out to the Calhoun citizens through mailed brochures, interviews, meetings, news publications and radio. Their goal is to share the information below and to address any questions residents may have regarding the initiative.

Imagine…
A hiking and biking trail that follows along County Highway One from Brussels to Hardin that takes bicycles off the road and provides a wonderfully scenic walking path. A place where trail users shop at the local farmers markets, especially during peach season, or visit our villages, wildlife sanctuaries, and rolling hillsides that define our county.

Connecting people through planning…
The Calhoun Community Foundation (CCF), comprised of local citizens, is interested in improving the quality-of-life for residents in Calhoun County. The CCF's Calhoun Trail Partnership is sponsoring an initiative to see if a walking and bicycling trail system is feasible. A system of trails for residents and family-oriented tourism would promote economic development and diversify the existing recreational opportunities without diminishing the array of wildlife-based sporting and viewing activities.

Sharing a vision…
Join Calhoun County Foundation and the Trails Partnership while we work to understand how to accommodate healthy lifestyles for residents and visitors AND maintain our farming heritage and preserve our current land use. Let's have open discussions about what works for everybody to build consensus on our future - one that provides a public asset offering many benefits to all and that helps preserve this region as we see it today.

Reasons to Plan a Trail System as presented by the CTP

Improved health and wellness through exercise and recreation

- Walking and biking can be extremely relaxing and offer stress relief when conducted in a beautiful, natural setting like Calhoun County
- Families, teens , adults and seniors can enjoy walking and biking together, thus enhancing family unity
- The increased cardio-exercise from walking and biking significantly contributes to a person's physical well-being

Education through exposure to naturally beautiful and environmentally rich areas

- Trails will provide opportunities for residents and visitors to observe and appreciate the natural beauty of Calhoun County
- People will better understand the significance of the county as an environmentally rich and unique area

Increased safety by reducing the need to share roadways with motorized vehicles

- Walkers, bicyclists, and drivers all use the same narrow roadways, traveling at very different speeds
- Among all this, farmers use these roads with farm machinery
- This mix frustrates all and can lead to injuries and fatalities, especially to walkers and bicyclists

Local economic enhancement via increased awareness of the county as a family recreational destination

- Our county has too few people to sustain many retail and service enterprises
- Tourism has boosted the revenue of other rural communities
- Developing walking and biking trails will encourage tourism, which will increase local revenue and provide local jobs

The CTP Vision

Calhoun County is a rural destination with unmatched natural resources. Located between two great rivers, we are proud of our rich traditions and sense of place. The county maintains its character while supporting a progressive, healthy, and economically stable community.

Keep up with Calhoun County trails planning by contacting:
Calhoun Trails Partnership
PO Box 306
Hardin IL 62047

Planning Process |Public Engagement

Members of the CTP, Planning Team, and Citizens at the Inital Public Open Houses

Members of the CTP at the Inital Public Open Houses

Members of the CTP, Planning Team, and Citizens at the Inital Public Open Houses

A phased process was developed, beginning with data collection efforts supplemented by multiple field surveys, information provided by the Calhoun Trails Partnership, and resources supplemented by the partnering agencies. Simultaneously, the consultants began a research effort to find a series of case studies from comparable communities and initiatives that have successfully dealt with issues similar to those addressed within this study. The research was presented to the committee over a series of meetings. The team's findings, along with the CTP's mission, assisted in the drafting of a vision, goals and approach. These helped steer the committee throughout the entire process.

Community participation was the key to this planning process. Participation by the county residents, community leaders, business owners, elected officials, and county staff brought many issues and ideas to the table and helped facilitate the development of the study. In addition the planning team met with members of Commissioners of the Calhoun County Board, the Sheriff, the Farm Bureau President, the County Highway Engineer, and extensive discussions with hunt club members.

The CTP Committee held meetings throughout the process to guide and enrich the process and address the challenges. In addition, the Committee presented progress reports to the County Board. The Committee recommended a series of interviews, and asked for the participants continued review and input during the four public open houses. In the course of the interviews and meetings, the citizens and community at large shared their concerns, misgivings, and optimism for the future of trails in Calhoun County.

The planning effort kicked off with three public Open Houses in November 2011. Normally only one Open House is used in a planning process and usually this Open House is scheduled much later in the process. However, the Committee wanted to have a geographic distribution of public input and held meetings in the north at Kampsville, central at Hardin and south at Brussels. These Open Houses were designed to be an opportunity for the public to see existing information (maps, existing trails, resources, connectivity) and to provide input as to what the needs, challenges, and opportunities were for the county. Exhibit boards displayed existing trails, existing public lands, IDOT's Official Bike Route Map, ASAHTO definitions, Ideas, Character Images, Cultural Heritage and Points of Interest in Calhoun County. In addition to the initial three public Open Houses, a Facebook page was created for additional input, as well as an informational press releases.

By far, the Brussels Open House was the most well attended event with Hardin second and Kampsville with the least turnout. It was

quite stunning to learn that many in attendance stated that they "already knew where all the trails were and were opposed to them." The early Open Houses were to gather input and the planning effort had not identified any trails or routes or other designations to be considered because the purpose of the meeting was to gather input. To their surprise, people did not realize that the nationally renowned and designated Mississippi River Trail (MRT) runs along the western edge in Calhoun County. They were just as shocked when it was explained that bicycles are allowed on all public roads and that Illinois passed a law supporting the Complete Streets initiative statewide.

Members of the CTP, Planning Team, and Citizens at the Inital Public Open Houses

Several local groups circulated an un-certified petition at local hunt clubs and local meetings with the wording:

> *We, the below signed, are unconditionally 100 percent AGAINST any proposal to implement bicycle pathways in Calhoun County for any reason what so ever.*

It was received after the initial Open Houses by CTP and HeartLands Conservancy. However, this petition was circulated well before the first Open Houses were scheduled and without any input or information from the planning effort whatsoever. None of the signatures have been verified or meet any standard for quality control or verification. Duplicates were noticed by committee members, amongst other issues. The planning team did take into consideration their strongest desires of "no bikes in hunting areas", as well as programmatically addressed the possibility of a "cycling season", which would not occur during hunting season as well as have sensitivity to farmers' busiest times of the year.

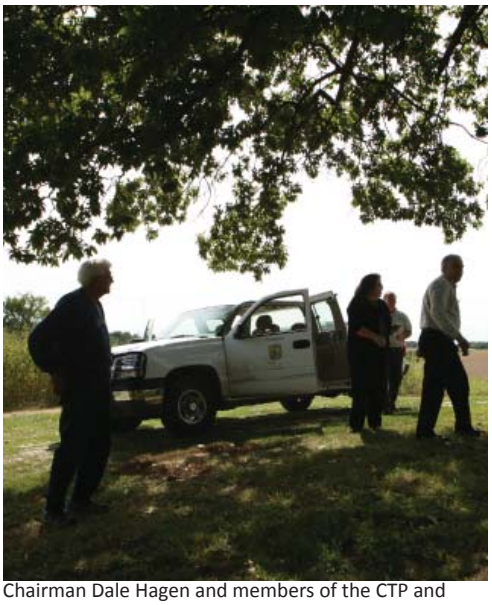
Members of the CTP, Planning Team, and Citizens at the Inital Public Open Houses

Between the initial and final Open House, the CTP remained active in the public engagement process while the planning team was developing realistic recommendations. The CTP made regular updates to the County Board Commissioners; addressed calls inquiring about the Study; replied to letters and articles written in publications and held interviews on the radio. One of their strongest public outreach initiatives was to design and mail out to every household a brochure explaining their mission as the CTP, the goals and supporters of the Study (listed in the acknowledgements). This proved to be a worthy task. It cleared up misconceptions held by some residents and brought people to the final Open House with informed questions. This is a method of outreach they intend to repeat as the project moves forward.

Citizens at the Inital Public Open Houses discussing the existing conditions with Dean Barton and Committee Chairman, Dale Hagen

Members of the CTP left to right: Michelle Vogel, John Mabery, Dean and Jean Barton, Dale Hagen and JoAn Corbet

Chairman Dale Hagen and John Mabery of the CTP and Planning Team conducting field surveys



Chairman Dale Hagen and members of the CTP and Planning Team conducting field surveys

As the study proceeded, the planning team summarized the input from the early sessions with citizens and the communities of Kampsville, Hardin, and Brussels. The summary of issues and challenges included the following:

- Can't afford trails
- No money to maintain trails
- Bicyclists disrespect the locals
- Roads are too narrow
- County can't maintain the roads they currently have
- Economic opportunities should be explored
- Co. Hwy 1 floods
- No trails in hunting areas
- Bicycles and cars don't mix
- Calhoun county is quite picturesque

This input along with existing base information, research, comment cards and interviews with several leaders in the county was used to develop recommendations for the final draft. These recommendations were presented and discussed at an Open House in Hardin on July 25th with over 40 residents and the CTP in a circle forum. The aforementioned analysis boards and summary boards of the draft touring loops and routings, as well as bullet points, were displayed along with the recommendation on maps. These recommendations were the result of the public input and what pragmatically could and should be done in the near term. The recommendations were targeted to the needs and concerns of the county's citizens. The recommendations build on enhancing existing infrastructure and resources while considering the safety and experience of visitors and residents alike. They are based on the following parameters:

- Recommends state ownership & management between Hardin, Brussels and to Brussels Ferry (County Highway 1)
- Opportunities enhanced based on Unique Calhoun cultural assets
- Existing roads – "the no trails methods" If/when noted roads upgraded with wider shoulders
- Recommended Routes are designed for multiple users: walking, biking, farm equipment, etc.
- Improve signage, markings, wayfinding throughout and especially at the entrances to the county
- There no routes in public hunting areas

Hay season, one of the many crops grown and harvested throughout the couthy

Swan Lake Refuge in Winter

Calhoun's rolling landscape

Summary of Existing Conditions

USDA Economic Research Service:

"2/3 of the Nation's 3142 counties are rural, and rural communities comprise 17% of the population and about 80% percent of the country's total land area."

Population	2005	2010	2012
Calhoun County	5,126	5,089	5,084

Households	2,162
Average Age	43

Employment by Industry

Agriculture, Mining	8.9%
Construction	13.1%
Trade, Transp., Utilities	18.5%
Manufacturing	11.2%
Public Administration	5.7%
Financial services	5.3%
Information	1.0%
Education and Health	20.4%
Leisure and Hospitality	7.4%
Professional Bus. Services	2.5%
Other services	6.1%

Labor Characteristics

Labor Force	2,533
Population, 16+	4,299
Unemployment Rate:	8.7%

Largest Employers

Company|Industry	Employees
Calhoun Skilled Care Health Care	292
Calhoun School District Education	292
Hamburg Fire Dept. Public Safety	162
Bank of Calhoun Financial Services	130
Billy-Bob Teeth Company Misc. Goods	120
Kampville Inn Restaurant Leisure & Hospitality	100

Information from Source U.S. Census Bureau: State and County QuickFacts

Overview

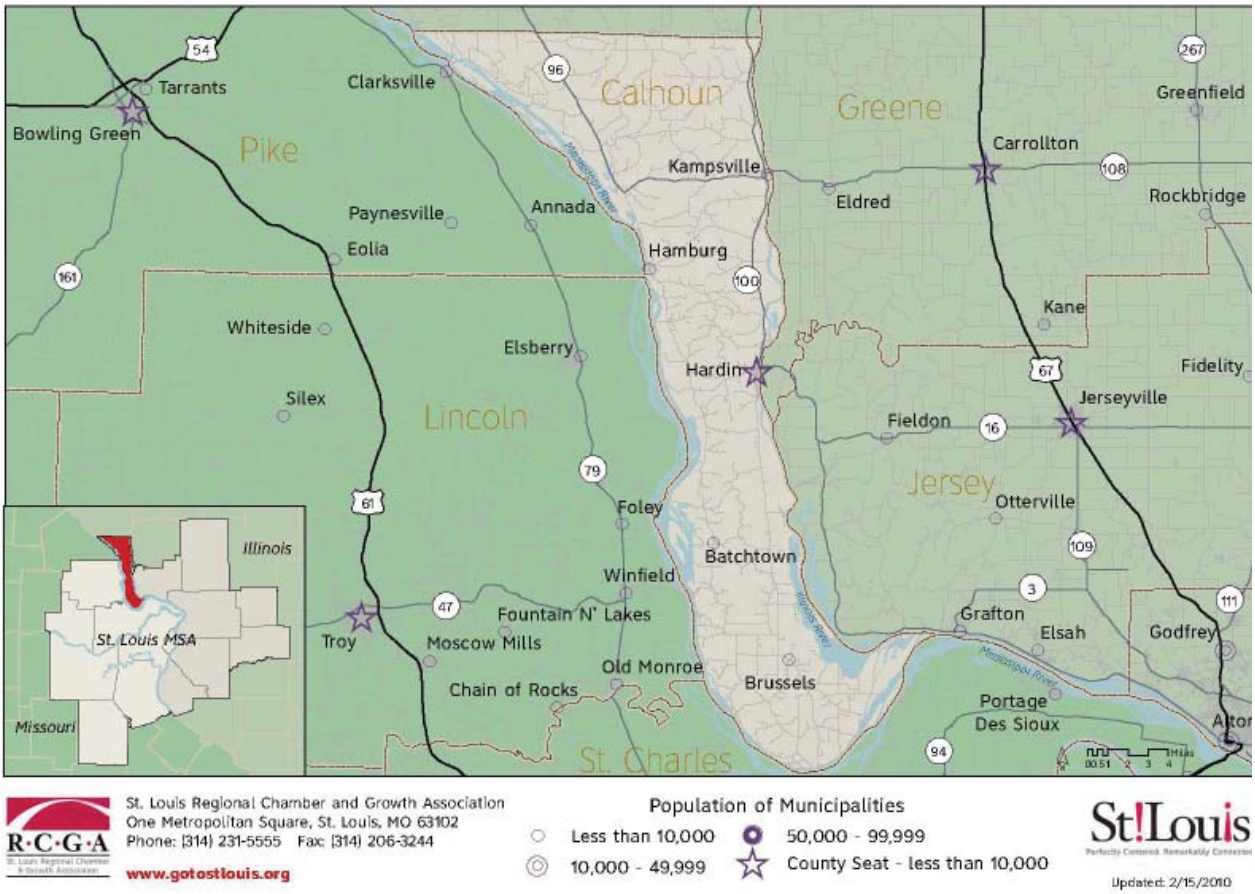
A precious and unique collection of towns, farms, bluffs, prairies, and wetlands protrude on a narrow 37 mile-long peninsula down the middle of the great Mississippi flyway and in between the Illinois and Mississippi Rivers. This is Calhoun County, Illinois. At just over 283 square miles, Calhoun has been lived upon continuously for over 10,000 contiguous years by indigenous peoples to European settlers to modern day farming of the region's most delicious produce. The topography and stance within the riverine peninsula escaped glacial flattening and has given Calhoun unique landforms sharply rising from the river banks and rolling landscapes characteristic of the Illinois River Valley. The County features many historic sites and nature areas, including the Center for American Archaeology, the Two Rivers National Wildlife Refuge, and the Mississippi River State Fish and Wildlife Area. Besides the surrounding waterways, with over 10% of the county consisting of water, this too must be considered for interpretation as well as access issues, especially during flood events.

This study is striving to strengthen and preserve the way of life in Calhoun County through terms that are not unfamiliar to good values, as well as Smart Growth:

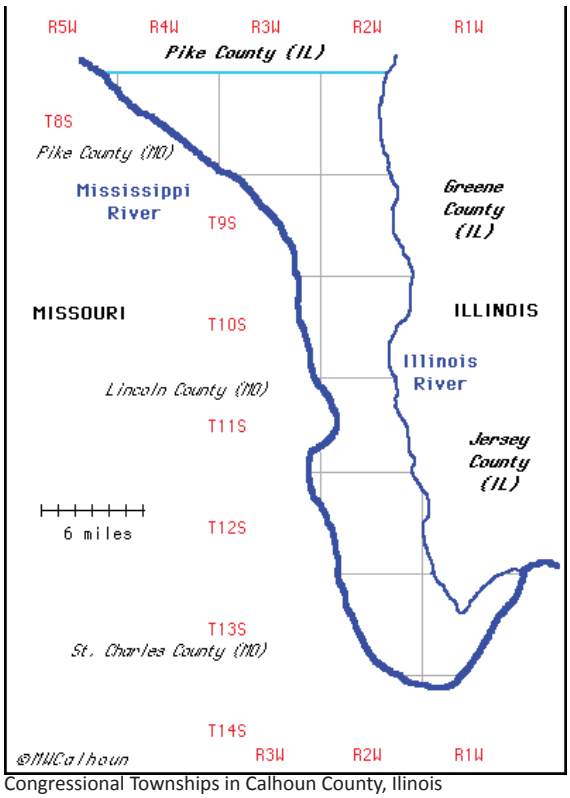
- Support the rural landscape
- Help existing places thrive
- Create great new places through connections
- Support the traditional Main Street Communities through programming, access and connectivity

Demographics of Calhoun County

Throughout its 181,000 acres, the county features many historic sites and nature areas. Nearly 15% of its land/water acreage is publicly owned and has been placed in conservation. Calhoun County is organized into precincts: Belleview, Carlin, Crater, Gilead, Hamburg, Hardin, Point, and Richwood. Within these precincts lie the towns of Batchtown, Beechville, Belleview, Brussels, Deer Plain, Gilead, Golden Eagle, Hamburg Hardin (county seat), Hillcrest, Kampsville, Meppen, Michael, and Mozier. Calhoun Countyhs a current population of 5,084 in over 2,150 households, averaging out to 20 people per mile, although the population is greatly weighted to the southern portion of the county. With 84% of the population over 16 and the average age at 43, the trend is a shrinking, aging population. This must be taken into consideration in all aspects in order to provide a community what it needs in the short and long term, and grow its assets to attract and keep young residents who can preserve and strengthen Calhoun County's way of life.



Corresponding Missouri side of the MRT: Mississippi River Trail
see page 15 for Illinois' side.



Congressional Townships in Calhoun County, Illinois

Mississippi River Trail along the RIverfront Trail across the river in Missouri along Hwy 61

Mississippi River Trail along the Riverfront Trail in St. Louis

Mississippi River Trail passes througn 10 states at 3,000 miles long

Regional Connectivity

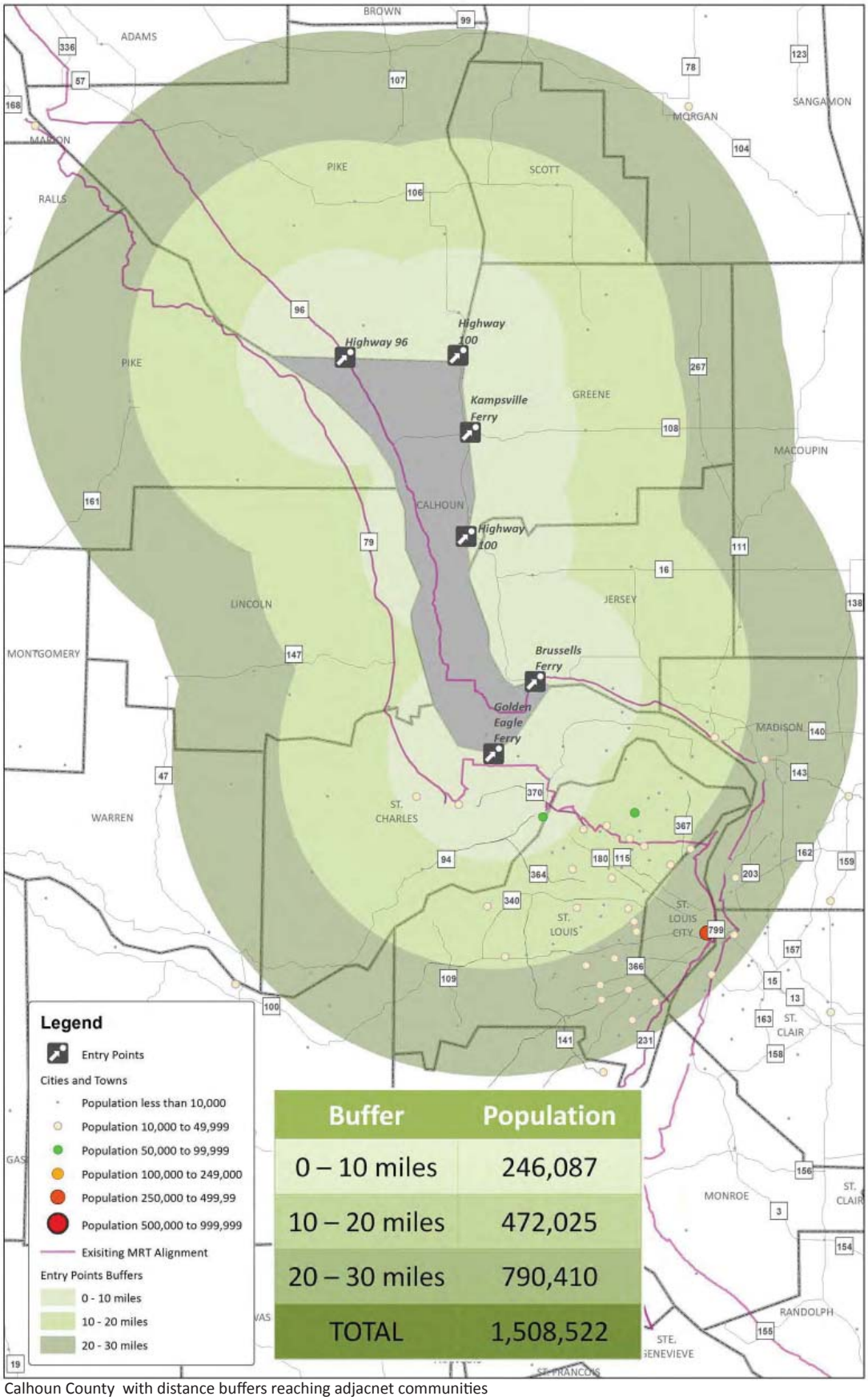
A significant trail already existing in Calhoun County is of national stature. This national destination and tourism attractor, the Mississippi River Trail (MRT) exists as an alignment/route that begins in Minneapolis MN and terminates at New Orleans at the Gulf of Mexico. This alignment follows the Mississippi River along both banks. In Calhoun it is on the west side of the county and crosses to the east and exits the county at the Brussels Ferry. Most people attending the public meetings were unaware of this alignment. It is currently unsigned, unlike its counterpart in Missouri. This is further discussed in the study's recommendations.

Insofar as the "mainland" of Illinois, Jersey County connecting from the Brussels Ferry, leads to a trail treasure in Jersey County, the Sam Vadalabene Bike Trail along the Great River Road and Scenic Byway. The long trail traverses from Grafton to Alton and with an eventual extension to beautiful Pere Marquette State Park, becomes a thorough river to bluff experience. If one ventures further east and south, Madison County and it's access to over 100 miles of regional trails connects to all of the American Bottom, the Bluffs, Cahokia and its satellite mound sites, and to East Saint Louis, and over the Historic Eads Bridge to St. Louis.

Or perhaps one can choose a southwestern path on the Golden Eagle Ferry to enter St. Charles County, Missouri connecting the Great Rivers Greenway's River Ring, a system of trails and greenways through urban, suburban, and river corridors linking hundreds of neighborhoods and communities. Proceed west and connect to the KATY trail through little towns 225 miles across the Missouri. Proceed south and terminate in Forest Park, River Des Peres or Downtown St. Louis along the Riverfront Trail. Or venture further south on the MRT all the way to the Gulf of Mexico or north to Minnesota.

Either path brings the user, whether by car, bike or hiking, into an interpretive environment of the rivers and the communities that settled along their banks and plains. The Confluence of the Missouri and Mississippi Rivers, Columbia Bottom, American Bottom, and Calhoun Point at the Confluence of the Illinois and the Mississippi all share in this tale of natural resources and settlement.

To conserve this heritage and to preserve the regions way of life, each community must work within the regional forum to protect its resources and remain strong economically. As goes the rivers, so goes the region. In so doing, in 2003 Calhoun became part of the St. Louis Region Chamber and Growth Association, joining sixteen other counties in the bi-state region of more than 2.8 million people and over 1.1 million households.



Buffer	Population
0 – 10 miles	246,087
10 – 20 miles	472,025
20 – 30 miles	790,410
TOTAL	1,508,522

Calhoun County with distance buffers reaching adjacnet communities

Issues & Challenges -
What We Learned: Citizen Comments

- We can't afford trails
- Calhoun is beautiful
- There should be no trails in hunting areas
- Orchards bring in tourists
- Need economic progress
- Quilt Barns are gorgeous
- Roads are narrow and unsafe
- No organized knowledge of routes or rules of the road for users: tractors vs cars vs walkers vs cyclists vs motorcycles
- Little to no wayfinding signage at County entrances
- Limited exposure; no information on websites
- No knowledge of safe routes:
- Businesses: "no $ from current cyclists"
- MRT is unknown and unsigned in County
- Seasonal conflict: hunters, farmers, ice, etc
- Maintenance?

Special Characteristics

The most unique quality of Calhoun County is by far its position between the Illinois and Mississippi Rivers, protruding as a peninsula, so long and narrow that it is more like an island. This combined with its unworldly bluffs and rolling landscape make it a destination for those characteristics alone. The County is served by two state-operated, free ferries crossing the Illinois River (the Brussels Ferry in the south and the Kampsville Ferry in the north). The Golden Eagle Ferry, which is privately operated and charges a toll, crosses the Mississippi River to St. Charles County, Missouri. It seasonally can move to Winfield. The Joe Paige Bridge spans the Illinois River at Hardin. Land routes connect to the skinny 17 mile-long northern boundary to border Pike County. Approximately 70% of Calhoun County Residents' commute for work. Access to Calhoun is sparse. The mean travel time is 37 minutes using the aforementioned routes. One concludes from this, that any conceived approach for visitation or destination tourism must make the journey "worth it" by layering experiences and amenities. This will be explored further in this study. It is recommended that further study of this conclusion be engaged by the CTP.

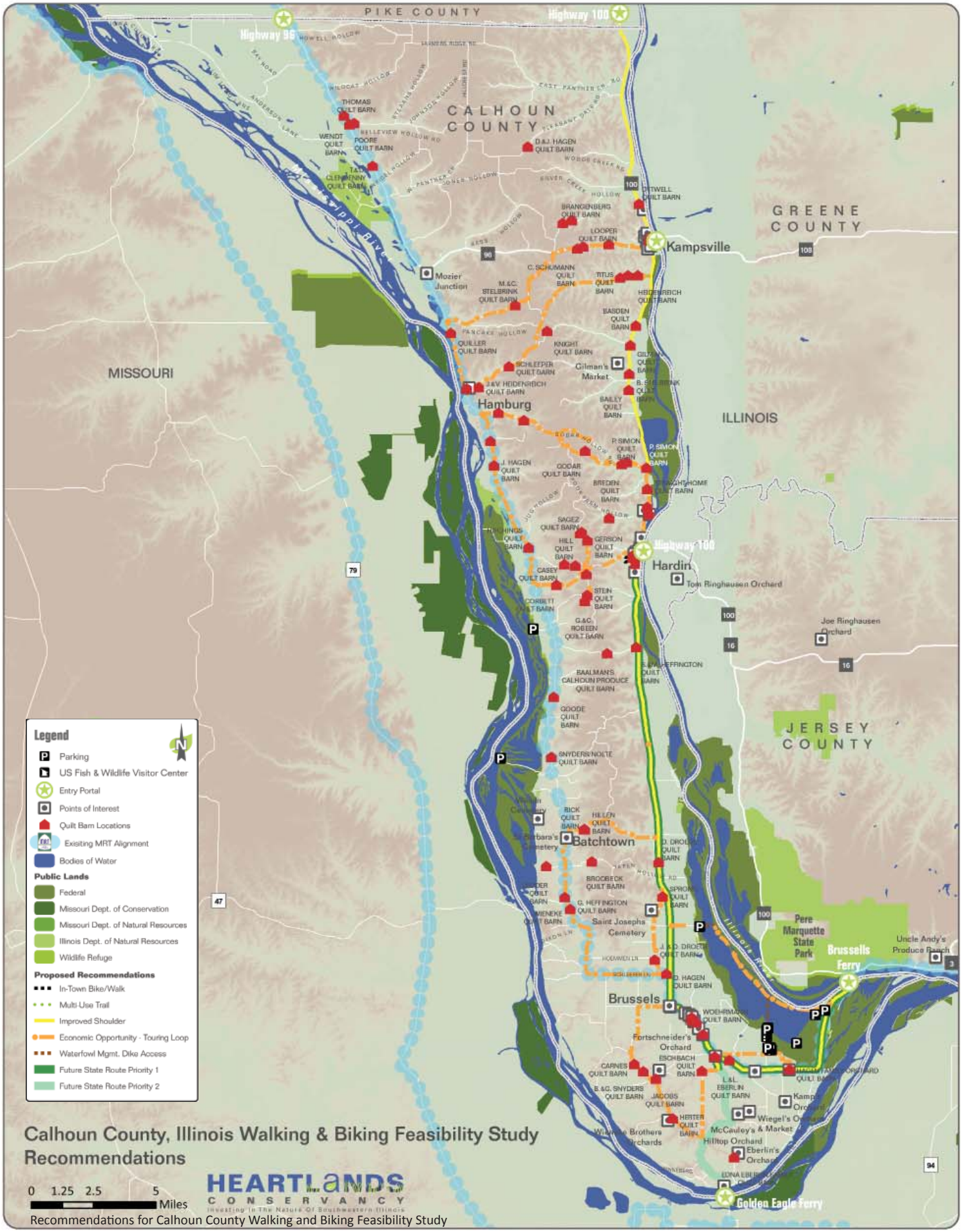
Definition of Study Area & Approach

In an effort to more thoroughly examine the fundamental issues of the study – while fully considering the larger area's dynamics – the geographic boundaries of the study area were expanded by the consultant to reach across the Mississippi and Illinois Rivers in order to embrace gateways and potential linkages to resources and visiting populations. This approach begins to account for the day trippers, road riders and seasonal orchard visitors in addition to the residents and commuters.

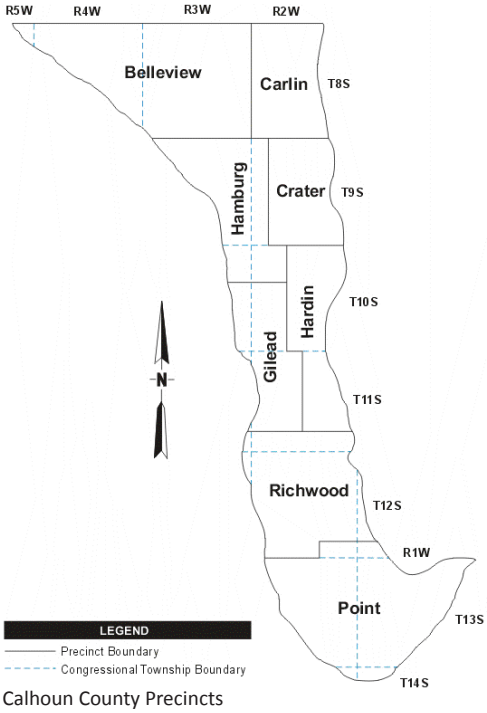
The project team prepared a base map level of information provided by the HeartLands Conservancy in order to prepare a basic layout of all existing resources, facilities and trails. Analysis was conducted of the project area, taking into consideration and review the following: points of interest (including Barn Quilts, orchard, roadside stands, food/water access, trails, towns, hydrology public lands, landform, and access/ circulation.)

Summary of Analysis

Including a broad analysis of the existing conditions of the County to provide a baseline of information of the county's infrastructure and needs, the analysis of the general context area provides a perspective as to the scale and location of the County in relation to the region and towns. The maps also highlights primary natural amenities, and primary transportation routes that connect key points of interest



Recommendations for Calhoun County Walking and Biking Feasibility Study



Calhoun County Precincts

Calhoun County Towns

and economic centers; communities and relevant connections to adjacent counties; the regional network of trails; political boundaries; and relevant recreational resources.

Several related planning reports were considered during the preparation of this study, including prior plans completed by the State of Illinois, adjacent communities, partnering agencies, and interest groups. An inventory of existing conditions was completed for trails, Federal and State Lands, natural resource areas, points of interest, and cultural and community assets. A general analysis of population trends was conducted. It is important to identify where growth is anticipated for the purpose of locating future resource protection and prioritizing future trail development projects.

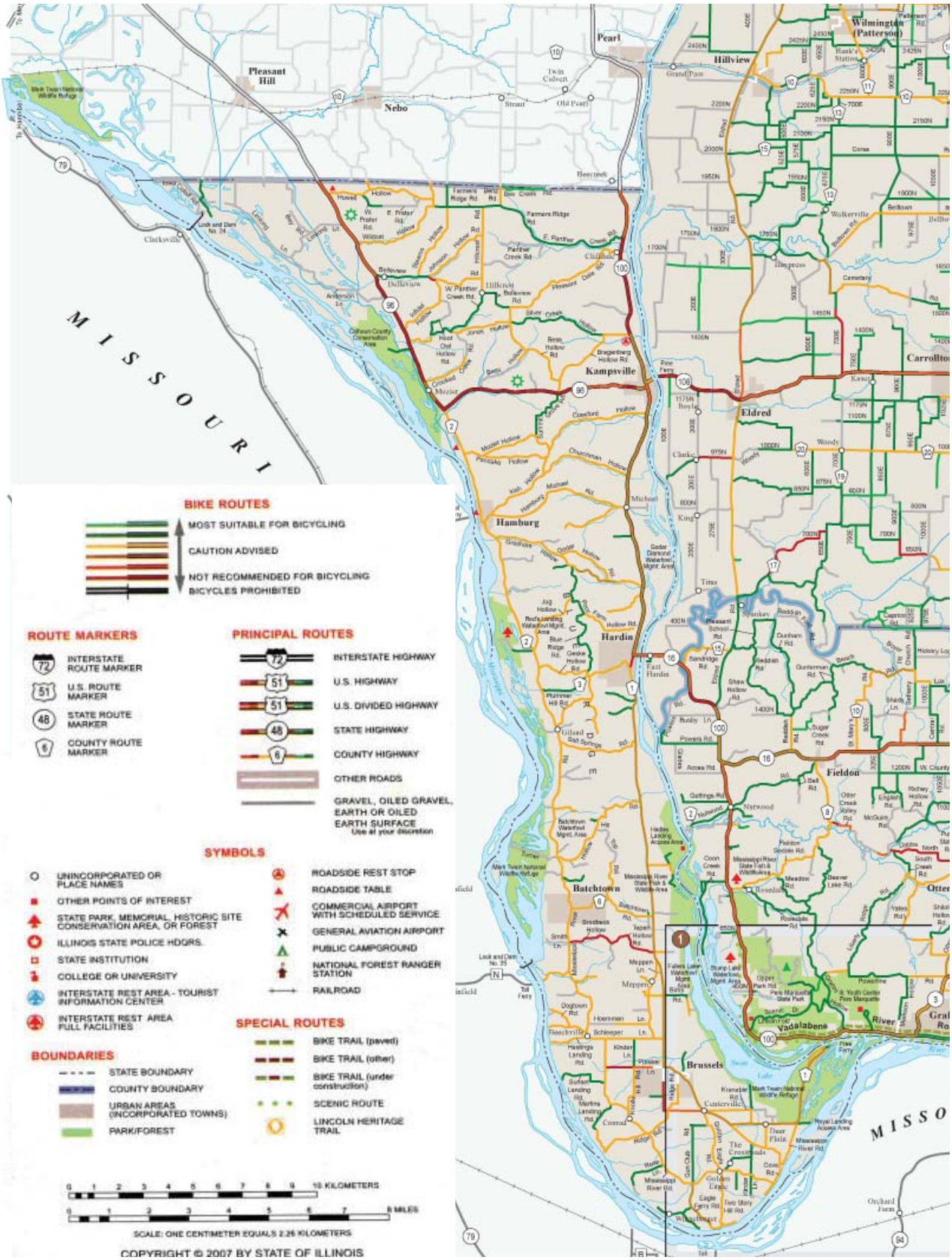
In terms of building walking and biking routes over the next five years, input gathered throughout the planning process suggested a strong interest in protecting natural resources and having minimal additional recreational uses inside or through IDNR property. There was also a recurring theme that the County and State should work together toward creating large, contiguous routes devoted toward resources, seasonal access for all users around and connecting to public lands and roads. This plan tries to mitigate between these two opinions.

The word 'trail' means many things to many people and often is misconstrued. In this study we have adopted the term "route". Routes can be alignments, routes, on-road, off-road, multi-use, single purpose, land based or water based. Some are used to promote economic opportunities and are on road alignments and/or routes that direct the traveler to/or through an area. This is often done by car/bus or can be by motorcycle, or bicycle. This approach will be utilized for Calhoun County to build upon its assets educating the visitor on the County's character while conveying the need to respect its residents and culture.

Many of the touring routes cross the ridge and connect the existing Mississippi River Trail along the west with the highway on the east. As the map on the next page demonstrates, all roads are allowed to have bicycles, however, there are some routes that are more accessible than others. Some are more suitable. As always, vehicles of all types must use caution on all roads.

During the public input sessions, many were surprised to see this map. Some residents had differing opinions regarding the categorization of certain roads. This study takes these findings and input into consideration.

Illinois State Bike Suitability Map (Calhoun County)



Vision & Goals

Vision Statement

Build upon **Calhoun County's** heritage, rural fabric, established towns, and infrastructure to create a healthy, walk-able and bike-able county that encourages environmental stewardship, strengthens partnerships, and facilitates economic development.

Goals

Enhance north/south and east/west connectivity between destinations and neighboring counties with on-street pedestrian routes consisting of improved sidewalks, intersections, share-the-road signage and markings, and bike lanes where possible.

Improve local connectivity across major regional arterials, including the rivers, through the implementation of enhanced safe crosswalks, safety enforcement, and signage.

Connect neighborhoods to destinations in and surrounding Calhoun County with pedestrian and bicycle infrastructure and public space improvements.

Create a system of pedestrian and bicycle loop routes in towns consisting of sidewalks, crossings and wayfinding linking points of interest, amenities, and cultural sites of Calhoun County.

Create great streets in Batchtown, Brussels, Hardin, and Kampsville by improving the visibility, condition and accessibility of existing sidewalks, crosswalks, intersections, and facilities; implementing new sidewalks where possible; promoting usership through design, signage, programming, and enforcement; and implementing operations and maintenance standards and programs. In particular, **improve pedestrian and bicycle access** to parks, open spaces, and schools.

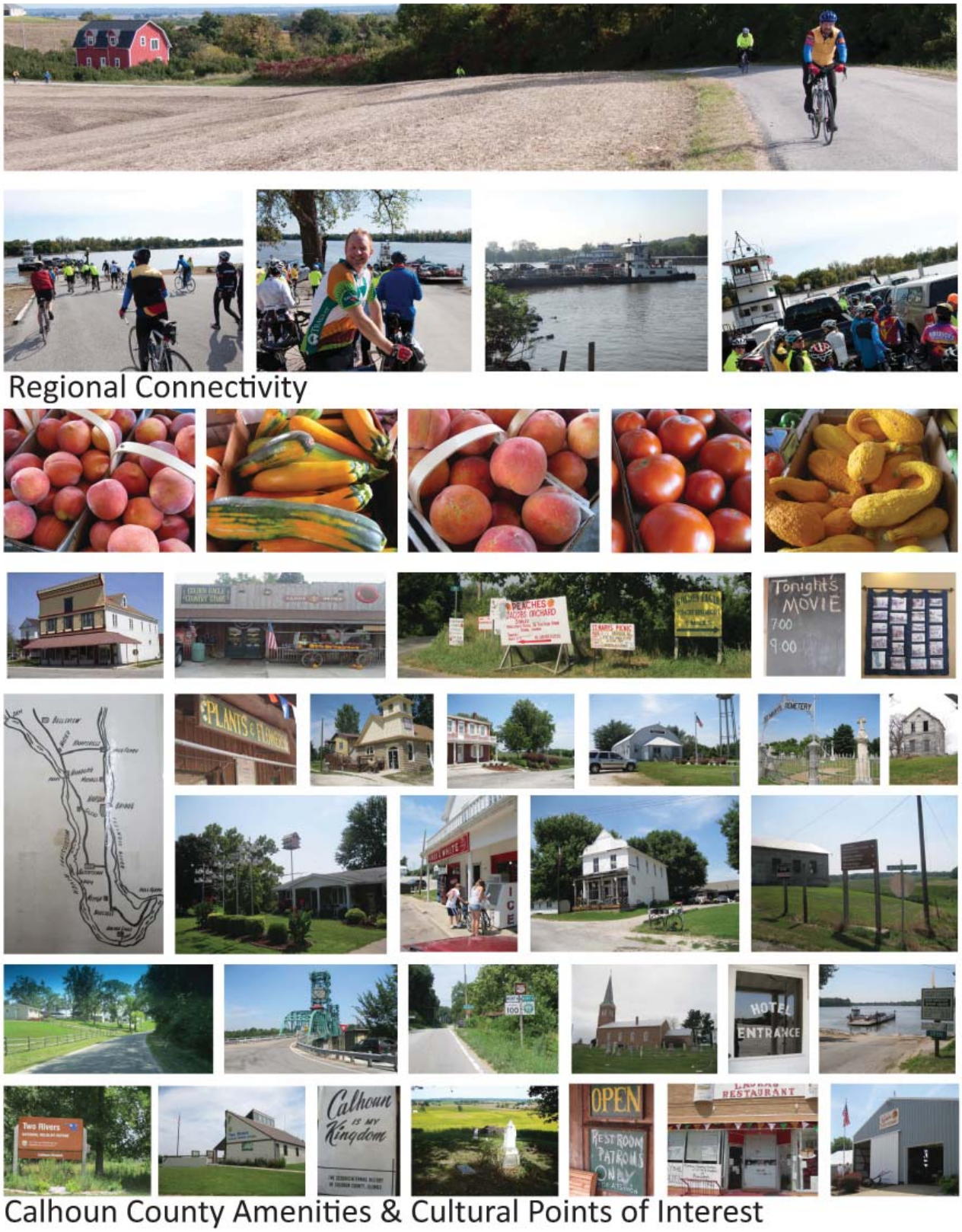
Encourage Kampsville, Hardin and Brussels to recreate Highway 1 as a walk-able and bike-able commercial corridor by improving accessibility for all users, creating great streetscapes and the public realm for pedestrians and cyclists, and supporting the creation and retention of businesses that attract regional visitors while supporting local residents.

Promote and increase walking and cycling by building upon existing special and ongoing scheduled events, while implementing new, physical, virtual and multi-modal themed events.

Coordinate with existing and ongoing regional planning efforts including the St. Louis Regional Bike Plan, Mississippi River Trail (MRT), MEPRD Plan, the Great Rivers Greenway Regional Master Plan, and neighboring counties (Pike, St. Charles, Jersey, Madison) bike/walk plans to develop a relevant strategy that contributes to county-wide and regional interconnectivity, mobility, and investment.

Coordinate with existing and new not-for-profits, enthusiast groups, foundations and government entities to ensure stewardship, maintenance, and operational best practices are put into place.

Interpreting Cultural Heritage and Natural Resources



Exihbit for Public Open Houses demonstrating cultural sites and points of interest in Calhoun County

Walking|Biking Study Recommendations

Complete Streets

Under current state laws, bicycles are allowed to ride on all public roads. Therefore, all public roads in the State of Illinois are available for all users.

"The Illinois Legislature recognized what is becoming common sense across the country – that our roads need to serve everyone using them, whether they are driving, walking, bicycling, or catching the bus." says Barbara McCann, Coordinator of the National Complete Streets Coalition. "By routinely completing their streets, transportation agencies increase road capacity, avoid costly retrofits, encourage physical activity and help create the walkable communities that so many people want today."

Summary of the Study

Using specific principal recommendations for improvements to the County that are integrated into specific proposals, the Study seeks to link to significant cultural, historical, and natural resources. The study also seeks to identify countywide recreation linkages and the County's role in providing facilities to meet demands of all residents current and future. Both connectivity and available routes were identified through a comprehensive process. This study is not a land use study or created for the purpose of guiding future zoning decisions.

Generally, this study must be updated and adopted by the County every five years in order for the County to be eligible to participate in a variety of state and federal funding programs for development, including trails. Recommendations for updates to this study can be gathered through a variety of means, including feedback on a website, public listening sessions held in the County and individual meetings. The public input process is a critical component of the study, as it provides an opportunity to build partnerships with others and learn of the needs and issues of county residents at a grassroots level.

Summary of Recommendations

As the County expands and improves access and circulation via the road infrastructure, the methodology and practice of implementing a Complete Streets Policy is imperative. The Illinois State mandates of "Complete Streets" are streets designed for safe, efficient, and comfortable transport of all users – motorists, cyclists, and pedestrians; children, the elderly and those with disabilities. This is in stark contrast to conventional street design, which emphasizes automobile transportation. Additionally, complete streets incorporate adequate lighting and useful street furniture. Components of complete streets can include sidewalks, bicycle lanes, wide shoulders, refuge medians, special lanes for mass transit, raised crosswalks, audible crosswalk signals, and traffic calming measures, such as "sidewalk bump outs". Complete Streets also help to promote physical activity and reduce automobile emissions. This all begins to support and uphold the importance and viability of a healthy and active community. Within this study, Complete Streets ensures a safe cross section for pedestrian, car, farm equipment, and bicycle intermingling.

Better directional signage and connections will encourage local residents to "get healthier" while walking or biking to local sites rather than using the family car. These linkages are critical in providing all residents access to the system for health, recreation and transportation opportunities throughout the towns and potentially the county. Throughout the public input process, walkable connections and amenities were the most frequently requested recreation facility in ad-

Potential Users & Uses: Recreation, Travel & Culture

Multi-Use Trails: Cars, Walking, Biking, Hiking & Touring

Exihbit for Public Open Houses demonstrating best practices and multiple uses

Definitions from IDOT

Bicycle Facilities. A broad term which includes bikeways, shared roadways, shoulders (which may be used by bicyclists), traffic control devices, shelters, and parking facilities for bicycles.

Bikeway. A generic term for any road, street, path, or way which in some manner is specifically designated for bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or shared with other transportation modes.

Shared Roadway. Any roadway upon which a separate bicycle lane is not designated and which may be legally used by bicyclists regardless of whether such facility is specifically designated as a bikeway.

Bike Lane. The portion of a roadway surface that is designated by pavement markings and signing for the exclusive use of bicyclists.

Bicycle Path or Shared-Use Trail. A facility physically separated from the roadway and intended for bicycle or other non-motorized transportation (e.g., pedestrians, disabled persons in wheelchairs, in-line skaters). The terms path and trail generally are describing the same facility.

dition to amenities in parks. Development of these is also consistent with providing future recreation opportunities for the forecasted aging population of the County.

On the following pages, please refer to the legend for route designations on the map demonstrating the placement of new trails, scenic loops, points of interest connectors and access points for the County.

Recommendations

Policies

- Develop an informational procedure and a point of contact to ease communication and informational flow. Undertake partnerships with other groups, including private non-profit organizations that have a regional user base.
- Work with outside groups to utilize Calhoun with courtesy and respect
- Work with hunters and fishermen to share public lands during off seasons – steering trail users AWAY from prime hunting areas
- Investigate sustainable alternative sources of funding.
- Leverage costs of implementation, operations and maintenance with other agencies.
- Charge special event fees and develop unique revenue sources (pop up vendors/businesses) in balance with other available resources for use of facilities in order to provide funding for operations, maintenance and development of the system.
- Commit to increasing the health and quality of life and enrich current amenities for residents and visitors
- Improve safety and access for all users
- Create universally accessible facilities, amenities, and routes

Projects

- Design and build walking and biking routes according to high and low priority as determined by the public, or according to increased opportunity for funds or implementation due to replacement of roadways.
- Build within the current right of way (ROW). Research and survey what the ROW actually is on all roads, versus overgrown or eroded roadside banks.
- Create a County-wide regional bicycle-pedestrian system that connects communities and population centers with other public lands, schools, towns, and regional and Bistate trail systems.
- Provide connectors to resources that have regional significance and provide multiple uses: trailheads, wayfinding, habitat, connectivity to points of interest, or economic benefit.
- Conduct up to date traffic counts on all major roads
- Improve walking and cycling maps along with a comprehensive County-wide wayfinding wystem

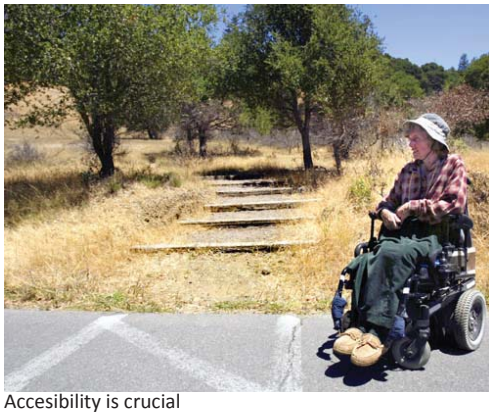
- Special wayfinding signage at County entrances: Courtesy, Safety, How-to, Welcome, fix-it stations, etc.
- Specific recommendations are listed further in the study

Programming

- Work with Calhoun County Historic Society -collect oral narratives from residents by foot or bike - Make a Walking Heritage Day
- Implement Additional Biking & Walking Programming
  - Senior Bicycling and Walking Programs
  - Walking Tours of towns and create brochures
  - Shop by Foot/Bike Incentive Program
  - Youth Bicycling and Walking Education Program
  - Safe Routes to School
  - Special Events for walking and biking:
    - Annual & Church Picnic walk/rides
    - Skills and Exercise Courses
    - Special Barn Quilt Day for Cyclists
    - Haunted tours of Cemeteries in the Fall
- Share improvements and rules of the road for Calhoun County with readerships in the Alton, Calhoun, Missouri and Ilinois papers, utility mailings, websites, Farm Bureau, sherif station, library, schools, visitors center, and orchards.
- Adopt a View through Munzie or Geocache from Calhoun's best vistas of natural resources and cultural points of interest
- Expand the Barn Quilt Tour – build upon the successes and encourage self-guided tours year round. Sign the routes year round. Grow online presence and connectivity. Put the book online for ordering or download. Currently the Barn Quilts are hard to locate online for enthusiasts outside the region.
- Promote active recreation throughout the system via connected and circuitous path system/systems in towns and their parks.
- Consider potential expansion of programming to promote healthy and active living and as an economic driver.
- Specific recommendations are listed further in the study

Economic Development

- Work with University of Illinois Extension and Farm Bureau – Brand Calhoun Peaches –
- Develop Orchard tour, A day with a Farmer, Peach Festival, Apple Days, Adopt an Orchard (CSA like program)
- Support all lodging initiatives including hotel, bed and breakfast, and campgrounds
- Specific recommendations are listed further in the study


Accesibility is crucial

KATY Trail

Sample of directional and wayfinding signage that is changeable

Economic Recommendations

Economic Benefits of Trails

According to research conducted on the Katy Trail, in Missouri, visitors to the trail spent an average of $230 with half being spent on food and lodging; almost half (49%) of those visitors were from states other than Missouri. The property value issue traditionally has been a point of debate and disagreement, especially concerning crime and other potentially negative impacts. While these can be valid concerns, more often they are not. Therefore, providing accessible and accurate information about property values, crime mitigation, and other trail and greenway concerns is an important way to help landowners and their communities more fully understand the many benefits of trails. And finally, the health care system can further benefit economically from increased use of trails . People who use trails to exercise are generally healthier – thereby reducing both the personal out-of-pocket expenses and claims.

Eat-Do Pie Chart

Economic Development Recommendations

Trails can contribute to Calhoun County's economy in many ways, but particularly by increasing tourist opportunities. In addition, trail users support businesses near trails, including lodging, food, supplies and equipment rentals. On-road alignments/routes (trails) provide the easiest and cheapest way to stimulate the economic return to the community. The average tourist or non-resident does not understand the non-romantic side of farming. Unfamiliar sights, sounds, smells often incite unnecessary concern. Use this as an opportunity to educate visitors. Consider developing an Agritourism/Ecotourism niche: Rural farming experience, hunting, bird watching, addressing that a majority of the county is agricultural. Encourage an overnight stay with added activities and food venues in order to maximize the "Eat, Do; Eat, Do; Eat, Do; Stay" Strategy. Using this technique gets the traveling public to spend more time in a community or county and spend money on food and activities and if there are enough opportunities to explore, the possibility exists to for the traveler to spend the night in the community. The best economic benefit to the local community grows exponentially by creating opportunities for overnight stays.

- Enhance existing Scenic Touring Loops for all users
- Enhance Barn Quilt Trail (virtual, self-guided, expand event)
- Create experiential recreational loops within communities
- Create virtual individual trails for residents/visitors (http://genealogytrails.com/ill/calhoun/
- Build on the strengths of the County – scenic beauty, cultural heritage, natural resources and existing public assets
- Build on "Themed Routes & Touring/Scenic Loops" as other counties and regions have, i.e., The Wine Trail, The Chocolate Trail, The Covered Bridge Trail, Route 66, Etc. through Peach Tour, Apple Tour, Orchard Tour, Cemetery Tour, Heritage tours, chool houses, etc.
- Themed multi-user routes: tractors, hayrides, cars, walkers, cyclists, motorcycles, etc
- Build upon and increase special events: Peach Season, Apple Season, Century Rides, Heritage Days
- Brochure of routes: to brand as Countywide initiative (include food, drinks, amenities,
- Businesses: reach out to route users
- MRT: join any initiative and utilize any marketing or programming they can provide
- Pay to play! Be courteous, be respectful, smile, park correctly, buy something! Incentive programs
- Develop Cycling Season for road cyclists– April/May to correspond to National Cycling Month

Inspiration & Ideas for Calhoun County, Illinois

Different Types of Trails & Access Points

Sponsored & New Community Events & Self-guided County Tours

Pop up Businesses & Interpretation

Branding, Marketing, & Events

Exihbit for Public Open Houses demonstrating themes, marketing and econmic initiatives

Plan Programs & Corresponding Orchard Tours during these approximate seasons

Red Raspberries
mid-June to early July

Blueberries
late June to early July

Blackberries
mid-July to mid-August

Peaches
begins mid-August

Apples
September and October

Pumpkins
mid-October through November

Christmas
mid-November through Christmas

Scenic Touring Loops

East-west "ladder rungs" connecting the MRT and State Highway (north) and County Highway (south). Given the steep inclines and the blind curves, the study recommends these as touring routes to connect prime vistas, entry points, Barn Quilt sites, towns and amenities. They are Scenic Motor Touring Loops and therefore "Not recommended for bicycling or walking due to road conditions". Some are extremely curvy and crests with blind spots, but lead to interesting spots and beautiful vistas unique to Calhoun County.

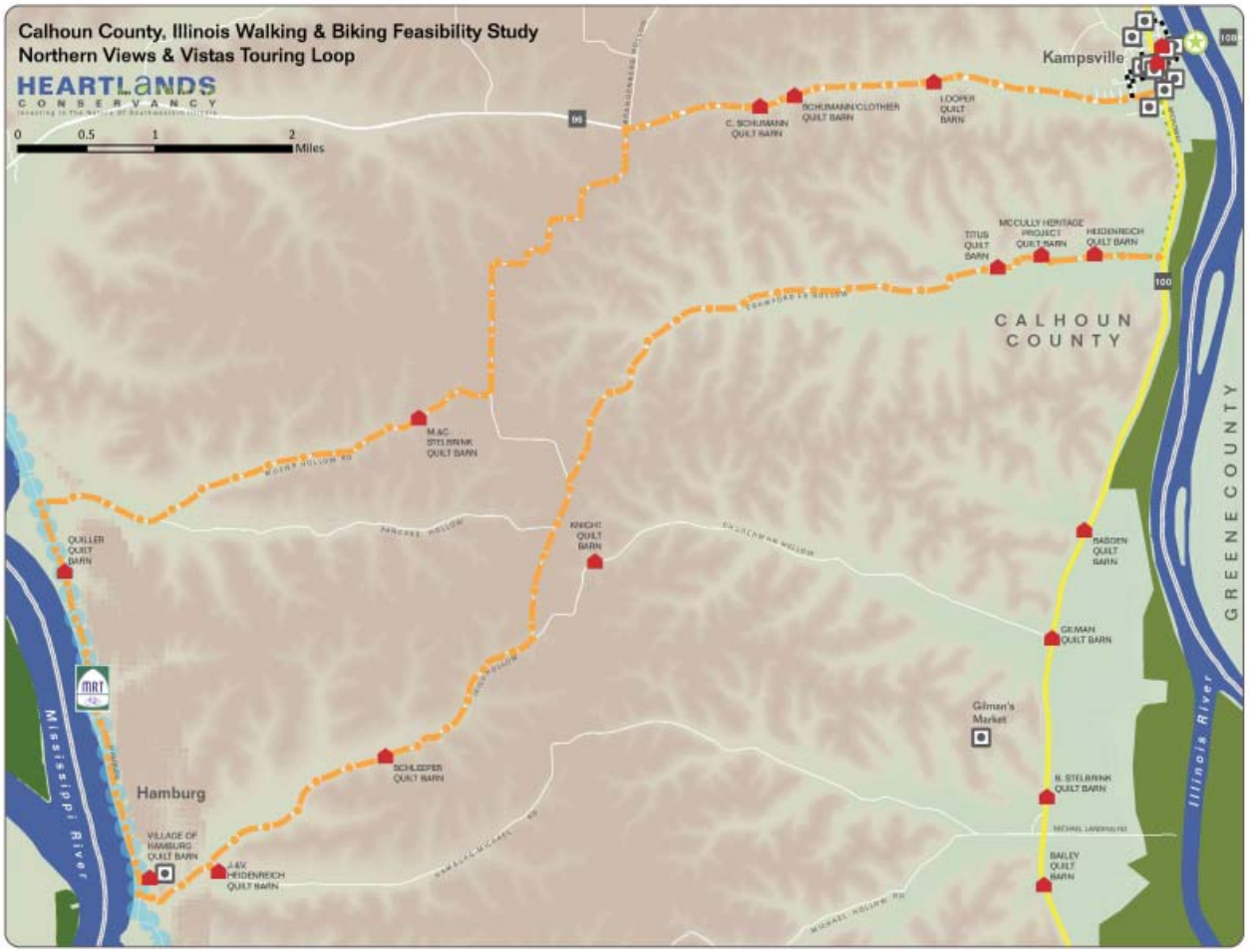
The roads can't accommodate all the current types of uses. Therefore there needs to be ways to accommodate all through timing, signage, special events, etc.

By connecting the two the north-to-south routes of State Highway and the MRT, the Northern Scenic Touring Loops would embrace the following themes:

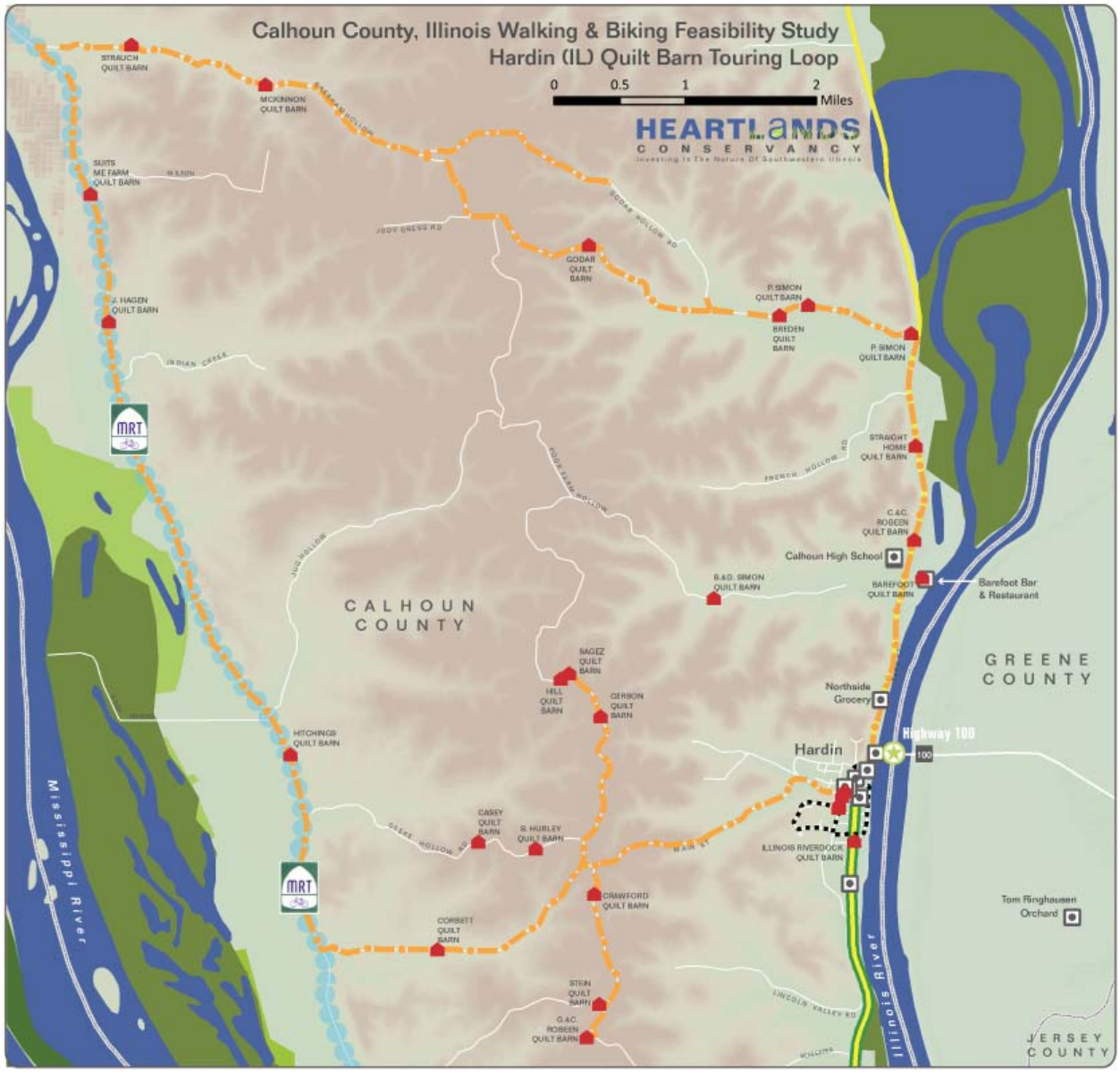
- Barn Quilts
- Archaelogy
- Views & Vistas
- Art along the Rivers: Alton to Clarksville to Quincy

By connecting the MRT, as well as the towns, the Southern Scenic Touring Loops would embrace the following themes:

- Barn Quilts
- Views & Vistas
- Orchards seasons
- Birding
- Rivers Ecology



Touring loops organized along route to views and vistas


Calhoun County, Illinois Walking & Biking Feasibility Study
Hardin (IL) Quilt Barn Touring Loop
0 0.5 1 2 Miles
HEARTLANDS CONSERVANCY
STRAUCH QUILT BARN
MCKINNON QUILT BARN
SUITS ME FARM QUILT BARN
J. HAGEN QUILT BARN
GODAR QUILT BARN
P. SIMON QUILT BARN
BREDEN QUILT BARN
P. SIMON QUILT BARN
STRAIGHT HOME QUILT BARN
C.&C. ROBEEN QUILT BARN
Calhoun High School
R.&D. SIMON QUILT BARN
BAREFOOT QUILT BARN
Barefoot Bar & Restaurant
CALHOUN COUNTY
GREENE COUNTY
SAGEZ QUILT BARN
HILL QUILT BARN
GERSON QUILT BARN
Northside Grocery
Highway 100
Hardin
HITCHINGS QUILT BARN
CASEY QUILT BARN
R. HURLEY QUILT BARN
ILLINOIS RIVERDOCK QUILT BARN
CRAWFORD QUILT BARN
Tom Ringhausen Orchard
CORBETT QUILT BARN
STEIN QUILT BARN
O.&C. ROBEEN QUILT BARN
Mississippi River
Illinois River
JERSEY COUNTY
Legend
Parking
US Fish & Wildlife Visitor Center
Entry Portal
Points of Interest
Quilt Barn Locations
Existing MRT Alignment
Bodies of Water
Public Lands
Federal
Missouri Dept. of Conservation
Missouri Dept. of Natural Resources
Illinois Dept. of Natural Resources
Wildlife Refuge
Proposed Recommendations
In-Town Bike/Walk
Multi-Use Trail
Improved Shoulder
Economic Opportunity - Touring Loop
Waterfowl Mgmt. Dike Access
Future State Route Priority 1
Future State Route Priority 2

CALHOUN COUNTY
St. Matthew's Lutheran Church & Cemetery
Brussels' Hardware
Brussels
BLISS BAKERY QUILT BARN
WOEHRMANN QUILT BARN
WITTMOND/ BURCH QUILT BARN
Fortschneider's Orchard
ODELEHR MARKET QUILT BARN
Odelehr's Roadside Market
Golden Eagle County Store
GOLDEN EAGLE STORE QUILT BARN
CARNES QUILT BARN
B.&G. SNYDERS QUILT BARN
Jacobs' Orchard
JACOBS QUILT BARN
ESCHBACH QUILT BARN
Wieneke Brothers Orchards
HERTER QUILT BARN
Mississippi River
PROSKER LN
KINDER LN
KNOLLE HILL
FREAND LN
MARTINS LANDING RD
RIDGE RD
KRONABLE RD
CACHE HOLLOW
ROSE LANE
GUS CLER RD
FUHLER RD
Calhoun County, Illinois Walking & Biking Feasibility Study
Southern Quilt Barn Touring Loop
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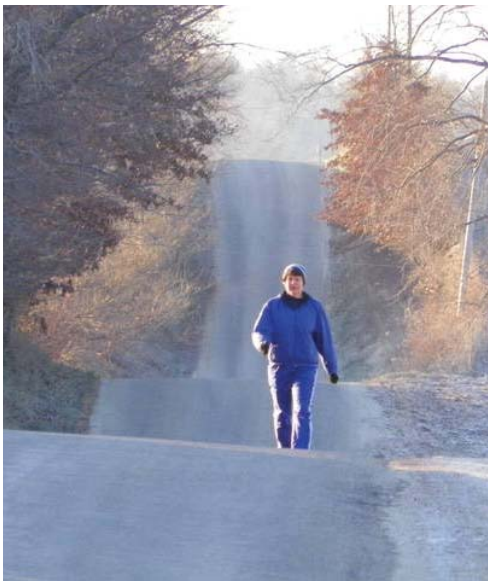
HEARTLANDS CONSERVANCY

Safety & Signage

Sample signage and marking

Walkers in Calhoun County


Walker in Calhoun County

Safety & Signage

It was important to the committee and to those that attended the open houses that safety and rules of courtesy be included in the plan. The League of Illinois Bicyclists, IDNR, and the Illinois Greenway and Trails Council -IGTC, have established these guidelines for Illinois. Please see the summary and particulars as it relates to users sharing the trails below and on the following pages.

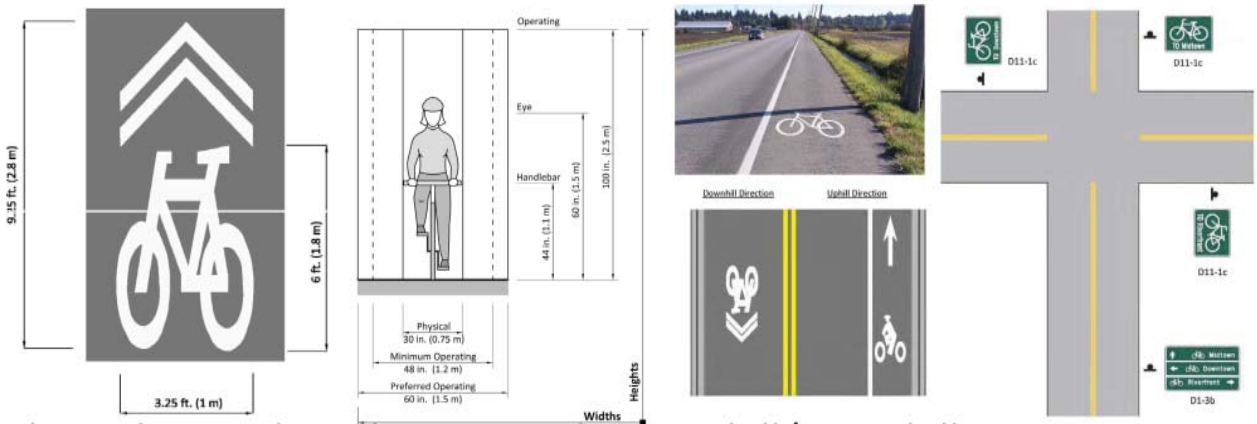
This will be addressed in the study through recommendations such as the following:

- Signage at the county entrances/exits - gateway "welcome" and courtesy reminders
- Public outreach through signs, brochures, lessons at schools, cultural sites, points of interest, special events
- Continue to reach out through traditional media, web & social media signage
- Regulatory signage to address: blind curve, do not pass, icy, steep incline, bridge, safety, right-of-way, line of sight, terrain, level of service and facilities, crossings, and speed limits
- Wayfinding – directional, ferries, culture interest, food, water, routes, themes, sponsors
- Historic exhibits, signage and markers
- Road markings – temporary, sharrows, shoulders, stop, parking
- Signage : share the road – horses, farm equipment, car, and bike
- How to create a safe environment for farm equipment, commuters, and recreational activities
- Temporary signage for all events and tours – sign system to change seasonally and for events (church picnics, gatherings, tours, fall color/pumpkin patches, self guided barn quilt tours – with special events in October)
- Need share the road and beware of cyclists signs. Provide informational signs and courtesy, bike etiquette
- Make sure signs are secure and as vandalism-proof as possible.
- Share improvements and rules of the road for Calhoun County with readerships in the Alton, Calhoun newspapers, utility mailings, websites, Farm Bureau, sheriff station, library, schools, visitors center, and orchards.

Signage, Markings, & Wayfinding Examples

Signage & Wayfinding

Share the Road Markings



Share the Road Markings: Regular & Uphill/Downhill

Exihbit for Public Open Houses demonstrating signage, standards of road markings, wayfinding and directional examples

Excerpt USDA|IDOT on Walking and Biking Safety & Courtesy:

Everyone is a Pedestrian Brochure

Walking safely in Rural Areas – not "Just a walk in the Country"

Rural areas may have less traffic than big cities, but "a walk in the country" does require special care. Often the vehicles on rural roads travel at much higher speeds than pedestrians are used to, and drivers won't expect to see someone walking on or near the side of the road. So, remember the following safety rules, and enjoy your walk!

- *Always walk facing oncoming traffic.*
- *Look for a smooth, stable surface alongside the road.*
- *If there are guardrails, see if there's a smooth, flat surface behind the barrier where you can walk.*
- *If you need to walk on a paved shoulder, stay as far away from traffic as possible.*
- *Watch for bridges and narrow shoulders.*
- *Be sure drivers can see you. Wear brightly colored clothing, and if you walk during low-light hours — dusk or dawn — be sure you have reflective material on your jacket or walking shoes and carry a flashlight.*
- *Take along a cell phone and an ID, especially if walking alone.*

Share the Trails Brouchure by IDOT

A Guide to Trail Etiquette

Trails provide a great opportunity to enjoy the outdoors and your favorite activity. The following basic share-the-trail etiquette tips can improve both your activity as well as others' experiences on the trail.

- *Be courteous and aware of other users*
- *Use only trails designated for your activity; do not use dirt or soft-surfaced trails when wet and where use would damage them*
- *Keep pets on a leash*
- *Do not disturb wildlife or plants*
- *Dispose of trash properly*
- *Wear a helmet*
- *Travel at a reasonable speed*
- *Be predictable*
- *Yield to others when entering, crossing or turning onto trails*
- *Higher speed users should yield to lower speed users*
- *Trail users going uphill generally have the right-of-way over users traveling downhill*
- *Stay to the right of the trail, when possible; do not block the entire trail*
- *Pass on the left, when safe to do so*
- *Give a clear warning signal before passing; wait for person to respond whenever possible*
- *Remember when using the trails, you are also an ambassador of the activity in which you are participating*

General Courtesy

- *Be courteous and aware of other users.*
- *Be predictable but expect other users – especially children, those wearing headphones or talking on a cell phone – to be unpredictable.*
- *Equestrians and people walking dogs should make sure their animals have the temperament and/or training to use the trails without becoming spooked or aggressive towards other users. Keep pets on a leash.*

Indirect Courtesy

- *Use only trails designated for your activity; do not use dirt or soft-surfaced trails when wet and where use would damage them.*
- *Do not disturb surrounding wildlife or plants.*
- *Dispose of all trash properly.*
- *Clean up all pet waste*

Yielding

- *Stay to the right of the trail, whenever possible.*
- *Yield to others when entering, crossing or turning onto trails.*
- *Higher speed users should yield to lower speed users.*
- *Motorized vehicles should yield, if needed, to slower moving trail users. For example, a snowmobiler would yield to a cross-country skier.*
- *Whenever possible, bicyclists should yield to equestrians and equestrians should yield to pedestrians.*
- *Trail users going uphill generally have the right-of-way over users traveling downhill.*
- *If using a trail with a group, do not block the entire trail. Proceed single-file, when necessary, and announce upcoming hazards to the rest of the group, such as low branches or logs.*

Safety

- *Bicyclists, riders of motorized vehicles, inline skaters and equestrians are strongly encouraged to wear a helmet.*
- *Travel at a reasonable speed and reduce your speed when approaching slower users and areas of reduced visibility, such as corners and intersections.*

Passing

- *Pass on the left, when safe to do so.*
- *Give a clear warning signal before passing, such as "Passing on your left," or "Bike passing," then wait for the person to respond, whenever possible.*
- *If traveling with a group let the trail user know how many people are in your group.*
- *Move off the trail if you are stopped or to allow others to pass, if needed.*
- *Equestrians should let users know if their horse is safe to pass.*

Green Space Connectors

Connect routes, trails, multi-use paths to parks, open spaces, and natural resources as much as possible. In Calhoun County five areas are of priority. They are listed north to south below:

- Riverside Park, Kampsville
- McCully Heritage Project, Kampsville
- Riverside Park, Hardin
- Brussels Heritage Park, Brussels
- Two Rivers National Wildlife Refuge Brussels

Other Public Lands

In respect to state managed lands, it has been noted that multiple uses are allowed on Federal and State lands, however, under current state management guidelines some uses are restricted, but these are not prohibited by the Federal guidelines. In any case, any multiple-use would need to be respectful of seasonal restrictions and regulations.

Specific Study Recommendations

This study strives to address walking and biking strategies in connecting the county to adjacent counties – but also internally, town to town as well as within each town connecting schools to parks, neighbors to amenities. It is a multileveled plan that is a stepping stone to enhancing and protecting the way of life that residents of Calhoun cherish. Often rural communities, where their population or economy contracts, rural areas must often find alternate or preventative ways to address the future needs of their residents. By increasing walkability and connectivity in and between the towns of Calhoun, not only does one see beautification of streets and facilities, but the very young and the growing senior population will be able to stay in the work force and remain self-reliant and active in the community through access to necessities and amenities. This ultimately improves property values, walkability, and social, economic, and environmental sustainability. Making small adjustments to infrastructure noticeably improves active living and connectivity of a community. In turn, this begins to frame future development, concentrating fiscal resources in a positive manner, while promoting health and wellness for all generations.

Primary considerations of the project team are as the following:

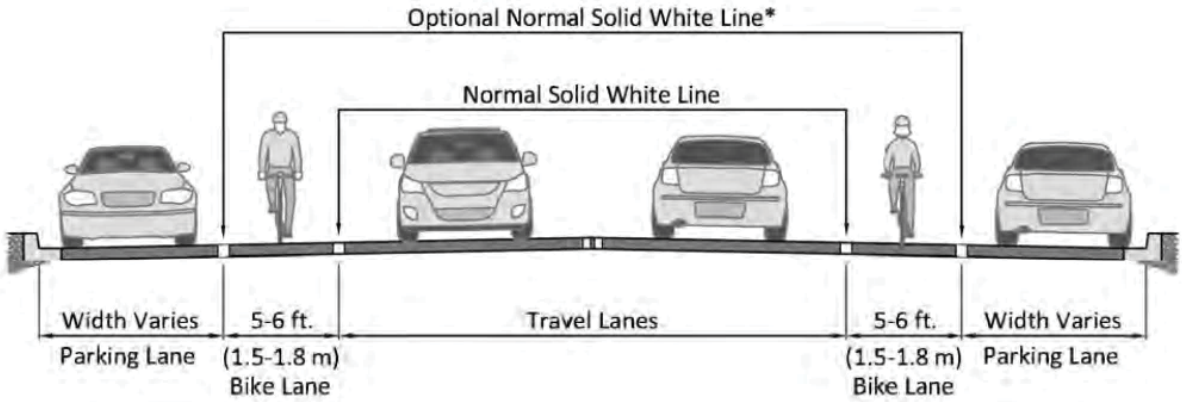
Share the Road Signs

This option is of minimal cost. Posting of signs informs both the vehicle driver and the bicyclist that there are many uses to the roadway. Some users are not comfortable riding with the traffic and sharing the roadway. This is usually the recomendation for low traffic rural roads, such as along Mississippi River Road. However, we recommend that wherever possible, share the road signage be placed to inform riders and inform drivers of all vehicles that others are on the road, around the bends and over the hills. We recommend special signs be developed for Calhoun addressing the right of way of bike to farm equipment to cars; and horse, to bike, to cars, etc.

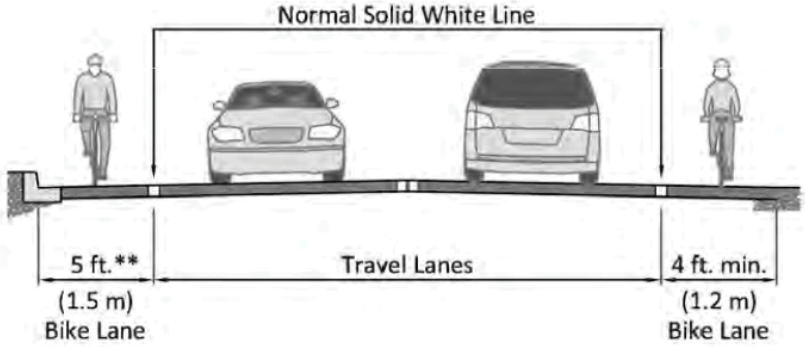
Bike Lane striping and share the road signage

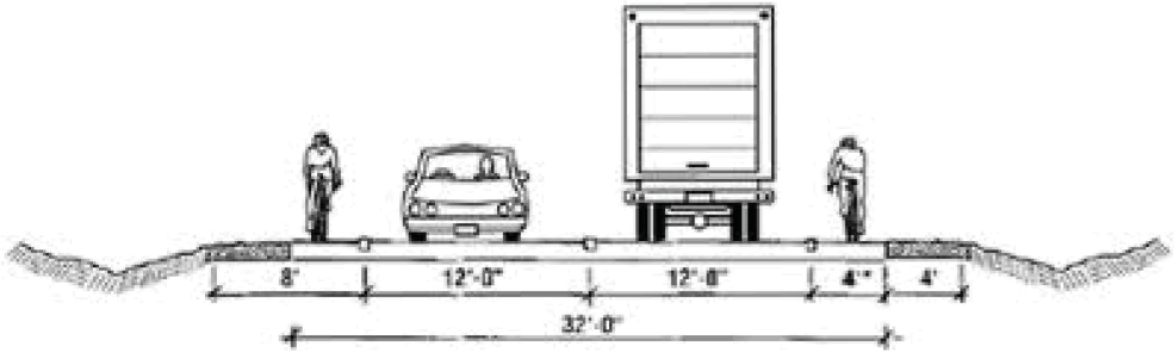
Where the roadway surface is wide enough a bike lane can be marked on the road surface. The bike lane is striped on both sides of the roadway. In addition to the marked lane there are share the road signs posted. This option provides a greater comfort for the bicyclist and indicates to the vehicle traffic that there is a lane for bicyclists. Areas for consideration of this trail type would be in the towns, at busy intersections, at points of wide rights-of-way and stop signs at the entrances and exits of ferry crossings and the Refuge.

AASHATO Standards Appropriate for Calhoun County, Illinois



On Street Parking





AASHTO guidelines and standards for street with and without parking

Caption

Prioritized Recommendations

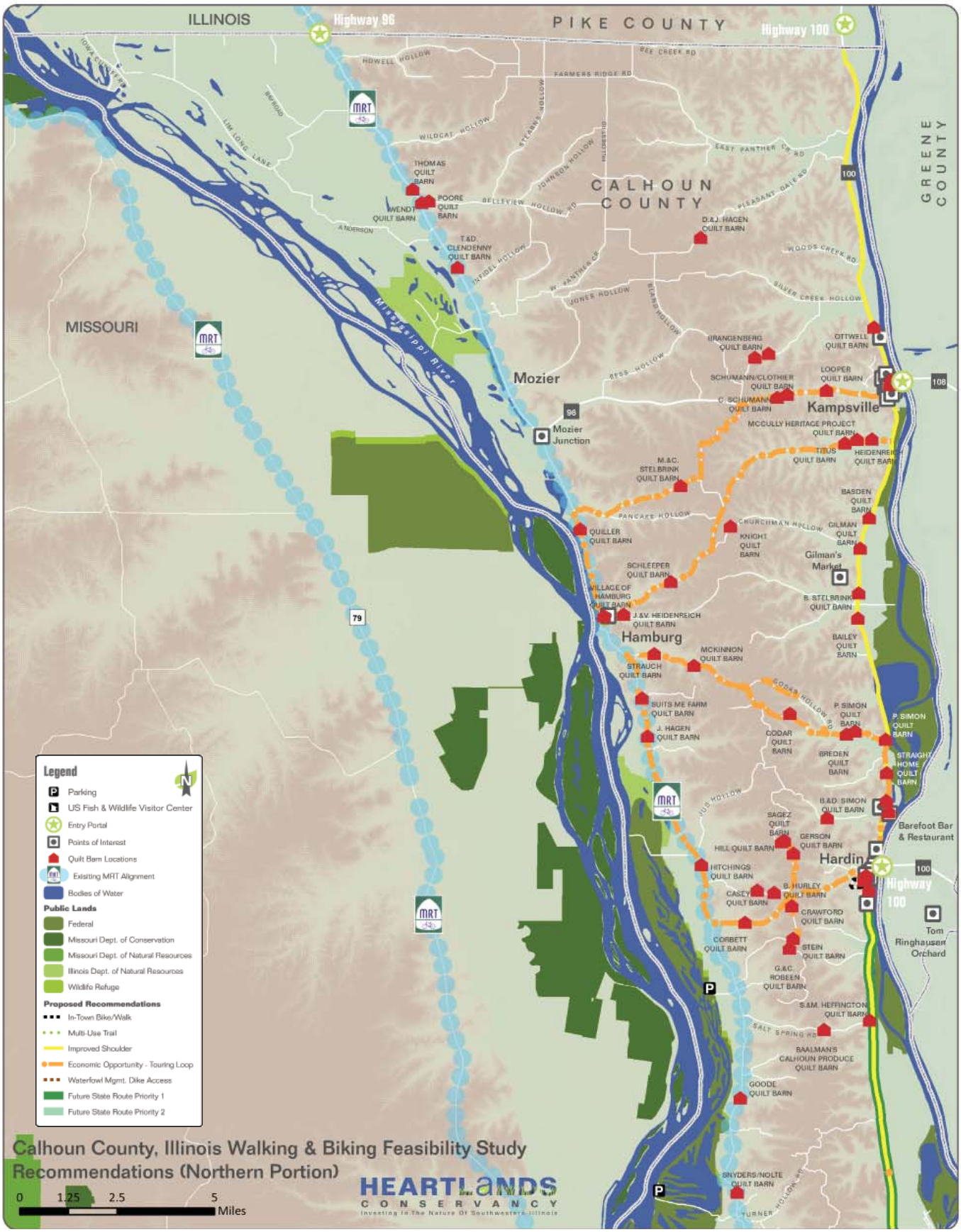
- Return County Highway 1 to State control between Hardin and the Brussels Ferry
- Lobby the state to raise the roadway to prevent flooding near the Brussels Ferry and install multi-use shoulder trails contiguous with existing roadway. This would also provide a wider lane when moving large farm equipment
- No trails in hunting areas
- Installation of additional water management dikes on Swan Lake to improve habitat management and create loops for walking/biking
- Erect courtesy, welcome and "share the road" signs to educate and remind everyone that roads are intended for multiple users
- A future study of the route between the Golden Eagle Ferry and County Highway 1

The routes recommended are as follows:

Mississippi River Trail

In the midst of the MRT's 3000 miles of roads, pedestrian and bike pathways through 10 states, Cahoun is situated to greatly benefit from being one of the most scenic and accessible points along the trail. After discovering through our analysis where the route exists, several people said they felt the road was too narrow for bicyclists. However, like many trails and touring routes, this alignment does not prescribe how anyone chooses to explore the area, it just provides a way-finding alignment that parallels the Mississippi River where possible. A visitor or resident using the ferries could weave back and forth connecting through Illinois, Missouri and back again, or vice versa.

This is an asset that needs to be built upon through installing signage, marketing and outreach. It is severely underutilized and under publicized, even for current residents. Since it is already an existing alignment, the CTP needs only to have signage erected along Mississippi River Road. Additional beneficial tasks would be: Add to key maps on tourism websites and brochures. Include signs and directional information at bridges and ferries to connect users to the MRT. Reach out to the entire MRT organization and in particular, the Illinois and Missouri chapters.



Northern Recommendations

This would have the following advantages:

1. Raising the roadway would preclude frequent flooding of the western approach to the Brussels Ferry. Flooding is more than an inconvenience to county residents. Whenever it blocks ingress/egress for medical emergencies, disaster evacuation or incoming assistance, lives are threatened.
2. IDOT funds would be made available to accomplish extensive resurfacing and other safety improvements.
3. IDOT's maintaining the route would free up much needed county funds to improve and better maintain county roads.
4. It would complete a state maintained route across the county from north to south.
5. This route has an existing right-of-way to accommodate a wider shoulder contiguous to the roadway.
6. The shoulder would enhance safety by providing:
   - a wider paved surface on which to move large farm equipment away from oncoming traffic
   - a lane for residents and visitors to walk or bicycle for exercise out of the direct path of traffic
7. If approved under the Complete Streets Program, the road would be widened and the shoulder would be built by IDOT.
8. The shoulder built by IDOT would be maintained by IDOT as part of the existing roadway.

Caption

From the Illinois Department of Transportation's (IDOT) Brussels Ferry through Brussels to the Joe Page Bridge in Hardin, on the presently designated Calhoun County Highway 1

Because of Calhoun's sparse population and relatively low per capita income, an innovative approach is required to achieve progress. The tax base is insufficient to support major improvements such as raising County Highway 1 near the Brussels Ferry and extensive resurfacing work on its twenty-eight mile stretch to Hardin. Coupling these issues with the need for a walking/biking trail along the same route render them mutually supportive. Here's the order in which it needs to happen:

1. IDOT assumes ownership and maintenance of the route.
2. The roadway near the Brussels Ferry is raised to prevent flooding.
3. The road is resurfaced, and widened to accommodate a shoulder for multiple users that include wide farm equipment, bicyclists, and walkers.

A collaborative effort between the County Commission and interested community organizations, such as the Calhoun Community Foundation and others, is needed to convince state elected officials and IDOT to assume responsibility for County Highway 1. During the process, local groups would assist the Commissioners by whatever means necessary. The request's rationale would cite the applicable Illinois Statutes, the need to raise the roadway near the Brussels Ferry, and the community's desire for emergency access to hospitals, egress, and other service; and a shoulder trail addition under the Complete Streets Program.

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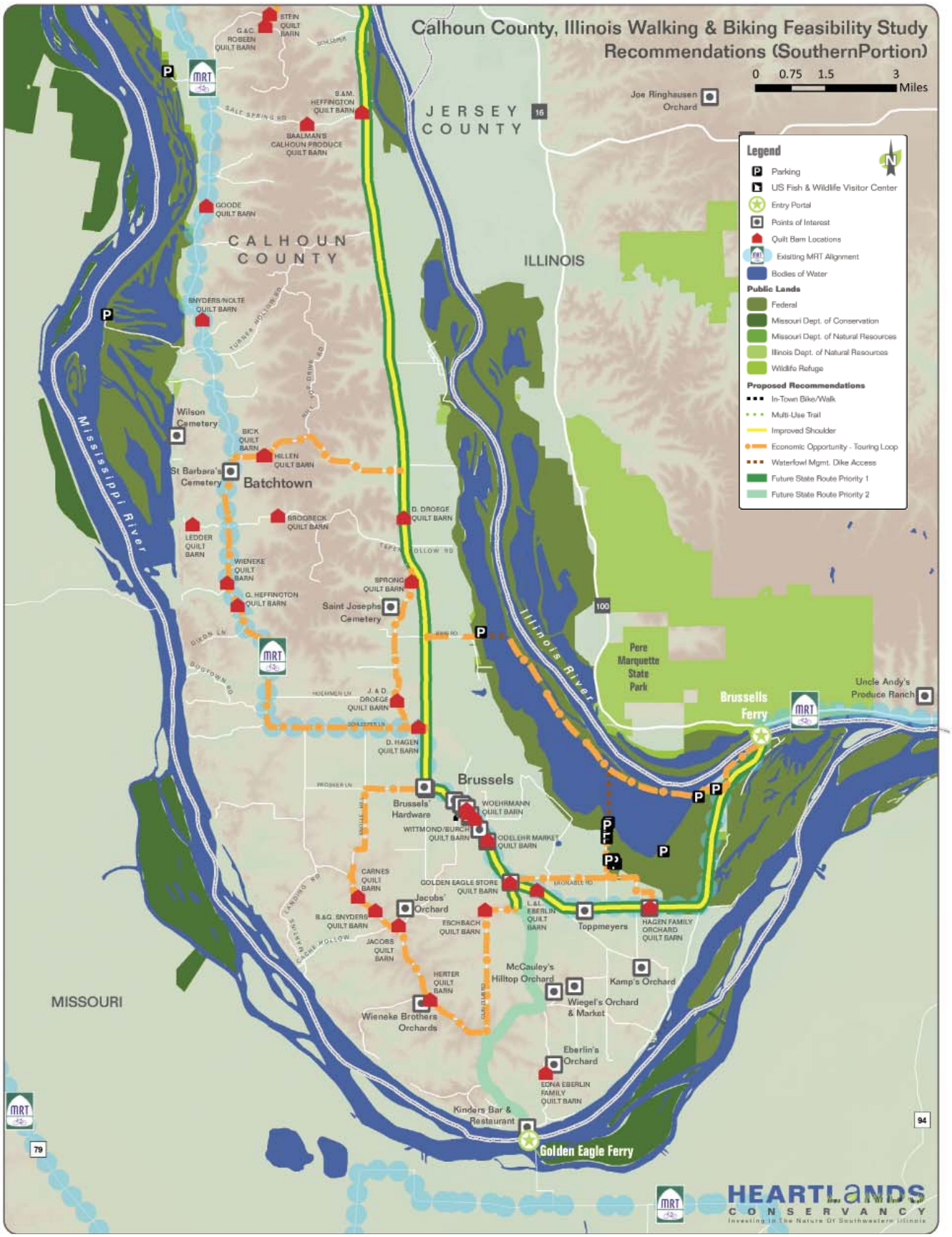


Southern recommendations including etensions, town loop, ferry connection and touring loops

Narrow right of way, blind curves, and hilly terrain make up this route.

Route Golden Eagle Ferry to Highway 1

In conjunction with future road improvements between the Golden Eagle Ferry landing and the presently designated Calhoun County Highway 1, incorporate a shoulder trail to safely allow use by exercisers, walkers, bicyclists, and facilitate the movement of farm machinery. The Calhoun County Engineer, Mr. Barry Webster says Illinois Statutes 605 ILSC 5/4-201.1 & 605 ILSC 5/4-201.2 support both narratives in regards to having the State assume responsibility for Calhoun County Highway 1 and the roadway between Golden Eagle Ferry and Highway 1.

This route would be possible only if designated a state maintained connection to Missouri.

Golden Eagle Ferry

As previously mentioned, Calhoun's small tax base renders major road improvements, such as widening and providing better contouring for the road, absolutely beyond its means. However, this ingress/egress point links Illinois with Missouri, and Illinois Statutes support its conversion to a state maintained route on that basis. Also, the same advantages cited for the Proposed Trail Route (except raising the road) apply for future planning purposes.

Ferry to Ferry Issue

Most complaints regarding cyclists exist in the southern portion of the county. Cyclists say the most dangerous part is traveling between the Golden Eagle Ferry to the Brussels Ferry or vice versa.

Amenities & economic opportunites to be accentuated along the route

Close up of southern recommendations including etensions, town loop, ferry connection and touring loops

McCully Heritage Project's Mission

The mission of the McCully Heritage Project is to provide facilities and programs for high quality environmental education and research for youth and adults and to provide the opportunity for the public to appreciate the cultural, historical and natural resources of the lower Illinois River valley.

This mission is accomplished through the following goals:

1) *Engage in responsible land stewardship and act as an example for fellow landowners.*

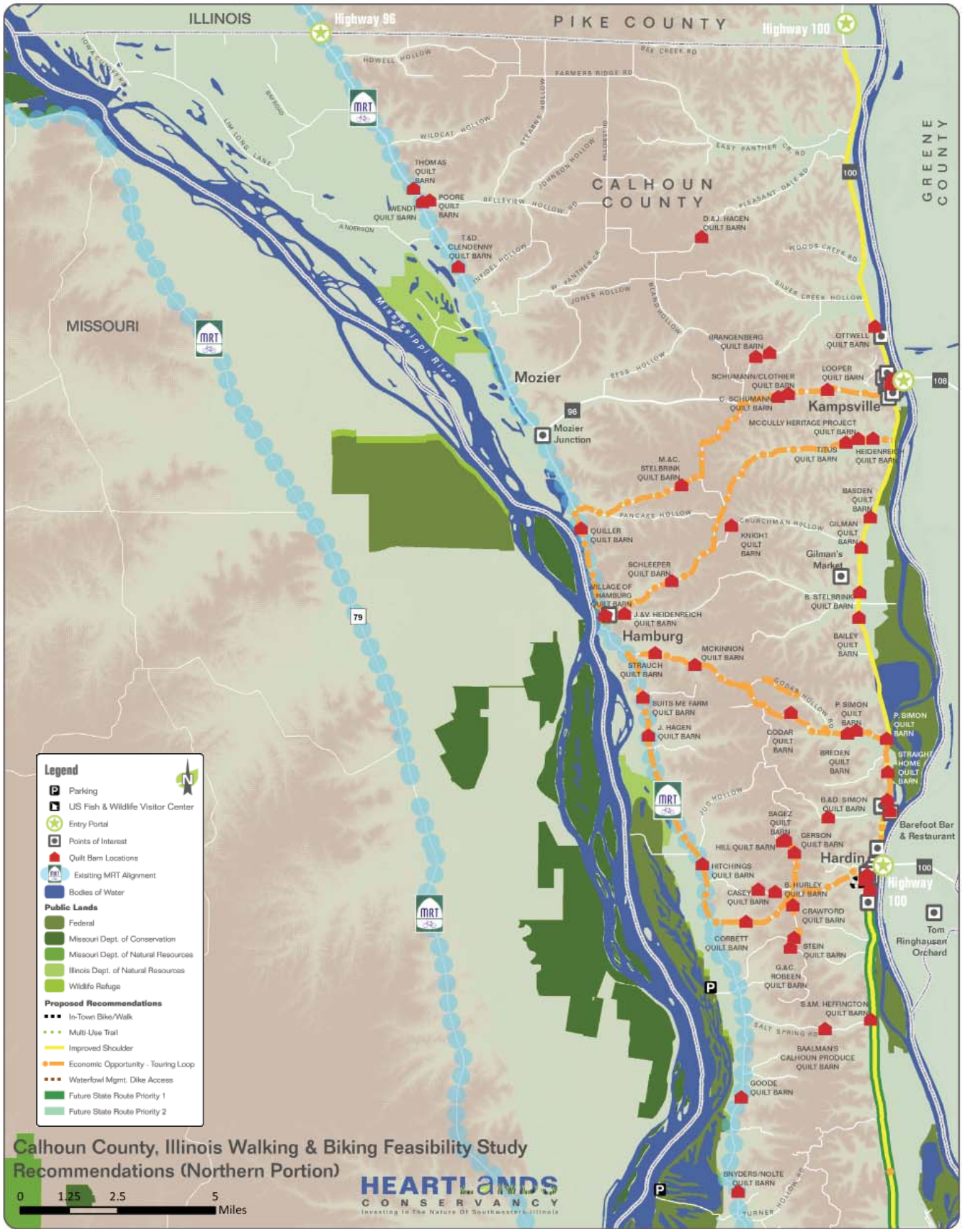
2) *Provide opportunities for the public to engage with the natural environment.*

3) *Provide opportunities for environmental and historical research.*

4) *Provide outreach activities to inform the public about the cultural, historical and natural resources of the lower Illinois River valley.*

McCully Heritage Project to Kampsville

Create a one and half mile multiuse crushed limestone trail connecting the McCully Heritage site to Kampsville, first along Crawford Creek Road then north along IL-100. Support cross-programming to enrich trail usage and access. Support further trails developed internally at the site. The McCully Heritage Project is 940 acres encompassing woodlands, prairie, wetlands, and agricultural land. With over 15 miles of hiking trails traveling through this diverse terrain, and no hunting, this treasure provides excellent interpretive and recreational opportunites for all generations. Connecting it to town, access points will allow further use and exposure to its amenities. Its facilities include handicapped-accessible restrooms, a pavilion, picnic facilities, hiking trails, ample parking, two fishing ponds, a restored wetland with a boardwalk, and prairie plots.


ILLINOIS
Highway 96
PIKE COUNTY
Highway 100
GREENE COUNTY
MISSOURI
CALHOUN COUNTY
Mississippi River
Mozier
Mozier Junction
Kampsville
Hamburg
Hardin
Gilman's Market
Barefoot Bar & Restaurant
Tom Ringhauser Orchard
THOMAS QUILT BARN
POORE QUILT BARN
WENDT QUILT BARN
T.&D. CLENDENNY QUILT BARN
D.&J. HAGEN QUILT BARN
ORANGENBERG QUILT BARN
OTTWELL QUILT BARN
SCHUMANN/CLOTHIER QUILT BARN
LOOPER QUILT BARN
C. SCHUMANN QUILT BARN
MCCULLY HERITAGE PROJECT QUILT BARN
TITUS QUILT BARN
HEIDENREICH QUILT BARN
M.&C. STELBRINK QUILT BARN
BASDEN QUILT BARN
GILMAN QUILT BARN
KNIGHT QUILT BARN
QUILLER QUILT BARN
SCHLEEPER QUILT BARN
VILLAGE OF HAMBURG QUILT BARN
J.&V. HEIDENREICH QUILT BARN
B. STELBRINK QUILT BARN
BAILEY QUILT BARN
MCKINNON QUILT BARN
STRAUCH QUILT BARN
SUITS ME FARM QUILT BARN
J. HAGEN QUILT BARN
CODAR QUILT BARN
P. SIMON QUILT BARN
BREDEN QUILT BARN
STRAIGHT HOME QUILT BARN
B.&D. SIMON QUILT BARN
SAGEZ QUILT BARN
GERSON QUILT BARN
HILL QUILT BARN
HITCHINGS QUILT BARN
CASEY QUILT BARN
B. HURLEY QUILT BARN
CRAWFORD QUILT BARN
CORBETT QUILT BARN
STEIN QUILT BARN
G.&C. ROBEEN QUILT BARN
S.&M. HEFFINGTON QUILT BARN
BAALMAN'S CALHOUN PRODUCE QUILT BARN
GOODE QUILT BARN
SNYDERS/NOLTE QUILT BARN
Legend
Parking
US Fish & Wildlife Visitor Center
Entry Portal
Points of Interest
Quilt Barn Locations
Existing MRT Alignment
Bodies of Water
Public Lands
Federal
Missouri Dept. of Conservation
Missouri Dept. of Natural Resources
Illinois Dept. of Natural Resources
Wildlife Refuge
Proposed Recommendations
In-Town Bike/Walk
Multi-Use Trail
Improved Shoulder
Economic Opportunity - Touring Loop
Waterfowl Mgmt. Dike Access
Future State Route Priority 1
Future State Route Priority 2
Calhoun County, Illinois Walking & Biking Feasibility Study
Recommendations (Northern Portion)
0 1.25 2.5 5 Miles
HEARTLANDS CONSERVANCY
Investing in The Nature Of Southwestern Illinois

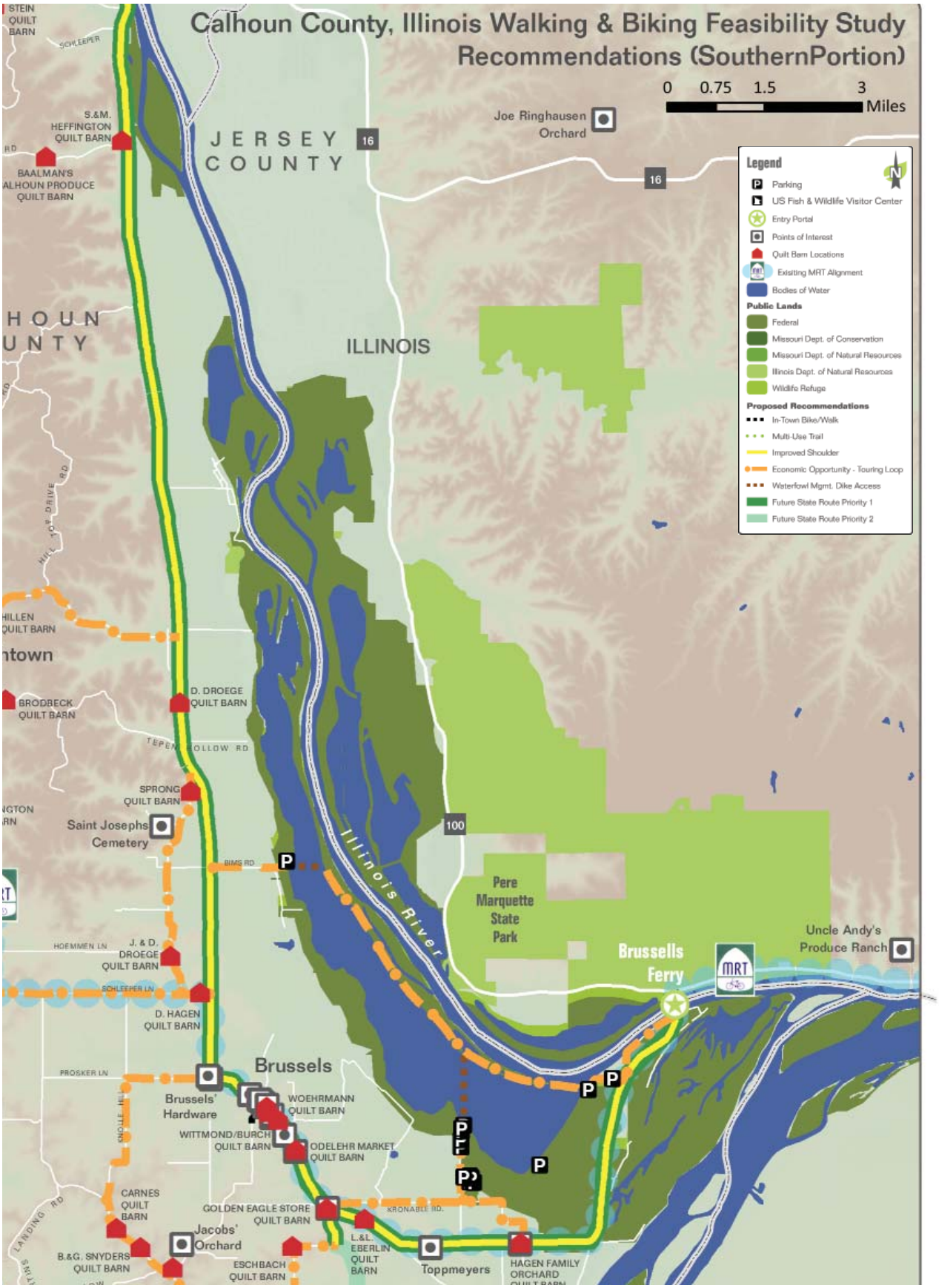
Interpretive Visitor Center at Swan Lake

Two Rivers Refuge:
Swan Lake Wildlife Management Dike Access

Two Rivers National Wildlife Refuge states in their Public Use Regulations that amongst other opportunities, bicycling and hiking are allowed on refuge roads unless otherwise posted. They are closed to provide refuge for birds' habitat for resident and migratory wildlife in the floodplains between the Mississippi and Illinois Rivers. The refuge headquarters and interpretive center provide unique opportunities to observe the wildlife nine and half months of the year. Although closed in October to December 31st, the remaining time allows visitors to experience ducks, geese, eagles, pelicans, shorebirds, otters, fox, deer, turtles and frogs in their own habitat.

The plan recommends to continue the public's access and encourage birdwatchers, and animal enthusiasts to view the wildlife. The plan also supports including further waterfowl management dikes to strengthen the habitat and ecology of the area. Designing this structure to be a dike or berm would be effective, cost-efficient and create an opportunity for walkers, hikers, and bicyclists to experience the refuge.

An off-road loop would be created by connecting the Brussels Ferry, heading northwest up the dike to Swan Lake or, if the project allows – to continue further north and to Bims Road return heading south on new Highway 100 to Brussels and back to either the Refuge or to Brussels Ferry.



Two Rivers Refuge: Swan Lake Wildlife Management Dike Access

Amenities along the loops

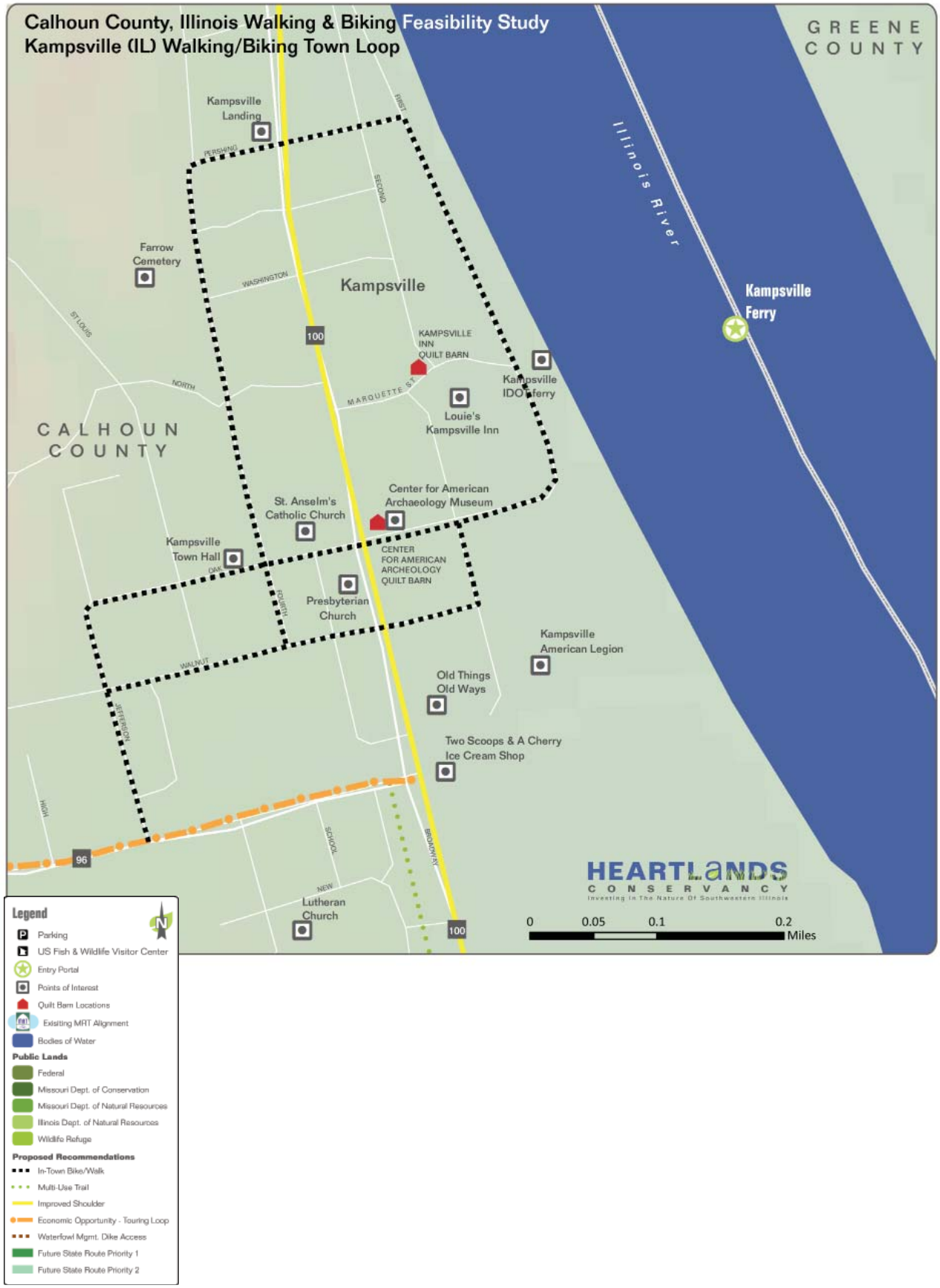
Stops for shopping, food, and potential overnight stay

provide parking, facilities, and safe routes for all users

Town Biking |Walking Loops

Hardin and Kampsville have a grid-like street network that can be a strong foundation for walkability improvements, which will encourage more residents to walk or use bicycles in the town. By ensuring that crossings (especially across Highway 100) are clearly marked or signaled, as well as connectivity of sidewalk and paths to parks, schools, shops and restaurants, the popularity of in-town walking will increase. Adding amenities such as trees, benches and wayfinding will increase it further. This can be adopted within any of the towns in Calhoun.

Linking rural routes and roads into the towns will benefit those who live closer and for those walking or cycling from town to town. The maps on the following pages show suggested routes.


Calhoun County, Illinois Walking & Biking Feasibility Study
Kampsville (IL) Walking/Biking Town Loop
GREENE COUNTY
CALHOUN COUNTY
Illinois River
Kampsville Landing
Farrow Cemetery
Kampsville
Kampsville Ferry
KAMPSVILLE INN QUILT BARN
Kampsville IDOT ferry
Louie's Kampsville Inn
Center for American Archaeology Museum
CENTER FOR AMERICAN ARCHEOLOGY QUILT BARN
St. Anselm's Catholic Church
Kampsville Town Hall
Presbyterian Church
Kampsville American Legion
Old Things Old Ways
Two Scoops & A Cherry Ice Cream Shop
Lutheran Church
PERSHING
FIRST
SECOND
WASHINGTON
ST LOUIS
NORTH
MARQUETTE ST
OAK
FOURTH
WALNUT
JEFFERSON
HIGH
SCHOOL
NEW
BROADWAY
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96
HEARTLANDS CONSERVANCY
Investing In The Nature Of Southwestern Illinois
0 0.05 0.1 0.2 Miles
Legend
Parking
US Fish & Wildlife Visitor Center
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Quilt Barn Locations
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Bodies of Water
Public Lands
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Missouri Dept. of Conservation
Missouri Dept. of Natural Resources
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In-Town Bike/Walk
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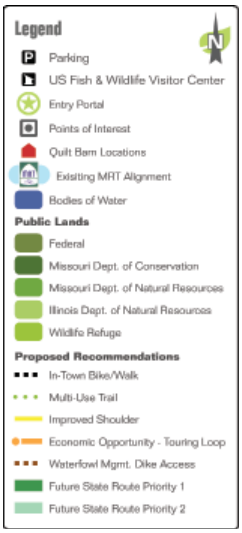
Economic Opportunity - Touring Loop
Waterfowl Mgmt. Dike Access
Future State Route Priority 1
Future State Route Priority 2

Calhoun County, Illinois Walking & Biking Feasibility Study
Hardin (IL) Walking/Biking Town Loop
Highway 100
Joe Page Bridge
Illinois River
GREENE COUNTY
CALHOUN COUNTY
Hardin Drive-in
Subway
Calhoun County Historical Society
Calhoun County Sheriff
Hardin
OLD ODDFELLOWS HALL QUILT BARN
BIG JOHN'S CORNER QUILT BARN
Hardin Gas Station & Convienience Store
BELL QUILT BARN
BULON QUILT BARN
LUTHERAN CHILDREN & FAMILY SERVICES QUILT BARN
ILLINOIS RIVERDOCK QUILT BARN
HEARTLANDS CONSERVANCY
0 0.05 0.1 0.2 Miles


Legend
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Calhoun County, Illinois Walking & Biking Feasibility Study
Brussels (IL) Touring Loop
0 0.25 0.5 1 Miles
JERSEY COUNTY
Brussells Ferry
Illinois River
Brussels
Brussels' Hardware
Brussels Public Library
Brussels Village Hall
BLISS BAKERY QUILT BARN
WOEHRMANN QUILT BARN
Fortschneider's Orchard
ODELEHR MARKET QUILT BARN
Odelehr's Roadside Market
CALHOUN COUNTY
Golden Eagle Country Store
GOLDEN EAGLE STORE QUILT BARN
L.&L. EBERLIN QUILT BARN
ESCHBACH QUILT BARN
Toppmeyers
HAGEN FAMILY ORCHARD QUILT BARN
Hagen's Family Orchard
Mississippi River
HEARTLANDS CONSERVANCY

Implementation Strategy

CTP Implementation Responsibilities

- Monitor implementation of and compliance with the Study and solicit ongoing community input regarding walking and biking routes/ trails, and linkages
- Assist in reviewing significant modifications to the Study, including those made by outside agencies and the volunteer groups.
- include a public review process for major projects in addition to the public agencies.
- Keep the public and the County Board informed and advised of matters relating to the Study.
- Meet as deemed necessary by the Chairman.

Overview

The key to the implementation is for the communities and the County to be proactive utilizing the tools provided by and referenced within the study. The pragmatic approach to implementing a plan such as this is "As you fix it, Improve it". The community can prioritize its funding, public or otherwise, to repairing, restoring and maintaining existing infrastructure, but as a "low hanging" opportunity arises, improve it. This approach is a realistic and optimistic approach. It will continue to encourage community pride and investment. It will slowly address issues and needs, while putting into place the vision for future generations. The implementation will be ongoing from now through completion of the vision. However, the Committee asked for a guide for the initial phases and action items in an achievable timeframe 1-10 years. In the following pages, this timeline has been outlined.

Improvements need to be made in a proactive manner that is responsive to the needs the study is addressing. Anticipating trends, looking for opportunities, monitoring implementation and development, and evaluating and adjusting the vision are all part of taking ownership of this study. Continuous improvement requires a feeling of ownership and pride, not just the celebration of success. Therefore, the Committee should set a high priority on improvements supporting public investment that is consistent with the goals of the County. This provides the first step to encourage volunteerism, donations, private improvements and reinvestment, and ultimately understanding and broad support.

Implementation should occur through public/ private partnerships. The County should work with residents and private and public partners to move this study forward. The ultimate implementation of the study will occur through a number of means including: marketing, public relations and community outreach; raising funds from public (federal, state, and local) and private sources (residents, business owners, developers); proactive focused direction in implementing the study or doing so through other entities; and the managing of the projects.

Recommendations Of Governance

During the planning process, the need and support of interested individuals and groups to be involved in the ongoing implementation of this study became clear. To ensure this ongoing participation, the Study calls for the CTP Committee, (herafter reffered to as the Committee) to continue to lead the process and outreach. The objective of this committee is to monitor and review projects to determine compliance with their study's vision. The Committee will continue

to include representation of the various interest groups, neighborhood groups, other users and knowledgeable professionals and agencies. The Committee can revise the study utilizing the broad knowledge base of its members.

Initial funding sources have been identified. However, other sources of funding will need to be identified from public and private sources and should include donated services/volunteerism. The Study calls for an updated management and maintenance methodology to be developed as one of the initial implementation tasks. This management and maintenance study will need to take into account future projects and changes. The priorities of the implementation projects have been identified. Additional general order of magnitude probable costs estimated for walking and biking routes/trails, and connections can be provided in road implementation costs.

The Foundation should continue ongoing citizen involvement in the implementation of the Study by continuing the Calhoun Trails Partnership whose purpose will now be to assist the implementation, ensure that the intentions and goals of this study spread areachieved, and keep the public informed on the progress.

Operating Principles

During Implementation, the Committee shall meet often as it deems necessary, to review, discuss and approve proposed projects which are consistent with the goals and principles of the Study. The Committee shall establish time frames for review procedures in order to ensure that the project approval process does not unduly slow the implementation of the Study.

Projects to be reviewed include major projects that are both privately financed and publicly financed. For ultimate success, both publicly and privately funded projects within the Study should be shared with the Committee by the County or Highway Department once a donor has been identified and a project prospectus developed. This ensures that the "As you fix it, Improve it" approach can be most efficient.

The Committee should review the proposed project at this prospectus stage and provide written comments back to the Department. Once a preliminary design has been developed, the committee should review the project again and provide written input. The Committee will have a final opportunity to review and provide written comments on the proposed project at 90% design and submit the project for approval. At each step of the process, the Committee, County Highway Engineer or the County Board may seek public input if deemed necessary.

Multiple users should be acknowledged: walkers, cyclists, youth, adult, recreation and commuters to school

Implementation & Action Items

The initially the Committee need to focus on moving quickly from studying to implementation in order to capitalize on the strong interest and outreach. In order to implement the study, a series of funding partnerships and voluntary programs need to be developed in order to not only leverage the public funds but also to solicit increased participation by the surrounding community. Earlier in the study the concept of "low hanging fruit" was mentioned. These items or opportunites may arise due to maintenance or repair/replace tasks. Items such as opportunities for outreach and education, in-town pedestrian crossings, safety signage, stop signs, wayfinding, improved sidewalks, and issues of accessibility need to be highly prioritized.

The additional following tasks need to be completed as soon as possible:

- Establish public/private funding partnership(s)
- Create public outreach, education, and marketing sources. First utilize current resources, then link to web-based resources and supporters (ie chamber of commerce, visitor bureaus, advocate groups, tourism sites, etc.)
- Develop and strengthen volunteer programs
- Increase both public and private funding and revenue
- Continue and increase number of seasonal, special and themed events

In addition to the individual priorities listed, it is recommended that no more than the following list of projects be undertaken during the first two phases of implementation. The projects were determined based on the general level of existing funding sources and the potential for volunteer work. However, that notwithstanding, if an unexpected opportunity arises to initiate and complete a project, do it!

The projects are listed in no order of importance or magnitude.

- High priority pedestrian crossings
- Reforestation & beautification study
- Provide walking path systems in existing parks and public lands
- Connect neighborhoods to parks and to trails
- Adopt an operations, management and maintenance approach
- Build walking and biking routes according to priority
- Educate citizens about conservation overlays, Complete Streets and other current best practice policies
- Incorporate pedestrian and cyclists as users in all current and future road capital projects, including, regulatory signage, road markings, wayfinding, crossings, width consideration etc.

Years 1-5

- Investigate and work to turn County Highway 1 over to the state of Illinois to ensure maintenance for safety and evacuation purposes.
- Continue to implement public access for pedestrians and cyclists on USFW lands at Swan Lake. Post signs on routes and clarify seasons/months open.
- Sign Mississippi River Trail
- Work with neighbors, County Highway Department, and IDOT to install walking biking facilities as road improvements are initiated.
- Connect McCully Heritage to Kampsville. Consider Equestrian access.
- Work with Farm Bureau, Visitors Bureau, any Chamber, Rotary, Lions Club etc., in order to build upon and expand existing events.
- Create themed auto, cycle, and walking tours spotlighting "themes" for residents, visitors and tourists.
- Call trail loops by name….to complete within this timeframe
- Wayfinding & Interpretive Signs -a common theme of signs at the gateways and throughout the county would help identify immediately each as being part of the larger system. Many wayfinding systems use a distinctive typographical sign/logo at the entrance to make the point of interest, facility, etc., immediately recognizable as to ownership.
- Increase connectivity for bicyclists and pedestrians to navigate safely from roads, to parks to schools, to nodes of interest to neighborhoods and towns.
- Follow best practices and guidelines provided to ensure safety for all users.
- Consider developing a tree planting study in the towns, including adding seasonal color, evergreens and natives to add shade and interest for pedestrians.
- Evaluate regulatory and road signage to improve road safety for all users, including but not limited to, curves, steep incline, low visibility, share the road, blind curve, etc.
- Verify and clearly designate pedestrian crossings within Calhoun County's towns, especially near points of interest, businesses, and park and trailheads.
- Submit grants on a continuous cycle in order to leverage local funds as much as possible to utilize as a match for State and Federal monies

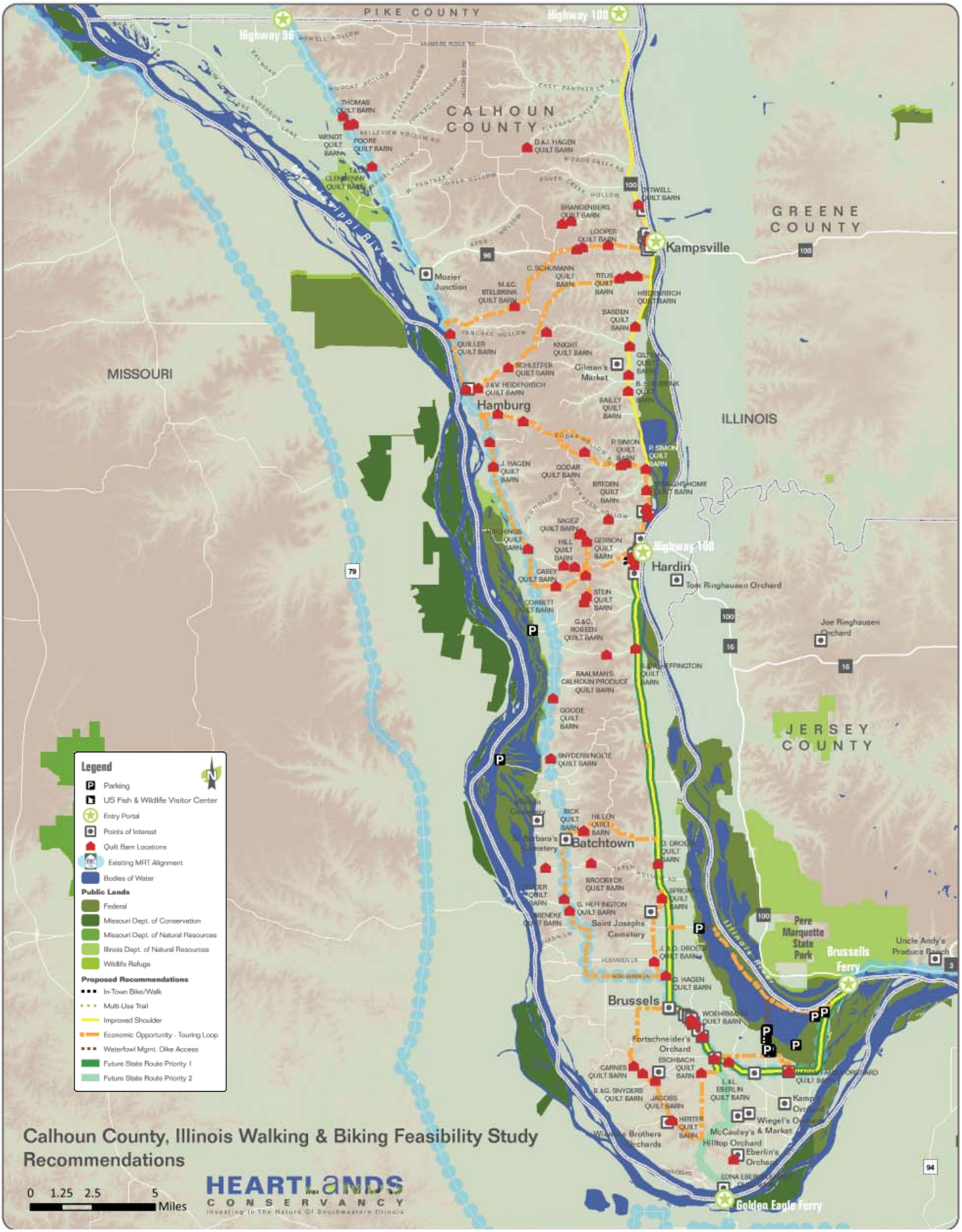
Provide facilities, programs and incentives to support a positive and mutually beneficial realationship between businesses, pedestrians, and cyclists

Years 5-10

- Continue and complete recommendations from Years 1-5
- Increase public access to public lands
- Continue to seek high-quality parcels and land donations of interesting character and best use for the community to develop new trailheads and linkages for green infrastructure
- Complete programming and planning on and off season events and activities.
- Reevaluate Study's recommendations for facilities and routes according to actual trends, population, and current usage
- Conduct a facilities review for capital maintenance and projects
- Conduct a special fundraising campaign for capital projects
- Assess community needs, capacity and functions
- Review Maintenance Study
- Review trail amenities and connectivity. Continue to partner on maintenance and management.
- Update Calhoun County Walking & Biking Trails Study according to available funds

Years 10-20

- Continue and complete recommendations from Years 1-10
- Evaluate for current needs and trends.
- Develop a strategy study for the next phases
- Update Calhoun County Walking & Biking Trails Study according to current demographics


PIKE COUNTY
Highway 96
Highway 100
CALHOUN COUNTY
GREENE COUNTY
MISSOURI
ILLINOIS
JERSEY COUNTY
Kampsville
Mozier Junction
Hamburg
Gilman's Market
Hardin
Tom Ringhausen Orchard
Joe Ringhausen Orchard
Batchtown
Saint Josephs Cemetery
Brussels
Pere Marquette State Park
Brussels Ferry
Uncle Andy's Produce Ranch
Golden Eagle Ferry
Fortschneider's Orchard
Hilltop Orchard
Legend
Parking
US Fish & Wildlife Visitor Center
Entry Portal
Points of Interest
Quilt Barn Locations
Existing MRT Alignment
Bodies of Water
Public Lands
Federal
Missouri Dept. of Conservation
Missouri Dept. of Natural Resources
Illinois Dept. of Natural Resources
Wildlife Refuge
Proposed Recommendations
In-Town Bike/Walk
Multi-Use Trail
Improved Shoulder
Economic Opportunity - Touring Loop
Waterfowl Mgmt. Dike Access
Future State Route Priority 1
Future State Route Priority 2
Calhoun County, Illinois Walking & Biking Feasibility Study
Recommendations
0 1.25 2.5 5 Miles
HEARTLANDS CONSERVANCY
Investing In The Nature Of Southwestern Illinois

Management, Maintenance, & Funding Strategy

IDOT Maintenance & Jurisdiction

"Responsibility for ongoing maintenance of bikeway facilities within the roadway surface is assumed to be an integral part of roadway maintenance."

"Responsibility for maintenance of bikeway and pedestrian facilities separated from the roadway surface should be delegated by Agreement with local/State jurisdictions or others early in the planning process "

In their policies, IDOT suggests "that where rumble strips are placed across the traffic lane in rural areas to warn motorists of upcoming traffic controls, provide a 3 ft (1.0 m) clear paved area on the paved portion of the shoulder to allow a bicyclist an opportunity to avoid the rumble strip."

Furthermore, they continue to suggest many rural roadways, because of their low traffic volumes, are very conducive to bicycling. When selecting the surface type and maintenance methods, consider the impacts on bicycle use. Particularly with oil and chip surfaces, the aggregate specified should be a coarse aggregate, preferably and care should be exercised to ensure that the surface is properly rolled and swept. Any loose stone allowed to accumulate on the outer edges of the roadway is extremely hazardous as it forces bicyclists to move toward the center of the roadway to avoid the hazard.

IDOT - Complete Streets

Management & Maintenance Overview

This study should be considered a general guide for future planning, and development of the walking biking system, with more specific decisions being carried out within day to day operations of Calhoun County Highway Department, or IDOT where necessary. As the number of developed routes rise, it will become critical to identify successful partnerships and strategies to adequately carry out on-going fundraising, grant writing, maintenance, programming, and operations. Some recommendations are as follows:

- In the future, an outline should be developed of all proposed and current shared responsibilities and agreements set forth with other collaborators and partners in order to achieve the desired outcome.
- Continue to work with the USFW, NPS, IDNR, Calhoun County and other government agencies on creating new joint management agreement and policies that define agency roles for managing recreation use, restoration efforts, and development of new facilities, maintenance and enforcement.
- Maintain facilities and grounds by the most efficient and practical means through green practices.
- Develop new cooperative partnerships with public, non-profit and private groups to help provide for future management and operation.
- Forge new and innovative partnerships with local units of government and community organizations to support projects.

Funding Strategy

Funding for the recommendations may come from a variety of sources. All of these are significant public improvement costs for a county the size of Calhoun. Therefore the opinion of probable cost, being conceptual in nature, is inherently assumption driven. Below are some very rough cost estimates for some bikeway types. However, please note that the majority of recommendations are within roadway improvements, and therefore should be costed by IDOT when those occur.

- Trail or sidepath: $400-700K/mile. Higher end: cement, right-of-way needed. Can go much higher if there are bridges, more expensive right-of-way needed, etc.
- Bike Lanes: $10-25K/mile (if no additional pavement is added). Higher end: 4 stripes instead of 2 (when there is on-street parking to the right of the bike lanes), thermoplastic instead of paint.
- Unstriped on-road routes: $3-5K/mile. Includes signage ("Bike Route"), Shared Lane/pavement markings.

Accordingly, successful implementation will require a strategy targeting a phased implementation of the core public right of way improvements. Most importantly, the citizens and taxpayers will be best served by maximum leverage of local investments to generate federal and state funds.

Therefore, a list of collaborators was created for the County. This finance strategy will serve as a template for elected officials, the CTP and the community over the near term as these entities move forward. Maximizing the impact of local share investments and protecting local value (federal advanced spending authority) will be critical elements in implementation. However, the successful implementation from the County ultimately will be dependent upon consensus within the community and elected leaders to see this vision through to completion.

Most of the funds are available to public agencies and require a local match. Funding sources and matches vary depending on the program and the objective of the funding source. Some agencies will have different limits on acquisition versus development. It is recommended to utilize a variety of funders to reduce the local share and to leverage the most dollars. It is imperative that every grant cycle or funding opportunity be met with enthusiastic applications. By meeting these deadlines, collaborating with cooperating agencies and partners, the burden of implementation will be fundamentally lightened financially. The end result will be an emerging green infrastructure for the sustainability of Calhoun County both economically and socially. The connectivity, quality of life, resident and visitor experience, will only

Connecting citizens and visitors through pedestrian and cyclist facilities and safe routes to cultural assets such as Center for American Archeology Visitors Center and Museum, often leverages more funding.

benefit – thus leading to successful completion of this study.

For example, there are several "low hanging fruit" projects identified in the study. It is critical to have applications ready for submittal for each of these deadline dates. IDNR Bikeways Grant Program deadline is March 1 of each year. IDNR OSLAD/LAWCON have a July 1 deadline each year. IDOT does not have a consistent date for grant submittals from year to year. The trend has been to open the grant cycle in the spring.

It is important to note that Trails can be used for both recreation and transportation by all ages – from school age children and teens to the region's working citizens. Therefore, funding sources will differentiate for those purposes i.e. IDNR Bikeways Funds are used for recreation while IDOT Enhancements are used for transportation related projects and IDOT CMAQ funds are used for congestion/air quality mitigation. Almost all of the trails in this study have some level of transportation priority and objective. Additionally, IDNR Bikeways funds could be used to help offset the local match necessary for the IDOT grant programs.

The added benefit, if road improvements were to be planned and necessary, IDOT supports the Complete Streets initiative. The CTP's research has revealed that the Bureau of Design Environment (BDE) document, chapter 5 section 5-5.02(o), para 2. specifies that the State pays 100% for building and maintaining Wide Outside Lanes and Widened Shoulders. This will be useful for the main initiatives.

The overall benefit, economically and through quality of life statistics, will outweigh and overshadow the financial costs. It is more fiscally responsible to invest in the future in order to provide health and active lifestyles as well as increase property values through amenities and availability/connectivity to open space.

Additional funding for the implementation should be raised and leveraged through private funding sources, donations and grants. Following is a list of the possible partnerships/sources that may be utilized or collaborated with for funding the study.

Federal Programs

- **Recreational Trails Program (RTP)** – The federal "Recreational Trails Program" (RTP), was created through the National Recreational Trail Fund Act (NRTFA). This program provides funding assistance for acquisition, development, rehabilitation and maintenance of both motorized and non-motorized recreation trails. By law, 30% of each states' RTP funding must be earmarked for motorized trail projects, 30% for non-motorized trail projects and the remaining 40% for multi-use (diversified) motorized and non-motorized trails or a combination of either. The RTP program can provide up to 80% federal funding on approved projects and requires a minimum 20% non-federal funding match. Program is managed by the Illinois Department of Natural Resources.

- **Illinois Transportation Enhancement Program (look for new program under MAP21 federal transportation bill)**– 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. Project sponsors may receive up to 80 percent reimbursement for project costs. The remaining 20 percent is the responsibility of the project sponsor. Program managed by the Illinois Department of Transportation funded by federal dollars.

- **Illinois Green Streets Initiative** – The Illinois Green Streets Initiative is part of the Restudying the Prairie State Initiative to further reduce greenhouse emissions in the state. Project sponsors may receive up to 80 percent reimbursement for project costs. The remaining 20 percent is the responsibility of the project sponsor. Funds for this program can only be used for studyting of trees or prairie grasses, and the program is overseen by the Illinois Department of Transportation, funded by federal dollars.

State Programs

- **Open Space Land Acquisition and Development (OSLAD) and Land and Water Conservation (LAWCON)** – These two programs are administered by the IDNR. OSLAD is funded with Real Estate Property Transfer Tax in Illinois. LAWCON is a federal funded program from royalties from off shore oil leases. Illinois uses one application form for both programs. Both land acquisition and park developments are accepted in this program. It is a 50-50 cost share program on a reimbursable basis.

Enhancing access for citizens to recreation is imperative for health-based funding opportunites. Pedestrian users are an important component to Complete Streets, a program adopted by the State of Illinois.

- **Partners in Conservation (formerly known as C-2000)** – This program assists with conservation programs (acquisition, habitat improvement, education, resource economics, etc.). It is available through local ecosystem partnerships and the corridor is in the American Bottom Ecosystem Partnership. It is administered by IDNR with local administrative assistance being provided by the Southwestern Illinois RC&D.

- **Illinois Nature Preserves Commission** – This agency/program is focused on high quality natural areas. There are three levels of protection. The highest level of protection supersedes any use of eminent domain. This program works directly with landowners and is strictly voluntary.

- **IEPA Environmental Settlements** – This program is limited but can be used for a variety of conservation objectives.

- **Illinois Bicycle Path Grant Program** – This program was created in 1990 to financially assist eligible units of government acquire, construct, and rehabilitate public, non-motorized bicycle paths and directly related support facilities. Grants are available to any local government agency having statutory authority to acquire and develop land for public bicycle path purposes. Financial assistance up to 50% of approved project costs is available through the program. Maximum grant awards for development projects are limited to $200,000 per annual request; no maximum exists for acquisition projects. Program is managed by the Illinois Department of Natural Resources.

Regional/Local Programs

- **Ordinances (County/Municipal)** – Protect green spaces, floodzones and wildlife habitat.

- **Agricultural Areas Act** – This protection program is voluntary for agricultural producers/landowners to protect agricultural land. It is administered by the local Soil and Water Conservation District. It provides for some real estate tax benefits and is a registered farming operation that is noted on planning and zoning maps.

- **Private Foundations** – Foundations are all excellent sources of funding for acquisition of land for conservation purposes.

Resources

Links for Information, Data and Resources

http://www.traillink.com/stateactivity/il-bike-trails.aspx
http://illinoistrailriders.com
http://dnr.state.il.us/lands/landmgt/programs/biking/bikegde.htm
http://quickfacts.census.gov/qfd/states/17/17013.html
http://www.bikelib.org/
http://americasgreatoutdoors.gov/
www.completestreets.org (
www.completestreets.org/webdocs/media/cs-il-pressrelease.pdf
http://safety.fhwa.dot.gov/ped_bike/
http://calhouncommunityfoundation.weebly.com/about-us.html
http://www.greatriverroad.com/Cities/Hardin/attractionsCalhoun.htm
http://www.stlrcga.org/x276.xml
http://www.greatriverroad.com/SecondaryPages/orchards.htm
http://genealogytrails.com/ill/calhoun/
https://bookstore.transportation.org/collection_detail.aspx?ID=116
http://bikeways.ridefinders.org/viewer.htm
https://www.dot.il.gov/bikemap/bikehome.html
http://www.enjoyillinois.com/home.aspx

GIS information

Geographic Information Systems (GIS) Information is available at the offices of the Calhoun County Clerk and County Engineer, and at the Illinois Extension Office.

ILLINOIS DEPARTMENT OF NATURAL RESOURCES

www.dnr.illinois.gov

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www.visitcalhoun.com

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www.heartlandsconservancy.org