

ACKNOWLEDGEMENTS

The Jo Daviess County Greenways & Trails Plan is the result of the efforts of many people. The contributions of the following individuals deserve special mention:

Bridgette Stocks, of Fehr-Graham & Associates, was the project consultant.

Lester Johnson, Soil & Water Conservation District, for creating the Waterways map, and for contributing his knowledge about the many mapping resources available for reference.

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All those who attended work sessions, completed surveys and commented on drafts of the plan.

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Chris Larson	Denise Sheehan
Ron Lawfer	John Schultz
Rich Mattas	Daryl Watson

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JO DAVIESS COUNTY GREENWAYS & TRAILS PLAN

**Adopted by the Jo Daviess County Board
As an Amendment to the
Jo Daviess County Comprehensive Plan**

March 10, 2009

*This plan was developed with funding from the Illinois Department of Natural Resources.
Additional funding was provided by the Village of Elizabeth,
the Jo Daviess Conservation Foundation, and the Kodak Foundation.*

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INTRODUCTION

The Greenways and Trails planning grant provided to Jo Daviess County by the Illinois Department of Natural Resources allows for an assessment of existing greenway areas and trails in the county and the identification of opportunities to improve greenway areas and trail systems in the future. As in all good planning, a thorough examination of the available data and meaningful citizen input are imperative. The following narrative summarizes the Jo Daviess County Greenways & Trails planning process, the information provided by residents, the research conducted, and the resulting recommendations. This plan is designed for incorporation into the Jo Daviess County Comprehensive Plan to be used as a reference tool as the county develops.

Planning Process

Jo Daviess County applied for and was awarded a \$20,000 Greenways and Trails Planning Assistance Program grant through the Illinois Department of Natural Resources. The County Board appointed a Greenways and Trails Planning Committee to complete the Plan. Committee members included Beth Baranski (Chairperson), Julie Bruser, Chris Larson, Ron Lawfer, Rich Mattas, Steve McIntyre, Denise Sheehan, John Schultz, and Daryl Watson. The Greenway and Trails Planning Committee meetings were open to the public, and the committee's work was readily available to the public on the County's website. Upon receipt of grant funding, proposals were solicited, interviews conducted, and the firm of Fehr-Graham & Associates selected to work with the committee, with Bridgette Stocks serving as the primary consultant.

Public input was obtained through meetings with governing bodies, a survey, and public work sessions. Synthesizing the existing conditions, research data and public input, a draft Greenways and Trails Plan was created. Municipalities, townships and resort communities were asked to review and comment on the plan. The Jo Daviess County Board adopted the plan as an addendum to the Comprehensive Plan at their March 10, 2009 meeting.

Once adopted, the plan will be made available to the public, and can be used in many ways. The plan is a reference tool for communities and entities interested in greenway and/or trail development and maintenance. Reference to the plan in pertinent grant applications generally increases the likelihood of project funding. The Planning Commission/Zoning Board of Appeals can use the plan as a reference tool when considering development proposals. The plan provides a starting point for regional planning. The other five counties in the Blackhawk Hills RC&D area (Stephenson, Ogle, Lee, Carroll and Whiteside) have completed greenways and trails plan, and it is likely that a 6-county regional plan will be developed once Jo Daviess County's plan is adopted. The plan provides residents with educational information about the resources in the county and contact information for land stewardship guidance. The plan brings information together in a usable format to enhance our understanding of the county's many resources and the greenway and trail opportunities that exist here. The information and recommendations in the plan should be reviewed and updated on a regular basis.

The complete report, maps and attachments are available at www.jodaviess.org/greenwaysandtrails

For more information see the following:

Attachment A (pp. 24 - 29) - IDNR grant application

Attachment B (pp. 30 - 69) - Jo Daviess County Greenways and Trails Planning Committee meeting minutes (from August, 2007 through February, 2009).

PUBLIC INPUT

Governing Bodies

The Committee conducted research to create a map of existing greenways and trails. From February through May 2008, committee members met with each of the 10 municipalities, 2 resort communities and 23 township boards to present them with the map and to explain the planning process. Mayors, Village Presidents, City Managers, City Administrators, Township Supervisors and Association Managers were sent direct invitations to the public work sessions. A draft plan was sent to each governing body for review and comment in January of 2009, prior to submittal to the Jo Daviess County Board.

Survey

A 25-question survey was mailed to a random sample of 1,000 Jo Daviess County residents in June 2008. Surveys were also available to fill out and submit online at the planning project's web page, and provided at each public work session.

The planning survey asked questions pertaining to greenways, conservation and preservation, walking and biking habits, trail usage, and the funding and implementation of greenways and trails projects. Survey respondents were provided with an open-ended comment opportunity at the end of the survey. There was an overall response rate of 31% (an unusually high survey response rate, suggesting that there is significant interest in this subject).

There were several questions that elicited strong statements from respondents:

- 91% said the rural character and lifestyle of Jo Daviess County should be maintained
- 79% agreed or strongly agreed that greenways and trails are important for Jo Daviess County
- 90% said scenic areas in Jo Daviess County should be identified and preserved.
- 80% said the county should identify areas of high ecological sensitivity, for instance, land along waterways or high ridge tops, that should be designated as “greenways” and preserved.
- 81% said scenic areas should be protected by designating certain areas as “greenways” and guiding development so it doesn’t block the views
- 73% agreed or strongly agreed that developers should be required to set aside land in their developments for greenways.

In the comments portion of the survey, there were a large number of responses concerned with maintenance of existing facilities, adding more connecting trails and natural areas, improving awareness of existing natural areas and trails available to the public, and re-opening the scenic tower on U.S. Route 20 west of Elizabeth.

Work Sessions

The Jo Daviess County Greenways & Trails Committee held five (5) Public Work Sessions in June of 2008. Personal invitations were sent out to a list including 152 stakeholders, advertisements were placed in local newspapers, and the schedule was posted online.

At the Work Sessions, attendees were given a full background of the Greenways & Trails Plan. The attendees were then presented with very broad goals for the Plan developed by the Committee. The attendees were asked to make any additions to the list of goals. The next component of the Work Session was to have the attendees identify specific projects ideas. The projects could be either County-wide or community specific. Once all projects were identified, the final component of the Work Session was to have the attendees prioritize each of the broad goals and specific project ideas. The top three goals identified for greenways and trails are listed below:

Greenways

- Identify significant natural and scenic areas, as well as sensitive environmental corridors, that should be protected from inappropriate development.
- Identify high-quality examples of habitat communities (e.g. streams, forests, prairie, wetlands, floodplains, riparian areas) and promote restoration & management of these habitats.
- Develop ways to educate the public and private landowners about the presence, value and management of these areas.

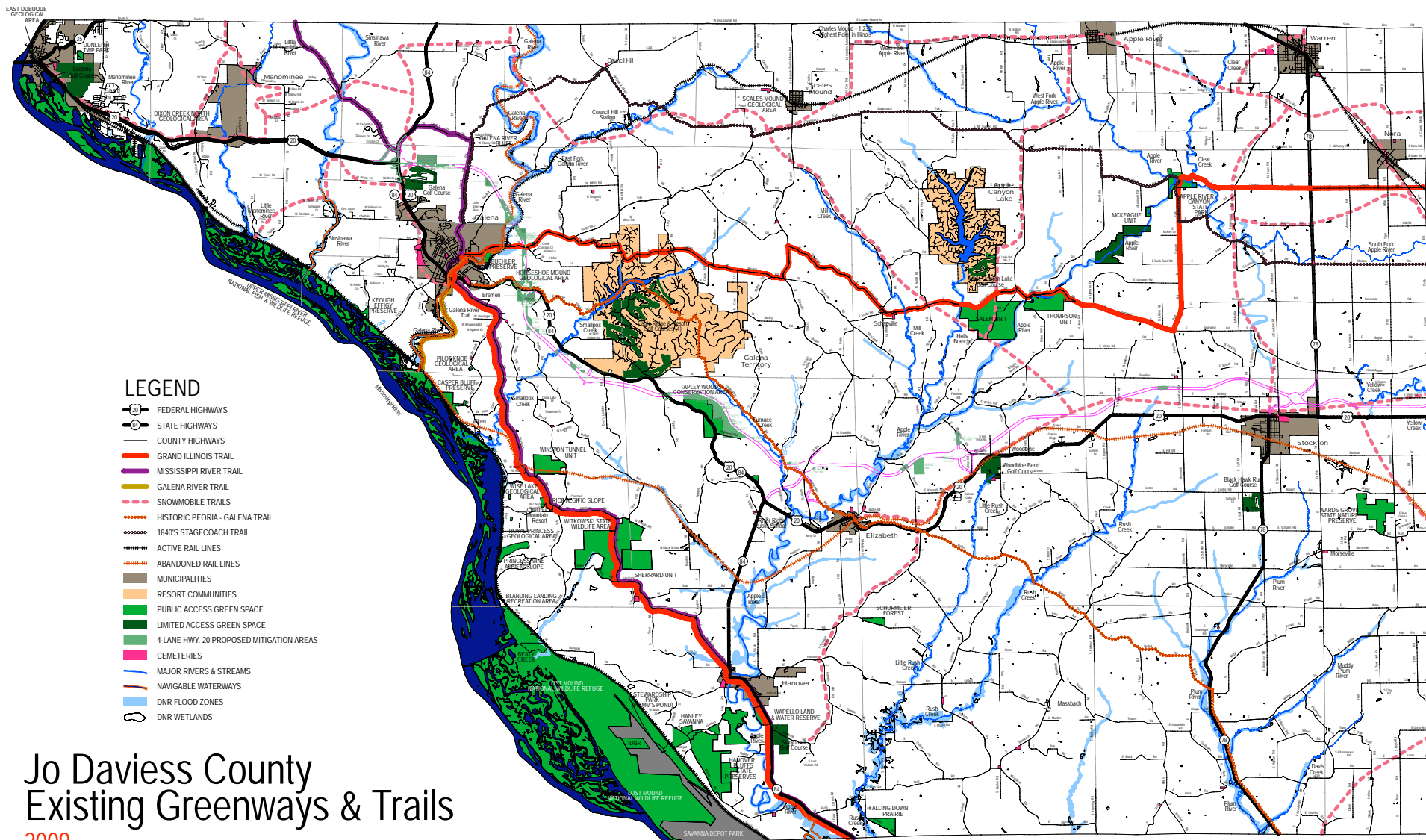
Trails

- Identify a network of pathway corridors connecting natural, historic, and recreational areas with communities.
- Support development of the Grand Illinois Trail and the Mississippi River Trail
- Identify and map scenic routes through the county.

Specific potential projects for the communities were identified for incorporation into the final plan.

For more information see the following:

Attachment C (pp. 70 - 113) – public input summary, complete survey and worksession results
Attachment D (pp. 115 - 129) - a narrative description of proposed multi-purpose trails and trail opportunities for communities and a map of each community
Attachment E (pp. 130 - 132) - list of stakeholders



Jo Daviess County Existing Greenways & Trails

2009

JO DAVIESS COUNTY NATURAL RESOURCES

The varied characteristics of Jo Daviess County combine to create an area that is rare in beauty and rich in natural resources. The primary features of importance are the unique geology, the Mississippi River with local tributaries, rare environments and ecologies, the presence of many native plants and animals (including several state and federally endangered species), and the dark night sky.

The unique geology of the area is the basis for the enduring ecosystems, agricultural economy and scenic beauty found in the county. Much of the county lies within the Driftless Area that largely escaped the glaciers of recent ice ages, resulting in some of the most interesting and rugged topography in Illinois. The bedrock in the area consists of sedimentary rocks of the Ordovician and Silurian ages that were deposited 400-500 million years ago. They are made up primarily of dolomite, a rock composed of calcium and magnesium carbonates. Nowhere else in Illinois is the bedrock elevation so high (Jo Daviess County contains the highest geographical point in Illinois - Charles Mound), nor is the bedrock so close to the surface. Erosion over time has exposed the bedrock on steep slopes as rock outcroppings. The landscape is characterized by high ridges and deep valleys created by millions of years of erosion. The soils are composed mostly of wind-blown loess (silt), disintegrated rock, and flood deposited soil (alluvium). Over 60% of the county is considered "Prime" or "Important" farmland because of its rich soils.

Waterways play a critical ecological role in the county. The Mississippi River, one of the largest drainage basins in the world, forms the entire western border of Jo Daviess County. The Mississippi watershed is broken down into smaller areas defined by the waterways feeding into it. The majority of the county is located in the Apple-Plum hydrologic river basin, which includes property in nine counties in Illinois, Iowa and Wisconsin. The Jo Daviess County portion of this watershed area contains 2,282 river and stream miles of which 1,085 are perennial or continuously flowing. The unit is divided into eight watershed areas that are further broken down into smaller sub-watershed areas. The county's myriad of streams and rivers are located in v-shaped valleys. Because of the generally steep slopes and thin soils, the water moves off the land quickly. This results in a landscape with no natural lakes (Lake Galena and Apple Canyon Lake are private man-made resort lakes; IDNR's Hanover Lake located near Hanover is open to the public), a low percentage of wetland areas (about 3% of the land cover), and flash flood and soil erosion issues. The water that does not evaporate or find its way to a river or stream percolates through faults in the bedrock to the underlying aquifers.

The area has a typical continental climate with cold winters, hot summers, and abundant rainfall. The climate and soils combine to produce habitat types that support a diversity of plants and animals. The Illinois Department of Natural Resources has identified nearly 30 natural communities known to occur in the Wisconsin Driftless Natural Division (of which Jo Daviess County is a part). This includes 8 forest communities, 3 savanna communities, 11 prairie communities, 3 primary (exposed limestone) communities, and 4 wetland communities. These natural communities represent 42% of the native flora, 42% of the reptiles, 78% of the mammals, and 90% of the birds found in the State of Illinois. The State of Illinois also maintains a list of high quality natural areas that exemplify the way the State of Illinois looked prior to European settlement.

Because of the rural nature of the county, light pollution levels are relatively low, and the area has been recognized as having some of the darkest night skies in the state. Apple River Canyon State Park has become a popular location for astronomers to visit.

Attachment F (pp. 133 - 139) contains additional narrative and a list of references for further study.

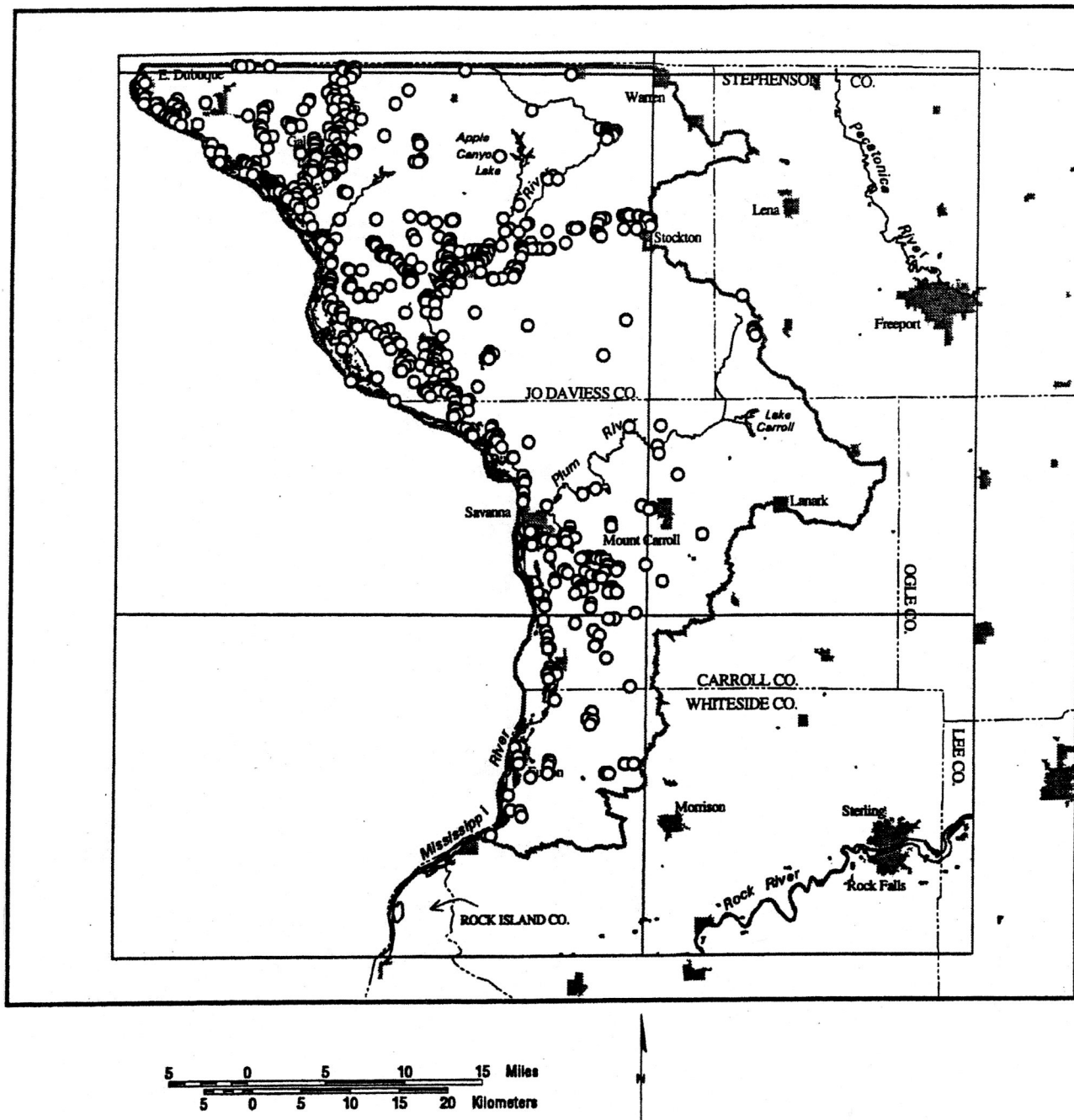
JO DAVIESS COUNTY CULTURAL RESOURCES

Jo Daviess County is richly endowed with a great wealth and diversity of cultural resources. Located on the southern end of the upper Midwest's Driftless (or unglaciated) Region, the area has been a crossroads for original Native Americans, early miners and settlers, and now tourists. Examples of the rich and varied resources waiting to be explored include many Native American Indian sites. These began with the Paleo-Indian culture from 10,000-8,000 B.C., continued with the Archaic culture from 8,000-1,000 B.C. The Woodland Culture from 1,000 B.C. to A.D. 1,000 created ancient burial mounds such as those at Gramercy Park in East Dubuque, Casper Bluff Land & Water Reserve and Keough Effigy Mounds Land & Water Reserve near Galena. This culture also created effigy mounds in the shape of animals. Jo Daviess County includes the only known intact bird and bear effigies in the State of Illinois. From A.D. 900-1500 the Mississippian culture intermixed with the Woodland culture as evidenced by the archeological sites in the Wapello Land and Water Reserve south of Hanover and the lower Apple River. From 1500-1800 the Oneota culture gave rise to the present day Native American tribes found in the upper Midwest.

In the 1600's, fur trade and lead mining began in the region with the French explorers. Lead mines and smelter sites became a fundamental part of the county's history; it was the commerce brought about by lead mining and the steamboat trade that settled Galena (Latin for lead sulfide), the hub of the lead mine district and site of the first major mineral rush in U. S. history. The area became a mecca for easterners, southerners, Germans, Irish, English and others, many of their descendents still residing here. Galena also became home to Ulysses S. Grant, eighteenth president of the United States. Mining peaked in 1845 but agriculture flourished as settlement increased. Much of the character of the Jo Daviess county countryside today is the result of this rich agricultural heritage. Agriculture remains a leading industry for Jo Daviess County. In fact, the county consistently ranks in the top three in Illinois in beef, dairy, oats and hay production. The historic and current importance of agriculture in the county is evidenced by centennial farms and iconic barns, tangible reminders of more recent peoples and their occupation and interaction with the land. This rich cultural and historical heritage extends not only to historic farms and outbuildings, but also to bridges, rural schoolhouses, creameries, cheese factories, stagecoach stops and mill sites.

Today there are over 700 archaeological and historical sites on file with the Illinois Historic Preservation Agency (IHPA) for Jo Daviess County. There are three historic districts (Galena, Scales Mound and Warren) and numerous individual buildings and sites that are all part of the National Register of Historic Places. Information on these sites and assistance with preservation, education, or research can be accessed through the Illinois Historic Preservation Agency, Illinois Department of Natural Resources, University of Illinois, and the Jo Daviess Conservation Foundation. Recently the IHPA, University of Illinois and JDCF entered into a cooperative agreement to share Illinois archaeological and historical site file information for preservation and research purposes. These priceless resources are to be found in every corner of the county, often connected by historic roads and trails traversing the rugged terrain. All represent valuable assets that provide Jo Daviess County with an incredible sense of place for both visitor and resident alike.

Attachment G (pp. 140 - 152) contains additional narrative and a list of references for further study.



○ Archaeological sites

Illinois Department of Natural Resources
 Critical Trends Assessment Program
 Driftless Area Assessment
 Volume 4: Socio-Economic Profile, Environmental Quality, Archaeological Resources

GREENWAYS

Defining Greenways

Greenways are corridors of open space designated for conservation and recreation purposes. Greenways often follow natural land or water features. They usually link together natural areas, parks, historic sites, and cultural features such as farmland. Greenways are usually a combination of privately and publicly owned land. They may or may not entail public access. Some greenways include trails, while others do not. Some appeal to people, while others attract wildlife, and some appeal to both.

Greenways:

- Help protect the quantity and quality of water-a natural resource vital to people, plants and animals.
- Make communities a better place to live by preserving open spaces and beautiful scenery.
- Help protect environmentally, culturally and historically valuable areas.
- Strengthen local economies:
 - Many studies demonstrate that parks, greenways and trails increase nearby property values, which, in turn, increases local tax revenues.
 - Greenways help improve the overall appeal of a community to tourists and prospective new residents, which in turn generates expenditures on lodging, food, retail operations, and new home construction.
 - The conservation of rivers, trails and greenways can help local governments and other public agencies reduce costs resulting from flooding and other natural hazards.
 - Greenways often provide business opportunities, locations, and resources for commercial activities such as recreation equipment rentals and sales, lessons, and other related businesses.

*What greenways are **not**:*

- *Greenways are NOT all owned by the government.*
- *Greenways do NOT need to be fenced.*
- *Greenways do NOT take land away from people.*
- *Greenways do NOT require public access on all land.*

Proposed Greenway Areas

How should greenway areas be identified in Jo Daviess County? 80% of survey respondents felt that “areas of high ecological sensitivity, for instance, land along waterways or high ridge tops,” should be designated as greenways and preserved. This result supports the County Comprehensive Plan’s recommendation to preserve environmental corridors along streambeds and to conserve elevated ridges, knobs and mounds in the county. For the purposes of this plan, three ecologically sensitive area types were identified for inclusion in the proposed plan: quality habitat, waterways and elevated areas. Quality habitat can be found along waterways and in elevated areas, so there is some overlap of these areas geographically, but each has distinct characteristics that warrant special care and some degree of protection. Private and public land require different management approaches.

Waterways

Jo Daviess County’s variable topography is associated with an impressive network of rivers and streams. Waterways and their banks are inherently continuous natural areas and as such are primary greenway areas.

Stormwater flooding and erosion control, due to the water velocity on steep slopes, cause bank erosion, nutrient loading and sedimentation issues in the waterways. Streambank stabilization and meaningful riparian buffers are effective ways to improve water quality. Riparian buffers are strips of grass, trees or shrubs established along streams, ditches, wetlands or other water bodies. Riparian buffers trap sediment, filter nutrients, and provide habitat and corridors for fish and wildlife. There are financial incentives for riparian buffers through the Conservation Reserve Program (CRP). Attachment H (p. 153) contains expanded narrative about buffer strips.

In the 17 Illinois Administrative Code, the state has identified navigable waterways in Jo Daviess County to be the Mississippi River, and the lower portions of the Apple, Galena, and Sinsinawa Rivers. These waterways are available for public use. Resident knowledge suggests that there are additional waterway areas that may be navigable. However these are not public waters, and use of these areas without permission is considered criminal trespass. The Administrative Code provides a process for petitioning to add public waters to the state list (Section 3704.40) that involves, in part, establishing both navigability and the intent of riparian property owners to dedicate the water to public use.

Quality Habitat

Because of the relatively rare natural resources of the driftless area, the county has been the subject of various state studies that have sought to quantify and analyze the resources present. Data from the state’s Critical Trends Assessment Program, recommendations from the *Illinois Comprehensive Wildlife Conservation Plan & Strategy*, and quality habitat areas identified in the *Driftless Area Strategic Sub-Watershed Identification Process: Maximizing Benefits of Ecosystem Management* were used as primary references for the Jo Daviess County Greenways and Trail Plan.

The Critical Trends Assessment Program (CTAP) is an ongoing process. The Department of Natural Resources issued a report in 1994 documenting the state of the Illinois environment, and a landcover atlas in 1995. Since then, ongoing assessments of the state’s forests, wetlands, grasslands and streams have been conducted by staff from the Illinois Department of Natural Resources’ Office of Realty and Environmental Planning, the Illinois Natural History Survey, State Geological Survey, State Water Survey, Illinois State Museum, and Illinois Waste Management and Research Center. The goal of the program is to provide reliable reference information on ecosystems. More information about the CTAP program can be found at <http://dnr.state.il.us/orep/ctap/>

In 2005 the State of Illinois produced a State Wildlife Action Plan designed to identify habitat and to make recommendations for managing habitat for threatened and endangered wildlife species as well as wildlife Species in Greatest Need of Conservation. There are 32 Endangered and 25 Threatened species listed with the State of Illinois that are found in the Wisconsin Driftless Natural Division, which includes Jo Daviess County. These species are included along with 96 additional species for a total of 153 Species in Greatest Need of Conservation. In the Wisconsin Driftless Natural Division, areas with high concentrations of habitats supporting these species where active conservation work is currently occurring were identified as Conservation Opportunity Areas. There are 4 Conservation Opportunity Areas identified within the State Wildlife Action Plan in Jo Daviess County. For more information on the Illinois Comprehensive Wildlife Conservation Plan & Strategy go to <http://wildlifeactionplans.org/illinois.html>

The Driftless Area Strategic Sub-Watershed Identification Process: Maximizing Benefits of Ecosystem Management, or SSIP, is a report that was created through the state's C2000 grant program to provide guidance for watershed protection and restoration efforts. Recognizing that it is easier and more cost-effective to protect and maintain healthy ecosystems than it is to try to recreate them, the report identifies areas that currently contain the highest quality habitat areas as a way of focusing conservation resources and efforts. Consideration was given to the percentage of forest land, wetlands, grassland, natural areas, soils showing potential wetlands characteristics, 100 year floodplain acres, amount of publicly-managed land, occurrences of threatened and endangered species, and biologically significant streams in each sub-watershed. The sub-watersheds were scored using a point system. The full report can be viewed online at <http://dnr.state.il.us/OREP/pfc/ssip/reports/DAP/ssipfinalreport.pdf>

The highest quality habitat sub-watersheds identified in the SSIP report (which correlated well with the four Conservation Areas in the Illinois Wildlife Action Plan) were selected for inclusion in the plan's greenway area. Greenway buffers are shown along each of the waterways depicted on the "Jo Daviess County Greenways and Trails Plan". To simplify the plan graphically, not all the waterways of the county are shown, but the intent is to show that riparian buffers are important greenways along all waterways in the county. These areas are shown on the "Jo Daviess County Greenways and Trails Plan" as "Quality Habitat and Riparian Buffers."

Elevated Areas

In the Paleozoic Era (570 to 245 million years ago) shallow seas covered the area that is now Jo Daviess County. Materials deposited on the sea floor (shells, sand, silts and mud) became the sedimentary layers of limestone, dolomite, shale and sandstone we now see throughout the county. The current top layer, located on the tops of high ridges and mounds, is dolomite, a very hard rock that has resisted erosion and protected the softer layers below it. The shallow soils and access issues related to the elevated areas have made them less appealing for agricultural uses or residential development, and they have remained, by default, as natural areas. In addition to being important habitat areas, the ridges and mounds of the county have attracted humans for centuries resulting in the fact that many of the county's pre-historic sites and treasured scenic areas are located in elevated areas. The Elevated Areas identified on the *The Land Use Plan* for Jo Daviess County were selected for inclusion in the plan's greenway area, and are shown on the "Jo Daviess County Greenways and Trails Plan" as "Elevated Areas."

Public vs. Private Land

Public Land

The relative age and integrity of the established natural areas have made Jo Daviess County a focal point for entities concerned with studying and/or preserving natural areas and the species they support. Thousands of acres have been acquired and are being restored or maintained as public natural areas by the U.S Fish and Wildlife Service, the U.S. Army Corps of Engineers, the Illinois Department of Transportation, the Illinois Department of Natural Resources, the Jo Daviess Conservation Foundation, and the municipalities. The majority of this acreage is available for public use.

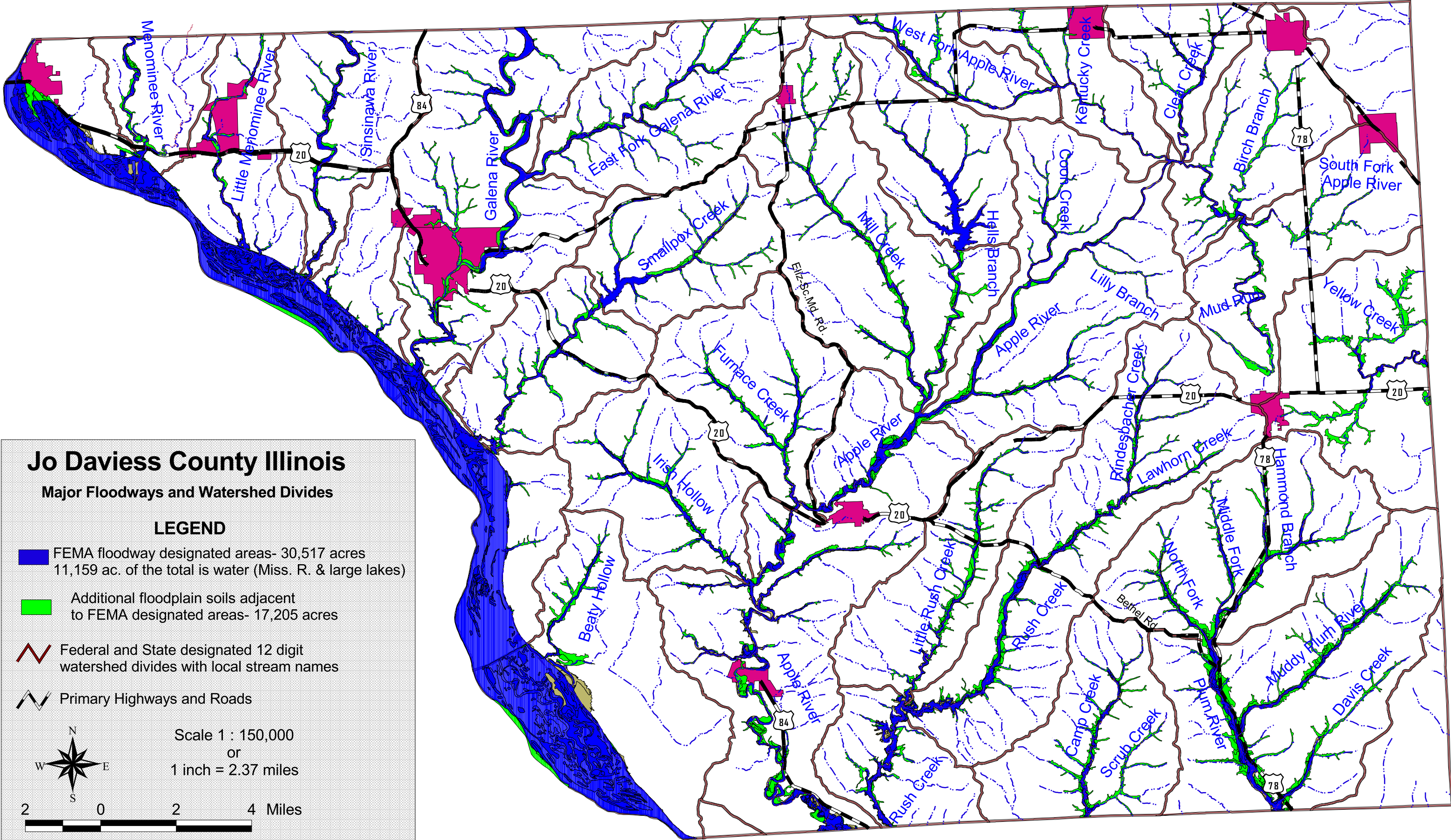
The Jo Daviess Conservation Foundation is working on an eco-tourism project, “Rivers to Ridges.” As part of the project, sites available for public recreation were examined to evaluate their attractiveness and to determine their readiness for visitors. A survey conducted of visitors to the area documented their current level of use, and the strong potential for increased use, of existing facilities. Projects will be prioritized to enhance the sites for visitors, and a marketing effort will be undertaken as part of this project. Respondents to the Greenways and Trails survey expressed a need to know more about the location and amenities of the existing parks and preserves in the county, and the Rivers to Ridges marketing effort would help address this need. Follow the progress of the Rivers to Ridges project at www.riverstoridges.info

Attachment I (pp. 154 - 155) contains a summary of the liability issues related to public activities on public and private land.

Private Land

Private landowners have the primary responsibility for land stewardship as they are the largest landowners in the county. Private landowners have many opportunities to restore, manage and conserve the natural resources of their property, such as participation in stewardship programs, adoption of land management plans and placement of conservation easements. If landowners are interested in allowing public access on their property for recreation or conservation, it is important to know that state statute (ILCS 745/65 Recreational Use of Land and Water Areas Act) limits the liability of property owners who allow people to enter their property for recreational or conservation purposes.

Conservation easements are restrictions landowners voluntarily place on their property that legally bind the actions of present and future owners. Conservation easements allow property owners to ensure that the natural resources on their land are protected. The first conservation easement in the county, on land forming a portion of Horseshoe Mound, was recorded in 1998. In addition to easements held on property owned by the state and not-for-profit entities focused on land conservation, there are currently 21 easements on private land totaling over 2,500 acres. Of these, 5 easements, representing nearly 75% of the acreage under easements, protects land for agricultural use. Conservation easements recorded in the county at this time are held by the Jo Daviess Conservation Foundation, the Natural Land Institute, the Illinois Nature Preserves Commission and the Prairie Enthusiasts. Each entity prescribes its own criteria and terms for accepting easements within the bounds of the Real Property Conservation Rights Act (765 ILCS 120), with the exception of the Illinois Nature Preserves Commission which falls under the Illinois Nature Preserves Commission Act.



Jo Daviess County Illinois

Major Floodways and Watershed Divides

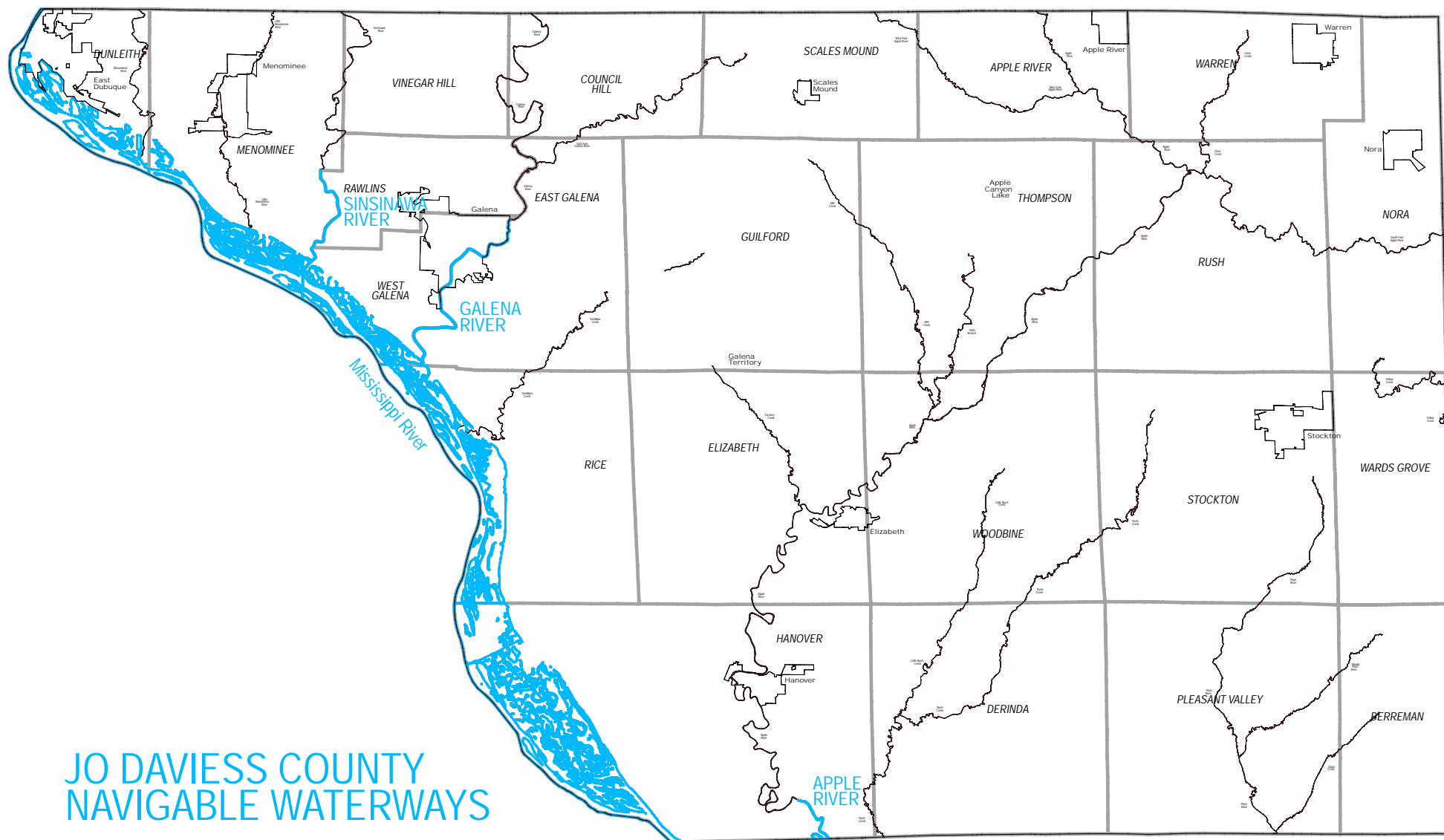
LEGEND

- FEMA floodway designated areas- 30,517 acres
11,159 ac. of the total is water (Miss. R. & large lakes)
- Additional floodplain soils adjacent to FEMA designated areas- 17,205 acres
- Federal and State designated 12 digit watershed divides with local stream names
- Primary Highways and Roads

Scale 1 : 150,000
or
1 inch = 2.37 miles

2 0 2 4 Miles

Jo Daviess County SWCD 10/08



JO DAVIESS COUNTY
NAVIGABLE WATERWAYS

GREENWAY RECOMMENDATIONS

Everyone who owns land or visits the area enjoys the benefits of this beautiful natural environment and shares in the responsibility to maintain, manage and restore healthy ecosystems in the county.

The issues related to various types of greenways differ. For the purpose of plan recommendations, 2 primary area types were identified: Waterways and Land (quality habitat and agricultural). Each of these areas are comprised of both privately and publicly held property.

Best management practices are encouraged in all greenway areas. Assistance in applying best management practices is available through the local offices of the U.S. Department of Agriculture Natural Resource Conservation Service or the Jo Daviess County Soil and Water Conservation District (815/858-3418); the local offices of the Illinois Department of Natural Resources Division of Forest Resources (815/273-2737) and Division of Wildlife Resources (815/273-2771); the Jo Daviess Conservation Foundation (815/858-9100); and the University of Illinois Extension (815/858-2273).

Recommendations for Waterway Areas:

- ❖ Promote restoration of native vegetation along streams to shade streams, stabilize banks, and filter sediment and chemicals from runoff before they reach the streams
- ❖ Undertake upland soil conservation measures to decrease negative impacts of drainage waters (energy, sediment loads, temperature, pollutants).
- ❖ Restore cool-water streams, particularly in the Apple River watershed.
- ❖ Manage grazing on buffer areas
- ❖ Repair and reseed rills or small channels that may develop in eroded areas
- ❖ Manage weeds and brush in grass buffers.
- ❖ Coordinate stream and watershed conservation actions with other agencies, organizations and upstream and downstream jurisdictions.
- ❖ Increase water quality education efforts

Recommendations for Land Areas:

Quality Habitat Areas

- ❖ Develop ways to educate public and private landowners about the value and management of habitat areas (forests, savannas, prairies, wetlands, etc.) and promote the restoration and management of those habitats
- ❖ Encourage sound management practices to promote healthy habitats (forests, savannas, prairies, wetlands, etc.) through landowner education/assistance, prescribed burning, timber stand improvements, and exotics control (mechanical, chemical, or fire).

- ❖ Reduce fragmentation of forests 500 acres and larger and create broader transition areas from grassland, shrubs/successional, savanna/open woodland, to closed forest.
- ❖ When development occurs, encourage the use of greenways as a tool to buffer distinctly different land uses.
- ❖ Promote the coordination of maintenance efforts for public lands to establish a sufficient and sustainable program.
- ❖ Explore potential use of ordinances for protection, enhancement and recreational purposes
- ❖ Explore and promote incentive programs (e.g. conservation easements, Purchase of Development Rights) to preserve critical and sensitive land (e.g. natural, historical or scenic areas).
- ❖ Delay mowing grass areas until after July 15 to protect nesting birds

Agricultural Land Areas

- ❖ Follow best management practices for land in production (conservation plans for highly erodible land, no till, rotational grazing, etc.)
- ❖ Support sustainable agricultural practices such as conservation buffers (filter strips, field borders, grassed waterways, field windbreaks/shelterbelts, contour grass strips, riparian buffers).
- ❖ Explore and promote incentive programs (e.g. CRP, Forestry Management, Purchase of Development Rights) to preserve critical and sensitive land (e.g. natural/scenic areas).

Public Access Areas (privately or publicly owned)

- ❖ Promote awareness and use of public access areas as county and community assets
 - Include reference to these areas in county marketing materials
 - Support the “Rivers to Ridges” marketing effort
- ❖ Promote the coordination of maintenance efforts for public lands to establish a sufficient and sustainable program
- ❖ Identify and evaluate potential ongoing funding mechanisms to support development and maintenance of public greenways and trails program

TRAILS

Trails are linear pathways for people. They can connect natural and cultural assets and provide necessary transportation routes. Trails can be designed for hiking and biking, for snowmobiling, for horseback riding, for ATVs, or for any combination of the above. Trail development has become a national pastime and connectivity is the ultimate goal. Identifying and mapping ways to connect both within the county and with trail systems developing outside the county provides a logical basis for project development as circumstances permit. The following narrative summarizes the status of various trail types in the county.

Historic Trails

Jo Daviess County is located along a key historical corridor that has served Native Americans, miners, farmers, settlers and now tourists. The earliest trails were created by Indians following herds of game. Later these routes served to connect trading networks. The French followed the same paths, as did the British and then Americans. The lead mines of the county became the focus for several of these ancient trails, perhaps the earliest running from Peoria to Galena. Southerners coming north to mine lead and returning south during the winter led to the formal laying out of Kellogg's Trail in 1825. Multiple variations of this trail were surveyed over the next 20 years as the mines matured and Illinois settlement advanced, first from the south and then from the east. The General Assembly authorized a "State Road" to be surveyed from Chicago to Galena in 1833 (forerunner of our current Stagecoach Trail). As settlements grew the U. S. Post Office granted mail contracts to various carriers, who often altered their routes to accommodate the mails. The Frink and Walker Stage Line, headquartered in Chicago, quickly became the largest and most influential line in the Midwest. They provided regular mail and coach service to Galena and other towns in the county beginning in 1839. One could travel from Galena to Chicago, Peoria, Dubuque or Mineral Point for \$5.00 to \$10.00 per passenger. Today, most of these trails have been incorporated into various sections of local and state roads. Some are simply ruts in an old pasture. But all are a testament to the incredible history that has shaped the cultural landscape we see today. Attachment J (pp. 156 - 158) contains an expanded narrative on Historic Trails.

Hiking/Biking Trails

Survey respondents said that the most important reason they use trails is "To enjoy nature," followed by "Recreational Use" and "Health Benefits." Respondents felt the county should have more hiking/biking, Nature, and Wildlife observation trails, above other types of trails.

A major state hiking/biking trail route, the Grand Illinois Trail (GIT), and a major national hiking/biking trail route, the Mississippi River Trail (MRT) run through the county. Both of these routes use a patchwork of on-road routes and off-road multi-use trails, and efforts to increase the off-road portions are ongoing.

Grand Illinois and Mississippi River Trails

The GIT was proposed by the Illinois Department of Natural Resources, and continues to receive state support in the form of planning, land acquisition, and project development funding. The almost 500-mile trail extends from Lake Michigan to the banks of the Mississippi and then back again. The GIT runs through Jo Daviess County on over 50 miles of existing roadways. The 3.5 mile Galena River Trail extending south from Galena is an off-road trail spur of the GIT. For more information and maps of the Grand Illinois Trail, visit www.openlands.org/git

The MRT runs 3,000 miles alongside of the Mississippi River from the headwaters at Lake Itasca, Minnesota to the Delta at the Gulf of Mexico in Louisiana. Mississippi River Trail, Inc., is working in

partnership with federal, state and local agencies and organizations to complete the trail, which runs through ten states. The MRT runs through Jo Daviess County on about 37 miles of existing roadways. The MRT route from Galena to the southern border of the county shares the same route as the GIT. For more information about the Mississippi River Trail, visit www.mississipirivertrail.org/

Galena River Trail

The Galena River Trail is currently about 5 miles long, extending from Recreation Park on the north side of the city through town and south along an abandoned rail route to the Galena Junction. The trail, a combination of paved and crushed rock surfaces is available for hiking, biking and cross-country skiing. Plans are underway to extend the trail south for an additional 2 miles to Aiken where it will connect to Pilot Knob Road. Once connected, this route will replace a portion of the state's Grand Illinois Trail that currently runs on Blackjack Road.

This trail is a good example of one way to fund trail development. The Galena trail from Recreation Park to the Depot Parking lot was paid for through a \$400,000 federal earmark. Land for the trail from the parking lot to the Galena Junction was purchased using \$68,909 of City funds and an Illinois Bicycle Path Grant Program grant of \$26,821. The trail was developed using \$203,883 of City funds and an Illinois Bicycle Path Grant Program grant of \$184,700. The state of Illinois is currently attempting to acquire land for an extension down to Aiken/Pilot Knob Road with plans to give it to the City of Galena for trail development.

Chestnut Mountain Biking Trail

Chestnut Mountain Resort offers mountain bike rentals for use on two trails totaling about 5 miles in length. (<http://www.chestnutmtn.com>)

Snowmobile Trails

The county has an extensive network of snowmobile trails. State grant-assisted snowmobile trails on private lands in Jo Daviess County are open to the public. The state snowmobile grant program is funded entirely by snowmobile riders through registration fees. Snowmobile clubs obtain landowners' permission for trail locations, mark and groom the trails, provide trail maps and offer safety instruction. Most snowmobile clubs in Illinois are members of the Illinois Association of Snowmobile Clubs (IASC). Jo Daviess County is part of Region 6, which covers several counties. There are three snowmobile clubs in Jo Daviess County: East Dubuque-Menominee Snowmobile Club, Mississippi Ridge Runners, and the Warren Winter Warriors. Specific Club contact information can be found at <http://www.ilsnowmobile.com/clubs.html>

Water Trails

When asked what kind of trails the county should have more of, survey respondents chose Water Trails 83 times (out of a total of 754 selections, or 11%). The U.S. Fish and Wildlife has plans to mark canoe trails in the backwaters of the Mississippi River, but there are currently no marked water trails in the county. However, the navigable waterways are used by the public for recreational purposes on a regular basis. Fever River Outfitters offers canoe and kayak rentals on the Galena River. (<http://www.feverriveroutfitters.com/boats.htm>)

ATV Trails

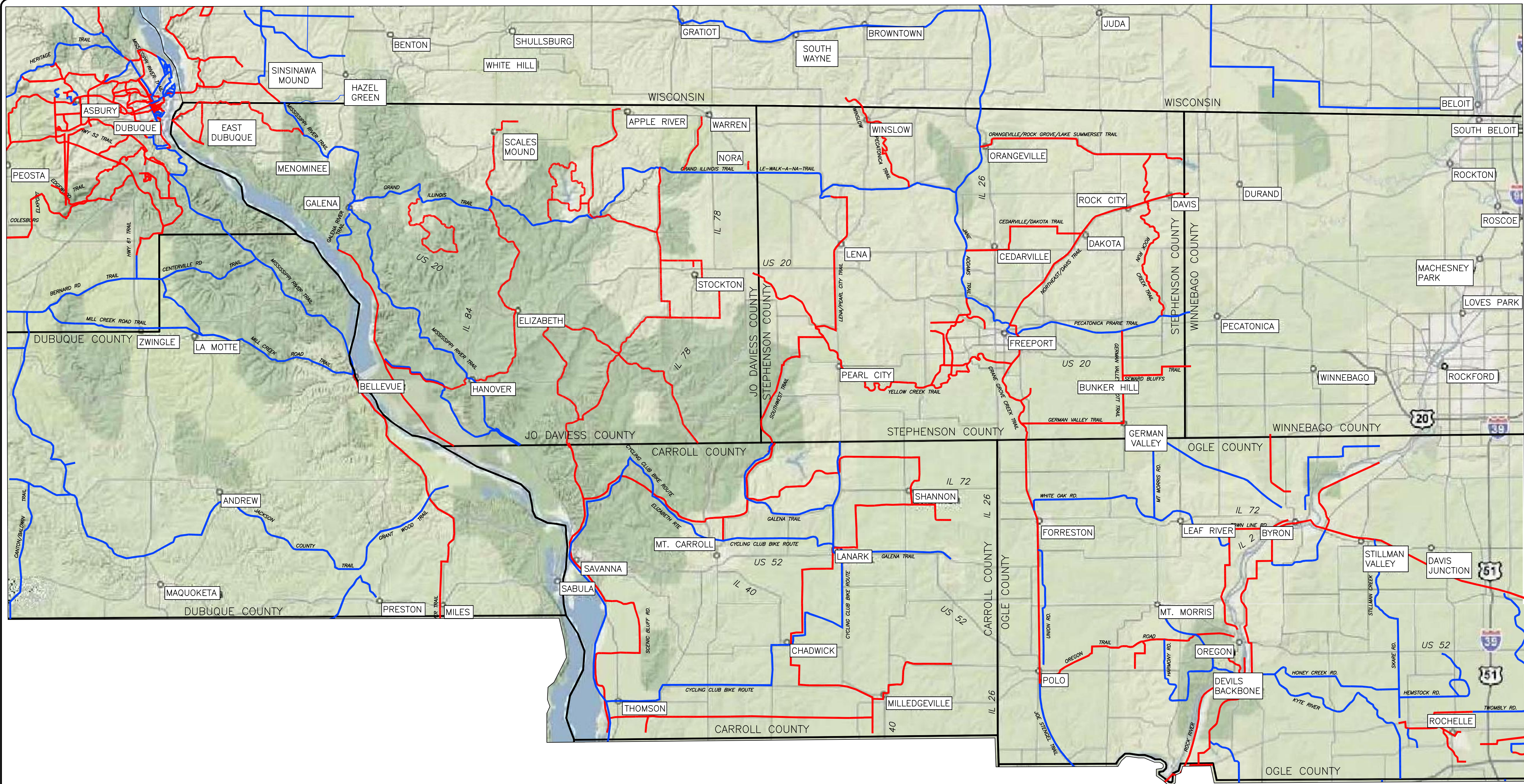
When asked what kind of trails the county should have more of, survey respondents chose ATV Trails 39 times (out of a total of 754 selections, or 5%). No ATV parks or dedicated ATV trails exist in the county at this time, however ATVs are very popular and used extensively on private land.

Horseback Riding Trails

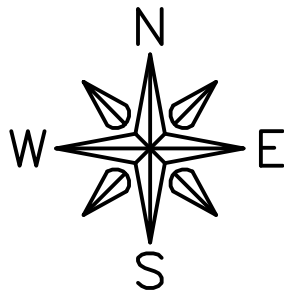
When asked what kind of trails the county should have more of, survey respondents chose Equestrian Trails 38 times (out of a total of 754 selections, or 5%). There is an active equestrian community in Jo Daviess County due to the unmatched beauty of the landscape. While most riding is done on rural country roads or on private lands, there are privately owned facilities that can be accessed by the public for a fee.

There are 40 miles of private, manicured trails within the Galena Territory that may be accessed through the Shenandoah Riding Center. Riders may participate in trail rides or trailer in their own horses and pay a trail fee in order to traverse the stunning landscape of rugged hills, deep ravines, and panoramic ridge tops through meadows and woodlands abundant with wildlife. For more information, visit www.shenandoahridingcenter.com.

HayWire Farms, located outside of the Galena Territory has 250 private acres available for trail riding for a fee. (<http://www.haywirefarmsllc.com/home.html>)



- LEGEND**
- EXISTING TRAILS
 - PROPOSED TRAILS



SCALE: 1" = 18,000'

18,000 0 18,000 36,000 54,000 FEET



FEHR-GRAHAM & ASSOCIATES, LLC

ENGINEERING AND SCIENCE CONSULTANTS
FREEPORT, IL ROCKFORD, IL ROCHELLE, IL SPRINGFIELD, IL MONROE, WI
ILLINOIS DESIGN FIRM NO. 184-003525

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OWNER/DEVELOPER:
JO DAVIESS COUNTY

PROJECT AND LOCATION:
JO DAVIESS COUNTY
GREENWAYS & TRIALS

DRAWN BY: CHS
APPROVED BY:
DATE: 3/6/09
SCALE:

REVISIONS		
DATE	DESCRIPTION	BY

DRAWING:
GREENWAYS & TRAILS PLAN

G:\EGLPT\08\48346\Green G&T.dwg, Existing & Proposed

JOB NUMBER:
48346

SHEET NUMBER:
1 of 1

TRAIL RECOMMENDATIONS

At the public work sessions the top two goals relative to trails were to “Identify a network of pathway corridors connecting natural, historic, and recreational areas with communities” and to “Support development of Grand Illinois Trail and Mississippi River Trail.” This combined with the desire expressed in the survey for more hiking/biking, Nature, and Wildlife observation trails led to the development of a proposed trail system utilizing existing roadways to connect communities to the Grand Illinois and Mississippi River Trails, which in turn provide north-south and east-west routes through the county.

Using roadways creates an immediate county-wide trail system, but whenever feasible, off-road trails are preferred. This plan offers communities and entities wishing to develop off-road trails information about opportunities and resources available for trail development.

Roadways (including the entire right-of-way) are multi-purpose trails, providing existing connections for those driving, walking, cycling or horseback riding. Depending upon the roadway conditions (road surface, shoulder width, topography, traffic flow, etc.) some roads are more appealing for multipurpose use than others. The “Jo Daviess County, IL Road Surface Guide” map produced by the Galena/Jo Daviess County Convention and Visitors Bureau, the “Illinois Official Bicycle Map: Northwestern Illinois Map 2” which rates roadways for “bicycle suitability”, *Bicycling Around Galena: A Guide to the Backroads* by Nick Murray, and input from the local cycling club, G.O.A.T.S. were referenced to identify potential multi-purpose on-road trails.

The proposed “Grand Illinois Trail” and “Mississippi River Trail” along with “Proposed Multi-purpose Trails” are shown on the “Jo Daviess County Greenways and Trails Plan”

- ❖ Focus efforts on the acquisition, development and maintenance of the Grand Illinois Trail and Mississippi River Trail Routes
 - Extension of the Galena River Trail to Aiken
 - Repair of River Road below Chestnut Mountain Resort to allow for passage of hikers/bikers past the washed out area
 - Definition of and access to route through the U.S. Fish and Wildlife Lost Mound Unit (part of the old Savanna Army Depot).
 - Improve shoulder widths along roadway portions of routes, including dedicated bike lanes in right-of-way when feasible
 - Improve surfaces of roadway portions of routes
 - East Canyon Road from 78 east to county line
 - River Road
 - West Blanding Road
 - Work towards rerouting Mississippi River Trail as close to the river as feasible through its entire route through the county
- ❖ Support efforts by communities or other entities to acquire, develop and maintain off-road trails within and around their community and/or that connect to the Grand Illinois Trail and/or the Mississippi River Trail.
- ❖ Create bike lanes on appropriate roadways within communities
- ❖ Support the identification and promotion of water trails on public waters

FUNDING & IMPLEMENTATION

With the Jo Daviess County Greenways & Trails Plan completed, the planning process enters the crucial phase of implementation. The Plan serves as an advisory guide for public and private actions regarding greenway preservation and development within the County. To fulfill the Plan's purpose as an extension of the County Comprehensive Plan and as a tool to help guide decisions regarding development and growth, this section provides a summary of the available methods and responsibilities for the Plan's implementation.

A number of methods and strategies are available to aid in the implementation of the proposed greenways and trails, including the use of regulatory ordinances and a variety of acquisition, ownership, and financial strategies.

Regulatory Ordinances

Regulatory ordinances can include zoning, subdivision regulations, and Jo Daviess County's Comprehensive Plan. Regulatory ordinances can be used by local governments to guide development and to provide guidelines for greenway creation and preservation. Regulatory ordinances provide a legal framework for the implementation of proposed greenways and trails. Zoning controls the use of land so the zoning ordinance is a very effective tool for implementing the Jo Daviess County Greenways & Trails Plan. Subdivision ordinances are also effective tools for implementing greenway requirements. Subdivision regulations can greatly affect the overall patterns and quality of development by setting standards for the design of streets, sidewalks, utilities, and community facilities. Subdivision regulations can also require dedications of land for parks, open space, or trails in new developments. They may also require dedications for storm water detention basins designed to also serve as recreational facilities.

Acquisition and Ownership

Acquisition and ownership strategies are often the most difficult aspects of implementing a greenways and trails plan. A wide variety of acquisition options are available. Some options are widely accepted and used with much success, while others are less common, innovative options and may be effective only in certain situations.

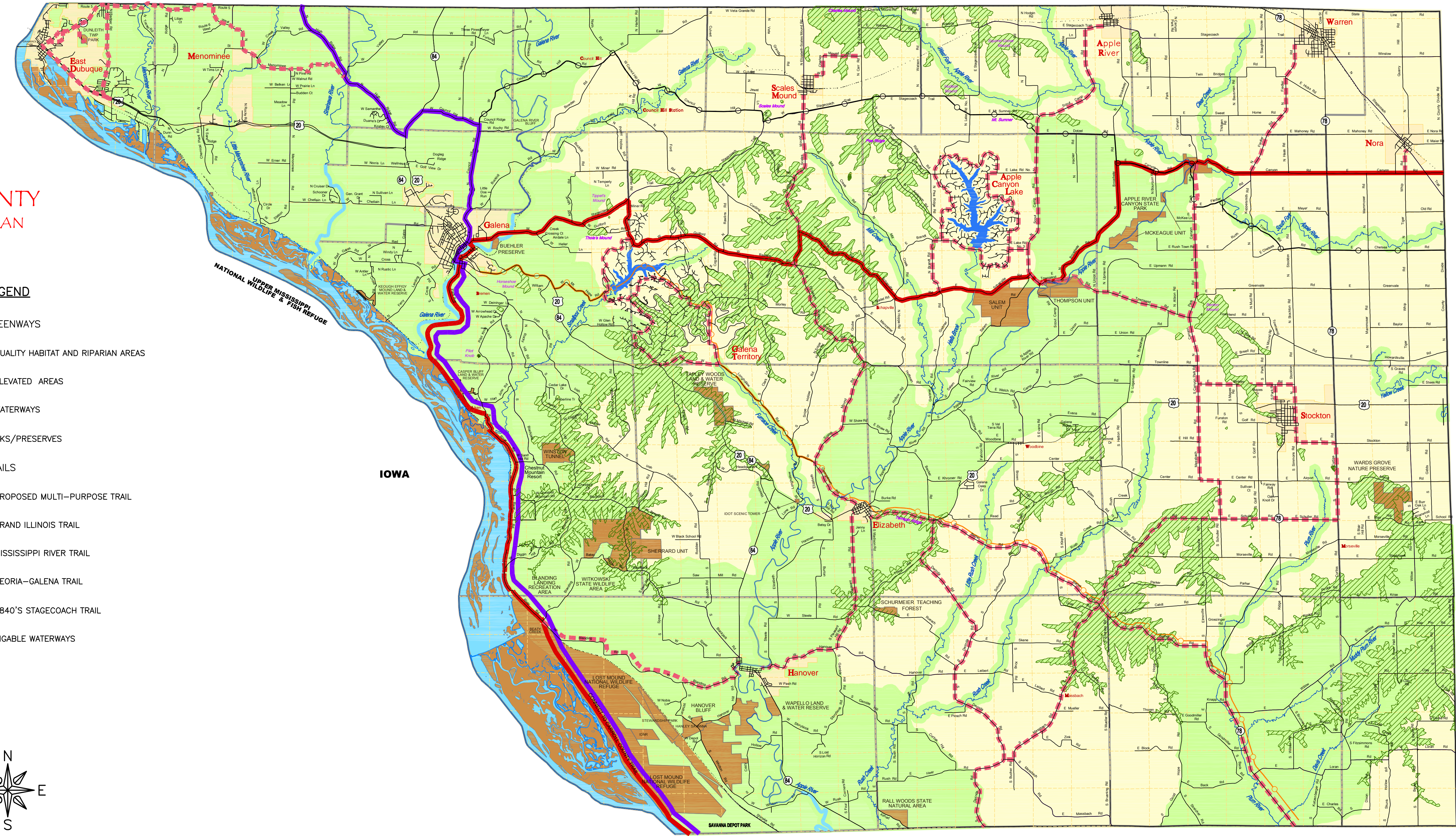
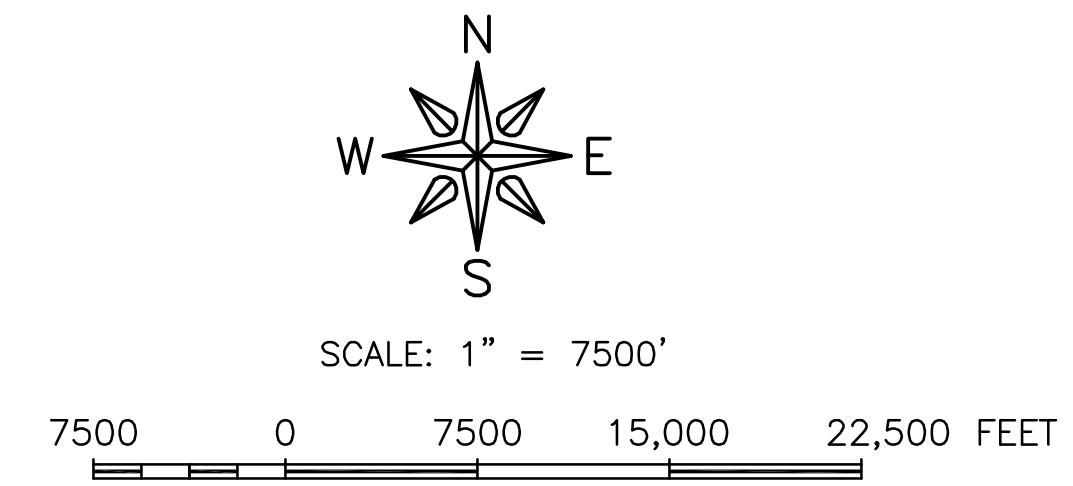
Ownership is another important issue that must be addressed. There are three (3) types of ownership: private, public, or mixed ownership. These different types of ownership can be used in various ways. For instance, a greenway or trail that will be used for a recreational purpose or as a mode of transportation will likely be owned by a local government entity. However, if a greenway serves an environmental purpose, such as wetlands protection, wildlife habitat protection, or stream preservation, a private entity may be a more appropriate owner due to their ability to more successfully manage the property for the greatest impact. There will also be instances where multiple or joint ownership of a greenway or trail will occur, particularly when implementation and management costs are too much of a burden for one entity. Potential acquisition and ownership strategies have been identified by the Conservation Fund, a national nonprofit land and water conservation organization that protects land through partnerships. These strategies are identified more specifically in the Attachment K (pp. 163 - 170) of this document.

Financial Strategies

The most well conceived plans for the acquisition, implementation, and management of greenways and trails will undoubtedly fail if financial resources are not available. Please see Attachment K (pp. 163 - 170) for information that describes the fundamental types of greenway and trail funding sources – for both the public sector and the private sector. The information found in Attachment K also includes a resource list of federal and state funds and programs focusing on recreation, greenways, and trails. That information is by no means all-inclusive and will require updating.

JO DAVIESS COUNTY
GREENWAYS & TRAILS PLAN

- LEGEND**
- GREENWAYS**
- QUALITY HABITAT AND RIPARIAN AREAS
 - ELEVATED AREAS
 - WATERWAYS
 - PARKS/PRESERVES
- TRAILS**
- PROPOSED MULTI-PURPOSE TRAIL
 - GRAND ILLINOIS TRAIL
 - MISSISSIPPI RIVER TRAIL
 - PEORIA-GALENA TRAIL
 - 1840'S STAGECOACH TRAIL
 - NAVIGABLE WATERWAYS



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ILLINOIS DESIGN FIRM NO. 184-003525
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OWNER/DEVELOPER:

PROJECT AND LOCATION:

DRAWN BY:
APPROVED BY:
DATE:
SCALE:

REVISIONS		
DATE	DESCRIPTION	BY

DRAWING:

G:\EGLPT\08\48346\Greenways & Trails Map.dwgPR--Trails

JOB NUMBER:

SHEET NUMBER:
of

ATTACHMENT A: IDNR GRANT APPLICATION

**IDNR Greenways & Trails Planning Program
Financial Assistance Application**

Prepared by: David Dornbusch, RC&D Coordinator
Blackhawk Hills RC&D
102 E. Route 30, Suite 2
Rock Falls, IL 61071
(815) 625-3854

Project Manager: Dan Reimer, Administrator
Jo Daviess County
330 N. Bench
Galena, IL 61036
(815) 777-6557





Jo Daviess County Greenways and Trails Committee

The Jo Daviess County Greenways and Trails committee was formed by the Jo Daviess County Board because of their interest in the developing a county wide plan for identifying existing greenways and trails, while identifying potential areas within the county for new trails and contiguous green space. The trails committee has invited all manner of groups, organizations and units of government to participate in the development of the plan.

The Jo Daviess County Greenways and Trails committee with direction and support of the Jo Daviess County board is requesting that IDNR support this effort with a sum of \$20,000.

Following is a list of those representatives:

City and County Government

City of Galena
Village of Elizabeth
Village of Stockton

Regional Planning Agency

Blackhawk Hills Resource Conservation and Development

Non-governmental conservation and recreation constituency/advocacy groups

Equestrian Land Conservation Resource
Apple River Fort Historic Foundation
Jo Daviess Natural Area Guardians
Jo Daviess Conservation Foundation
University of Illinois Extension
Jo Daviess County Farm Bureau
Galena Territory Association
Jo Daviess County Association for Home and Community Education
Great Mississippi River Ridge Association
Prairie Enthusiasts

Recreation Groups

Pheasants Forever

Cost Sharing Commitments

The Jo Daviess County Greenways and Trails committee is committed to generating both in-kind and actual cash matches for the development of the Jo Daviess County Greenways and Trails plan. The plan will connect to adjacent counties and provide decision makers with existing and future opportunities for maintaining and connecting green spaces and trails. Listed below are groups that have indicated a willingness to participate and an estimate of their in-kind or cash contributions. You will find letters of support attached as Exhibit #1.

In-Kind

Jo Daviess County GIS	\$3000
-----------------------	--------

Cash

City of Elizabeth	\$1000
Kodak Foundation	\$1000
Jo Daviess Conservation Foundation	\$ 250

Consultant Search

Upon approval of the IDNR grant funds, the Jo Daviess County Board will conduct a search for a consultant that will lead the committee through the development of the Greenways and Trails plan.

Planning Process

The plan will be developed through a seven step planning process. This process is outlined below, including an estimated timeline for the completion of each step.

STEP #1: Information Gathering

An inventory of existing trails (county and community), trail connections to neighboring counties, riparian areas (green space), wildlife areas (public and private), current zoning for the county, soils, landowners map, county highway map and current laws governing using county, state and federal highways as trail links will be included.

Also included should be the identification of any rare and endangered ecosystems, plant or animal species existing in Jo Daviess County. Determine what, if any, uses could be allowed without degrading the plant or animal community.

Through discussions with committee members, an outline of the requirements for trail development should be listed.

COMPLETED BY: Month 1-3

STEP #2: Resource Map Development

Develop a map(s) that incorporates the information gathered in step #1. This map will be used as a resource base map, outlining the existing conditions and uses.

COMPLETED BY: Month 4

STEP #3: Potential Project Developments

The contractor will work with the Jo Daviess County Greenways and Trails committee and the Project Manager to identify potential greenways and trails that with time could be acquired over time.

COMPLETED BY: Month 5

STEP #4: Public Meetings

A series of public meetings will be held to discuss the plan and the potential projects presented. Input from the general public will be taken into consideration when deciding on the final plan. A minimum of four community meetings will be held at a time and place to be determined

COMPLETED BY: Month 5

STEP #5: Compilation of gathered information, Plan Draft

The committee will assist the consultant develop a list of prioritized future projects that will help with implementation of the plan. The activities and projects will be broken down into yearly projects, such as: maintenance, trash pick up and sign placement. Larger projects such as trail construction, parking lot development, signage and other projects will be included.

A section of the report will be dedicated to potential local funding sources. These funding sources could be all or part of the local match requirement.

COMPLETED BY: Month 8

STEP #6: Final Plan Development and Publishing

The contractor will arrange to have the final plan published. The published plan will be sent to the sponsors and committee members (50 -75 copies). A brochure/map of the planned trails and green space will be made available to key decision makers.

COMPLETED BY: Month 12

STEP #7: Implementation Phase

This will begin the implementation phase of the plan. The committee will begin work with the County Board on adoption of the plan to be placed in the Counties Comprehensive Plan.

COMPLETED BY: Month 14



Budget

Illinois Department of Natural Resources Grant Request

	IDNR	Match
Hiring of a Consultant*	\$17,000	\$3,000
Publishing of the Final Plan	\$1,000	\$ 500
Publishing of the Brochure	<u>\$2,000</u>	<u>\$1,750</u>
Total	\$20,000	\$5,250

* The Jo Daviess County Greenways and Trails committee will, upon receiving word that the grant is approved, mail a request for qualifications (RFQ) to those public and private individuals or groups that may be interested in assisting with the development of the Jo Daviess County Greenways and Trails plan.

The planning process outlined earlier will be used as a guideline for the consultant and will be used as a measure of performance by the committee.

ATTACHMENT B: MEETING MINUTES

GREENWAYS AND TRAILS PLANNING COMMITTEE MEETING

Highland Community College West Campus

300 N. West Street, Elizabeth

Conference Room

Wednesday, August 1, 2007, 9:00 a.m.

MINUTES

FINAL

Call to Order - The meeting was called to order at 9:05 a.m.

Roll Call - Committee members present included Beth Baranski, Julie Bruser, Christine Larson, Rich Mattas, Dick Pouzar, Denise Sheehan, and Daryl Watson. Committee members absent included Ron Lawfer, Steve McIntyre, and John Schultz.

Also present was guest, Jim Goynier, Co-Director of Transportation and Planning, East Central Intergovernmental Association, Dubuque.

Committee Member Introductions and Establishment of Quorum – Introductions had taken place prior to the meeting. A quorum was present.

Committee's Mission, Authority, and Meeting Schedule – The Committee discussed the work and schedule laid out in the Greenways and Trails Planning Grant Application submitted to the Illinois Department of Natural Resources. A 14-month work plan is outlined in the application. It was noted that the state budget situation and actual availability of funding may delay the hiring of a consultant, but that much work could be done beforehand, including documentation of existing conditions and development of the RFP for the consultant. Julie Bruser explained that the committee which met to determine if the Greenways and Trails application should be submitted spent a great deal of time discussing and defining “greenways”. She provided the group with the written definition that was created (see attached).

Other pertinent projects and their schedules were discussed. Chris Larson noted that the Jo Daviess Conservation Foundation has received a grant to study 30 open land areas in Jo Daviess and Carroll counties and the feasibility of projects designed to make these areas more attractive to tourists - this study is expected to be completed by mid-2008 (she would like to see representation from our committee on the committee she is forming for that project). Jim Goynier described his involvement with the Tri-state Envision Trail Group which is working to create a map of desired trail routes in a 6-county area so that entities can use the map to apply for grant funding for trails – they expect to have a public hearing on the map in spring, 2008. Carroll County's Economic Development organization has hired an Americorps worker to create a Greenway and Trails plan. The Blufflands Alliance is in the process of mapping the bluffs.

The committee members discussed the importance of developing consensus of support for the greenways and trails plan throughout the county, so that it becomes a useful tool. Once available existing condition information has been documented, the committee will connect with communities and other pertinent entities to get their input.

List of Available Resources for Greenway Planning Effort – Rich Mattas noted the abundance of information available and suggested there is a need for a repository for the information and a system for managing it. The following documents/materials were among those available at the meeting for the committee members to reference:

Greenways and Trails Plan for Stephenson County and City of Freeport

Boone and Winnebago Regional Greenways Plan

Jo Daviess County Comprehensive Plan, including baseline data

The Driftless Area: An Inventory of the Region's Resources

Volume 1 – Geology

Volume 2 – Water Resources

Volume 3 – Living Resources

Volume 4, Socio-Economic Profile, Environmental Quality,
Archaeological Resources

Strategic Sub-Watershed Identification Process: Maximizing Benefits of
Ecosystem Management – Driftless Area

A Botanical and Herpetological Survey of the Galena River and East Fork of the
Galena River

Development of RFP – Committee members had received a copy of the RFP used by Lee County to hire a consultant for their Greenways and Trails Plan. Beth Baranski stated that the RFP would also need to include language requiring consultants to meet the county's insurance standards. Other sample RFPs will be sought out by the members, and the RFP will be worked on at the next meeting.

Committee Member Comments

Chris Larson explained that if roadways are marked for bike usage, then the owner of the roadway becomes liable for injuries to cyclists on the road according to Illinois law – which is why it is hard to get existing roadways marked as bike routes.

Daryl Watson asked about criteria for trail development. Jim Goynier offered to give us the criteria that his group has been referencing.

Julie Bruser noted that she was asked to represent the Galena Territory on the Greenways and Trails Committee and she will ask them about allowable uses of the trails in the Territory.

It was suggested that Ron Lawfer might be able to find out about the allowable uses of waterways in the county. Beth Baranski agreed to talk with the owners at Fever River Outfitters about this as well. Chris Larson will also connect with the owner of Trouts Unlimited about this subject.

Can we put the Greenways and trails information on the County website?

Can we get the state's CTAP maps in GIS format?

Chris Larson will obtain Stephenson County's trail criteria and the RFP they used to hire a consultant.

Dick Pouzar suggested that it would be helpful to receive an 11 x 17 map of the county showing the existing condition information currently available so that we can work on adding new information. This map should be sent to committee members prior to the next meeting.

Beth Baranski agreed to talk to the City of Galena and the Savanna Army Depot about their existing trails.

Beth will connect with the Jo Daviess County Planning Commission

Are snowmobile trails available for other uses?

Cry Cassens and Lester Johnson could help us define the benefits of non-accessible greenways

Citizen Comments – No Comments

Adjourn – The meeting adjourned at 10:30 a.m., and the next meeting was scheduled for 8:30 a.m. on September 11th at HCC West.

Respectfully submitted,

Beth Baranski

JO DAVIESS COUNTY
GREENWAYS AND TRAILS PLANNING COMMITTEE MEETING
Highland Community College West Campus
300 N. West Street, Elizabeth
Conference Room

Tuesday, September 11, 2007, 8:30 a.m.

MINUTES
FINAL

Call to Order - The meeting was called to order at 8:35 a.m.

Roll Call - Committee members present included Beth Baranski, Julie Bruser, Christine Larson, Rich Mattas, Steve McIntyre, Dick Pouzar, and Daryl Watson. Committee members absent included Denise Sheehan, Ron Lawfer, and John Schultz.

Also present was guest, Jim Gonyier, Co-Director of Transportation and Planning, East Central Intergovernmental Association, Dubuque.

Committee Member Introductions – Those present introduced themselves.

Approval of August 1, 2007 meeting minutes – It was noted that Jim Gonyier's name had erroneously been written as "John" in two places. Julie Bruser moved that the minutes be approved as corrected. Chris Larson seconded the motion. The motion passed unanimously

Review of Existing Conditions Map– A baseline map of Jo Daviess County created by Bret Gempler in the County GIS office had been sent to the members prior to the meeting and it was reviewed at this time. The following comments were made:

- a. Add the Galena Territory and Apple Canyon Lake
- b. Add in all Jo Daviess Conservation Foundation (JDCF) Sites
- c. Add the Grand Illinois Trail and the Mississippi River Trail
- d. Include private/protected areas such as the Greenway space at the GTA
- e. Recommendation not to include Railroad property or right-of-way
- f. Plans to add in designated bike trail at the Savanna Army Depot – new Lost Mound Action team is being formed by Ed Britton of USFWS. First organizational meeting on November 1st
- g. City of Galena pursuing plans to extend Galena River Trail- news to follow
- h. Check with Chris Kirkpatrick @ JDCF to include as many waterways as possible
- i. Check to make sure all IL nature preserves, e.g., Wapello are included
- j. Contacted IL Assn of Snowmobile trails (usable with >4" of snow from Nov. 15 - Mar. 15) Dick Pouzar will do this
- k. Need to incorporate the detailed maps of each community to capture parks, rec areas, etc.
- l. Create a regional map

- m. What about historical sites, e.g., Apple River Point and the High Pointers Club, e.g., mounds. And points of interest Native mounds, Millville at Apple River Canyon
- n. Sensitive habitat areas on a broad scale to identify areas to encourage protection and discourage development
- o. Idea to separate Greenways from Trails – decision needed on regional, local scales, or both – this will support messaging to the public on the distinction between private vs. public greenspace
- p. Decision needed from the Boards of GTA and Apple Canyon Lake as to the uses of the equine and walking trails on their property – public vs. private

Review of Trail Criteria

Jim Gonyier distributed a list of criteria for trail development that had been referenced by groups in Iowa. Beth Baranski agreed to get trail definitions/criteria from the state as an additional reference. The group discussed including/identifying handicap accessible trails.

Development of RFP

Beth asked for several members to step up and draft an RFP – Julie Bruser and Chris Larson will work with Beth – need to schedule a sub-committee before next meeting. Need to contact Pat Leitzen Fye or Lynn Feber for access to the RFP used by Stephenson County

Committee Member Comments

Beth Baranski reported that the committee will be able to post information on the county website. We will approve list of information to be put on the website at the next meeting.

Hard copies of reference materials for the committee will be housed at the Jo Daviess Conservation Foundation office in Elizabeth.

An agenda item will be included for the next meeting to discuss a communication plan: the idea of a press release for the Greenways and Trails Committee Planning effort, the website, etc.

Dick Pouzar presented a sheet entitled “Comparing Greenways and Trails”. The group discussed the benefits of having two maps – one with greenways and one with trails, in order to more clearly differentiate between the two.

Citizen Comments

Jim Gonyier passed out copies of the newly-completed “Iowa’s East Central Regional Trails Plan Map: 2007” showing existing and proposed trails along with “water trails”, canoe and boat access points for a six-county area.

Adjournment – October dates that worked for those present for a next meeting date were October 11th and 15th. It was understood that the meeting would be in the afternoon. Beth Baranski will call the absent members to determine the best date. Daryl Watson moved that the meeting be adjourned. Dick Pouzar seconded the motion. The motion passed unanimously. The meeting adjourned at 10:00 a.m.

Respectfully submitted,

Beth Baranski and Chris Larson

JO DAVIESS COUNTY
GREENWAYS AND TRAILS PLANNING COMMITTEE MEETING
Highland Community College West Campus
300 N. West Street, Elizabeth
Conference Room

Monday, October 15, 2007, 1:30 p.m.

MINUTES
FINAL

Call to Order - The meeting was called to order at 1:40 p.m.

Roll Call - Committee members present included Beth Baranski, Ron Lawfer, Rich Mattas, Steve McIntyre, Dick Pouzar, Daryl Watson, Chris Larson and John Schultz. Committee members absent included Denise Sheehan and Julie Bruser.

Also present were guests, Deb Malone of Fever River Outfitters in Galena and Tammy Trebian

Committee Member/Guest Introductions – Those present introduced themselves.

Approval of September 11, 2007 Meeting Minutes Dick Pouzar moved that the minutes be approved as presented. Daryl Watson seconded the motion. The motion passed.

IDNR Grant Funding Status – George Bellovics, IDNR explained to Beth Baranski that the IDNR is waiting for the state to apply appropriation codes to the project. He believes it will be at least another month before the funding is available.

Development of RFP – A draft RFQ was reviewed and with much discussion, changes recommended. Beth Baranski agreed to make the changes and send it out for final review and approval. Rich Mattas moved that the RFQ be approved as revised, with committee members having an opportunity for final comment on the revised version, and sent to the County Development & Planning Committee. Steve McIntyre seconded the motion. The motion passed unanimously.

Review of Existing Conditions Map– A revised baseline map of Jo Daviess County created by Bret Gempler in the County GIS office was distributed and discussed. The following comments were made:

- q. Give the trails a line type that is easily distinguishable from roads, etc.
- r. The state and federal route symbols are not aligned with route numbers
- s. Graphic work needs to be done to make the map look less busy
- t. Should put the proposed U.S. 20 route on the map
- u. We may want to break the map into areas of the county to be able to show more detail
- v. Individual maps showing only bike trails, only water trails, horse trails etc. would be helpful
- w. What is the difference between DNR parks and natural areas?
- x. Are there any public horse trails? Chris Larson will check

- y. Witowsky can have horse trails, we need to know the allowable uses at each area, JDCF eco-tourism study will provide those answers shortly.
- z. Include the historic trail from Peoria to Galena
- aa. Other historic trails that don't follow roads, e.g. historic stagecoach trail
- bb. How do DNR floodzones relate to FIRM flood maps?
- cc. Have there been road or stream changes that should be shown? Show more streams?
- dd. Overall, the map is very good
- ee. For Existing Greenways use information including: highly erodable lands, waterways, U.S. Wildlife Data, sensitive habitat, and JDCF focus areas
- ff. What jurisdiction do communities have over use of trails going through them?

Review of Trail Criteria

Dick Pouzar agreed to look at the trail criteria list Jim Gonyier distributed at the last meeting, and other lists and create a short list for review at our next meeting.

Communication Plan

We can give the County Administrative Assistant information for our website in an outline format. Links can be provided. We can have our own web address: jodaviess.org/_____ ...Committee members were asked to come up with what to put in the blank for our next meeting – “greenways&trails” is too long. Rich Mattas volunteered to help with the website.

Committee Member Comments

The County Development & Planning Committee members would prefer to have the committee's reference library housed in a county building.

Because there are tourism development opportunities related to the mapping of greenways and trails, might it be possible to apply for CVB grant funds to assist with map printing costs?

We should consider the importance of an emergency plan for trails, so that they are accessible for emergency response equipment.

Need to talk with County Zoning Administrator about how Greenways & Trails Plan relates to zoning

Citizen Comments

Deb Malone said she could provide contact information for groups such as the League of Illinois Bicyclists and others that could be helpful to the planning process.

Tammy Trebian offered to provide contact information for her parents who are active in a group called “River Action” which is actively developing trails along the Mississippi.

Adjournment – November 12th at 1:30 p.m. was selected as the tentative time for the next meeting. Beth Baranski will check on the availability of the HCC West Conference Room and confirm the time and location with the committee. Dick Pouzar moved that the meeting be adjourned. Steve McIntyre seconded the motion. The motion passed unanimously. The meeting adjourned at 3:50 p.m.

Respectfully submitted, Beth Baranski

JO DAVIESS COUNTY
GREENWAYS AND TRAILS PLANNING COMMITTEE MEETING
Highland Community College West Campus
300 N. West Street, Elizaabeth
Conference Room

Monday, November 12, 2007, 1:30 p.m.

MINUTES
FINAL

1. Call to Order - The meeting was called to order at 1:35 p.m.
2. Roll Call - Committee members present included Beth Baranski, Rich Mattas, Steve McIntyre, Dick Pouzer, and John Schultz. Not having a quorum, no action was taken at the meeting. Ron Lawfer arrived later.

Also present was guest, Jim Gonyier, Co-Director of Transportation and Planning, East Central Intergovernmental Association, Dubuque.

3. Committee Member/Guest Introductions – Those present introduced themselves.
4. Approval of October 15, 2007 Meeting Minutes No action was taken.
5. IDNR Grant Funding Status – No news yet on when funding will be made available to the County.
6. Development of RFP – Baranski reported that the County Development & Planning Committee reviewed and approved the RFQ with two additions “A contract will not be awarded until funding has been secured” added at end of 2nd par. under item 3, and “Proposals should clearly indicate which tasks will be performed by the Consultant and at what cost, and which tasks will be performed by the volunteer committee” added as 2nd sentence of 1st par. of item 5) and with caveat that insurance section will be reviewed and altered to meet approval of the county’s insurance carrier.

A list of consultants to send the RFQ to was distributed, and various publications suggested for advertising the project including: The Freeport Journal Standard, Telegraph Herald, Galena Gazette and appropriate American Planning Association publication. Committee members were asked to e-mail Baranski any additions to the list of consultants or publications.

The RFQ should be sent out whether the funding is released or not so that when funding is released, we are ready to hire the Consultant right away.

7. Meeting with Jo Daviess County Zoning Board/Planning Commission – Baranski reported that she has asked Mel Gratton to be placed on the November 28th meeting agenda for the Planning Commission in order to explain the work being done by the Committee and to ask for the planning Commission’s input. Baranski noted that the Committee writing the new zoning ordinance is coming to the end of their work and the Greenways & Trails Committee may have a

unique opportunity to integrate our work with theirs in a meaningful way. She recommended that the Committee members review the November 6th “Draft Zoning Ordinance” which can be found at www.jodaviess.org under “County Departments” “Building & Zoning.” It was suggested that it would be better to meet with the zoning re-write committee than the zoning board, and Baranski agreed to contact Mel Gratton.

- a. Existing Conditions Map – Baranski reported that of the \$3000 in-kind contribution to the project from the GIS office, \$379 has been spent so far, leaving a balance of \$2,621 available. Those present looked at the map to see if there should be any informational additions to the map before it is graphically cleaned up for presentation to the communities. Additions included: Proposed Rte. 20 4-lane, River Ridge School, Current railroads, public historic sites, Chestnut Mt., Blanding Landing, Woodbine Bend, Storybrook Golf Course, E. Dubuque Golf Course, and Galena Golf Course. At the next meeting we will finalize and approve the existing condition map to bring to the community meetings. It was suggested that campgrounds and contiguous growth areas should be shown on the larger scale area maps.
- b. Review of Trail Criteria-Dick Pouzar presented lists he developed of “Trail and Trail Location Criteria (Draft 11/1/07)” and “Greenway and Greenway Location Criteria (Draft 11/1/07)”. Those present discussed both lists, generally feeling that the trail criteria are excellent and ready to go to the public and ask people to add any additional criteria. It was felt that the committee should develop the initial definition of, and criteria for, greenways in Jo Daviess County with the Zoning Board/Planning Commission/Zoning Re-write Committee as they work with the concept.

8. Website Contents and Name - Rich Mattas reported that he has reviewed various websites pertinent to what we are doing, and recommends that the committee members take a look at Champaign County Regional Planning Agency’s website: (<http://www.ccrpc.org/planning/transportation/greenways/greenways.php>) as a model for ours. The following is a list of other sites he found that might be of interest:

<http://www.broward.org/greenways/welcome.htm>

<http://www.saludareedy.org/outreach/greenwayordinance.html>

<http://www.co.washington.pa.us/generalpage.aspx?menuDept=19&genPageID=193>

<<http://www.co.washington.pa.us/generalpage.aspx?menuDept=19&genPageID=193>>

<http://opis.co.pitt.nc.us/depts/planning/recreation/greenway.shtml>

<http://www.ccrpc.org/planning/transportation/greenways/greenways.php>

http://www.knoxcounty.org/current/parks_meetings.php

9. Committee Member Comments - Mattas reported on the first meeting of the Lost Mound Action Team at the Army Depot which is an effort to coordinate and facilitate the efforts of the entities involved there – trails and public access are an important part of that discussion. Baranski reported that the Eco-Tourism Grant Project Committee will be meeting to review the completed market survey about outdoor recreation and to review the draft survey of outdoor recreation sites. Baranski noted that the next meeting would focus on establishing the presentation to communities and other entities. We should out together a list of entities (townships, not-for profit organizations, etc.) that we want to meet with and their meeting schedules, and divide them up between the committee members. Though we would like to have the consultant as part of this process, there is concern about the expense that would be related to so many meetings. The meetings will be primarily an information-gathering process and then the Consultant will help us put it all together and will facilitate the large open meetings.
10. Citizen Comments – None
11. Adjournment – December 3rd or 17th at 1:30 p.m. was selected as the tentative time for the next meeting. Beth Baranski will check on the availability of the HCC West Conference Room, and check with missing committee members to determine which of the two dates accommodate the schedules of the most members, and confirm the time and location with the committee. The meeting ended at 3:15 p.m.

Respectfully submitted, Beth Baranski

JO DAVIESS COUNTY
GREENWAYS AND TRAILS PLANNING COMMITTEE MEETING
Highland Community College West Campus
300 N. West Street, Elizabeth
Conference Room
Monday, December 17th, 2007, 1:30 p.m.
MINUTES - FINAL

1. Call to Order – The meeting was called to order at 1:40 P.M. Roll call – Committee members present included Daryl Watson, Julie Bruser, Dick Pouzar, Chris Larson, Rich Mattas, Beth Baranski and Ron Lawfer. Also present was guest, Jim Gonyier, Co-Director of Transportation and Planning, East Central Intergovernmental Association, Dubuque.
2. Committee Member/Guest Introductions – No introductions were required.
3. Approval of October 11 and November 12, 2007 Meeting Minutes – Dick Pouzer moved that the minutes for both meetings be approved as presented. Rich Mattas seconded the motion. The motion passed unanimously.
4. IDNR Grant Funding Status – Dick Westfall, IDNR Manager of Greenways and Trails Section said he believes the County's funding will come through in January.
5. RFQ – Daryl Watson moved to approve the list of consultants to send the RFQ to, and publications to put notice in (see attached). The RFQ will also be posted on the website. Julie Bruser seconded the motion. Motion passed unanimously. It was agreed that the RFQ should be sent out after the 1st of the year and three weeks allowed before proposals are due. The committee will review the proposals and make a recommendation to the County Development & Planning Committee at their February meeting. The County could then approve the consultant at their March meeting.
6. Report on Meeting with Jo Daviess County Zoning Board/Planning Commission – Beth Baranski reported that she attended the County Zoning Board/Planning Commission meeting to explain the Greenways & Trails Committee work to date and to let them know that our committee would like to meet with them to discuss the plan. The Zoning Board/Planning Commission members said they would prefer to meet with our committee after we have gathered information out in the county. They believe the G&T Plan should be incorporated into the Comprehensive Plan, and then any desired amendments to the zoning ordinance could be made later. Ron Mapes expressed concerns about the Greenways & Trails Planning process, and later asked that the Development & Planning Committee have another opportunity to discuss the planning effort. The Development & Planning Committee meeting is at 7:00 P.M. on Dec. 20th in the Sheriff's Conference Room in the County Public Safety Building.
7. Website Contents and Name Rich Mattas presented a proposed county web page (see attached) that he developed using a Champaign County model. Administrative Assistant, Diane Williams, put his information into the County's website format. Minor suggestions were made. Rich will make the changes so that the site can be reviewed by the Development & Planning Committee. The Committee selected the following address: www.jodaviess.org/greenways&trails

8. Planning Meetings with Communities – The committee reviewed a proposed outline for presentations out in the county (see attached) and suggested changes and additions to the outline.

It was agreed that 5-10 minute introductory presentations should be made to each community and township to summarize the process and timeline, and to invite input on the existing condition maps and a goals list for greenways and trails in the county. We will give them a handout with additional information and maps. We will ask at this time if they have any questions or concerns about the plan. We should get the name of an appropriate contact representing them for the plan. We will direct them to our website. It was felt that after these introductory meetings, area work sessions would be scheduled, and which the consultant would attend. School district areas were proposed as a way to select the areas. It was felt the entities should be asked who they would like to meet with. A separate work session should be scheduled to which organizations are invited. The County yearbook was reviewed, and it was confirmed that elections would not take place until April of 2009, so the planning schedule will not be affected by turnover of local officials.

9. Committee Member Comments – Daryl Watson offered the following historic sites as possible additions to the map: the Peoria-Galena Trail and the historic Stagecoach Trail (Daryl will help to locate these on the map), historic school houses, cheese factories, and cemeteries.

Chris Larson suggested that the proposed 4-lane Hwy 20 mitigation areas be added to the map in green, and that we should check on the ownership of those.

Chris Larson described the Blufflands Alliance project to map environmentally important areas in accordance with the State Wildlife Action Plan, which seeks to establish a common vision for wildlife and habitat conservation in Illinois. There will be a meeting on this project on January 8th. Chris will let us know the criteria used to map the areas and we will try to coordinate GIS people to put this information on our map.

It was suggested that cross-hatching be used to distinguish greenway areas that allow public access from those that are not.

The Stockton, Lacoma, Apple Canyon Lake and Eagle Ridge golf courses need to be shown.

The state and federal route symbols should be added to the map.

Dick Pouzar noted that Rentech allows horseback riding on their property.

Beth Baranski will check status and details on legislation affecting liability on public property.

10. Citizen Comments – Jim Gonyier provided an article on trails being converted back to rail lines in southern Wisconsin (see attached).
11. Adjournment – The next meeting was scheduled for Monday, January 14th at 1:30 P.M. in the Conference Room at HCC West in Elizabeth. Daryl Watson moved that the meeting be adjourned. Rich Mattas seconded the motion. The motion carried unanimously. The meeting was adjourned at 3:10 P.M.

JO DAVIESS COUNTY
GREENWAYS AND TRAILS PLANNING COMMITTEE MEETING
Highland Community College West Campus
300 N. West Street, Elizabeth
Conference Room
Monday, January 14th, 2008, 1:30 p.m.
MINUTES - FINAL

10. Call to Order – The meeting was called to order at 1:40 P.M.
11. Roll call – Committee members present included Daryl Watson, Chris Larson, Rich Mattas, Denise Sheehan, Steve McIntyre, John Schultz, Ron Lawfer and Beth Baranski. Also present was guest, Jim Gonyier, Co-Director of Transportation and Planning, East Central Intergovernmental Association, Dubuque, and Dan Reimer, Jo Daviess County Administrator.
12. Committee Member/Guest Introductions – Those present introduced themselves.
13. Approval of December 14, 2007 Meeting Minutes – Beth added the website name and Chris Larson's comments on the Blufflands Alliance project to the minutes. John Shultz moved that the minutes be approved as revised. Steve McIntyre seconded the motion. The motion passed unanimously.
14. IDNR Grant Funding Status – The Grant agreement has arrived from the state. The County is the grant recipient. The December 31st deadline shown in the agreement can be extended if necessary.
15. RFQ – The RFQ went out with a deadline of January 31st. An addendum containing resumé/bio information about committee members will be sent out.
16. Report on Meeting with Jo Daviess County Development & Planning Committee – Ron Mapes had expressed concerns about the Greenways & Trails Planning process, and asked that the Development & Planning Committee have another opportunity to discuss the planning effort. At the December 20th Development & Planning Committee meeting Beth Baranski reviewed the planning process, and answered questions. It was agreed that the D&P committee would see the committee's presentation before we go out into the County.
17. Website Contents and Name The website is up and running as www.jodaviess.org/greenwaysandtrails. Chris Larson moved that the sample plans from other counties, the IDNR grant agreement (once finalized), the presentation map and handout, and a means for people to send in questions be added to the site. Denise Sheehan seconded the motion and it carried unanimously. Chris offered to work on a Frequently Asked Questions section.

18. Planning Meetings with Communities – The committee reviewed and proposed changes to a presentation handout for meetings in the county (see attached). John Schultz moved that the presentation handout be approved as revised. Ron Lawfer seconded the motion and it carried unanimously. The committee reviewed the presentation map. Ron Lawfer moved that the map be approved as presented. Rich Mattas seconded the motion and it carried unanimously. A list of community and township board assignments was reviewed (see attached). It was agreed that a large county map and an area map would be left with each board. Committee members will each be provided with 50 handouts and 50 small county maps for distribution. It was hoped that these board meetings could be attended in February – March.
19. Update on Blufflands Alliance Mapping Project – Chris Larson shared a list of mapping layers currently being considered for the project. They will be meeting in February and expect to be looking at the available data and making some decisions about which data they want to use. She will keep us posted.
20. Presentation of Eco-Tourism Project Results – Chris Larson explained that the Jo Daviess Conservation Foundation received a DCEO (Department of Commerce and Economic Opportunity) grant to look at outdoor recreation in Jo Daviess and Carroll Counties. The foundation contracted with MSA to look at 30 open areas in and assess the readiness of these sites for visitors. They will be creating a prioritized list of recommended improvements to these sites. The Conservation Foundation also had a market research study done, in order to determine if there is an audience for the use of these sites and outdoor recreation. Using a CVB web survey to 15,000 people they received 832 responses. While the majority currently come for indoor activities (restaurants, shopping, historic sites) 84% are interested in outdoor recreation. Passive recreation was preferred. The 40% who are very interested in outdoor recreation tend to be younger, wealthier, physically active, and vacation often. A goal of the project is to eventually create a website where people can go to get information about outdoor recreational opportunities in the area.
21. Committee Member Comments – There were no comments.
22. Citizen Comments – There were no comments.
23. Next Meeting – The next meeting was scheduled for Monday, Feb. 4th at 1:30 P.M. at HCC West, Elizabeth.
11. Adjournment – Denise Sheehan moved that the meeting be adjourned. Daryl Watson seconded the motion and it carried unanimously. The meeting was adjourned at 3:20 P.M.

JO DAVIESS COUNTY
GREENWAYS AND TRAILS PLANNING COMMITTEE MEETING
Highland Community College West Campus
300 N. West Street, Elizabeth
Conference Room
Monday, February 11th, 2008, 1:30 p.m.
MINUTES - FINAL

24. Call to Order – The meeting was called to order at 1:40 P.M.
25. Roll call – Committee members present included Daryl Watson, Ron Lawfer, Julie Bruser, John Schultz, Chris Larson, Steve McIntyre, Rich Mattas, and Beth Baranski.
26. Committee Member/Guest Introductions – No introductions were required.
27. Approval of January 14th, 2007, 2007 Meeting Minutes – Steve McIntyre moved that the minutes for the meeting be approved as presented. Daryl Watson seconded the motion and it passed unanimously.
28. IDNR Grant Funding Status – The grant agreement was approved by the Development & Planning Committee and it is on the County Board agenda for this evening..
29. Action on Proposals Received – Five proposals were received: ECIA, Fehr-Graham & Associates, MSA Professional Services, Sheaffer Landscape Architects, and T.Y. Lin International. The comparative merits of the five proposals were discussed at great length. Julie Bruser moved that the top three firms selected by the Committee (which were ECIA, Fehr-Graham & Associates, and MSA Professional Services) be invited for half-hour interviews on either Thursday February 21st beginning at 1:00 or Monday February 25th beginning at 3:00; and that letters be sent to the top three letting them know they have been selected to be interviewed and to the remaining two firms thanking them for their proposals and letting them know they have not been selected; and finally that a subcommittee comprised of Chris Larson, Steve McIntyre and Rich Mattas draft an interview process and criteria for evaluation. Steve McIntyre seconded the motion and the motion carried unanimously.
30. Meeting Presentations – Committee members received maps and handouts for presentations to governing bodies in the county. A draft script was provided and revised as a reference for presenters – you don't have to read it, but you can if you want to (see below). Committee members were asked to schedule their meetings as soon as possible and to let Beth know when they have been scheduled so that she can relay the information to the County Board members. Rich Mattas traded Thompson Township with Steve McIntyre for Nora Township.
31. Update on Blufflands Alliance Mapping Project – Chris Larson reported that they would be having a meeting on Feb. 26th and 27th and she will let us know the results of that meeting.
32. Committee Member Comments – None.
33. Citizen Comments – None.

34. Next Meeting – The next meeting was tentatively set for Thursday, February 21st, 1:00 P.M. in the Conference Room at the HCC West campus in Elizabeth.
35. Adjournment – Steve McIntyre moved that the meeting be adjourned. Chris Larson seconded the motion, and it carried unanimously. The meeting was adjourned at 2:30 P.M.

PRESENTATION SCRIPT

Hello, my name is _____ and I am a member of the Jo Daviess County Greenways & Trails Planning Committee. The Jo Daviess County Board appointed the committee and has a received a grant to hire a consultant to work on the plan.

As committee members, we are meeting with governing bodies throughout the county to let you know about the project and to invite you to join the planning process. I have a map here of the county and another larger scale map of your area which I will leave with you. The maps show the existing greenways and trails that we have identified so far. The handout gives you additional information about the planning process.

Please look the maps over and let us know if you see any additions or corrections that should be made. Please talk amongst yourselves and with others in the area about greenway and trail goals that you think are important for the county. Talk about potential projects that would best help to achieve those goals.

Once the Consultant has been hired, we will be inviting you to a work session in your area to talk about goals and objectives for the greenways and trails plan. Please bring the maps to the work session for your area.

Who should we contact about the scheduling of the work session?

Thank you for your time.

JO DAVIESS COUNTY
GREENWAYS AND TRAILS PLANNING COMMITTEE MEETING
Highland Community College West Campus
300 N. West Street, Elizabeth
Conference Room

Thursday, February 21st, 2008, 1:00 p.m.

FINAL MINUTES

1. Call to Order – The meeting was called to order at 1:05 P.M.
2. Roll call – Julie Bruser, Chris Larson, Beth Baranski, Rich Mattas, Ron Lawfer, Steve McIntyre and Daryl Watson were present, establishing a quorum.
3. Fehr-Graham & Associates The Interview was conducted at 1:00 P.M.
4. ECIA The Interview was conducted at 1:45 P.M.
5. MSA Professional Services The Interview was conducted at 2:30 P.M.
6. Discussion and Possible Action on Selection of Consultant – A lengthy discussion ensued about the priorities of the planning process and each firm's comparative abilities to address those priorities. Steve moved that Fehr-Graham be selected pending reference checks by Rich Mattas and successful contract negotiation, and that if this is not successful that negotiations proceed with MSA Professional Services. Julie seconded the motion and it passed unanimously.
7. Approval of February 11th, 2008 Meeting Minutes – Chris moved that the minutes be approved as presented. Rich seconded the motion and the motion carried unanimously.
8. Committee Member Comments – Beth reported that the presentation scheduling is going very well. Julie noted that she had scheduled Guilford Township for March 10th.
9. Citizen Comments – None.
10. Next Meeting – The next meeting was tentatively scheduled for Wednesday, March 12th, 2008 at 1:30 P.M. in the Conference Room at the HCC West Campus in Elizabeth. We will work on negotiating the actual contract details with Fehr-Graham at this meeting.
11. Adjournment – Julie moved that the meeting be adjourned. Steve seconded the motion which passed unanimously. The meeting was adjourned at 3:40 P.M.

JO DAVIESS COUNTY
GREENWAYS AND TRAILS PLANNING COMMITTEE MEETING
Highland Community College West Campus
300 N. West Street, Elizabeth, Conference Room
Wednesday, March 12th, 2008, 1:30 p.m.
FINAL MINUTES

1. Call to Order – The meeting was called to order at 1:40 P.M.
2. Roll call – Julie Bruser, Beth Baranski, Ron Lawfer, Steve McIntyre, John Schultz, Daryl Watson and Denise Sheehan were present, establishing a quorum. Bridgette Stocks and Adam Holder of Fehr-Graham arrived at 2 P.M.
3. Introductions No introductions were required.
4. Approval of February 21, 2008 minutes Daryl moved that the minutes be approved as presented. Julie seconded the motion and the motion carried unanimously.
5. Discussion about contract details The tasks as outlined in Fehr-Graham's proposal were discussed, and potential changes were considered.
6. Fehr-Graham arriving at 2:00 to negotiate contract details – The content of the tasks outlined in the Fehr-Graham proposal was discussed. Various changes were agreed upon. Steve moved that the contract be approved as amended and altered. John seconded the motion and it passed unanimously. The County Administrator and States Attorney will review the contract and it will then go to the Development & Planning Committee and then to the County Board.
7. Presentations in County – The last scheduled presentation is April 30th. Committee members commented on how the various bodies are responding to the presentations.
8. Work Sessions – It was agreed that 5 work sessions would be held in the county covering the following areas:
 - Area 1
East Dubuque, Dunleith Twp., Menominee, Menominee Twp – 4 bodies (at E. Dubuque District Library)
 - Area 2
Vinegar Hill Twp., Rawlins Twp., West Galena Twp., Galena, East Galena Twp. – 5 bodies (at Galena Middle School, Galena H.S.)
 - Area 3
Council Hill Twp., Scales Mound, Scales Mound Twp., Galena Territory, Guilford Twp., Apple River, Apple River Township, Apple Canyon Lake, Thompson Twp. – 9 bodies (at Scales Mound Twp.)
 - Area 4
Rice Twp., Hanover, Hanover Twp., Elizabeth, Elizabeth Twp., Woodbine Twp., Derinda Township – 7 bodies (at River Ridge H.S. or at HCC)

Area 5

Warren, Warren Twp., Rush Twp., Nora, Nora Twp., Stockton, Stockton Twp., Pleasant Valley Twp., Wards Grove Twp., Berreman Twp. – 10 bodies (at Stockton H.S., Stockton Middle School, Stockton Elementary School)

9. Stakeholder Contact Information – Beth asked that everyone review the stakeholder list and forward any contact information they might have to her by e-mail (for example, the contact person you were given at your presentations). Also send contact information for any additional stakeholders. I've highlighted the ones I already have info for)

1. Jo Daviess County Board (members and Administrator, Zoning Administrator, Highway Engineer, Economic Development Director, CVB Director, Health Dept. Administrator, Board of Health)
2. Village of Apple River
3. City of East Dubuque
4. Village of Elizabeth
5. City of Galena (Mark Moran & Mayor Brusch)
6. Village of Hanover
7. Village of Menominee
8. Village of Nora
9. Village of Scales Mound
10. Village of Stockton
11. Village of Warren
12. Township Boards
 - Apple River
 - Berreman
 - Council Hill
 - Derinda
 - Dunleith
 - Elizabeth
 - East Galena
 - Guilford
 - Hanover
 - Menominee
 - Nora
 - Pleasant Valley
 - Rawlins (Dorothy Petitgout 9607 W. Buckhill Rd. Galena; 777-1368)
 - Rice
 - Rush
 - Scales Mound
 - Stockton
 - Thompson
 - Vinegar Hill
 - Wards Grove
 - Warren
 - West Galena (Charlie Quick, 607 Gear St., Galena; 777-2228)
 - Woodbine

13. ~~Unincorporated Areas~~
14. Apple Canyon Lake Property Owners Association
 15. Galena Territory Property Owners Association
 16. Equestrian Land Conservation Resource
 17. Apple River Fort Historic Foundation (Susan Gordy)
 18. Jo Daviess Conservation Foundation (Chris Larson)
 19. University of Illinois Extension (Mark Maidak)
 20. Jo Daviess County Farm Bureau
 21. Jo Daviess County Association for Home and Community Education
 22. Great Mississippi River Ridge Association
 23. Prairie Enthusiasts
 24. Pheasants Forever
 25. Savanna Army Depot LRA (Diane Comiskey)
 26. Illinois Department of Natural Resources
 27. Conservation Guardians
 28. Galena/Jo Daviess Historical Society and Museum
 29. State and Federal Legislators
 30. Regional and Area School Superintendent
 31. U.S. Fish & Wildlife
 32. Northwest Illinois Snowmobile Association
 33. Soil & Water Conservation District/Natural Resource Conservation Service
 34. State Historic Sites
 35. Community Development Fund of Galena
 36. Convention and Visitors Bureau
 37. Park District Officials
 38. Farm Service Agency
 39. USDA Rural Development
 40. Natural Land Institute
 41. IL Nature Preserves Commission
 42. Others????????
10. Committee Member Comments – Beth asked if it would be acceptable to have a Greenways & Trails informational booth at the Earth Day Fest in Galena and at the Green Fair at the end of June, and it was felt this would be a positive.

Committee members agreed to e-mail ideas for broad greenways & trails planning goals to Bridgette (bstocks@fehr-graham.com) in the next week so she can bring a draft to our next meeting.

Denise will contact the East Dubuque Library to see if we can hold a work session there. Beth will contact the other locations suggested. A rough calendar layout suggests that the survey will be started in May, and the work sessions held in June-July. It was confirmed that the 1-year project period commences with the execution of the contract (the contract says the project shall be completed no later than May 1st, 2009) Bridgette will bring a draft survey, a draft Communication Plan and a proposed Project schedule to our next meeting.

Beth will get the committee's e-mail addresses and the current zoning map to Bridgette.

Denise noted that the Dunleith Twp. Meeting time changed to 8 P.M. Steve will be presenting in Warren at 7 P.M. on March 24th.

Steve noted that golf course fairways are taxed at a lower rate, and are accessible to the public.

11. Citizen Comments – None.
12. Next Meeting – The next meeting was scheduled for Monday, April 21st, 2008 at 1:30 P.M. in the Conference Room at the HCC West Campus in Elizabeth.
13. Adjournment – Julie moved that the meeting be adjourned. Steve seconded the motion which passed unanimously. The meeting was adjourned at 3:30 P.M.

JO DAVIESS COUNTY
GREENWAYS AND TRAILS PLANNING COMMITTEE MEETING
Highland Community College West Campus
300 N. West Street, Elizabeth
Conference Room
Monday, April 21st, 2008, 1:30 p.m.

FINAL MINUTES

1. Call to Order – The meeting was called to order at 1:35 P.M.
2. Roll call – Julie Bruser, Chris Larson, Beth Baranski, Ron Lawfer, Steve McIntyre, and Daryl Watson were present, establishing a quorum. Bridgette Stocks of Fehr-Graham was also present.
3. Introductions - No introductions were required.
4. Project Schedule – Bridgette presented a project schedule to which additions were made. Chris moved that the schedule be approved as revised (see attached). Julie seconded the motion and it passed unanimously.
5. Communication Plan - Bridgette presented a communication plan to which additions were made. Daryl moved that the communication plan be approved as revised (see attached). Chris seconded the motion and it passed unanimously. The following papers were identified for submittal of press releases: The Flash, the Galena Gazette, the Dubuque Telegraph Herald, the Freeport Journal Standard, the Apple Core and the Territory Times.
6. Survey – Bridgette presented a draft survey. The committee discussed general goals for the survey and specific questions. Bridgette will incorporate the comments into a new draft that she will e-mail to the committee for review prior to the next meeting. Chris will send Bridgette the Eco-Tourism survey as a reference. Sending the map and presentation handout out with the survey document was discussed. The survey will be made available on the website and at the work sessions in addition to a mailing.
7. Stakeholder Information – The stakeholder mailing list is being developed. Once the full schedule has been developed, notices should be mailed to the stakeholders. Committee members who have not yet submitted the contact information for the governing bodies they made presentations to should e-mail that information to Beth.
8. Presentations – Down to the scheduling of just two townships. Anticipate presentations will be completed by May 12th.

8. Work Sessions – Bridgette can facilitate work sessions on Mondays and Wednesdays. Beth has a tentative schedule laid out for June 9, 11, 16, 18 & 30 and is working on securing locations. Draft narrative information will be made available on the web site prior to the work sessions. The Existing Greenways & Trails map will be available along with a regional map, a DNR map and Blufflands Alliance map, and a table containing information about Existing Greenways & Trails. Bridgette provided a compilation of the Goals & Objectives she has received from Committee members to date (see attached).
9. Draft Narrative – Committee members will e-mail draft narrative information to Beth by May 9th on the following topics:
 - Chris – Blufflands Alliance + DNR mapping projects, conservation easements
 - Julie – Equestrian trails, Grand Illinois Trail
 - Rich – liability/legislation re: on-road biking and open space
 - John – Snowmobile trails
 - Ron – CRP buffer strips
 - Steve – Golf courses (description, acreage, public use)
 - Daryl – Historic trails
 - Denise – Mississippi River Trail, East Dubuque parks, boat launch
 - Beth – Table of existing greenways & trails, Galena River Trail, Savanna Depot Park Trail
10. Committee Member Comments – None.
11. Citizen Comments – None.
12. Next Meeting – The next meeting was scheduled for Thursday, May 22nd, 2008 at 1:30 P.M. in the Conference Room at the HCC West Campus in Elizabeth.
13. Adjournment – Steve moved that the meeting be adjourned. Julie seconded the motion which passed unanimously. The meeting was adjourned at 3:10 P.M.

JO DAVIESS COUNTY
GREENWAYS AND TRAILS PLANNING COMMITTEE MEETING
Highland Community College West Campus
300 N. West Street, Elizabeth
Conference Room
Monday, May 22nd, 2008, 1:30 p.m.

FINAL MINUTES

1. Call to Order – The meeting was called to order at 1:40 P.M.
2. Roll call – Chris Larson, Beth Baranski, Ron Lawfer, Rich Mattas, and Daryl Watson were present, establishing a quorum. Bridgette Stocks of Fehr-Graham and Scott Sanders (Landscape Architect) of Sanders Design Group were also present.
3. Introductions – All present introduced themselves. Scott Sanders is working with Fehr-Graham.
4. Approval of March 12, 2008 and April 21, 2008 meeting minutes – Daryl moved that the minutes of both meetings be approved as presented. Chris seconded the motion and it passed unanimously.
5. Presentations in County – As of May 12th, Committee members have completed introductory presentations on greenways and trails planning to the 10 municipalities, 23 townships and 2 resort communities. The governing bodies of these entities were given a handout describing the planning process, a map of the county showing existing greenways and trails, and a blow-up map of their area.
6. Survey – Bridgette presented a draft survey. The committee discussed modifications to the survey. Bridgette will present the survey to the Development & Planning Committee at their meeting on May 27th and then begin mailing the surveys. They will be sent out with the county map showing existing greenways & trails and a cover letter. A stamped, return envelope will be provided. Bridgette will work with Diane Williams (County GIS Office) to put the survey on the website. Surveys will be mailed to a random sampling of residents, be made available at the work sessions in June, and on the website. The deadline for returning surveys will be June 30th. Rich moved that the survey be approved as modified (see attached) and that Bridgette be given authority to incorporate any suggestions from the Development & Planning Committee into the survey before sending it out. Ron seconded the motion and it passed unanimously.
7. Work Session Schedule – The work sessions have been scheduled and public notices sent out to the recommended papers, where they have been appearing (see attached notice). Notices for individual work sessions will also be sent out to appropriate papers. Bridgette will be facilitating the work sessions. A committee member will be on hand to assist Bridgette at each work session.

8. Work Session Format and Materials – The various locations are reserved from 6:30 to 9:00 with the meetings scheduled from 7-9:30. The first 20 minutes or so will be spent on introductions, a summary of the planning process, a summary of existing greenways and trails and any corrections or additions to existing conditions. Then separate lists of broad greenway goals, broad trail goals, and specific greenway and trail projects will be listed. Participants will prioritize the items in each list. The county existing condition map will be displayed along with a blow-up of the area related to each work session and a regional map showing the tri-state area. Handouts of the county and blow-up maps will be provided to participants. 5 broad goals were suggested for the greenway and for the trail list (see attached) to help start the process. Chris moved that the work session format and materials be approved as discussed. Daryl seconded the motion and it passed unanimously.
9. Committee Member Comments – Rich will talking about the Greenways & Trails project at the Leadership Forum and Chris will be talking about outdoor recreation and the EcoTourism project. There will be a Greenways & Trails table at the Green Fair June 27th & 28th at HCC West.
10. Next Meeting – It was agreed that there would be no regular meeting in June. Once Bridgette has been able to summarize the work session results, a meeting will be scheduled in July.
11. Adjournment – Ron moved that the meeting be adjourned. Rich seconded the motion which passed unanimously. The meeting was adjourned at 3:15 P.M.

JO DAVIESS COUNTY
GREENWAYS AND TRAILS PLANNING COMMITTEE MEETING
Highland Community College West Campus
300 N. West Street, Elizabeth
Conference Room
Wednesday, August 20th, 2008, 1:30 p.m.

FINAL MINUTES

1. Call to Order – The meeting was called to order at 1:35 P.M.
2. Roll call – Beth Baranski, Ron Lawfer, Rich Mattas, Daryl Watson, and Julie Bruser were present, establishing a quorum. Bridgette Stocks of Fehr-Graham was also present.

Guests included Sandi Helgersen, the new Executive Director of the Jo Daviess Conservation Foundation and Nicole Turpin of East Central Intergovernmental Association (ECIA).
3. Introductions – All present introduced themselves.
4. Approval of May 22, 2008 meeting minutes – Daryl moved that the minutes be approved as presented. Ron seconded the motion and it passed unanimously.
5. Survey Results – Bridgette reviewed the “Jo Daviess County Greenways & Trails Planning Survey Results” (see attached), noting various points of interest and referring to the “Written Responses” (attached). She was very pleased by the high response rate to the mailed surveys. Only 3 surveys were submitted on-line. She will add bar graphs and pie charts where appropriate, and delete percentages where multiple responses were allowed. She will weight the responses to question 20 and list them from most to least important. Rich moved that Bridgette e-mail the revised survey summary for committee member review prior to placing it on the website. Julie seconded the motion and it passed unanimously.
6. Work Session Results – Bridgette presented the “Work Session Results” (see attached).
7. Map Update – Beth and Bridgette will update the Existing Greenways & Trails plan to include information that was gathered at the work sessions. The committee will have one or more worksessions to generate a *Proposed* Greenways & Trails plan.
8. Narrative Update – There was discussion about the need for a concise narrative to go with the plan. It was felt that this narrative could be developed as the proposed plan is being worked on, and that other plans could be referenced for appropriate content. Background information used as a basis for the plan and plan narrative will necessarily be more lengthy and could be made available on the website.
9. Funding Research – Bridgette has begun to put together information on potential sources of funding for Greenway and Trail projects, which she presented (see attachment “Jo Daviess County Greenways & Trails Funding Research”). She will continue to develop this.

Nicole mentioned the “Complete Street” program in Illinois that requires the state to consider bike lanes when doing road projects. She recommended suggesting that communities adopt a similar program. Asbury requires developers to include green space with sidewalks or trails in their projects by ordinance. The Iowa Natural Heritage Foundation has helped identify greenway areas in Iowa.

10. Citizen Comments – none.
11. Next Meeting – The next meeting was scheduled for Thursday, September 11th at 10:00 a.m. at HCC West. The meeting will be a work session to place greenways on the plan. If time allows, we will begin to identify potential trails on the plan. There was a general discussion on how best to portray the projects identified at the work sessions. One idea was to show the projects on community maps as illustrations of the work session results. It was felt that the following individuals should be invited to the work session: Jeff Henzel (DNR), George Bellovics (DNR), Chris Kirkpatrick (JD CF), and Scott Sanders (Landscape Architect working with Fehr-Graham). Other sample plans will be available for reference at the work session.
12. Adjournment – Julie moved that the meeting be adjourned. Rich seconded the motion and it passed unanimously. The meeting was adjourned at 3:20 p.m.

JO DAVIESS COUNTY
GREENWAYS AND TRAILS PLANNING COMMITTEE MEETING
Highland Community College West Campus
300 N. West Street, Elizabeth, Conference Room
Thursday, September 11th, 2008, 10:00 a.m.

FINAL MINUTES

1. Call to Order – The meeting was called to order at 10:00 a.m.
2. Roll call – The following committee members were present: Daryl Watson, Julie Bruser, Steve McIntyre, Rich Mattas, Ron Lawfer and Beth Baranski, establishing a quorum.

Also present were Nicole Turpin (ECIA), George Bellovics (IDNR), Chris Kirkpatrick (JDCF), and Lester Johnson (NRCS).
3. Introductions – those present introduced themselves.
4. Approval of August 20th, 2008 meeting minutes – Rich moved that the minutes be approved as presented. Julie seconded the motion and it passed unanimously.
5. Discussion about and development of draft greenway plan – a powerpoint presentation of mapped data from the Illinois Department of Natural Resources, US Fish and Wildlife, US Geological Survey, the Illinois Wildlife Action Plan and others showing natural and historic resources was presented and discussed. Discussion centered on how best to use the available data to create the greenway plan.

The following were among the discussion points:

- idea that anyone who owns land in the County is involved in greenway management to a degree
- the greenway areas currently incorporated into agricultural practices
- prioritization of areas not necessary, just describe various areas
- Poor riparian laws in Illinois – Wisconsin as a possible reference
- Lack of glaciation results in intact ecosystems in our area
- Forest Legacy Program and life estates as conservation aids
- Create short-, mid- and long-term goals
- Relationship between the Greenways & Trails Plan, the County Comprehensive Plan & Zoning
- The importance of maintaining water quality
- Use data collected to document logic of greenway area
- Create a few simple maps based on ideas discussed – three area types (e.g. land, water & people)

The next meeting will focus on land resources – locations, needs and recommendations. This will be followed with discussions on water resources and public access.

6. Discussion about and development of draft trail plan (as time permits) – time did not permit.

7. Citizen Comments – none
8. Next Meeting – The next meeting was scheduled for 10:00 a.m. Thursday, October 16th, in the conference room at Highland Community College West in Elizabeth.
9. Adjournment – Julie moved that the meeting be adjourned. Ron seconded the motion and it passed unanimously.

JO DAVIESS COUNTY
GREENWAYS AND TRAILS PLANNING COMMITTEE MEETING
Highland Community College West Campus
300 N. West Street, Elizabeth, Room 133
Thursday, October 16th, 2008, 10:00 a.m.
FINAL MINUTES

1. Call to Order – The meeting was called to order at 10:10 a.m.
2. Roll call – The following committee members were present: Daryl Watson, Julie Bruser, Steve McIntyre, Rich Mattas, Ron Lawfer and Beth Baranski, establishing a quorum.

Also present were Bridgette Stocks (Fehr-Graham), George Bellovics (IDNR), Chris Kirkpatrick (JDCF), and Lester Johnson (NRCS).
3. Introductions – not necessary.
4. Approval of September 11th, 2008 meeting minutes – Daryl moved that the minutes be approved as presented. Julie seconded the motion and it passed unanimously.
5. Mapping of land resources, and discussion on needs and recommendations for land resources

The definition of greenways was reviewed. Julie Bruser moved that the committee's original definition of greenways be maintained: "Greenways are corridors of open space designated for conservation and recreation purposes. Greenways often follow natural land or water features. They usually link together natural areas, parks, historic sites, and cultural features such as farmland. Greenways are usually a combination of privately and publicly owned land. They may or may not entail public access. Some greenways include trails, while others do not. Some appeal to people, while others attract wildlife, and some appeal to both." Rich seconded the motion and it passed unanimously.

Recommendations were agreed upon as follows:

The issues related to various types of greenways differ. For the purpose of this plan, 2 primary area types were identified: Water, and Land (quality habitat, agricultural, scenic vistas and Cultural resources areas). When discussing the land and water areas, it was agreed that the difference between public and private areas should be emphasized.

Land: Quality Habitat

- Develop ways to educate public and private landowners about the value and management of habitat areas and promote the restoration and management of those habitats.
- Encourage developers to set aside land in their developments for greenways, including the use of greenways as buffers between distinctly different land uses. *(It was felt that a definitions page should be created and include a definition for "developers")*.
- Promote the coordination of maintenance efforts for public lands to establish a sufficient and sustainable program

Land: Agricultural

- Support sustainable agricultural practices such as conservation buffers (filter strips, field borders, grassed waterways, field windbreaks/shelterbelts, contour grass strips, riparian buffers).
- Explore and promote incentive programs (e.g. CRP, Purchase of Development Rights) to preserve critical and sensitive land (e.g. natural/scenic areas).

Scenic Vistas & Cultural Assets – it was felt these items could be discussed in the narrative under “land”

Water – A recommendation “Promote Best Management Practices for riparian buffers” will be included for discussion of waterways at next meeting.

The methodologies used in the C2000 report entitled *Strategic Sub-Watershed Identification Process: Maximizing Benefits of Ecosystem Management* to map quality habitat areas, and the *Illinois Comprehensive Wildlife Conservation Plan/Strategy* to map “Conservation Opportunity Areas” were discussed, along with elevated areas, waterways and the location of cultural assets. After much discussion, Julie made a motion to identify areas to be shown as greenways in Jo Daviess County as the waterways, elevated areas as shown on the Jo Daviess County Land Use Plan, and subwatershed areas shown to have habitat quality scores of 22 and above in the areas of the county designated as quality habitat in the C2000 report, *Strategic Sub-Watershed Identification Process: Maximizing Benefits of Ecosystem Management*. Rich seconded the motion and it passed unanimously.

It was noted that we should check the map of forested areas in the county against the area selected to confirm coverage. Bridgette will create map samples with various graphic approaches for the committee’s review. Beth noted that once Jo Daviess County completes its Greenways & Trails plan, the 6-county area would like to do a regional plan. The idea of relating to the graphic quality and legend information used in the Stephenson County/Freeport plan was discussed. George recommended that committee members take a look at the graphic quality of maps shown at www.openlands.org Beth visited with Brian Maiers at Johnson Graphics and learned that 1,000 poster plans could be printed for about \$2,000. Printing of the plan or perhaps a map/brochure promoting the public access areas would probably be eligible for CVB grant funding. George noted that the National Parks Service Trails and Conservation Program might also have grant funds for printing.

Rich Mattas volunteered to work on greenway narratives.

6. Discussion about and development of water resource and public access portion of plan (as time permits)

This will be put on next month’s agenda. Beth suggested committee members might want to take a look at the work done on riparian buffers in Wisconsin:

(www.nelson.wisc.edu/people/nowak/wbi/reports/nrbFinalReport.pdf)

and in Connecticut:

(www.crcj.org/riparianbuffers.htm)

7. Citizen Comments – none

8. Next Meeting – The next meeting was scheduled for 7:00 p.m. Monday, November 17th, in the conference room at Highland Community College West in Elizabeth.
9. Adjournment – Julie moved that the meeting be adjourned. Steve seconded the motion and it passed unanimously. The meeting was adjourned at 12:10 p.m.

JO DAVIESS COUNTY
GREENWAYS AND TRAILS PLANNING COMMITTEE MEETING
Highland Community College West Campus
300 N. West Street, Elizabeth, Conference Room
Monday, November 17th, 2008, 7:00 p.m.

FINAL MINUTES

1. Call to Order – The meeting was called to order at 7:05 p.m.
2. Roll call – The following committee members were present: Daryl Watson, Steve McIntyre, Rich Mattas, John Schultz and Beth Baranski, establishing a quorum.

Also present were Bridgette Stocks (Fehr-Graham), George Bellovics (IDNR), Chris Kirkpatrick (JDCF), and Kyle Embry (NRCS).
3. Introductions – those present introduced themselves.
4. Approval of October 16th, 2008 meeting minutes – Rich moved that the minutes be approved as presented. John seconded the motion and it passed unanimously.
5. Funding Options – Bridgette hasn't received any comments on the funding information she sent out. It will be resent, and members are asked to look it over and send comments to Bridgette. This will be discussed at the next meeting.
6. Plan format, graphics and printing - The committee viewed the forested areas covered within the proposed greenway area (as recommended at the last meeting), and were satisfied with the coverage.

Bridgette presented two proposed greenways & trails maps for consideration of the information shown and the graphic quality. One had a 3-D topographic base and the other was similar to the graphics of the Freeport-Stephenson County plan. It was agreed to proceed with the latter version and use the topographic map in the back-up report. It was agreed to have one plan with back-up maps showing other information.

The following suggestions were made: eliminate the snowmobile trails, change the color of the proposed trails so they show up (perhaps use the color that had been used for the snowmobile trails), shade in the communities and contiguous growth areas; refer to the roadway trails as “multi-purpose trails”; use thinner and lighter lines (green, grey?) for the elevated areas; increase the riparian buffer widths until they are clearly visible; add the names of the streams; and show the navigable waterways.

Lester Johnson had created a GIS layer showing waterways in the county along with FEMA floodplains and flood soil areas. It was agreed to use the pdf of this map in the backup information and maintain the current level of stream information on the plan for simplicity and clarity.

There was discussion about the use of this plan primarily as a reference for governing bodies, and a need for a promotional piece/website that would be designed for use by the public – the Rivers to Ridges eco- tourism project will probably do this. CVB grant funding to support the project should be considered.

7. Water resource and public access portion of the plan – The committee viewed a powerpoint presentation providing an overview of the survey and worksession input collected regarding trails, information about existing trails and trail plans in the county, road surfaces, abandoned railways, snowmobile trails, and potential routes to connect communities to the Grand Illinois and Mississippi River Trails.

Bridgette presented aerial images of each community showing desired trail routes identified in the worksessions and other trail opportunities based on existing conditions. Additional discussions will need to take place with some communities, particularly Stockton and East Dubuque to clarify and confirm their plans.

In discussions it was agreed to show routes on existing roadways to connect communities and areas of the county. Back up information on other potential trail opportunities (abandoned railways, snowmobile routes) will be provided for reference. Navigable waterways as determined by the state should be shown, and narrative provided to explain the current limitations and potential for expanding the state designations.

George explained the Grand Illinois Trail route – the purple areas are the best for biking and are part of the main trail, while the green alternates to the purple area are better for hiking. George also noted that IDOT has maps showing the bikable level of service of roads.

Rich has a digital map of the Galena Territory trails and noted that they can be used for hiking, horseback riding and cross-country skiing but not biking. The Territory received federal funding to improve the trails, and it is believed that because of this, they may be available for public use.

A plan with the proposed changes and routes will be presented at the next meeting. The possibility of mailing the plan summary and map to the governing bodies for review and possible approval (by resolution) will be discussed at the next meeting.

8. Citizen Comments – None.
9. Next Meeting - The next meeting was scheduled for 7:00 p.m. Tuesday, October 16th, in the conference room at Highland Community College West in Elizabeth.
10. Adjournment – Daryl moved that the meeting be adjourned. Steve seconded the motion and it passed unanimously. The meeting was adjourned at 9:00 p.m.

JO DAVIESS COUNTY
GREENWAYS AND TRAILS PLANNING COMMITTEE MEETING
Highland Community College West Campus
Public Safety Building, 330 North Bench, Galena, Sheriff's Conference Room
Monday, December 22nd, 2008, 7:00 p.m.
FINAL MINUTES

1. Call to Order – The meeting was called to order at 7:10 p.m.
2. Roll call – The following committee members were present: Daryl Watson, Steve McIntyre, Julie Bruser, Ron Lawfer and Beth Baranski, establishing a quorum.

Also present were Bridgette Stocks (Fehr-Graham), Chris Kirkpatrick (JD CF), and Kyle Embry (NRCS).
3. Introductions – none required.
4. Approval of November 17th, 2008 meeting minutes – Julie moved that the minutes be approved as presented. Steve seconded the motion and it passed unanimously.
5. Funding Options – Bridgette reviewed the expanded funding and implementation section and comments were noted for minor revisions to be made.
6. Narrative Summary and Recommendations - The committee reviewed the narrative summary and recommendations page by page, editing as needed. It was agreed that the changes identified would be incorporated along with any comments e-mailed in and sent out for committee review prior to mailing the narrative to the communities and townships for their review and comment.
7. Plan Format, graphics and printing – Bridgette presented the plan and comments on the graphics were noted for incorporation into the plan before submittal to the communities and townships for review and comment. Bret Gempler (County GIS) is completing the plans for the individual communities.
8. Plan Review by the governing bodies – the narrative and proposed greenways and trails map plan will be sent to the communities and townships for review and comment prior to presenting the plan to the Development and Planning Committee. It was agreed that a presentation should be made at the Planning Commission meeting on December 30th so that any comments from that committee could be incorporated into the plan. The revised IDNR grant deadline is April 30th.
8. Citizen Comments – None.
9. Next Meeting – The revised narrative and plan will be sent to the communities and townships and a meeting scheduled in February to review those comments.
9. Adjournment – Julie moved that the meeting be adjourned. Daryl seconded the motion and it passed unanimously. The meeting was adjourned at 10:00 p.m.

JO DAVIESS COUNTY
GREENWAYS AND TRAILS PLANNING COMMITTEE MEETING
Highland Community College West Campus, Conference Room
Monday, February 9th, 2009, 6:30 p.m.

FINAL MINUTES

1. Call to Order – The meeting was called to order at 6:45 p.m.
2. Roll call – The following committee members were present: Julie Bruser, Rich Mattas, Ron Lawfer and Beth Baranski. Those present did not constitute a quorum, so no action was taken at the meeting.

Also present were Bridgette Stocks (Fehr-Graham), Chris Kirkpatrick (JDCF), and Kyle Embry (NRCS).
3. Introductions – none required.
4. Approval of December 22nd, 2008 meeting minutes – No action taken.
5. End-game Project Calendar – Efforts will be made to complete work to present to the Development & Planning Committee for approval at their February 24th meeting.
6. Review of document sent out to governing bodies & follow-up efforts – Bridgette had responses to the document from Elizabeth Village President Helen Kilgore noting corrections to corporate boundaries which Bridgette relayed to Bret; from ACL Manager Paula Lange who wanted to confirm that the multi-purpose trails shown are on the existing roads which Bridgette assured her they were; and the CEDS committee suggested that ambulance/EMT service providers be asked to look the plan over and comment. Those present reviewed e-mail comments received and Beth reported on generally positive conversations she had with Development & Planning Committee members who had received the document at their January meeting. Bridgette and Beth will call the communities, and committee members will call the townships that they visited at the start of the process to see if they have questions or concerns, and to see if they would be willing to send a letter supporting the approval of the plan as an amendment to the Comprehensive Plan. Ron has given the Farm Bureau Board the narrative for discussion at their meeting February 12th, Kyle has given the narrative to the NRCS board for discussion at their meeting on the same date.
7. Appendices – Those present reviewed the proposed attachments to the narrative. They will be presented at the next meeting for approval.

8. Plan Format, graphics and printing – The narrative w/appendices are intended for the County Board, Townships and Communities. They will also receive the fold-out plan, and the fold-out plan will be available to the public with the narrative w/appendices available to the public on-line and possibly on disk for a fee. Johnson Graphics is the only printer in the county who can print this large format – they estimated that 1000 full color, 28” x 40” plans would cost between \$1,600 and \$2,000. There was a question about what the process might be if an outside organization was interested in printing more of the plans.

Bridgette, Julie and Beth will put together the plan layout for the committee’s approval at the next meeting. Rich, Chris and Kyle will e-mail photos for the plan.

9. 15 minute presentation to Development & Planning Committee on February 24th – Bridgette presented an outline of the presentation she will be making on the 24th, including Planning Process Overview, Public Input (meetings w/governing bodies, survey, work sessions), Greenways (definition, proposed greenway areas, public vs. private land, greenway recommendations), Trails (definition, existing trails in Jo Daviess County, trail recommendations), and Funding & Implementation.
10. Plan Approval – This committee will be asking the County Board to pass a resolution adopting the Greenways & Trails Plan as an addendum to the Comprehensive Plan, and giving permission to proceed with printing of the fold-out plan, and confirmation that the G&T web page will be continued so it can be referenced in the plan.
11. Other Items – None.
12. Citizen Comments – None.
13. Next Meeting – The next meeting will be at 7:00 p.m., Monday, January 16th in the HCC West Conference Room.
14. Adjournment –The meeting ended at 8:15 p.m.

JO DAVIESS COUNTY
GREENWAYS AND TRAILS PLANNING COMMITTEE MEETING
Highland Community College West Campus
Monday, February 16, 2009, 7:00 p.m.

FINAL MINUTES

1. Call to Order – The meeting was called to order at 7:05 p.m.
2. Roll call – The following committee members were present: Daryl Watson, Rich Mattas, John Schultz, Julie Bruser, Ron Lawfer, Denise Sheehan and Beth Baranski, establishing a quorum.

Also present were Bridgette Stocks (Fehr-Graham), Chris Kirkpatrick (JDCF), Kyle Embry (NRCS) and Andre Schultz.
3. Introductions – those present introduced themselves.
4. Approval of December 22, 2008 and February 9, 2009 meeting minutes – Rich moved that the minutes be approved as presented. Julie seconded the motion and it passed unanimously.
5. Discussion about feedback received – Bridgette read a note from Vince Hasken expressing concern about use of Badger Road as a multi-purpose trail. Jim Goken had similar concerns about road conditions and safety. Dan Reimer expressed similar concerns. After discussion it was decided to add language to the narrative and to the map to clarify the intent of the designated roadways. The new narrative is to read “Please note: The multi-purpose trails are proposed routes, based on public input gathered at work sessions around the county. The safety of these routes must be assessed. As they are currently delineated, not all of these routes are open to the public or ready for use.”

Denise has had people express concern about the eminent domain information in the funding and implementation strategy table. After discussion it was agreed that it would be misleading to not include it in the table because it is a legal option, however language should be added to the description of disadvantages to read “In spite of having this power, the State of Illinois has not used it to acquire land for greenways or trails. It is not a recommended tool for Jo Daviess County.”

Wards Grove Twp. had no issues. The Berreman Twp. Supervisor wanted a statement in the plan saying it would not be used to restrict development. After discussion it was agreed that the plan has been written with positive greenways and trails recommendations, and that it would not be appropriate for the plan itself to define how it will be used as a reference. The information in the plan should be used along with other available information to evaluate development proposals.

The Farm Bureau has approved of the plan and will be sending a letter.

Other boards are meeting and will send comments to Bridgette or to committee members who will then send them on to Bridgette.

6. Final approval of narrative with appendices – The narrative and attachments were reviewed, and some changes made. Julie moved that the narrative and attachments be approved as revised. John seconded the motion and it passed unanimously.
7. Final approval of poster plan – Those present reviewed and commented on a mock-up for the poster plan. Some revisions were suggested and recommendations for new photographs made. Julie moved that the basic layout and the concept of a collage of images with the GIS office working out the layout design be approved. Daryl seconded the motion and it passed unanimously.
8. February 24th presentation to Development & Planning Committee – Bridgette is prepared to make the presentation on the 24th.
9. Review of project expenses, and printing requirements – Three print quotes will be required according to county policy. Beth will get the quotes. Given our expenses, we have at least \$2,500 available for printing. In kind contributions will be documented to report to the county and to the IDNR.
10. Request to Development & Planning Committee – Julie moved that the Development & Planning Committee be asked to recommend that the County Board pass a resolution adopting the Greenways & Trails Plan as an addendum to the Comprehensive Plan, give permission to proceed with printing of the poster plan, and confirm that the G&T web page will be continued so it can be referenced in the plan. Rich seconded the motion and the it passed unanimously.
11. Other Items – None.
12. Citizen Comments – None.
13. Next Meeting – the next meeting is scheduled for 6:45 p.m., February 24th, just before the Development & Planning meeting to review any new feedback and decide if any changes should be made known to the Development committee.
14. Adjournment – John moved that the meeting be adjourned. Julie seconded the motion and it passed unanimously. The meeting was adjourned at 9:05 p.m.

DRAFT MINUTES

These minutes are not the official record until final approval at the next County Board or committee meeting and all minutes may be changed until officially approved.

JO DAVIESS COUNTY GREENWAYS AND TRAILS PLANNING COMMITTEE MEETING

Jo Daviess County Courthouse
330 North Bench Street, Galena
County Board Room (3rd Floor)
Tuesday, February 24th, 2009, 6:30 p.m

1. Call to Order – The meeting was called to order at 6:35 p.m.
2. Roll call – The following committee members were present: Daryl Watson, Rich Mattas, John Schultz, Julie Bruser, Steve McIntyre and Beth Baranski, establishing a quorum.

Also present were Bridgette Stocks (Fehr-Graham), Chris Kirkpatrick (JDCF), And Kyle Embry (NRCS).
3. Approval of February 16, 2009 meeting minutes – Julie moved that the minutes be approved with an addition showing that Rich seconded the motion for item 10 and it passed unanimously. Steve seconded the motion and it passed unanimously.
4. Discussion about feedback received – Bridgette reported that letters supporting the plan had been received from East Dubuque and Galena. Townships have had few comments, though they have taken the plan to their meetings.
5. Final approval of any changes to plan narrative, maps or poster – Graphic changes, photo title corrections, and a lighter weight paper for printing the poster were recommended. The committee that met to determine whether the application should be submitted to IDNR should be added to the acknowledgements. John moved that the changes be made. Julie seconded the motion and it passed unanimously.
6. Printing Recommendation – It was agreed that 100 booklets would be printed for G&T Committee members (9), County Board (17), Municipalities (10), Resort Communities (2), Townships (23), Fehr-Graham (1), Planning Commission (6), County Administrator (1), Zoning Administrator (1), Highway Engineer (1), CVB Director (1), IDNR (25), Jo Daviess Conservation Department (1), Soil & Water Conservation District (1), Farm Bureau (1). Fehr-Graham will be creating the booklets in-house. Rich moved to accept the printing recommendation. Daryl seconded the motion and it passed unanimously.
7. Other Items – None.
8. Citizen Comments – None.
9. Next Meeting – This is the final committee meeting.
10. Adjournment – Julie moved that the meeting be adjourned. Rich seconded the motion and it passed unanimously. The meeting was adjourned at 6:55 p.m.

ATTACHMENT C: PUBLIC INPUT

PLAN PROCESS

The Jo Daviess County Greenways & Trails Plan was completed during a 12-month process extending from March 2008 – February 2009. During this time, the Jo Daviess County Greenways & Trails Committee held monthly Committee meetings; updated and expanded the greenways and existing facilities inventories; created and processed a Greenways & Trails Planning Survey; developed implementation goals, objectives, and activities; created new maps; held several public involvement meetings; and identified and prioritized greenways and trails projects for the County.

PUBLIC INVOLVEMENT

Without the involvement of the community, a plan will not often realize its full implementation potential. When residents have a vested interest in a project or idea, realization of goals can come more quickly and with more benefits to the residents than if they had not been involved. Likewise, the exchange of knowledge and ideas between residents and local government agencies can greatly enhance the outcome of a plan and its products. For these reasons, the Jo Daviess County Greenways & Trails Committee sought the early and active participation of residents during the planning process. The Committee conducted thirty-one (31) introductory meetings prior to the Public Work Sessions. The introductory meetings introduced the local government bodies to the project, described how the project would commence, and then asked for local input and assistance for the project. The Committee members went on to utilize the following methods to further involve the public in its planning efforts: Planning Survey, Information Sharing, and Public Work Sessions.

Planning Survey

The Jo Daviess County Greenways & Trails Committee created a 25-question survey that was mailed to a random sample of 1,000 Jo Daviess County residents in June 2008. Surveys were also available to fill out and submit online at www.jodaviess.org/greenwaysandtrails as well as available at each Public Work Session. The planning survey asked questions pertaining to greenways, conservation and preservation, walking and biking habits, trail usage, and the funding and implementation of greenways and trails projects. There was an overall response rate of 30.96%. Survey respondents were provided with an open-ended comment opportunity at the end of the survey. These comments were given to the Greenways and Trails Committee members for consideration and will be integrated as appropriate into implementation measures.

Information Sharing

The Jo Daviess County Greenways & Trails Committee has made every effort to provide information to the public regarding this project. Several notices regarding Greenways & Trails Plan activities were published in the local newspapers and posted online. All draft and final Greenways and Trails related documents were available for review online at www.jodaviess.org/greenwaysandtrails, including previous versions of plans and maps. In addition, the draft and final Jo Daviess County Greenways & Trails Plan was presented to the Jo Daviess County Zoning Department, the Development & Planning Committee, and the full County Board.

Public Work Sessions

The Jo Daviess County Greenways & Trails Committee held five (5) Public Work Sessions during the planning process. Advertisements were placed in local newspapers, invitations were sent out to local government representatives, and the Work Session dates were also posted online. Please find below the schedule for the Public Work Sessions:

- Session #1: June 9, 2008 – East Dubuque High School
- Session #2: June 16, 2008 – Stockton High School
- Session #3: June 18, 2008 – Scales Mound Town Hall
- Session #4: June 25, 2008 – Galena Middle School
- Session #5: June 30, 2008 – HCC West Campus, Elizabeth

At the Work Sessions, the attendees were given a full background of the Greenways & Trails Plan. The attendees were then presented with very broad goals and objectives for the Plan developed by the Committee. The attendees were asked to make any additions to the list of goals and objectives. The next component of the Work Session was to have the attendees identify specific projects ideas. The projects could be either County-wide or community specific. Once all projects were identified, the final component of the Work Session was to have the attendees prioritize each of the following: Goals, Objectives, and Specific Project Ideas. The attendee's identified their priorities by placing dots by the goals, objectives, and specific project ideas that they deemed important.

The outcomes from the Work Sessions were as follows:

Greenways Goals & Objectives:

1. Identify significant natural and scenic areas, as well as sensitive environmental corridors, that should be protected from inappropriate development. **43 Dots Received**
2. Identify high-quality examples of habitat communities (e.g. streams, forests, prairie, wetlands, floodplains, riparian areas) and promote restoration & management of these habitats. **33 Dots Received**
3. Develop ways to educate the public and private land owners about the availability, value and management of these areas. **26 Dots Received**
4. Determine the recreational benefits of each area, the population served, and the perceived need for more or less of any given type of greenspace. **18 Dots Received**
5. Create guidelines to prioritize, develop and protect areas. **13 Dots Received**

Trails Goals & Objectives:

1. Identify a network of pathway corridors connecting natural, historic, and recreational areas with communities. **33 Dots Received**
2. Support development of Grand Illinois Trail and Mississippi River Trail. **27 Dots Received**
3. Identify and map scenic routes through the county. **25 Dots Received**
4. Create trails along existing major routes (e.g. Route 20, Stagecoach Trail) **21 Dots Received**
5. Providing routes for alternative transportation methods (employments, commercial, and schools). ****Added in East Dubuque** 15 Dots Received**
6. Determine the recreational benefits of each area, the population served, and the perceived need for more or less of any given type of trail. **14 Dots Received**
7. When construction/rehabilitation of roadways occurs, research feasibility to add trails, etc. along the roadside. ****Added in Elizabeth** 7 Dots Received**
8. Develop Ways to educate the public and private landowners about the availability, value, and management of these areas. ****Added in Galena** 2 Dots Received**

SPECIFIC PROJECTS:

WORK SESSION #1 – EAST DUBUQUE

1. Frentress Lake Road to Route 20, Frontage, and Badger **[12 dots received]**
2. School Connecting Trail (along north border of Lacoma Golf Course, possibly feed from Cherry Street Trail or Badger Ridge Subdivision) **[9 dots received]**
3. Mississippi River Trail – Galena to East Dubuque **[6 dots received]**
4. U.S. 20 Redevelopment Trail (bridge project, etc.) **[4 dots received]**
5. Badger Road paved shoulder **[3 dots received]**
6. Cherry Street Trail (to St. Mary Drive to 35) **[2 dots received]**
7. Highway 35 **[2 dots received]**
8. Frentress Lake Redevelopment Recreational Trail **[2 dots received]**
9. Levee Trail **[1 dot received]**

10. Old High Bridge Lookout **[1 dots received]**
11. Jail Hill to Gramercy Park **[No dots received]**
12. Shore Acres River Trail **[No dots received]**
13. River front near Boat Ramp **[No dots received]**
14. “Old” Route 20 Trail **[No dots received]**

WORK SESSION #2 – STOCKTON

1. Create a loop trail around the Village of Stockton (emphasize Safe Routes to School) **[9 dots received]**
2. Utilize abandoned railroad corridor for a trail (through Stockton to connect to Ward’s Grove) **[8 dots received]**
3. Rush Creek Trail **[6 dots received]**
4. Wards Grove Trails **[3 dots received]**
5. Create a connector loop trail to the Grand Illinois Trail **[2 dots received]**
6. Driving Trail (Peoria to Galena, to be marked this year) **[2 dots received]**
7. Snowmobile Trail from Elizabeth/Hanover to Galena **[No dots received]**
8. Willow Road **[No dots received]**
9. Natural Habitat/Wildlife Trail **[No dots received]**

WORK SESSION #3 – SCALES MOUND

1. Comprehensive Initial & Long-Term Financial/Maintenance Plan for Projects **[13 dots received]**
2. Loop Trail Connecting All Communities **[10 dots received]**
3. Designated County-wide Bike Trail **[8 dots received]**

4. Waterway Trails **[7 dots received]**
5. Fall Color Trail/Tour **[6 dots received]**
6. Education/Communication for Public Access and ADA Accessibility **[6 dots received]**
7. Scales Mound Community Trail **[5 dots received]**
8. Designated Trails for small electric/hybrid, etc. vehicles **[4 dots received]**
9. Open Longhollow Lookout Tower **[4 dots received]**
10. Galena to Scales Mound Trail (include Charles Mound) **[2 dots received]**
11. Amtrak Trail (alternative transportation) **[No dots received]**
12. Motorized Vehicle Trail (ATV, snowmobile) **[No dots received]**

WORK SESSION #4 – GALENA

1. Re-Open South River Road, south of Chestnut **[7 dots received]**
2. Signed Waterway Trails **[4 dots received]**
3. Canoe Launch on Buehler Preserve **[3 dots received]**
4. Paved Bike Trail from the North End of Galena to the “Y” where Highway 20 and 84 connect **[2 dots received]**
5. Evaluating Need for Streambank Stabilization **[1 dot received]**
6. User Information Guides **[1 dot received]**
7. Track Economic Impact of Greenways & Trails **[No dots received]**

WORK SESSION #5 – ELIZABETH

1. Savanna Army Depot – Improving Public Access **[10 dots received]**
2. Waterway Trail from Hanover to Elizabeth to the Mississippi River **[8 dots received]**
3. Connectivity of Existing Trails **[5 dots received]**
4. Trails/Nature Trails Through DNR Land **[5 dots received]**

5. Trail to/from the Apple River Fort [**2 dots received**]
6. Improving Community Parks (Existing or New) [**2 dots received**]
7. Identifying the Apple River as an important area [**2 dots received**]
8. Waterway Trails [**No dots received**]

JO DAVIESS COUNTY GREENWAYS & TRAILS
(For More information go to www.jodaviess.org/greenwaysandtrails)

Just a Few Minutes of Your Time Will Help Shape the Future of Jo Daviess County's Greenways & Trails Program and Will Help Better Connect People to Trails and Trails to Communities!

Dear Jo Daviess County Resident:

Your response to the enclosed survey is extremely important:

The Jo Daviess County Greenways & Trails Committee is conducting this Planning Survey to identify and establish priorities for both the existing and future development of greenways and trails within Jo Daviess County. **Your household was one of a limited number chosen at random to receive this survey, thus, it is extremely important that you participate.**

The Jo Daviess County Greenways & Trails Committee appreciates your time:

We realize that this survey will take about 10 minutes to complete, but each question is important. The time that you invest in completing this survey will help the Greenways & Trails Committee take a resident-driven approach to decisions about the future of greenways and trails that will provide the opportunity to better connect people to trails and trails to communities!

Please complete and return your survey by June 30, 2008:

We have selected Fehr-Graham & Associates as our partner to administer this survey. They will compile the data received and present the results to us upon completion. **Your feedback is confidential.** Please return your completed survey in the enclosed postage-paid envelope addressed to Fehr-Graham & Associates, 221 E. Main Street, Freeport, Illinois 61032.

If you have any questions, please feel free to contact Bridgette Stocks of Fehr-Graham & Associates at (815) 235-7643. Again, your feedback is extremely important to us and your responses will be used to develop strategies for serving you and your family more effectively in the future!

Thank you for your time!

Sincerely,

The Jo Daviess County Greenways & Trails Committee

Beth Baranski, Chair
Julie Bruser
Christine Larson
Ronald Lee Lawfer
Rich Mattas

Steve McIntyre
John Schultz
Denise Sheehan
Daryl Watson

JO DAVIESS COUNTY GREENWAYS & TRAILS PLANNING SURVEY

(For More information go to www.jodaviess.org/greenwaysandtrails)

1. To help us compile data by region, please provide your zip code: _____
2. Should the rural character and lifestyle of Jo Daviess County be maintained? ☐ Yes ☐ No
3. Should scenic areas in Jo Daviess County be identified and preserved? ☐ Yes ☐ No

Greenways are corridors of open space designated for conservation and recreation purposes. Greenways often follow natural land or water features. They usually link together natural areas, parks, historic sites, and cultural features such as farmland. Greenways are usually a combination of privately and publicly owned land. They may or may not entail public access. Some greenways include trails, while others do not. Some appeal to people, while others attract wildlife, and some appeal to both.

The next 7 questions apply specifically to greenways:

4. Please mark the existing public Parks/Preserves located in Jo Daviess County that you or any member of your household have used in the past 12 months:

<input type="checkbox"/> Community Park(s)	<input type="checkbox"/> Ferry Landing	<input type="checkbox"/> Winston Tunnel
<input type="checkbox"/> Witowsky State Wildlife Area	<input type="checkbox"/> Wards Grove	<input type="checkbox"/> Buehler Preserve
<input type="checkbox"/> Apple River Canyon State Park	<input type="checkbox"/> Shurmeier Forest	<input type="checkbox"/> Casper Bluff
<input type="checkbox"/> Blanding Landing	<input type="checkbox"/> Hanover Bluff	<input type="checkbox"/> Tapley Woods
<input type="checkbox"/> Long Hollow Scenic Overlook	<input type="checkbox"/> Falling Down Prairie	<input type="checkbox"/> Lost Mound Unit

5. How would you rate your level of satisfaction with existing Parks/Preserves in Jo Daviess County?

☐ Very Satisfied ☐ Satisfied ☐ Neutral ☐ Unsatisfied ☐ Very Unsatisfied

6. What would make you more satisfied? _____

7. Should the county identify areas of high ecological sensitivity, for instance, land along waterways or high ridge tops, that should be designated as “greenways” and preserved? ☐ Yes ☐ No

8. Should scenic views be protected by designating certain areas as “greenways” and guiding development so that it doesn’t block the views? ☐ Yes ☐ No

9. Should developers be required to set aside land in their developments for greenways?

☐ Yes, Strongly Agree
☐ No, Disagree

☐ Yes, Agree
☐ No, Strongly Disagree

☐ Neutral
☐ Don't Know

10. Building residential developments next to agricultural land sometimes causes problems when, for instance, homeowners object to typical farm sounds and smells. Should the county consider requiring developers to set aside greenways that would buffer two distinctly different land uses?

☐ Yes ☐ No

Trails are linear pathways for people. They can have a wide variety of surfaces, and may be designated for specific uses (e.g. snowmobiling, biking/hiking, horseback riding, cross-country skiing). Trails can be located within or outside of greenway areas.

The next 7 questions relate specifically to trails:

11. Please mark the existing trails located in Jo Daviess County that you or any member of your household have used in the past 12 months:

☐ Galena River Trail

☐ Mississippi River Trail

☐ Grand Illinois Trail

☐ Shenandoah Riding Center Trails

☐ Snowmobile Trails

☐ Other: _____

12. What is the MOST IMPORTANT reason you and/or members of your household utilize Jo Daviess County trails?

☐ To enjoy nature

☐ Reduce stress

☐ Health Benefits

☐ Travel to Another Location

☐ Recreational Use

☐ Family time

13. How would you rate your satisfaction level with existing Jo Daviess County trails?

☐ Very Satisfied

☐ Satisfied

☐ Neutral

☐ Unsatisfied

☐ Very Unsatisfied

14. What would make you more satisfied? _____

15. Do you go out of the County to utilize trail services?

☐ Yes

☐ No

If yes, where do you go and what kind of trails do you use? _____

16. In your opinion, which of the following, if any, should Jo Daviess County have more of?

<input type="checkbox"/> Hiking/biking	<input type="checkbox"/> On road bicycle lanes	<input type="checkbox"/> Mountain bike trails
<input type="checkbox"/> Equestrian trails	<input type="checkbox"/> All Terrain Vehicle (ATV) trails	<input type="checkbox"/> Paved trails
<input type="checkbox"/> Water/canoe trails	<input type="checkbox"/> Wildlife Observation Trails	<input type="checkbox"/> Nature Trails
<input type="checkbox"/> Other: _____		

17. Should developers be required to build trails for public use as part of their developments?

<input type="checkbox"/> Yes, Strongly Agree	<input type="checkbox"/> Yes, Agree	<input type="checkbox"/> Neutral
<input type="checkbox"/> No, Disagree	<input type="checkbox"/> No, Strongly Disagree	<input type="checkbox"/> Don't Know

18. Do you think that Greenways and Trails are important for Jo Daviess County?

<input type="checkbox"/> Yes, Strongly Agree	<input type="checkbox"/> Yes, Agree	<input type="checkbox"/> Neutral
<input type="checkbox"/> No, Disagree	<input type="checkbox"/> No, Strongly Disagree	<input type="checkbox"/> Don't Know

19. Some greenways and trails have support facilities/amenities available to users. In your opinion, which of the following support facilities/amenities should be made available at Jo Daviess County Greenways and Trails?

☐ Drinking Water
☐ Developed Campgrounds
☐ Trash Cans
☐ Picnic Facilities
☐ Canoe Launches
☐ Trail Signs
☐ Group Camping
☐ Rest Rooms
☐ Other: _____

20. If funding was allocated to a Jo Daviess County Greenways & Trails program, how should the funds be spent? Indicated your top 3 choices using a 1 – 3 scale where 1 is most important.

☐ Developing new greenways in communities
☐ Developing new trails in communities
☐ Acquiring land for public use of trails
☐ Developing new trails in rural areas
☐ Developing separate trails for different trail user groups
☐ Completing connecting trails within communities
☐ Maintaining existing greenways or trails
☐ Acquiring abandoned railroad corridors
☐ Other: _____

21. The rural character and scenic beauty of Jo Daviess County are closely linked to the large areas of open space. Who should be responsible for preserving open space?

<input type="checkbox"/> Federal/State Government	<input type="checkbox"/> Not-for-Profit Organizations
<input type="checkbox"/> Local Government	<input type="checkbox"/> Individual Property Owners
<input type="checkbox"/> Public/private partnerships	

22. Please indicate the number of people in your household in each age category:

____ under 18 ____ 18-24 ____ 25-44 ____ 45-64 ____ 65 years and over

23. Are you: ____ A full-time resident ____ A part-time resident

24. Please list specific greenway and/or trail projects that you would like to see developed:

25. Please feel free to add any additional comments:_____

JO DAVIESS COUNTY GREENWAYS & TRAILS PLANNING SURVEY RESULTS

Total Number of Surveys Returned = 322

- 1,000 Surveys Mailed
- 40 Additional Surveys Completed (Work Sessions, Online, Green Fair)
- 30.96% Response Rate

Breakdown of Surveys Returned:

- 22.67% (73) - Council Hill, Scales Mound, Guilford, Apple River, and Thompson Townships
- 19.56% (63) - Vinegar Hill, Rawlins, West Galena, Galena, and East Galena Townships
- 15.84% (51) - Rice, Hanover, Elizabeth, Woodbine, and Derinda Townships
- 15.22% (49) - Dunleith and Menominee Townships
- 14.29% (46) - Warren, Rush, Nora, Stockton, Pleasant Valley, Wards Grove, and Berreman Townships
- 12.42% (40) - Surveys Returned Via Work Sessions, Online, or Green Fair

Zip Codes Identified on Returned Surveys:

- 61036 - 36.65% (118) Galena
- 61025 - 15.22% (49) East Dubuque
- 61028 - 13.04% (42) Elizabeth
- 61001 - 9.63% (31) Apple River
- 61085 - 8.70% (28) Stockton
- 61087 - 5.90% (19) Warren
- 61041 - 4.35% (14) Hanover
- 61075 - 3.10% (10) Scales Mound
- 61022 - 0.31% (1) Unknown (?)
- 61032 - 0.31% (1) Freeport
- 61044 - 0.31% (1) Kent
- 61059 - 0.31% (1) Nora
- 52101 - 0.31% (1) Decorah, Iowa
- None – 1.86% (6)

Question #2: Should the rural character and lifestyle of Jo Daviess County be maintained?

- Yes – 90.99% (293)
- No - 3.73% (12)
- No Response – 5.28% (17)

Question #3: Should scenic areas in Jo Daviess County be identified and preserved?

- Yes – 90.06% (290)
- No – 3.42% (11)
- No Response – 6.52% (21)

Question #4: Please mark the existing public Parks/Preserves located in Jo Daviess County that you or any member of your household have used in the past 12 months:

- | | |
|---------------------------------|-------|
| ▪ Community Park(s) | (211) |
| ▪ Apple River Canyon State Park | (139) |
| ▪ Tapley Woods | (85) |
| ▪ Ferry Landing | (78) |
| ▪ Blanding Landing | (73) |
| ▪ Long Hollow Scenic Overlook | (47) |
| ▪ Shurmeier Forest | (33) |
| ▪ Witowsky State Wildlife Area | (31) |
| ▪ Hanover Bluff | (27) |
| ▪ Lost Mound Unit | (26) |
| ▪ Winston Tunnel | (20) |
| ▪ Casper Bluff | (17) |
| ▪ Falling Down Prairie | (16) |
| ▪ Wards Grove | (15) |
| ▪ Buehler Preserve | (12) |

Question #5: How would you rate your level of satisfaction with existing Parks/Preserves in Jo Daviess County?

- | | | |
|--------------------|--------|-------|
| ▪ Very Satisfied | 14.28% | (46) |
| ▪ Satisfied | 47.83% | (154) |
| ▪ Neutral | 24.84% | (80) |
| ▪ Unsatisfied | 4.04% | (13) |
| ▪ Very Unsatisfied | 0.00% | (0) |
| ▪ No Response | 9.01% | (29) |

Question #6: What would make you more satisfied?

- Please see “Written Responses”

Question #7: Should the County identify areas of high ecological sensitivity, for instance, land along waterways or high ridge tops, that should be designated as “greenways” and preserved?

- Yes – 79.50% (256)
- No – 15.84% (51)
- No Response – 4.66% (15)

Question #8: Should scenic views be protected by designating certain areas as “greenways” and guiding development so that it doesn’t block the views?

- Yes – 81.37% (262)
- No – 14.91% (48)
- No Response – 3.72% (12)

Question #9: Should developers be required to set aside land in their developments for greenways?

- Yes, Strongly Agree – 47.82% (154)
- Yes, Agree – 24.84% (80)
- Neutral – 12.11% (39)
- Disagree – 3.73% (12)
- Strongly Disagree – 4.04% (13)
- Don't Know – 4.66% (15)
- No Response – 2.80% (9)

Question #10: Building residential developments next to agricultural land sometimes causes problems when, for instance, homeowners object to typical farm sounds and smells. Should the County consider requiring developers to set aside greenways that would buffer two distinctly different land uses?

- Yes – 69.25% (223)
- No – 25.78% (83)
- No Response – 4.97% (16)

Question #11: Please mark the existing trails located in Jo Daviess County that you or any member of your household have used in the past 12 months:

- | | | | |
|-----------------------------------|--------|-------|----------------------------------|
| ▪ Galena River Trail | 42.55% | (137) | |
| ▪ Shenandoah Riding Center Trails | 14.91% | (48) | |
| ▪ Mississippi River Trail | 13.35% | (43) | |
| ▪ Snowmobile Trails | 9.01% | (29) | |
| ▪ Other | 6.52% | (21) | **Please See "Written Responses" |
| ▪ Grand Illinois Trail | 5.28% | (17) | |

Question #12: What is the MOST IMPORTANT reason you and/or members of your household utilize Jo Daviess County Trails?

- | | |
|------------------------------|-------|
| ▪ To Enjoy Nature | (167) |
| ▪ Recreational Use | (88) |
| ▪ Health Benefits | (82) |
| ▪ Family Time | (63) |
| ▪ Reduce Stress | (45) |
| ▪ Travel to Another Location | (17) |

Question #13: How would you rate your satisfaction level with existing Jo Daviess County Trails?

- | | | |
|--------------------|--------|-------|
| ▪ Very Satisfied | 9.32% | (30) |
| ▪ Satisfied | 33.23% | (107) |
| ▪ Neutral | 27.02% | (87) |
| ▪ Unsatisfied | 7.45% | (24) |
| ▪ Very Unsatisfied | 0.93% | (3) |
| ▪ No Response | 22.05% | (71) |

Question #14: What would make you more satisfied?

- Please See "Written Responses"

Question #15: Do you go out of the County to utilize trail services?

- Yes – 36.65% (118)
- No – 55.59% (179)
- No Response – 7.76% (25)

If yes, where do you go?

- Please See “Written Responses”

Question #16: In your opinion, which of the following, if any, should Jo Daviess County have more of?

- Hiking/Biking (143)
- Nature Trails (142)
- Wildlife Observation Trails (112)
- Water/Canoe Trails (83)
- On-Road Bicycle Lanes (77)
- Paved Trails (75)
- All Terrain Vehicle (ATV) Trails (39)
- Equestrian Trails (38)
- Mountain Bike Trails (30)
- Other (15)

Question #17: Should developers be required to build trails for public use as part of their developments?

- Yes, Strongly Agree 28.88% (93)
- Yes, Agree 19.88% (64)
- Neutral 16.77% (54)
- No, Disagree 12.11% (39)
- No, Strongly Disagree 6.83% (22)
- Don’t Know 5.59% (18)
- No Response 9.94% (32)

Question #18: Do you think that Greenways & Trails are important for Jo Daviess County?

- Yes, Strongly Agree 48.14% (155)
- Yes, Agree 31.06% (100)
- Neutral 5.28% (17)
- No, Disagree 1.86% (6)
- No, Strongly Disagree 2.48% (8)
- Don’t Know 0.93% (3)
- No Response 10.25% (33)

Question #19: Some Greenways and Trails have support facilities/amenities available to users. In your opinion, which of the following support facilities/amenities should be made available at Jo Daviess County Greenways & Trails?

- Trash Cans (222)
- Restrooms (188)
- Trail Signs (170)
- Drinking Water (165)
- Picnic Facilities (110)
- Canoe Launches (70)
- Developed Campgrounds (36)
- Group Camping (22)
- Other (16)

Question #20: If funding was allocated to a Jo Daviess County Greenways & Trails program, how should the funds be spent? Indicate your Top 3 choices using a 1 – 3 scale, where 1 is the most important.

- Maintaining Existing Greenways or Trails – 164
 - 1 – 91
 - 2 – 48
 - 3 – 25
- Completing Connecting Trails Within Communities – 118
 - 1 – 42
 - 2 – 49
 - 3 – 27
- Acquiring Abandoned Railroad Corridors – 118
 - 1 – 37
 - 2 – 37
 - 3 – 44
- Acquiring Land for Public Use of Trails – 83
 - 1 – 25
 - 2 – 29
 - 3 – 29
- Developing New Trails in Rural Areas – 76
 - 1 – 17
 - 2 – 27
 - 3 – 32
- Developing New Trails in Communities – 74
 - 1 – 25
 - 2 – 24
 - 3 – 25
- Developing New Greenways in Communities – 68
 - 1 – 21
 - 2 – 27
 - 3 – 20

- Developing Separate Trails for Different Trail User Groups – 49
 - 1 – 13
 - 2 – 15
 - 3 – 21
- Other
 - Please see “Written Responses”

Question #21: The rural character and scenic beauty of Jo Daviess County are closely linked to the large areas of open space. Who should be responsible for preserving open space?

- | | | |
|--------------------------------|--------|-------|
| ▪ Local Government | 35.40% | (114) |
| ▪ Public/Private Partnerships | 32.61% | (105) |
| ▪ Federal/State Government | 25.25% | (81) |
| ▪ Individual Property Owners | 24.84% | (80) |
| ▪ Not-for-Profit Organizations | 16.77% | (54) |

Question #22: Please indicate the number of people in your household in each category:

- | | | |
|-----------|-----|----------|
| ▪ <18 - | 156 | (18.57%) |
| ▪ 18-24 - | 72 | (8.57%) |
| ▪ 25-44 - | 148 | (17.62%) |
| ▪ 45-64 - | 307 | (36.55%) |
| ▪ >65 - | 157 | (18.69%) |

Question #23: Are you a:

- | | | |
|----------------------|--------|-------|
| ▪ Full-Time Resident | 93.79% | (302) |
| ▪ Part-Time Resident | 4.04% | (13) |
| ▪ No Response | 2.17% | (7) |

Question #24: Please list specific greenway and/or trail projects that you would like to see developed:

- Please see “Written Responses”

Question #25: Please feel free to add any additional comments:

- Please see “Written Responses”

#6: WHAT WOULD MAKE YOU MORE SATISFIED WITH EXISTING PARKS/PRESERVES IN JO DAVIESS COUNTY?

MAINTENANCE RESPONSES

- Better Maintenance
- Cleaner
- Better Maintenance - was unable to use some areas this past winter because parking areas were not plowed.
- Fewer - more kept up ones
- More user friendly
- I think swings and playground equipment should be restored to Apple River Canyon State Park
- Need to mow the grass more. Easier access to entrances. Need more lakes in Jo Daviess County with the use of boats to fish on.
- Clean-up areas. Pave road to Blanding. Improve facilities at Ferry Landing
- Keep maintaining them
- Galena Community Park is excellent - State areas not maintained well. Amenities limited
- Maintain what we have. We can't afford upgrades in this economy. Taxes are too high now.
- Clean-up areas. Pave road to Blanding. Improve facilities at Ferry Landing
- Keep maintaining them
- Galena Community Park is excellent - State areas not maintained well. Amenities limited
- Maintain what we have. We can't afford upgrades in this economy. Taxes are too high now.
- Continue to maintain the parks
- To see more up keep and more things for kids to do
- Increased maintenance
- Better access & info
- Increase in maintenance/access
- Updated facilities and playgrounds for the children
- More weed control at Wards Grove
- Nothing - we're doing just fine
- Maintain well what we have
- I am very satisfied. We have a wonderful thing going. It's exciting to learn that research has been done to ID on road bike trails.
- Seeing that local and state governments preserve what we have and keep the parks open to the public
- Just to keep them existing

INCREASED KNOWLEDGE OF SITES

- Just moved to JD Co 7 months ago. Greatly enjoy what we see; more time will let us get to know more areas of the county.
- I was not aware of most of the locations listed above
- More publicity regarding these sites (some I've never heard of) in Galena Gazette & Territory Times.
- Are these all open to the public?
- Our family needs to visit them
- Haven't used them much to know.
- We have lived here 22 years and I have heard of 2 of the above mentioned areas. Our family (4 kids) have never been to any of these places. My neighbors have never heard of these either.
- I wish I knew about the others. I did not check. I would love to be able to go to these places
- I don't know about half of these. More info on how to find.
- Maps to show where these parks/preserves are located at what activities each offers
- I have not been to any of the above parks/preserves, so I have no firsthand knowledge of them.
- More information
- Where are all these places? Make a very readable map and distribute to all in JD County.
- More information to increase awareness and usage
- Have not recently visited enough parks to make a qualified suggestion
- Better interpretation, connect close open space areas, if possible

WE NEED MORE OF.....

- Connecting, trails/contiguous areas
- Always add more
- More paved walking trails for older people and more kids play areas
- Allow hunting in more areas especially Wards Grove to reduce environmental damages caused by deer and other animals.
- Bike Trails
- Expansion of present areas. Addition of more trail focused Greenways - use of Great West RR.
- Protection of scenic views and natural features
- More preserved natural areas that are restored
- Expand upon existing above areas to protect longer tracts>
- More parks and preserves
- Just not enough time to use them
- More time to visit them.
- Child friendly areas. More closely patrolled and monitored

- More trails & parks
- Enlarge park areas
- More areas like these
- More activities, less restrictions
- At least some access for horses, particularly the Salem DNR land and Lost Mound
- More information
- More preserves
- Additional trails
- Would like to have more lakes available for public access for boating and fishing
- More in East Dubuque area
- More clearly marked hiking trails and more horseback riding trails
- A public lake in Jo Daviess County
- More trails
- More bike trails, cross country ski areas
- Would like to see more trails for hiking and/or bicycling in parks. Also believe development should not be allowed on high ridges. We need to ensure our beautiful scenery is preserved
- A manmade lake near Galena would be nice. And more info on Illinois Parks
- More greenways, with or without public access
- Creation of more preserves for the benefit of wildlife and preservation of scenery
- More of them
- Paved trails and more trails
- Bike Trails
- Open most to hunting
- Expanded access to waterways and more extensive bike trails
- More activities: the frog walk, nature bike and hike
- More hiking trails
- More parks and walking trails available near Galena
- More bike trails
- More police monitoring
- More access
- More natural areas
- Something by Elizabeth with trails
- More hiking/walking/biking trails
- More parks and paths
- Connecting trails
- More of S.A.D. opened

- Most are limited on what you have to do, only one thing to do
- More parks and preserves when was the last county preserve created. Probably the last century.
- Paved bike trails
- L'd love to open ATV trails not walking trails. Great tourism and tax dollars. Exp. "Black River Falls" "Clarke County Trails" in Wisconsin
- More hunting and fishing ground

OPEN SCENIC OUTLOOK ON HIGHWAY 20

- Open the scenic tower
- The re-opening of scenic overlook
- Repair tower on Hwy 20 between Elizabeth & Galena
- Open the Long Hollow Scenic Overlook - It was great to take company there
- Allowed to go into Winston Tunnel. Allow metal detecting @ARCSP Millville site
- If the tower was restored so people could go up to see the scenic of JD
- Scenic Tower reopened
- Reopen scenic overlook
- Fixing the lookout tower on Route 20
- Restore lookout tower on Route 20
- To reopen scenic outlook
- Re-opening the Long Hollow Scenic Overlook Tower
- Re-open Long Hollow tower

MISCELLANEOUS

- Reduce the zoning of hunters to increase the safety of residents and tourists
- To have a JD County Park or Conservation District
- Some areas are more accommodating for hikers; some with dogs; some with children.
- Better paying jobs so we can afford to enjoy our county
- If I used them. I am 84 years old, widowed and live alone on a farm that has abundant scenery
- If there were no preserves in JD County
- I just moved here within the last year. I would prefer that no mega dairies be in JD County
- Lower real estate taxes
- Not sure
- More bobcats
- Better wheel chair access
- IL Governor provide more funding - Hanover Bluff not mowed this year

- Establishment of a county wide scenic/historic/agricultural preservation and protection zones. Legal protection open space
- Improve usage with better communication
- County and state should not take on responsibility for any more property than they already have
- An assurance that the policy of Jo Daviess is to preserve & protect
- Put Gramercy Park on the list
- No more subdivisions in middle of agricultural land, more trees need to be planted all over this county. The natural beauty is why people come here.
- Better weather conditions
- A much more responsible county board. They currently have no sensitivity to protect the rural character of Jo Daviess County. Greed not ecology is the driver.
- If mega farms would be outlawed to keep waters and rivers pristine
- If government would rely on "voluntary" donations of private land only and not use its authority or power to dictate its use instead.

#11: OTHER EXISTING TRAILS THAT HOUSEHOLD MEMBERS HAVE VISITED

- GTA
- GTA
- GTA
- GTA
- GTA
- GTA
- GTA
- Territory Trail System
- Shurmeier, Apple River
- Trails in Shurmeier Forest
- Apple Canyon Lake
- Apple River Canyon State Park
- Trails on my Property
- Elizabeth – Old RR
- Stagecoach Trail
- State Parks, Natural Area, Nature Preserves
- You need a better map
- Cross-Country Ski Trails
- Galena Flood Wall
- Levee – Galena

#14: WHAT WOULD MAKE YOU MORE SATISFIED WITH THE EXISTING TRAILS IN JO DAVIESS COUNTY?

WE NEED MORE OF.....

- Paved trails
- More Hiking Trails
- Add more adjacent to Hwy 20 for pedestrian safety
- More
- To have walking trail in the Menominee area
- More, connecting trails
- ATV Trails
- Add more
- It would be nice to have some ATV trails that could be accessed by the public
- I appreciate the Galena Bike Path and the Jane Addams Bike Path. I would love something like that in the middle of our county.
- No ATV Trails
- More of them
- The Grand Illinois & Mississippi River Trails are not safe for the combined use of motor vehicles and bicycles. Need designated bike trails.
- More trails
- Trail for the disability people to enjoy also the beauty of Jo Daviess
- A River trail with no motor vehicles
- A bike trail along Stagecoach Trail from Scales Mound to Galena would be great. It would be safer for bikers and drivers alike
- More trails
- More ATV Trails
- More trails - love the WI trails for ATVs
- Am happy to use as is for intended purpose but would like to see some "protected/safe" horse trails - as in Winnebago
- Expanded trails, maybe one longer one to connect a few short hiking trails
- More cross country ski trails
- More trails
- More established separate bike trails. Trails on rural roads are dangerous
- More Trails! Only one short biking trail now exists.
- Having access to trails in the East Dubuque area
- Bike Trail
- ATV Trails, State camping areas, frisbee golf area
- More equine trails
- Public Lake

- More trails, more access
- More trails on east side of county
- More trails near East Dubuque
- More trails
- Creation of more trail systems within the county, however, don't allow motorized vehicles on the trails except for purposes of maintenance
- Some near our town
- Some in our immediate local area
- A bike trail from Galena to Elizabeth to Stockton to Warren to Apple River to Scales Mound to Galena
- I would like to see a trail that connected Elizabeth with Hanover, or possibly to the Army Depot
- Alternate travel routes and pedestrian linkages all over the place and an electric assisted bicycle supplier.
- More Trails
- We don't have any trails in the East Dubuque area. A trail for walking/biking to connect to Dubuque
- More
- Believe opportunities out there improve and expand County trails
- Restoration of trailways
- More cool trails for difficult biking...hill, etc.
- More trails
- Easy access to towns
- More parks and trails
- Having trails that connect to other trails
- Would love to open ATV Trails connecting East Dubuque, Galena, Menominee, Hazel Green, Keiler, and Dickeyville
- More and longer trails

CONNECTIVITY:

- More, connecting trails
- More trails connecting destinations for hikers and bicyclers
- A bike trail along Stagecoach Trail from Scales Mound to Galena would be great. It would be safer for bikers and drivers alike
- Creation of more trail systems within the county, however, don't allow motorized vehicles on the trails except for purposes of maintenance
- Loop trails to get back to beginning or to a destination
- A bike trail from Galena to Elizabeth to Stockton to Warren to Apple River to Scales Mound to Galena

- I would like to see a trail that connected Elizabeth with Hanover, or possibly to the Army Depot
- Would love to open ATV Trails connecting East Dubuque, Galena, Menominee, Hazel Green, Keiler, and Dickeyville
- Need more trail connection
- More connected trails
- Having trails that connect to other trails
- We don't have any trails in the East Dubuque area. A trail for walking/biking to connect to Dubuque

MAINTENANCE:

- Paved trails
- Better trail maintenance for a variety of people to enjoy - i.e. older, children
- More maintenance from encroaching trees and trail surface maintenance
- fencing these trails so the people using them stay on them - or require them to use them properly
- Mark them with signage
- Better maintenance of existing facilities
- Change the surface to a blacktop
- Need more T.L.C.
- Improve usage
- Keep them clean
- Just take care of what we have
- The trails need to be maintained. Someone in the past broke their arm because the trees weren't cut back
- Blacktop surface - longer trails, widen shoulders for safer bike trails or a special lane
- Less garbage, less trespassing from trail
- Signage located along the Grand Illinois and Mississippi River Trails
- Make them beautiful
- Pave the bike trail
- Restoration of trailways
- Paved trails that are not on a road

INCREASE AWARENESS/KNOWLEDGE OF THESE AREAS:

- Not familiar enough to answer
- Just moved- more time will give more ideas
- Same as question 6 - I'm not familiar with Grand Illinois or Mississippi River Trails, and I don't know where snowmobiling trails are.
- Access to clearly defined maps
- I don't know enough about them
- Mark them with signage

- More interest along them
- More time to visit
- A map you can read w/o a magnifying glass
- Have not used any
- More information
- Better info & access
- Don't use
- Don't know
- No first hand knowledge of the trails
- I was not aware of these trails
- Marking them
- Identify plants and trees with plaques or signs, pictograms identifying length of trail and where it leads to
- I have not used any of the trails
- More Awareness
- Signage located along the Grand Illinois and Mississippi River Trails

MISCELLANEOUS:

- Designated dog areas
- Nothing - Trail was closed for hunting, that is good for hunters and hikers. We support this.
- Add more adjacent to Hwy 20 for pedestrian safety
- Quit wasting money on ecology
- To have them promoted for folks that live here so we can enjoy them.
- Lower taxes
- If there were parking at point after the Schuele's home the Galena River trail for xskiing in the winter. Birds poster of what you might see along Galena River Trail
- Our family needs to use them
- Don't see a need for them. JD is an ag county. If there could be an exodus of all Chicago people from JD County.
- Jo Daviess County has historically lagged behind, but the last decade significant gains have been achieved
- More rest rooms, drinking fountains
- To not have a megadairy close by.
- Less HWY 20 noise
- Not sure
- Lower real estate taxes
- More deer and pheasant
- Stop killing the deer
- Public Lake
- Knowing that more mega dairies and other mega farms won't dot the whole county
- To have a fundamental mind-set for preservation of our precious environment and wildlife

#15: IF YOU GO OUT OF THE COUNTY TO UTILIZE TRAILS, WHERE DO YOU GO AND WHAT TYPES OF TRAILS DO YOU USE?

WISCONSIN:

- WI ATV Trails
- Door County - Hiking & Biking
- Wisconsin - ATV Trails, Colorado - hunting trails for hiking, ATV, or trucks
- WI snowmobile trails
- WI snowmobiling
- Wisconsin & Iowa both have ATV trails
- Wisconsin State Parks - hiking
- WI Bike Trails
- Snowmobile trails to Wisconsin
- Gratiot, WI - Trail from Hazel Green to Monroe - 4 wheeling, biking, walking
- WI - ATV Trails
- WI, IA - biking & kayaking
- WI
- Devils Lake, WI
- WI - Bike trails
- in WI
- Cheese county trail in WI, Darlington, Belmont
- WI ATV Trails
- WI
- WI - Bike Trails
- Gratiot
- Wisconsin State Parks and Trails. Heritage Trail - Dubuque
- WI & IA - Bike trails
- WI, IL, IA - Bike
- Monroe Bike Trail
- Carroll county & WI - off-road biking/hiking/walking
- WI
- WI - Walking & Biking
- I occasionally use the trail between Dodgeville and Madison, the Dubuque bike trail along the river on the Northside. I also use the trails in Anchorage AK, and St Paul, MN. Great examples of how good a trail system can be.

IOWA:

- Dubuque County, IA, Mississippi River Walk - Mines of Spain Heritage Trails
- Iowa - 4 places
- Dubuque - Heritage Trail and Bike Trails
- Dubuque County (Heritage Trail)
- Dubuque - Eagle Point Park, Mines of Spain
- Dubuque - because it is blacktopped so the children can ride their bikes
- Heritage Trail, Trail on the Levee in Dubuque, Trail in Savanna
- Heritage Trail, Dubuque
- Dubuque County
- Davenport bike trails
- Dubuque - Heritage Trail and Mines of Spain; Freeport - Jane Addams Trail
- Elkader, IA - Hiking & biking trails; Devil's Lake State Park, WI; Blackhawk Lake - Cobb, WI
- Heritage Trail in Dubuque
- Jane Addams Trail & Dubuque
- Dubuque - along River Walk
- Dubuque - Hiking - Biking, Black River Falls, WI – ATVing
- Dubuque, White Pines State Park, Starved Rock
- Heritage Trail, Appalachian Trail
- Bike - Dubuque, Dodgeville
- IA & NE
- Iowa & WI Walking trails, picnic areas, peaceful gathering areas
- Go to Dubuque County for biking on the Heritage Trail or hiking in Mines of Spain. Also walk along the River Walk in Dubuque

OTHER:

- Other Parks
- Lake Le-Aqua-Na
- On vacation - hiking trails
- We travel at least monthly to enjoy trails, usually within a 3 hour drive. Best: Hennepin Canal, Panther Creek, DuPage County
- Walking
- South -Biking and walking trails
- Savanna - Bike Trails
- Jane Addams bike trail
- Carroll County - Palisades State Park - Overlooks on Mississippi by Spring Lake
- Bike Trails
- Cook County Forest Preserve, Dubuque Parks, Whitewater Rec. Area, Cedar Rapids River Trails
- Southern IL - use ATV / 4 Wheeler Park - Lake of Egypt, IL

- Snowmobile trails in adjoining counties in the winter and bike trails in adjoining counties in the summer
- Mountain trails all over the world
- Bike Trails, Walking trails
- Mountain trails in Cascade Mountains
- Mississippi, Alabama, Arkansas - winter camping - nature
- Savanna - Bike Path
- Colorado & Texas
- Palisades-Savanna, Lake Le-Aqua-Na, French Bluff-Thompson
- Mississippi Palisades State Park, Custer State Park (SD), Rocky Mountain National Park (CO), Giant City State Park (IL), Pierre Marquette State Park (IL)
- I am a farmer - I am on my land all day every day and I don't want anyone else on it.
- Cross country ski trails at Palisades State Park
- Occasionally visit earlier resource issue that concerned trail use impacts to natural areas, e.g. equestrian and Jubilee College State Park and Green River State Wildlife Area; Mountain Bike and Rock Cut State Park, and hiking trails at Starved Rock
- Cook County - bike trails
- Stephenson County and Green County bike trails
- Iron County
- Whiteside - bike riding
- We walk on roads along the Mississippi in Carroll Co
- Lake Le-Aqua-Na, Winnebago trail system for horse riding
- I have trails on my own farm
- Chicago-land area lakefront
- bicycle trails
- AZ - hiking trails
- Mississippi Palisades Park Trails
- Savanna (State Park) - walking nature trails, WI (State Parks) - walking nature trails
- Indian Mound trails along the Mississippi
- too many to list
- Equine
- Nature trails
- Galena River Trail
- Apple Canyon State Park
- Gov. Dodge State Park - Horseback Riding
- Jane Addams, Le-Aqua-Na State Park
- Walking trails in our travels - USA & Europe
- ATV Trails, hiking
- Savanna bike trail
- Savanna - bike trails, State Park
- Oregon, Crater Lake, Mt Hood - Road Scholar vacation

- Various
- Jane Addams
- Bike & walking trails, hiking trails
- Just walk
- Near Chicago - The Fox River Bike Trail
- Bike trail - Savanna
- Hiking
- Savanna
- Hiking/biking in other counties & states
- BWCA Minn, Kentucky, Tenn, Iowa
- Local towns and restaurants
- Savanna, Fulton, Barneveld, WI - family bike trails of some length
- Mines of Spain
- Would love daily or ... services to Chicago

#16: WHICH OF THE FOLLOWING SHOULD JO DAVIESS COUNTY HAVE MORE OF?

- No to All Terrain Trails - ATVs/Snowmobiles have no place in nature!
- Canoe launching places
- More lakes to fish
- We have plenty
- Don't need
- Fix highways - back roads
- Go cart racing track
- Hunting & Fishing areas
- cross country skiing
- Trails for wheelchairs
- Frisbee Golf Area
- Sidewalks
- Public Lake
- Cross-country skiing
- Canoe Access

#19: WHAT SUPPORT FACILITIES/AMENITIES SHOULD BE MADE AVAILABLE AT JO DAVIESS COUNTY GREENWAYS AND TRAILS?

- Safety Patrols
- Trailheads with parking
- Signs to stay on the trails
- Leave it alone
- Recycling Bins
- Benches
- All these facilities/amenities have their potential use on trails - but please be careful that you don't destroy what you wish to protect, utilize professional managers.
- Keep it nature
- Archery ranges
- Some trails should remain "rough" and natural with minimal amenities
- handicapped access
- Nothing-keep natural
- Equine camps
- Interpretive signs where appropriate
- Trail maps
- Tables & benches

#20: IF FUNDS WERE ALLOCATED TO A JO DAVIESS COUNTY GREENWAYS & TRAILS PROGRAM, HOW SHOULD THE FUNDS BE SPENT?

- 1 - Purchasing areas that would be left for nature and not developed at all.
- 3-fence them off
- 1-Bike path along Stagecoach Trail
- 2-improve what already exists
- 1-canoing
- It depends on where the funds come from
- 3-Completing the Grand Prairie Trail through JD County
- Funding is more important for many other uses
- Public Lake
- Better spent on road repairs

- 3-Accessibility/Parking Areas
- 2-Maintaining wildlife diversity & cross breeding
- 3-Signage
- 3-Enhance/further develop existing trails and greenways

#24: SPECIFIC PROJECT IDEAS

NEW TRAILS

- More bicycle trails - shoulders for bikes so they can be off the road, more places to launch canoes
- A walk area or biking area along the side of Menominee Road
- Great River Trail
- Galena Trail to Savanna
- Galena Territory to Galena Trail (could be paved or crushed stone)
- Bike trail to Chestnut, utilize the Great Western RR w/ bike lane on River Road
- Bike trail along roadside of Stagecoach Trail
- Burlington RR Right of Way
- Continual development of Galena River Trail
- As mentioned before I would love a walk/bike/snowmobile trail like the Jane Addams closer to the Stockton area. I would certainly use it often.
- Galena Illinois Trail
- Any biking or hiking trails
- Complete the trail development from Galena Junction to Aiker: more importantly continue to follow South River Road to Blanding - Hanover. Avoid Blackjack - too dangerous.
- A bike/walking trail along Stagecoach would, I believe, be a great benefit to our county. Almost everytime I drive from SM to Galena there is a biker on that road - and understandably so... the views are amazing.
- I think we need to capitalize on the amazing Mississippi. It is a wonderful place for nature, walking/hiking, trails, biking trails. We should join a bike trail to the trails in Carroll County and the Quad Cities.
- Maybe something in the much overlooked Lena-Nora-Warren area where lots of seemingly abandoned land just sits.
- Anything along rivers
- Hiking or walking trails
- Stockton Railroad Corridor Development
- Stockton Area
- Paved for people. Soil for horses
- The existing railbed between Stockton, Woodbine, Elizabeth, and Hanover should be purchased and paved. Also, make the Apple River a navigable stream.

- Along the Mississippi
- Trail from Galena on Stagecoach Road to Stephenson County line
- Paved bike lanes (especially along US Route 20 from Galena to Route 84 North)
- Signed canoe/kayak trails through the Mississippi backwaters
- Acquisition of abandoned railroad beds for recreational trail purposes
- Support paved trails - a system of trails so that bikers and hikers could utilize them
- Bike/hike trail from Galena to Savanna
- Mississippi River, Galena River Trail, Grand Illinois Trail
- Something close to Elizabeth
- Family friendly trails that appeal to many different interest
- More trails in Apple Canyon Lake and more paved biking paths in that area.
- Trail/projects in Elizabeth area

CONNECTING TRAILS

- Galena River Trail completed! Paved river trail and trail to Ferry Landing.
- Trails between Elizabeth & Woodbine, Public acquisition fo private land that has woodlands on it to preserve
- From Galena to Scales Mound
- Connecting the Galena Trail
- Biking trails connecting communities
- Connection to Jane Addams Trail and trails in WI
- It would be nice to have bicycle paths connecting towns.
- Galena to Blanding hiking Galena to Apple River State Park
- Bike path connecting Elizabeth, Hanover, Woodbine, Stockton - Old RR Bed
- Finish Galena River Trail to Recreation Park
- We continue to see more bike riders. I would like to see a trail system for them simply to get them out of the way. Linked trails between towns for ATV/Snowmobile use. More land acquired and developed into nature walking trails (Bluffs)
- Entire Galena River area - to the Mississippi - both waterway and land trail. Connect bike trail from Galena to Wisconsin trail.
- Trails between communities so you don't have to get on the highway to walk or bike
- Would like to see trails developed in the rural areas around East Dubuque, specifically, trails that could connect residential areas to Dunleith Park
- Connect Galena River Trail to other trails
- Hiking/bike trail from Elizabeth to River Ridge School
- Complete trail from Galena Junction to Chestnut Ski Resort and beyond to Blanding Road
- Trails connecting Illinois and Wisconsin (example: Warren, IL to Gratiot, WI). Multi-use trails.
- Snowmobile trail from Elizabeth to Hanover and Chestnut Mtn.

- A trail to connect East Dubuque (Frentress Lake, Presidential Manor, Kennedy Acres) to Dubuque. Also a trail to connect Galena and East Dubuque, a dedicated bike trail. Tourists in Galena & Dubuque could bike between the cities.

ACCESSIBILITY

- Reopen the observation tower west of Elizabeth. Connect various openspace parcels. Preservation of habitat & historical areas.
- We would like to see a trail that was designed for people who use wheelchairs
- Accessible trails for all populations

ATV TRAILS

- ATV Trails going around the county and into WI
- ATV Trails
- More ATV trails in Illinois. More bike paths in parks.
- ATV Trails
- ATV trails on abandoned railways around Galena
- ATV Trails & Frisbee Golf courses
- ATV Trails that run through multiple cities
- ATV Trails

EQUESTRIAN TRAILS

- Safe equestrian trails that are part of the already established trails that are not specifically roads
- More safe horse trails

NONE

- Not familiar enough to comment
- None. Make do with what we have.
- None
- None
- Do not know of any future projects
- Just take care of what we have
- None - what we have is fine
- None
- No greenways!
- None
- None unless done on private land

OTHER

- Dog Areas
- A definite plan that is used and enforced. Those that want development can pay to provide these amenities.
- Hanover Bluffs, Long Hollow Scenic Overlook
- I would like to see the area near downtown Galena along the river preserved for everyone's enjoyment
- Lost Mound
- Abandon RR through Elizabeth for hiking
- Mounds project in Hanover (Wapello). River side clean-up (mowing) from Hanover to Cottonwood by city and/or county funding
- Cross country skiing routes
- Apple Canyon State Park to put in showers and things for campers to enjoy doing cause they have nothing to draw campers to this area. No swimming pool, no mini golf course, no active at all even the trail aren't easy for some people
- Update the Elizabeth Town Park. Canoe launch for Apple River
- Abandoned railway corridors
- Winston Tunnel
- A light transit road system throughout the county for tourists and residents, using rented small electrical vehicles for short trips to points of interest.
- Preserve "Galena Gateway Park" - the land across from Horseshoe Mound
- Public Lake
- I trust you to know which ones need the most work and which ones developed would be the most beneficial to the community.
- While there is more scenery to protect in western Jo Daviess County, I would like to see some effort protecting greenspace or creating trails in central and eastern parts of the county.
- Galena Gateway Park. Clean up but don't develop lowland area by Recreation Park (habitat area)
- I'm a new resident but have used trails in Texas, Florida, IL, England and Scotland. Fox River Trail
- Gramercy Park on the Bluff at East Dubuque. Lake Laconna should be dredged out
- Apple River for canoeing
- Anything that would increase the opportunity for safe biking on roads or trails
- More biking opportunities. Hiking at existing sites
- Improvement of most of them
- Develop more parks, preserves, and trails in the County. Along the Apple River, Galena River

#25: COMMENTS

AGRICULTURAL/ MEGA DAIRY ISSUES

- I am a small farm owner so I can see both sides of the issue of reacquiring land from farmers for public use. However, JD Co is a unique place, and rail bed trails would be a huge plus for expanded tourism, and walking/riding health benefits for local citizens. I think farmers would support using the rail bed system for trails if there was a small rental fee that they received (or tax incentives). In addition, concerns about privacy and trespass/vandalism need to be addressed. I would support some sort of tax to help develop the trail system, as well as a yearly/daily licensing fee. (Even a bond type of referendum for land purchase). On a separate note, I have been a frequent user of the Apple River upstream of Elizabeth. This section is detailed in the book "Paddling Illinois" and would make another great addition to county greenways. I think this would need to be addressed with our state legislature as the current law (as I understand it) requires individual consent from each landowner. One landowner can literally shut down miles of beautiful river. In Wisconsin, where I have canoed extensively, the State owns the water. This would require a shift in the way our State looks at streams from an agriculture to a tourism point of view. Perhaps this is possible as a county law. Again- I understand the concerns of farmers with unfettered public access of their land, but this is exceptionally good water.
- As a family we are unsure of our future because of mega farms wanting to be in our county. It will be hard for tourists to be dodging them as they enjoy the outdoors.
- What makes this county wonderful are the small communities and reasonably sized farms with sound agricultural practices including not farming land that shouldn't be. The county does not need more developer selling lots for "second homes" and using up precious farm land to do so. Development needs to be severely restricted. Land needs to be agricultural but there needs to be more local control over the types and size of ag development too. Mega farms do not support the local infrastructure and only contribute to the demise of small towns. Likewise tourism is not a high contributor of good paying jobs that can support a family.
- If people buy land in the country to build, they should realize the country smell was there first.
- The agricultural aspect of our county is as important as the green space idea. We need to remember the farmers were here first when we build houses and then complain about the odor.

- I have access to nature trails and green space all around me on the farm and probably do not really know how important it is to people that don't to have agriculture land taken out of production solely to make trails and green spaces for anyone to enjoy the scenery that is Jo Daviess County. This scenery has endured through the years I believe because of the efforts of small family farms who made a living for their families and took pride in the small tract of paradise entrusted to their care. Times are changing and now large farmers are taking over the land, squeezing out the small family farms, and many family dairy farms of the past that averaged less than 100 cows so this one family can operate a business with 10,000 cows.
- JD Co needs to start limiting rural/farm/wooded areas from being used as housing developments. Taking a cornfield and chopping it up into little parcels is not beneficial to the county.
- I think the county has enough restrictions on the property here and I think if someone does not want to smell cows they shouldn't buy property by cattle.
- The scenic beauty is the proper conservation farming that is done. "America the Beautiful" listen to the words
- I feel that the trails and greenways are terribly important. Even more I feel our waterways are important. I feel guilty suggesting that "developers" be penalized when Mega Farms are being allowed to be present in Jo Daviess County. I feel betrayed by County government and saddened that such a deplorable thing could happen in such a beautiful place when the entire state of Illinois is flat as a pancake and certainly a better place for a Mega Dairy. Huge mistake! Hard to believe that this is actually taking place.
- Stop the mega-dairy! Please!
- Livestock farmer have made this county beautiful with hay fields and pasture. They need more technical and financial help like the RC&D so they can comply with new and aggressive EPA rules.
- It is important that developers understand that JD County is a rural, farming community that does occasionally stink and there will be tractors and other equipment making noise early in the morning and late into the evening. Requiring green space when developing land is a great idea. It not only keeps the landscape of the county, but also helps relations between developers and their buyers and the farmers of our county. Thanks to all who consider the responses of this survey for their hard work.
- Preserve farm ground and use pastureland for greenways and trails
- This is a farming county so if any rules or regulations are to be made, they should be to protect our enterprises from those that invade our area..smell, sound or traffic
- I have not used any trails or greenways, but love that the county has them. They are necessary for many to enjoy the beauty of this county without destroying it. Factory farming will degrade the area and would seem to be a real contradiction to these projects.

PROPERTY RIGHTS ISSUES

- Government/organizations should not be allowed to impose requirements on landowners/farmers for the public's recreation
- Do not disturb our precious farmland
- If developers build trails or scenic area on their properties, they should be eligible for tax breaks.
- Rural character, greenways and trails ultimately increase all land values - development costs and decreases values. Educated public officials to the facts. There is no such thing as a bikeway or bridle path - develop trails for all. www.americantrails.org www.aft.org Rails to Trails
- We don't often utilize the trails and parks because we live in an area where landowners share several thousand acres of land and miles of maintained trails, but we think the preservation of scenic areas and habitat and availability of parks, trails and greenspace is very important.
- Keep government out of this. I see higher property taxes to fund all this.
- This survey appears to assume that the ownership of land by others can be impacted/effected/controlled by majority rule or a minority of folks who have a specific idea or ideal about how things should be. While we all enjoy nature and existing parks/facilities, we should proceed with caution when taking or restricting the use of the property of others. For example designating "high ridge tops" as protected or restricted in use could impact the ability to utilize wind turbines to make electricity as a practical matter in the entire County. Not being able to utilize radio towers by prohibiting their use on high ridge tops could likewise restrict the use of cell phones and wireless high-speed internet for all citizens of the County. These are too important of issues not to raise. Please be cautious with the e important competing issues.
- Why don't you worry about your own backyard and leave JD County to those of us who live in JD County, make our living here, and were born here. We've taken care of JD for many years and can continue without greenway/trail projects screwing with our lives and using my tax \$ for unnecessary stuff.
- It is very important to preserve the rural and scenic character of Jo Daviess County. I hate to see "development" and what that means in terms of loss of trees, nature, farms and peaceful untouched areas. I am a lifelong resident and the loss and changes of the rural areas are very upsetting to me.

- As a property owner in JD I own property in town and in the rural area. We live in town but own property with residences in the country also. I/we have no plans of ever developing any of the property but as we pay taxes year after year I feel it is my right if I own the property to do as I was not as someone else wishes the property to be. I don't like seeing rural property broken but most of the people that want to (protect) keep this property preserved have purchase and built then want to tell others what to do or not to do. We farm over 1,000 acres near a development but I do not want the people in the development telling me that we cannot develop our property after they over built and changed their landscape view. This is what happens to an area after enough development has happened. I like the easements that property owners take on to preserve the property they spent a lifetime preserving locked in but on an individual basis only.
- #8-There should be compensation to private land owners to set aside as greenway. #9- What if there already is a forest preserve next to it. Also depends on density. #17-I think it should be recommended but not required. Maintenance is strong issue. Who is to maintain? Insurance issues? How many houses is a development? #19-Is this to be required by developers?. Problem of safety. Who cleans trash cans and rest rooms? #21- If they are going to require any greenways/trails by developers then the county should be he'll responsible for the creation and maintenance.
- Keep government out of private property owners' rights
- All I see in the paper is money is tight and yet you want to spend more. Why? Keep gov't out and let capitalism control development
- 2 - Define rural character and lifestyle. No infringement on private property - even if "community owned"
- Our concern is about individual property rights. For example, question 17, when you ask if "developers" or maybe even individuals, are required to build trails for public use, will they and how will they be compensated for that loss of land use? If these trails go through farmland, who will compensate farmers when some four-wheelers decide it is more fun to ride through and damage farmer's crops than to stay on the trail. As more acres are removed from the private sector and put into public use, tax base is lost. How will this tax loss be made up? I feel we have enough greenways and trailways. I would much prefer to see these areas we already have become better developed for public use and NOT to expand more areas
- The County Board has consistently made decisions that negatively impact the landscape and people of Jo Daviess County. Historically this group represents the most significant roadblock to greenway and trail initiatives and progress.
- I think the County Board should make a resolution not to allow any more CAFO's to be built in Jo Daviess County thereby protecting our air and water quality in the future.
- Spend less money for paid sources more people vol. and do work. Have local bids for work. Maybe you people could help - not paper work, but put a little labor in on the projects. A do-gooder that just wants but doesn't do should not be doing just paper work. A little hard labor will not hurt anyone! Don't spend so much Engineering & Associates.

THANK YOU

- We're glad that not only are you interested in nature preservation, but may even be proactive about it.
- Thanks to the County Greenways and Trails Committee for initiating this planning activity.
- You (Jo Daviess County and Conservation Foundation) do a wonderful job with limited resources.
- Please make this a priority. Greenways and trails are vital to our County. Economically and environmentally.
- Great idea!
- We appreciate people like yourselves serving the public in this way
- Thanks for taking this step to better our county. I hope it goes past this stage. Good luck.
- I think your program is great and I hope it stays going and getting bigger. Thanks!
- I was previously on a committee to help obtain info on seeing the Grand IL Trail completed with horses and riding as a focus so I am interested in seeing how you proceed.
- Thank you for asking
- The East Dubuque area does not seem to be an importance when it comes to trail ways. Would like to see this changed! Thank you
- Thanks for all efforts here - JDC has a lot of untapped potential in this area.
- Thanks for all you do.
- Thanks for asking

DOES NOT APPLY/I HAVE NO INTEREST

- I am 93 years of age - none of this applies to me. I am homebound.
- I'm moving out of state so some of these questions I cannot answer
- I don't use any greenway trails & never have
- My husband is handicapped and we are unable to enjoy the beauty of the trails, etc. Good luck.
- Find a better use for my tax dollars
- No tax money should be spent on any of these for a select few to use. Look at the sad shape our roads are in. Put money in things like that instead of trails for a select few.
- It is hard to comment on any topic when there are no specific proposals/guidelines.
- Our tax dollars can be used in better ways than this.
- The more familiar we become with the various aspects of this beautiful part of the state, the more opinions we will be able to share.

OTHER

- Trails are a great asset as long as the people using these trails are not constantly trying to change these areas and communities they are traveling through.
- Consider County owned and operated parks that would be funded by user fees and a special tax
- We really enjoy fishing at the Hanover Bluffs but you need a better way to get down and up to the lake. It needs to be mowed more. It is hard to walk in the tall grass.
- Very misleading questions. Need much more detail to make decisions and answer your questions. Where is this going to provide good paying jobs for the next generation. Not just service industry type.
- Paving road to Blanding (from Hanover) would make area more desirable
- All this adds to the cost of living here. Most of us are on a fixed income and cannot afford all these crazy ideas you "big city" folks come up with. Wake up to the feeling of the locals
- These projects bring too many people. 40 years ago this town was in better living conditions than now. We don't need anymore tourists and spending tax payers money on them.
- The County needs to develop a comprehensive program to ensure compliance with laws against littering - not much for walking on trails full of trash.
- I really enjoy the Galena River Trail - would be nice to see billboard of birds, trees, etc. to identify. Would like to cross country ski in the winter as no parking where you can start by Schueler.
- This survey tends to be one of advocacy, I think, and therefore develops adversarial views - e.g. large cattle operations, windmills, etc.
- I am going to research these trails and make use of the resources available to me/family
- I have always thought that bicycle paths should be incorporated with some roads and highway shoulders
- Signs saying more hunting allowed anywhere, deer, turkey, etc. hunting is allowed. Signs telling history of site especially Winston Tunnel. Sign at Thompson French Bluff is nice. If someone happens upon an artifact such as an arrowhead let them pick it up. Maybe have a sign saying if you find something you can donate to an exhibit of found items at a site and put it on display for while but you can keep it.
- Bring trails through quality natural areas not degraded flood plains
- Open up "sky high" south River Road. Utilize state and federal monies. This section would provide a safe and scenic visit. Utilized the existing areas including Chestnut Ski Lift, Blanding camping/fishing, and direct access to the Lost Mound National Wildlife and Fish Refuge. Wonderful project. Use the trails to educate our youth, guide use away from sensitive areas and enjoy.
- More bike trails

- I don't really think we need any more trails, but if things are developed I think the #1 priority should be no disruption of wildlife. I also don't think tax payers need to be taxed on anything else like upkeep, etc.
- In all fairness, I haven't been to any of these places in the last few years. I'm a firm believer in conservation of our lands flora & fauna. I try to rescue plants from construction areas. So far, various ferns, shouy orchis, dutchman's breeches to name a few. Keep up the good work.
- Our county taxes are too high now. We don't need any more spending.
- I'm a native of JD as well as my great grandfather and I feel they had preserved the beauty of the county by good conservation practice and not with private or government restrictions.
- Our main concern is preserving the scenic beauty in JD County. I moved here from a big city to have a safe place for my children to grow up. We understand the need for more housing - would like to see developers take more care in replacing wildlife habitats. I moved out of the city because I don't like it there, it would be a shame to destroy JD Co and it's natural beauty.
- Procure monies to enhance existing sites
- All the deer have been killed in the Galena Territory. The trails no longer have any wildlife, so now I stay home and leave the trails to the sharp shooters. We plan on moving to Northern Wisconsin so we can see more wildlife. The Galena Territory is now dead.
- Trails and transportation systems should be designed and built for requirements and needs 20 to 30 years from now, in a post oil economy. Mass transit to get people in and out of the county, small electric or hydrogen vehicles and roads for transit within the county.
- Galena Territory residents. My husband and I still have many trails in our Galena Territory that we have not yet been on to either walk or explore.
- I think having more trails would bring more revenue to the county -- people spend more to eat and do other things.
- We enjoy ATV riding. There is no place to ride in our area. Now we travel to Iowa or Wisconsin. I believe the State of Illinois is missing the boat on a lot of tourism dollars that a ATV trail would bring into the area. When the ice freezes we ride on Frentress Lake, we used to ride to Chestnut, but the DNR stopped that because of the Federal Wildlife Preserve. I was told we are destroying plant life on the islands. I cannot believe ATVs do more damage to the islands than the yearly flooding that occurs on these islands. We respect any area that we ride on, no littering, helmets and safe riding are key to a good time.
- Public lake with campgrounds

- I love this area and want the character maintained. Is it necessary to build a hospital in Galena when the Dubuque facilities are under utilized? When the hospital fails (and it will) will we put a Home Depot there or leave it abandoned? We should look deeper before we leap.
- Acquire Charles Mound for public access. Pathways for children to get to school and the public to be able to walk to various places instead of being forced to drive - no other choice sometimes
- Jo Daviess County needs economic development and therefore affordable housing. I'm considering preserved/set aside land, working people need places to live and work - not just farms, retired people and mostly quit pushing "tourism" - Full time residents, given jobs and affordable housing would/could support a trail program.
- We love to go to the Mt Horeb area to bike. Trails are great. So ar the small towns around. Camping is close by - great weekend fun.
- Work with mother nature- not against
- 8-not unless they are public lands. People have a right to sell or do what they want to with their land. It's America. The nature of this survey is disturbing. It's BIG government.
- Only use areas for walking or hunting
- Would like something close to IL/WI stateline
- I live down near River Menominee-Station area and looking at your map see Dixon Creek Geological Area, a DNR Wetland, Sinsinawa and Little Menominee Rivers - these areas should be clearly marked as such in certain spots. Never heard of Dixon Creek. Snowmobile trails are marked well. I am a bird and wildlife watcher and hope this area can thrive as is with county's watchful eye on new development this year I've seen the Piliated Woodpecker return to nest and the Red Foxes around and more pheasants. Our area is unique and should be kept rural for the personal pleasure of our communities. The County can sponsor funds for a newsletter informing citizens of places and sighting that naturally occur throughout the year.
- Bike lanes on County Roads for safety - Please!
- Bike , Hike, Rollerblade, Snowshoe, and Ski
- Trail users/greenway users should be encouraged to not trespass on adjoining lands
- Tourists love to bike. Jo Daviess needs to work with businesses and organizations in Dubuque because they could benefit by having biking trails that connect to East Dubuque & Galena. A trail along parts of the River would be very scenic.
- More available maps of hiking trails
- Who will be responsible to maintain trails? Provide security?
- Save the tower
- I think one community area could be hiking/biking. One for ATVs. Another community have equestrian, so they could be longer for each rather than small sections of each in a community

- The JD Co is "frozen in the forties". I doubt they could implement more trail development if given the money. They have no vision or interest in the area. They can't even get the tax bills out on time.
- Need more areas for fishing & hunting. Get young kids outdoors and away from tv & drugs. Thank you.
- We would love to see tourism developed around ATV trails. The beautiful scenery in our area would really draw people off-road boosting business in hotels, restaurants/bars, and for equipment dealers. Development of clubs and partnerships with government agencies similar to those of snowmobiles in winter could make this happen easily and with little expense. What a great way to share the unique landscapes with the public
- We feel deeply this is becoming an anything goes County. We were just in France and they respect old buildings, the environment. There is virtually no litter or hither and yon development in areas it does not belong. It will be the downfall of tourism here, because it will be a concrete jungle, just like anywhere else, and it loses its unique beauty and draw for people and the future people to be born.

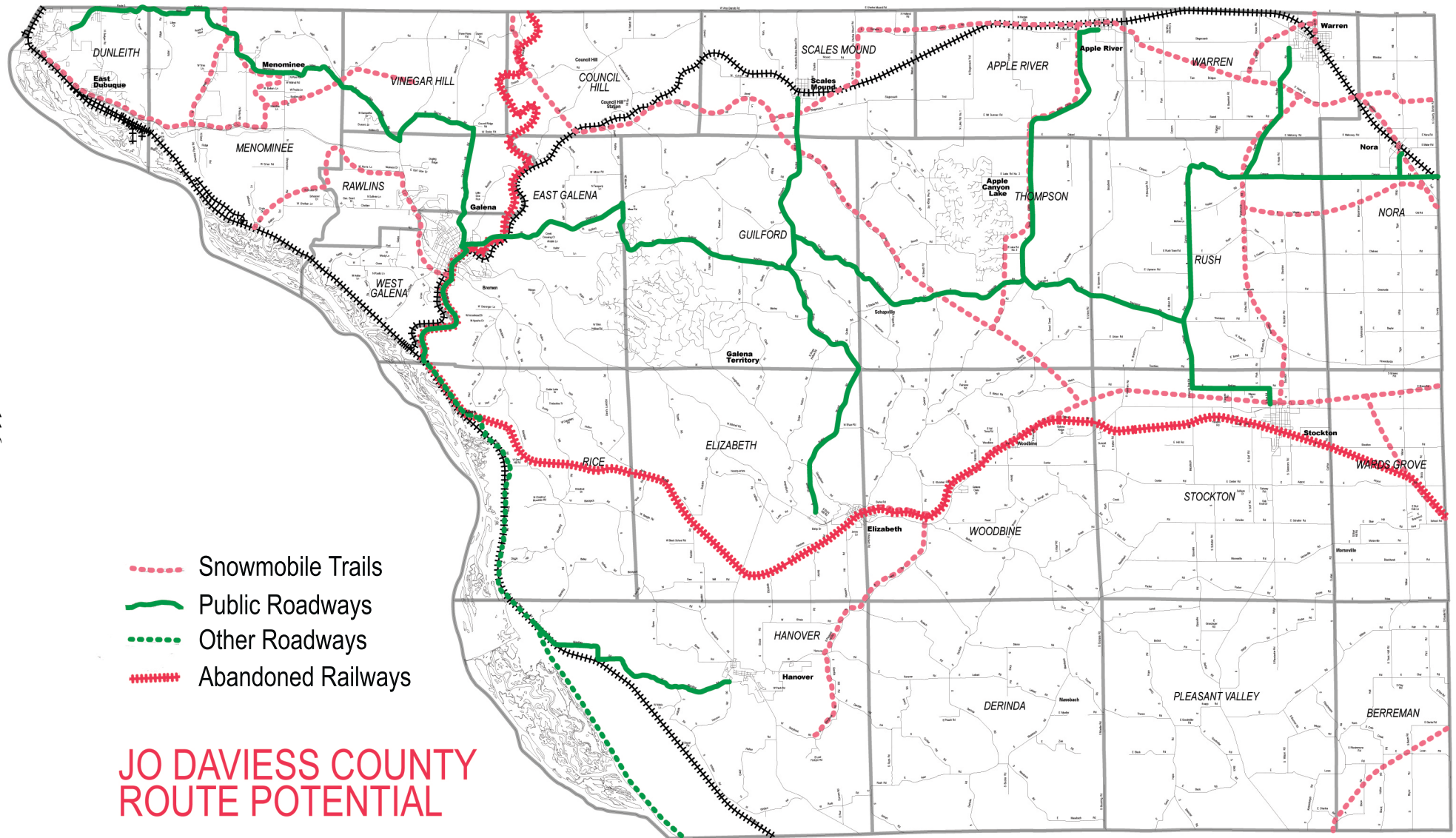
ATTACHMENT D: COMMUNITY TRAILS

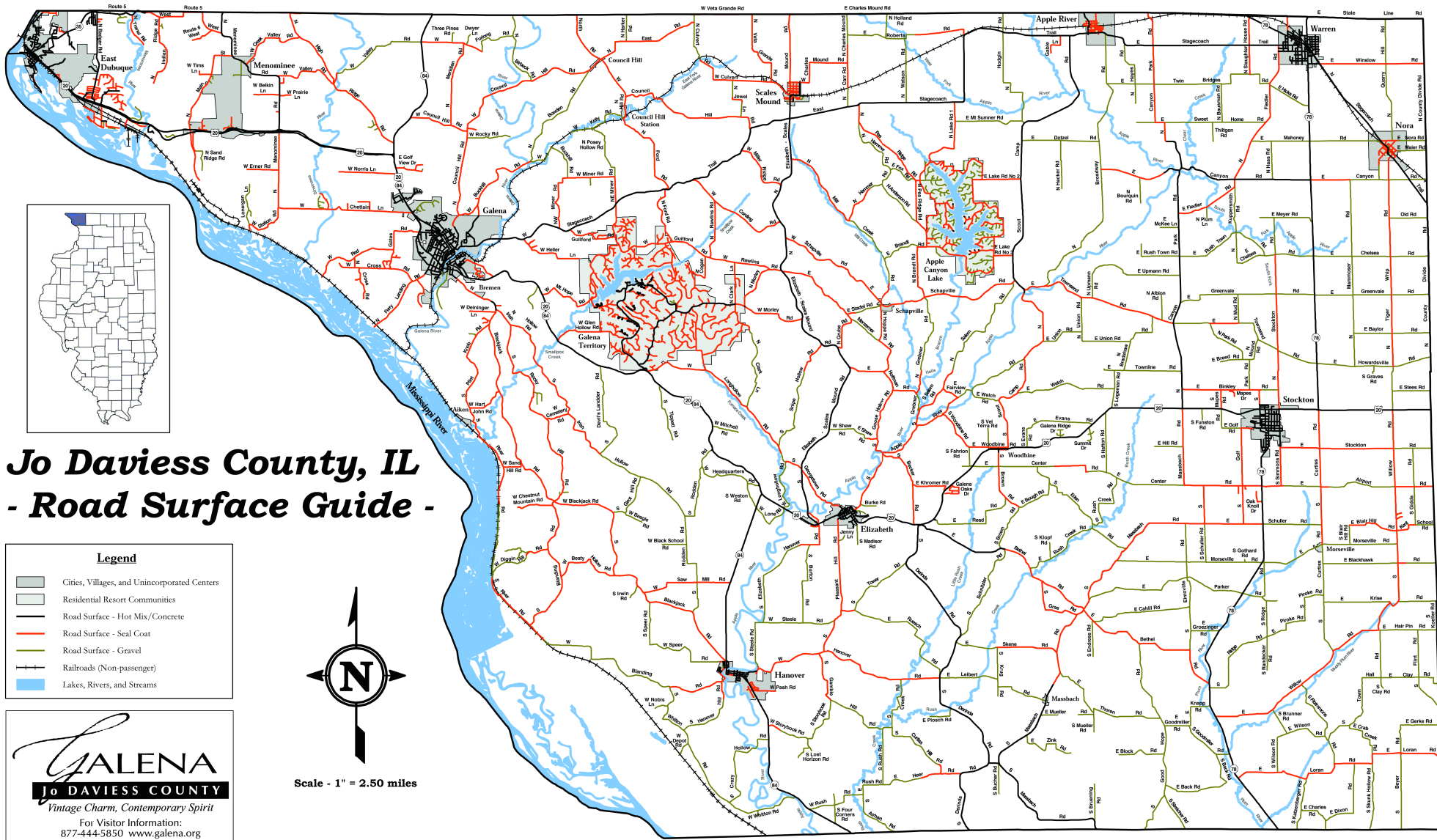
Through the work sessions and conversations with community leaders, trail goals and potential trail locations were identified. Multi-purpose trails were mapped to represent the concept of connectivity and a county-wide trail system. For each community, existing road routes were identified to immediately connect the communities to the Grand Illinois and Mississippi River Trails. The communities are shown to have access to a regional trail, in the case of the Grand Illinois Trail, and a national trail in the case of the Mississippi River Trail. Over time, as off-road segments of the community, regional and national trails are completed, the trails will become safer and more appealing.

The community maps on the following pages identify existing road routes as proposed multi-purpose trails. Please note that the Multi-purpose trails are proposed routes based on public input gathered at work sessions held around the county. The safety of these routes needs to be assessed. As they are currently delineated, not all of these routes are open to the public or ready for use. Abandoned railroad right-of-ways are shown, as these are historically excellent areas for trail development and could be an opportunity for a community to create off-road trails. Another possible opportunity would be to work with the snowmobile clubs to develop year-round trails to be used by snowmobilers in the winter, and hikers and cyclists during the remainder of the year.

Community maps are provided for the ten municipalities in the county and the two resort communities:

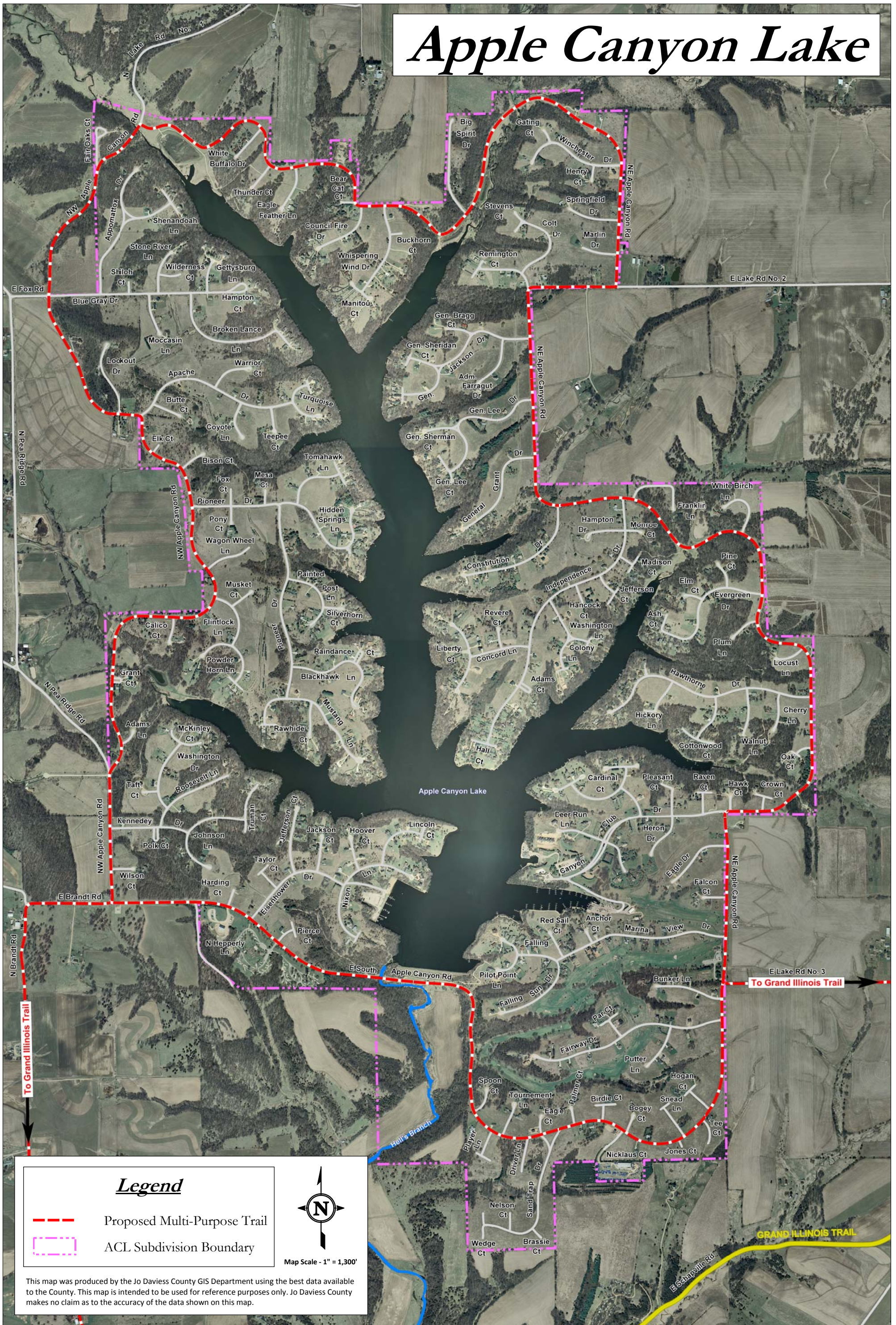
Village of Apple River
City of East Dubuque
Village of Elizabeth
City of Galena
Village of Hanover
Village of Menominee
Village of Nora
Village of Scales Mound
Village of Stockton
Village of Warren
Apple Canyon Lake Resort
The Galena Territory

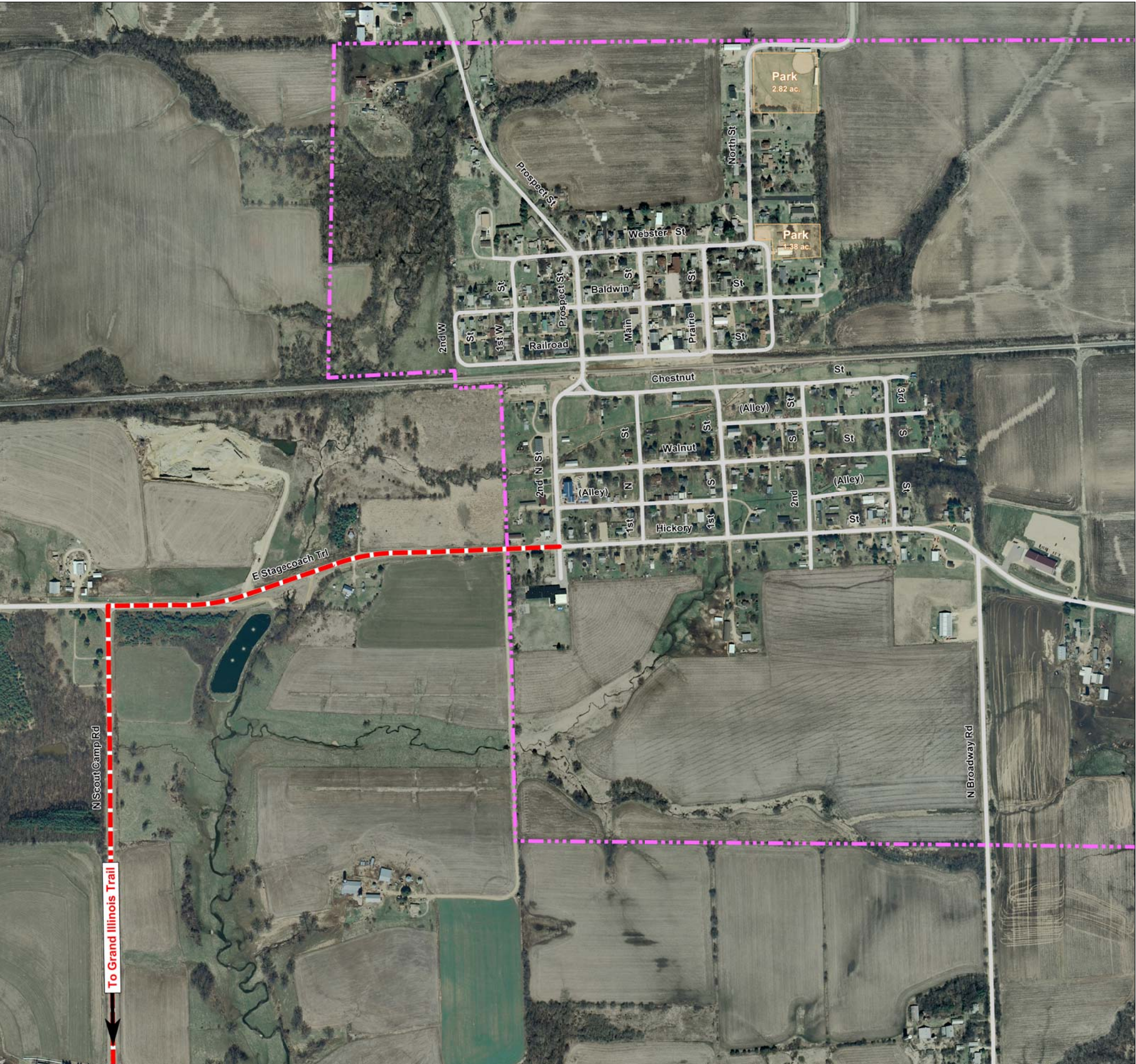




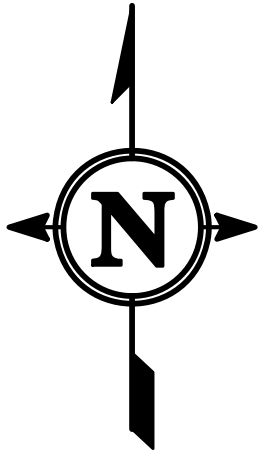
Map produced by the Jo Daviess County GIS Department on 6/15/06. All geographic features were created from data maintained in the Jo Daviess County Geographic Information System. All information is believed to be accurate, but is not guaranteed to be without error. Jo Daviess County assumes no responsibility for any damages that may result from the use or misuse of this map.

Apple Canyon Lake








Village of Apple River



Map Scale - 1" = 600'

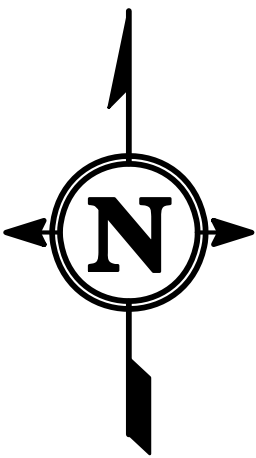
Legend

	Proposed Multi-Purpose Trail
	Village Parks
	Corporate Boundary

This map was produced by the Jo Daviess County GIS Department using the best data available to the County. This map is intended to be used for reference purposes only. Jo Daviess County makes no claim as to the accuracy of the data shown on this map.





City of East Dubuque




Map Scale - 1" = 1,300'

Legend

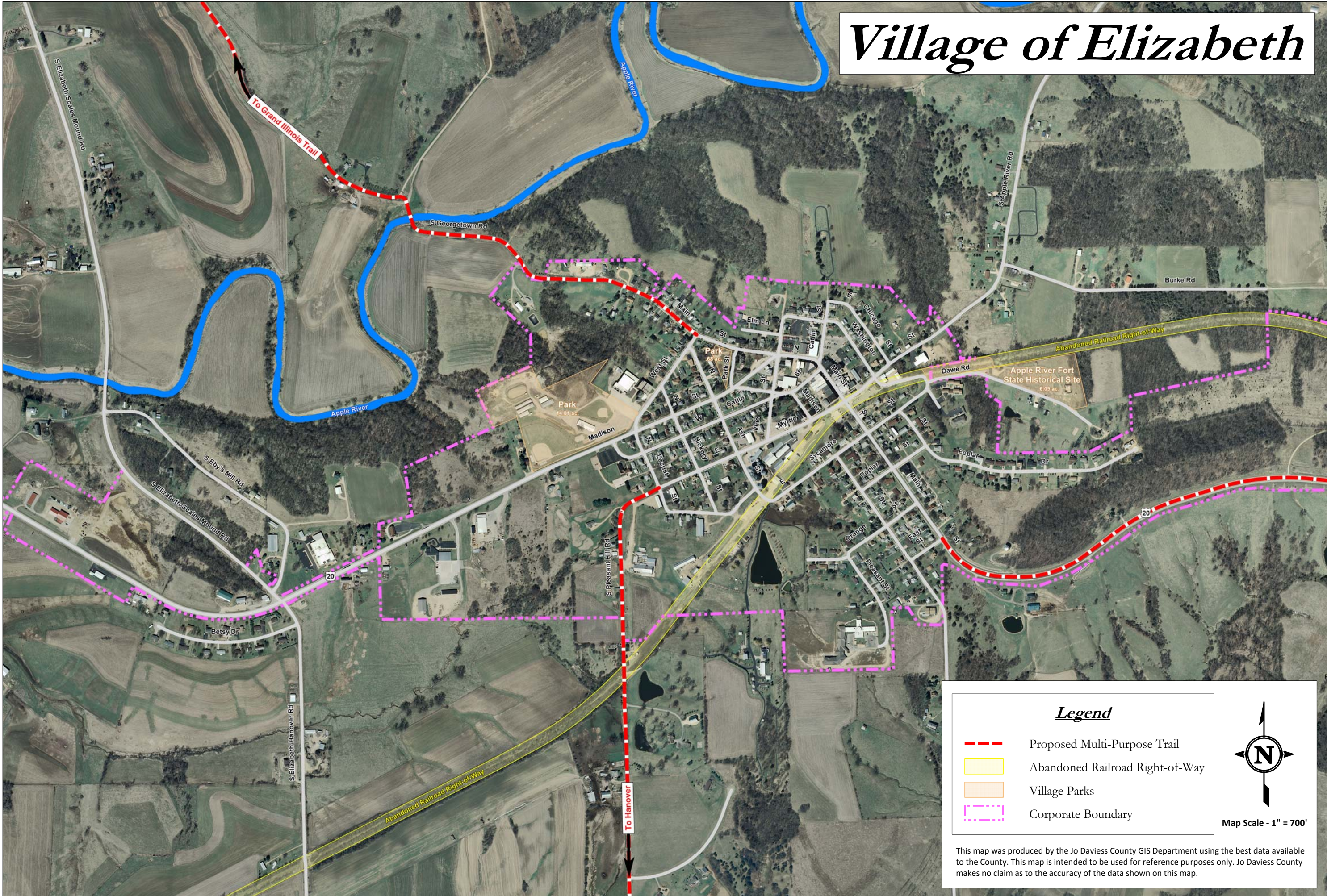
 Proposed Multi-Purpose Trail

 City & Township Parks

 Corporate Boundary

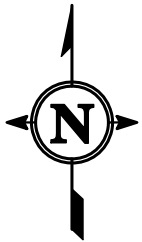
This map was produced by the Jo Daviess County GIS Department using the best data available to the County. This map is intended to be used for reference purposes only. Jo Daviess County makes no claim as to the accuracy of the data shown on this map.

Village of Elizabeth



Legend

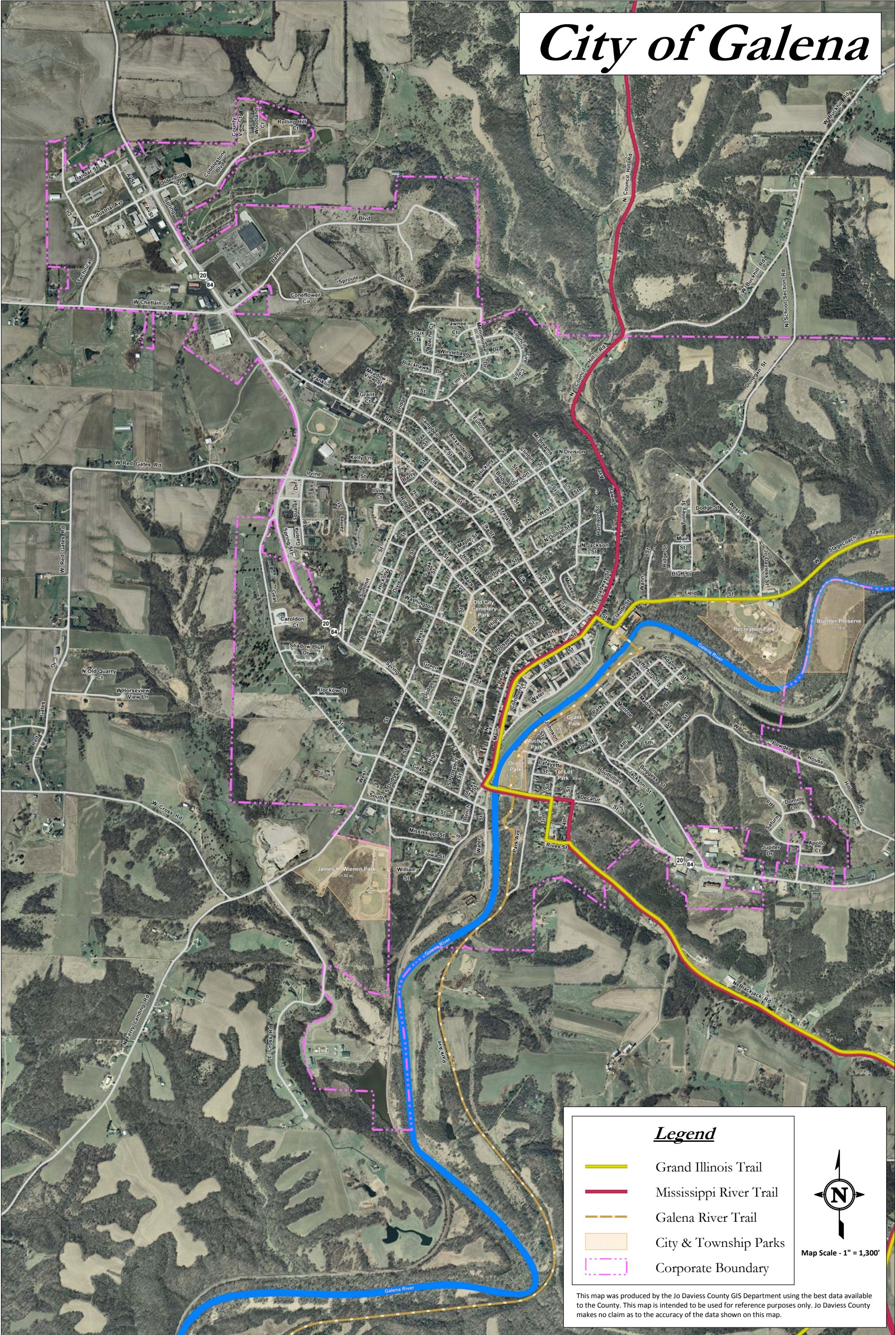
- Proposed Multi-Purpose Trail
- Abandoned Railroad Right-of-Way
- Village Parks
- Corporate Boundary



Map Scale - 1" = 700'


This map was produced by the Jo Daviess County GIS Department using the best data available to the County. This map is intended to be used for reference purposes only. Jo Daviess County makes no claim as to the accuracy of the data shown on this map.

City of Galena



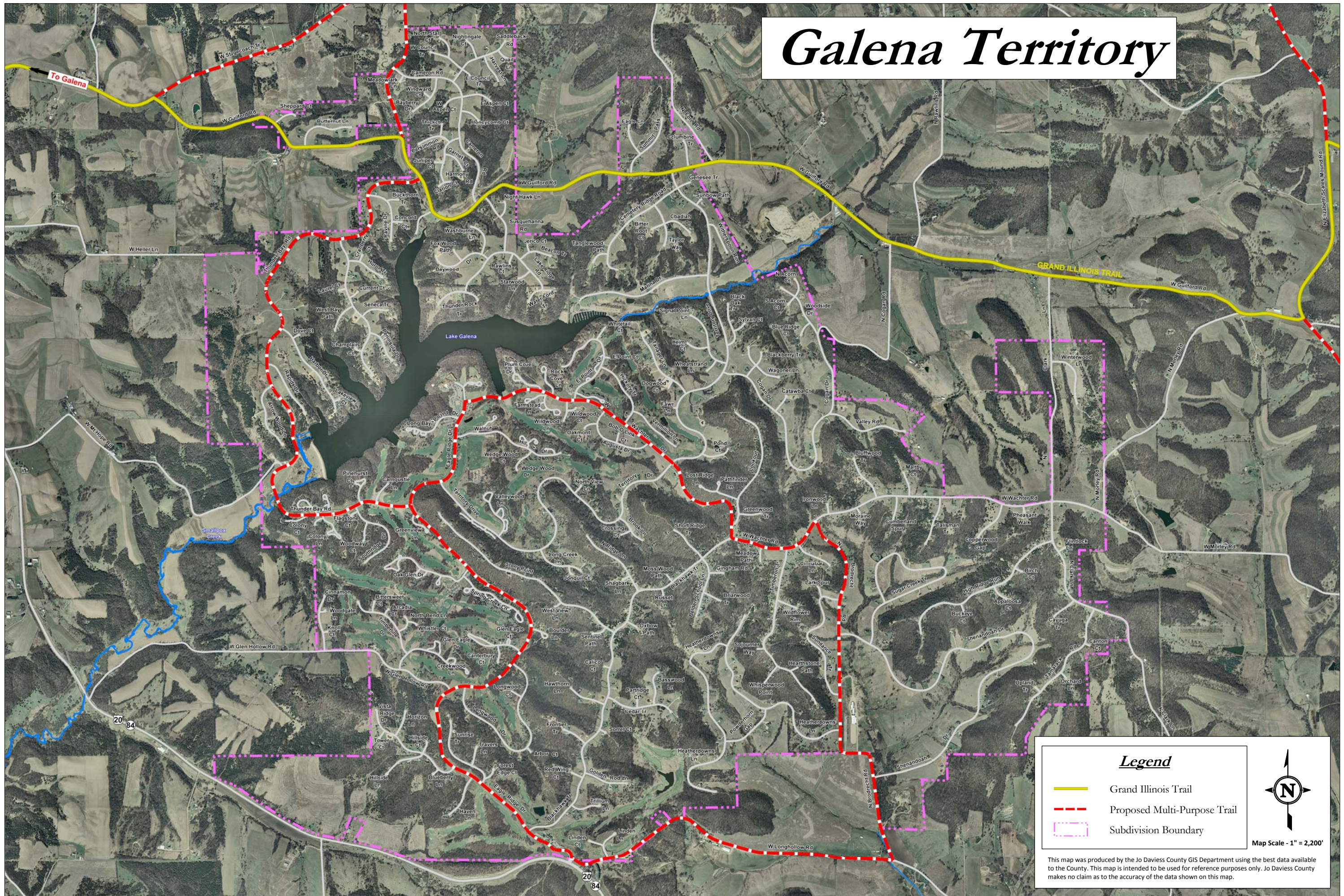
Legend

- Grand Illinois Trail
- Mississippi River Trail
- Galena River Trail
- City & Township Parks
- Corporate Boundary

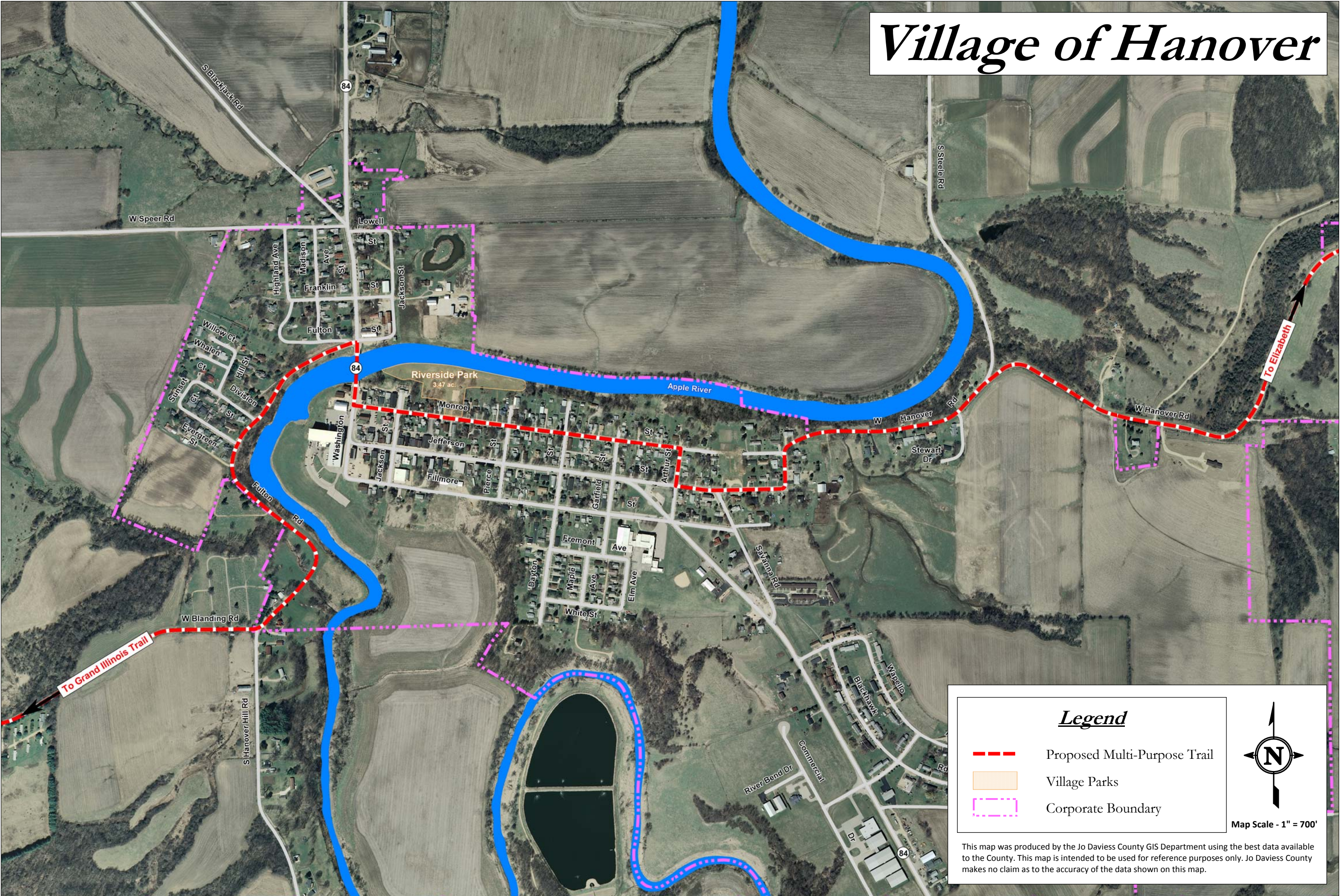

Map Scale - 1" = 1,300'

This map was produced by the Jo Daviess County GIS Department using the best data available to the County. This map is intended to be used for reference purposes only. Jo Daviess County makes no claim as to the accuracy of the data shown on this map.

Galena Territory

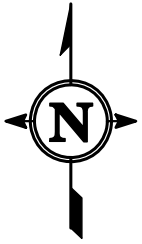


Village of Hanover



Legend

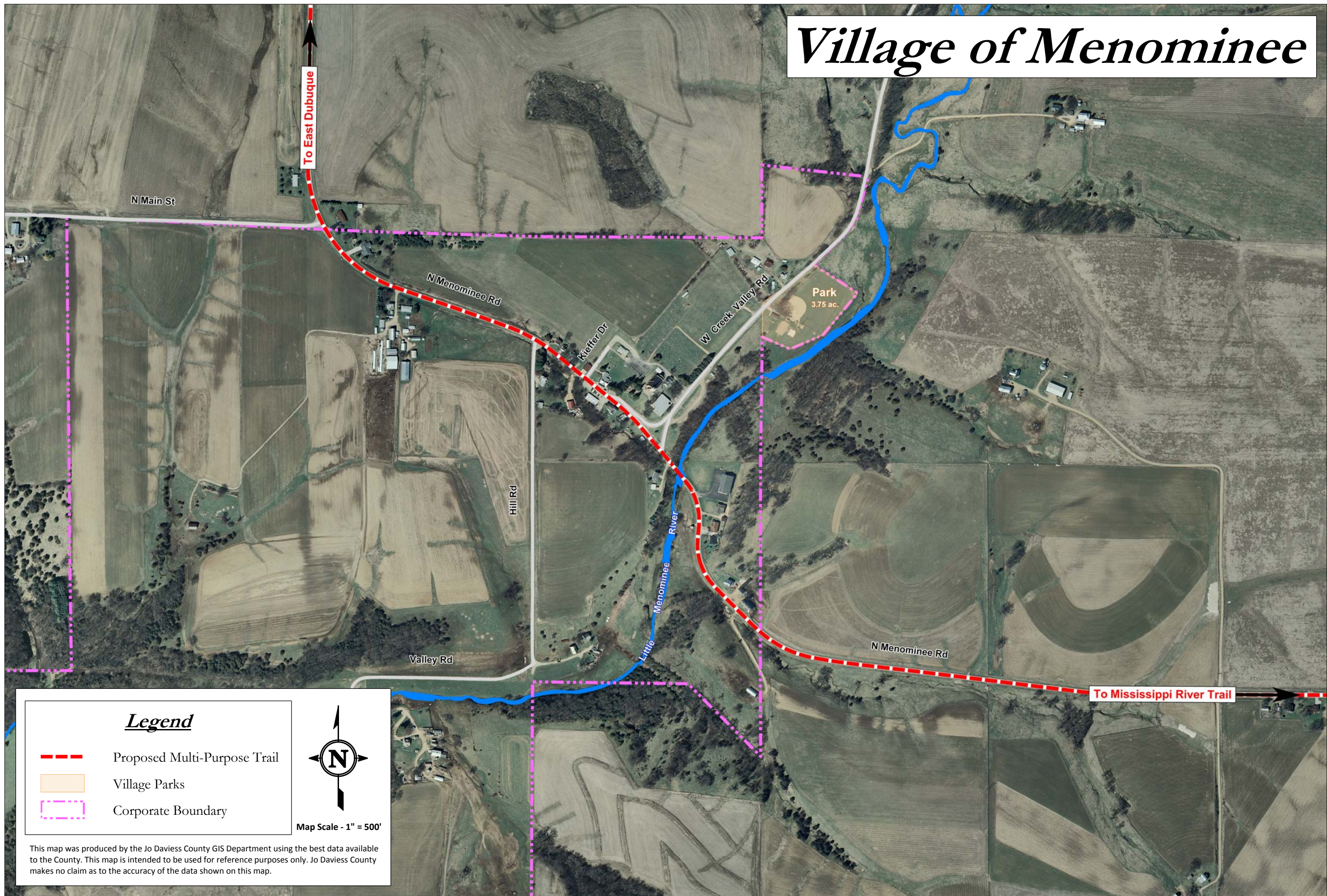
- Proposed Multi-Purpose Trail
- Village Parks
- Corporate Boundary



Map Scale - 1" = 700'

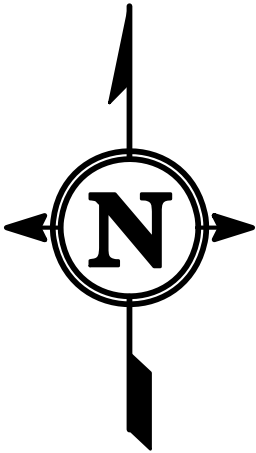
This map was produced by the Jo Daviess County GIS Department using the best data available to the County. This map is intended to be used for reference purposes only. Jo Daviess County makes no claim as to the accuracy of the data shown on this map.

Village of Menominee





Village of Nora



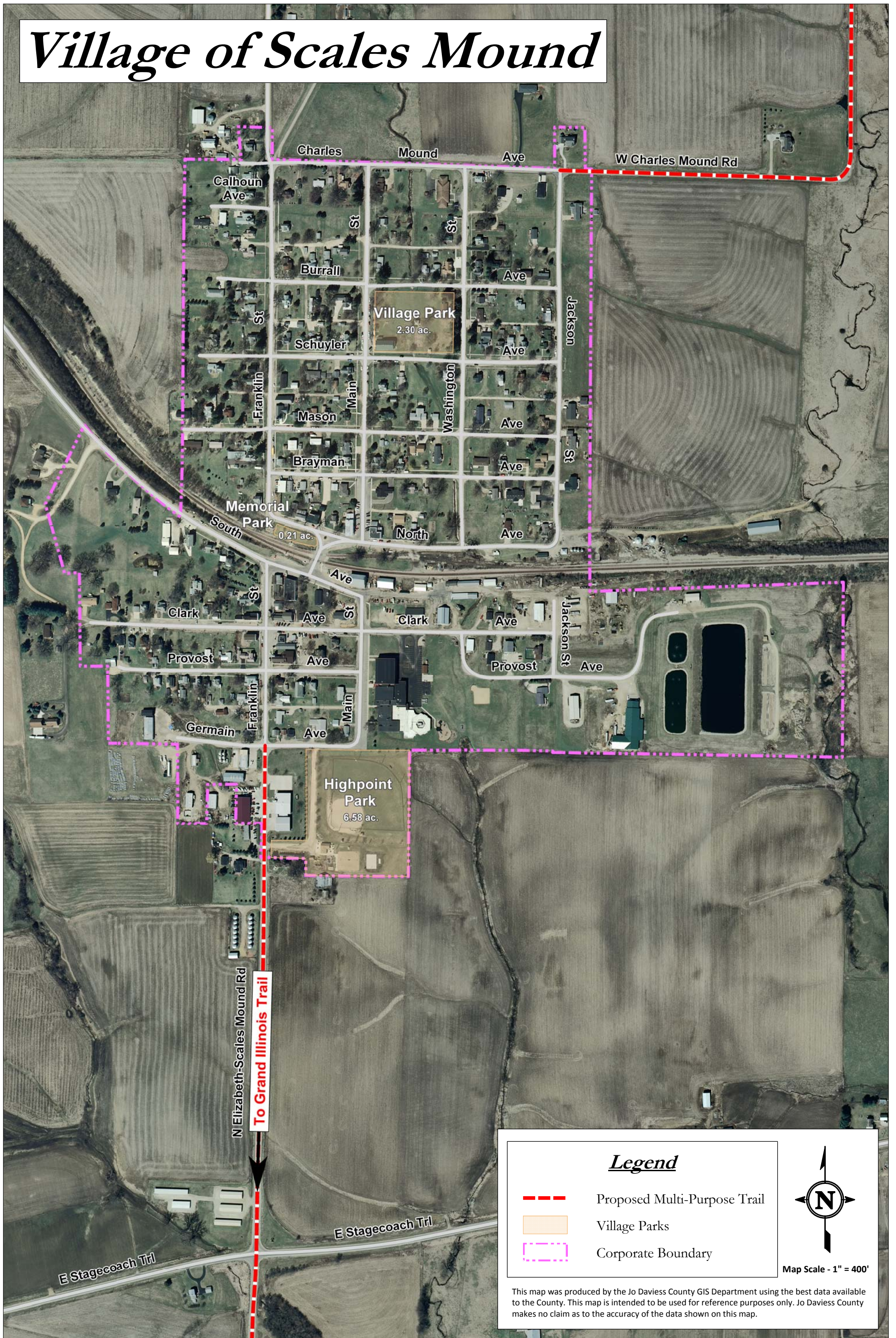
Map Scale - 1" = 600'

Legend

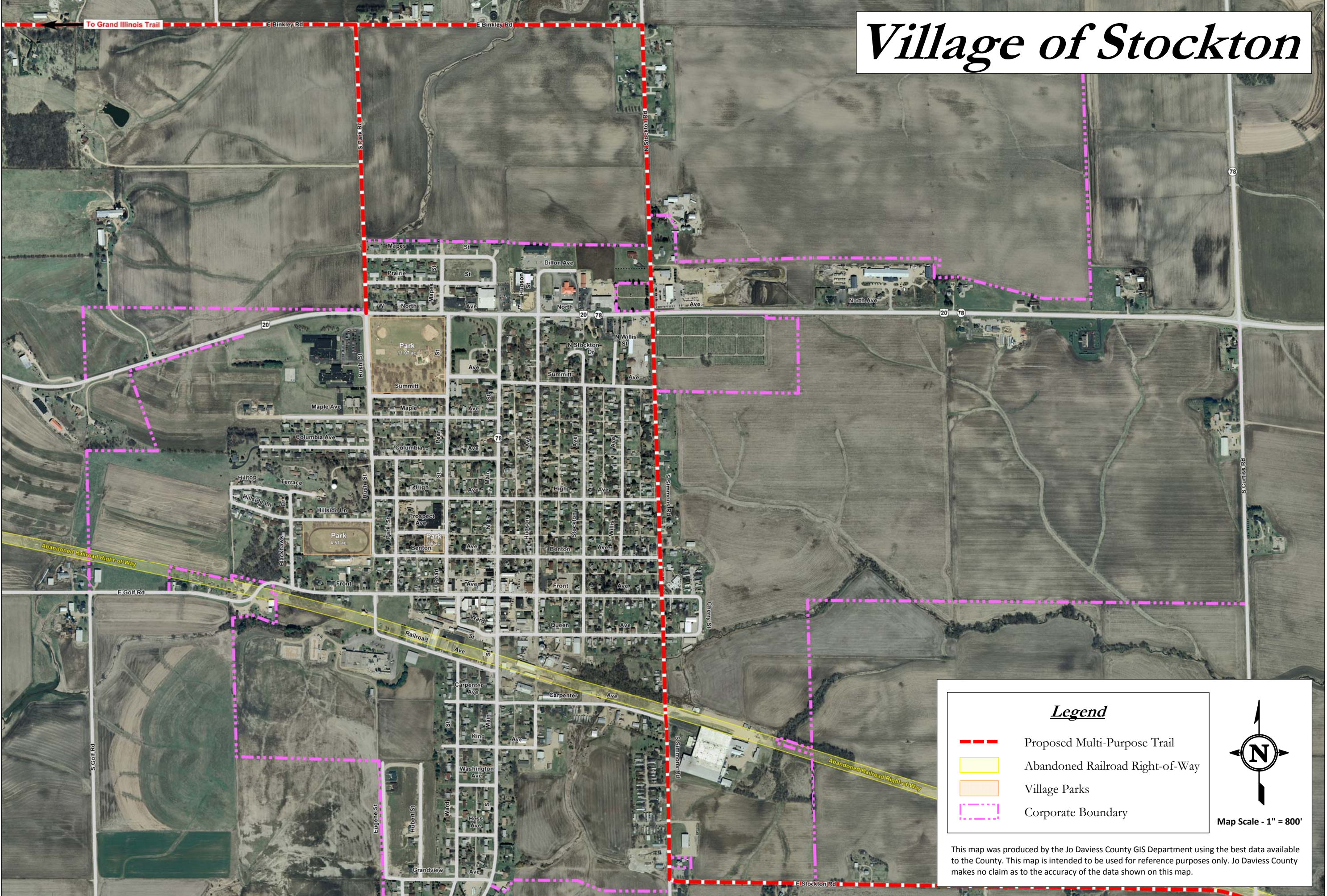
	Proposed Multi-Purpose Trail
	Grand Illinois Trail
	Parks
	Corporate Boundaries

This map was produced by the Jo Daviess County GIS Department using the best data available to the County. This map is intended to be used for reference purposes only. Jo Daviess County makes no claim as to the accuracy of the data shown on this map.

Village of Scales Mound

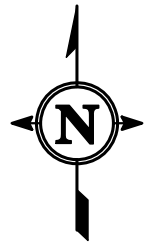


Village of Stockton



Legend

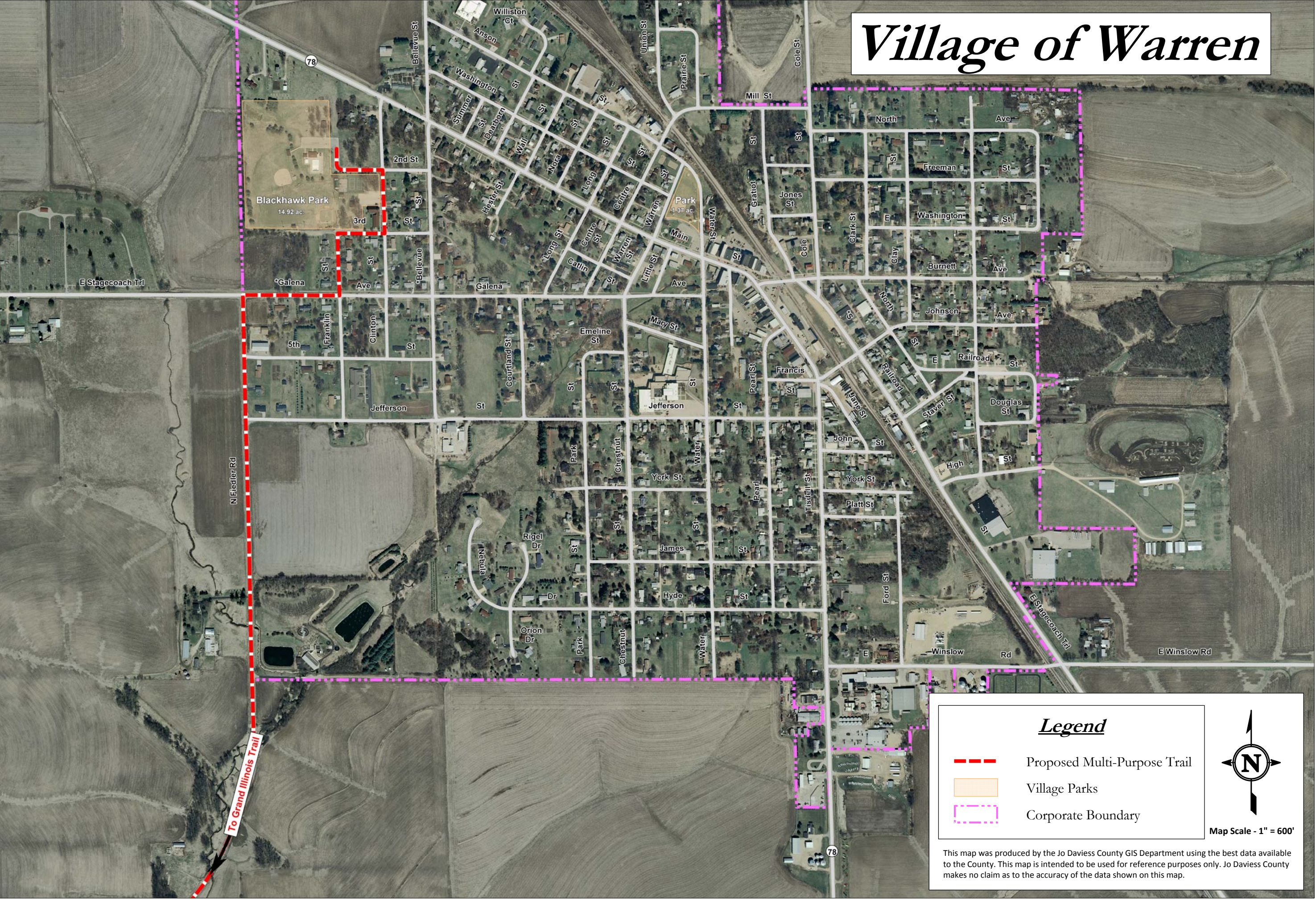
- Proposed Multi-Purpose Trail
- Abandoned Railroad Right-of-Way
- Village Parks
- Corporate Boundary



Map Scale - 1" = 800'

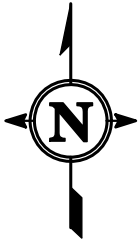
This map was produced by the Jo Daviess County GIS Department using the best data available to the County. This map is intended to be used for reference purposes only. Jo Daviess County makes no claim as to the accuracy of the data shown on this map.

Village of Warren



Legend

- Proposed Multi-Purpose Trail
- Village Parks
- Corporate Boundary



Map Scale - 1" = 600'

This map was produced by the Jo Daviess County GIS Department using the best data available to the County. This map is intended to be used for reference purposes only. Jo Daviess County makes no claim as to the accuracy of the data shown on this map.

ATTACHMENT E: LIST OF STAKEHOLDERS
Individuals invited to participate in the planning process

Municipalities

Tim Raisbeck, Apple River Village President
Geoff Barklow, East Dubuque Mayor
Al Griffiths, East Dubuque City Manager
Helen Kilgore, Elizabeth Village President
Tom Brusch, Galena Mayor
Mark Moran, Galena City Administrator
Donald E. Schaible, Hanover Village President
Francis C. Powers, Menominee Village President
Mark Mullen, Nora Village President
Jim Davis, Scales Mound Village President
Rodney Brandt, Stockton Village President
Rhonda Perry, Stockton Village Trustee
Gregory Stake, Warren Village President

Townships

Jim Goken, Apple River Township Supervisor
Daniel Caswell, Berreman Township Supervisor
Roger Redington, Council Hill Township Supervisor
Donald McLane, Derinda Township Supervisor
Vincent Hasken, Dunleith Township Supervisor
Ray Erner, East Galena Township Supervisor
Vincent Vesley, Elizabeth Township Supervisor
Ronald Aldridge, Guilford Township Supervisor
Janice Steele, Hanover Township Supervisor
Delbert Schulting, Menominee Township Supervisor
Dan Hughes, Nora Township Supervisor
Phyllis Miccolis, Pleasant Valley Township Supervisor
Dorothy Petitgout, Rawlins Township Supervisor
Duane Dehnicke, Rice Township Supervisor
Janice Toay, Rush Township Supervisor
Steve Stadel, Scales Mound Township Supervisor
Jack Townsend, Stockton Township Supervisor
Elaine Schlichting, Stockton Township Trustee
Robert Stanger, Thompson Township Supervisor
James Purdy, Vinegar Hill Township Supervisor
Carol Aurand, Warren Township Supervisor
Charles Quick, West Galena Township Supervisor
Diane Marcure, Woodbine Township Supervisor
Pennie Groezinger, Wards Grove Township Supervisor

Resort Communities

Joe Mattingly, Galena Territory Property Owners Assoc.

Paula Lange, Apple Canyon Lake Property Owners Assoc.

County

Beth Baranski, County Board

Merri Berlage, County Board

Dorte Breckenridge, County Board

Jody Carroll, County Board

Bill Cooper, County Board

Bernece Hill, County Board

Dane Jackson, County Board

Alan Kent, County Board

Michael Lorig, County Board

Ron Mapes, County Board

Margie Montelius, County Board

Yerda Potter, County Board

Marvin Schultz, County Board

Ronald Smith, County Board

Terry Stoffregen, County Board

Sally Toepfer, County Board

Jack Zillig, County Board

Dan Reimer, County Administrator

Mel Gratton, Planning Commission Chair

Linda Delvaux, County Building & Zoning Administrator

Steve Keeffer, County Highway Engineer

Pat Leitzen-Fye, County Economic Development Consultant

Betsy Eaton, CVB Executive Director

Peggy Murphy, County Health Department Administrator

Jim Lander, County Board of Health President

State Elected Officials

Representative Jim Sacia

Senator Tim Bivins

Federal Elected Officials

U.S. Senator Barack Obama

U.S. Senator Dick Durbin

U.S. Representative Don Manzullo

Schools

Marie Steifel, Regional School Superintendent
Katherine Bryant, East Dubuque USD #119 Superintendent
Dr. Dale Greimann, Galena USD #120 Superintendent
Dr. Karen Sirgany, Warren CUSD #205 Superintendent
Bradley Albrecht, River Ridge CUSD #210 Superintendent
Dr. Barbara Sloan, Scales Mound CUSD #211 Superintendent
David Gilliland, Stockton CUSD #206 Superintendent

Park Districts

Janice Toay, Blackhawk Park District
Allen Randecker, Derinda Park District
Sara O'Connell, Dunleith Park District
Darrell Roberts, Thompson Park District
Leisa Graves, Woodbine Park District

Other Entities

Corry Cassens, Farm Service Agency Director
Chuck Wemstrom, Conservation Guardians of Northwest Illinois
Susan Gordy, Apple River Fort State Historic Site
Terry Miller, Galena State Historic Sites
Nancy Winter, Equestrian Land Conservation Resource
Annette McLane, Jo Daviess County Farm Bureau
Jim Rachuy, Prairie Enthusiasts
John Rutherford, Pheasants Forever
Chris Larson, Jo Daviess Conservation Foundation Director
Mark Maidak, U of I Extension Director
Helen Baysinger, Assoc. for Home and Community Education President
Diane Komiskey, Jo-Carroll Depot LRA Director
Ed Britton, Upper Mississippi Refuge USFWS Savanna District Manager
Jeffrey L. Hensal, IDNR Public Service Administrator
George Bellovics, IDNR Region I Office
Marla Gursh, IDNR Recreation Planner
Nancy Breed, Galena/Jo Daviess Historical Society & Museum Director
Larry Wiedenheft, Galena/Jo Daviess Historical Society & Museum President
Carter Newton, Community Development Fund of Galena President
Jerry Paulson, Natural Land Institute
Rick Lawrence, Mississippi Blufflands Director
Dave Dornbusch, Blackhawk Hills RC&D Coordinator
Herman Wisslead, USDA Rural Development Area Director
John Bell, Natural Resource Conservation Service
Pat Hartman, Illinois Association of Snowmobile Clubs
Don Kautz, Soil & Water Conservation District Board Chair

ATTACHMENT F: NATURAL RESOURCES

(Updated excerpt from Jo Daviess Comprehensive Plan Baseline Data)

The natural resources in Jo Daviess County are unique relative to the rest of the state and much of the mid-west because the county is part of the Wisconsin Driftless Region bypassed by continental glaciers of the Ice Age. This region covers parts of southern Minnesota and Wisconsin, Northwestern Illinois and Northeastern Iowa. Glaciated areas were leveled, strewn with glacial debris or "drift" and dotted with lakes and ponds. The driftless areas, on the other hand, have bedrock close to the surface into which deep valleys have been carved by millions of years of weather and erosion. In Jo Daviess County, streams are numerous and the only two lakes are man-made. The relief from the higher ridges to the valley floors is typically 300 feet or more creating a rugged and scenic landscape. Ecosystems can be found in this landscape that are older than those found in glaciated areas.

Geology

The topography of Jo Daviess County is characterized by rugged relief unique to most of Illinois. Our county, located in the far northwestern corner of the state, is in an area spared by the major glaciations of the last two million years. It is, accordingly, called the "Driftless Area" by geologists, the term "drift" referring to material deposited by glacial activity.

The visible landscape that we see today began during the Paleozoic Era (570 to 245 million years ago) when shallow seas repeatedly inundated the interior of the continent. Shells of marine animals, along with muds, silts and sands from eroding highlands, were periodically deposited in those sea bottoms. Gradually, these beds were buried and lithified into rock layers of limestone, dolomite, shale and sandstone. The result over millions of years was hundreds of feet of sedimentary rocks.

Today, geologists classify layers of rock by their chemical and physical properties. Also critical to their classification are fossilized remains of plants and animals, which give clues to the relative ages of the layers. A geological formation is a set of rock layers that are distinctive enough to be identified in the field. They can be anywhere from a few inches to several hundred feet in thickness.

The oldest formations in Jo Daviess are of Ordovician age, or roughly 450 million years old. These are the rock layers seen along the Apple River, the Galena River, or in the large quarry west of Elizabeth. They are made up largely of beds of dolomite (commonly referred to as "limestone"), a rock composed of calcium and magnesium carbonates. Other common rocks are limestone, a chemical precipitate of calcium carbonate; shale, which comes from layers of mud; and sandstone, from layers of sand.

The youngest rocks we see today are of Silurian age, or just over 400 million years old. These layers are those seen on the tops of high ridges and mounds. They are mostly dolomite, a very hard rock that resists the effects of erosion. They underlie Terrapin Ridge and U.S. 20 from the Observation Tower to the Galena Territory. The highest points in the state are capped by these rocks, including Charles, Horseshoe and Benton Mounds.

Our part of Illinois has been relatively stable during the last 250 million years. During this long period, many hundreds of feet of rock layers have eroded away. Because of this the area was reduced to a relatively flat erosional plain with sluggish streams flowing southward in broad valleys. This plain was at the level of the highest mounds and ridges that one sees today.

But then the land was uplifted through tectonic activity (movement of crustal plates) and this caused streams to begin cutting downward with increased activity. This increased erosional activity caused a more rugged topography to develop. Stability ensued and a new plain of low relief began to form, this time at the level of the Galena dolomite, or roughly at the elevation of Warren, Woodbine and Eagle Ridge Inn. But then came the glaciers.

Geologists refer to the period of continental glaciations as the Pleistocene Epoch, a period lasting from about 1.6 million years ago to 10,000 years ago. Major periods of ice advance from northern Canada significantly affected Illinois during this period. These were huge sheets of ice, often more than a mile thick, that originated because of climatic change. These glaciers affected Illinois greatly. They destroyed the drainage patterns of streams while leveling hills and filling in valleys. In the process some plants and animals became extinct while others were forced to "migrate" farther south.

The glacial movement was neither regular nor uniform. Lobes of ice advanced and receded; some areas were more heavily affected than others. During the last 1.6 million years, as many as 14 glaciations may have invaded Illinois, caused each time by global fluctuations in temperature. In between glaciations, erosion continued, new soils began to redevelop, and new flora and fauna moved in. It is a complex period in our earth's history.

For reasons that are not yet fully understood, a small area of land in northwest Illinois, southwest Wisconsin, and northeast Iowa was missed by most, if not all of these glacial advances. As a result, geologists refer to this area as the "Driftless Area." Drift is anything that was glacially deposited and no drift has been found in this region. Jo Daviess County is at the southern end of this area. Stephenson County was glaciated, but long enough ago to have still developed a landscape similar to Jo Daviess but with a more subtle and gently rolling topography. Prior to glaciation, the streams and drainage patterns that we see today did not exist. The Mississippi River did not exist in its present form. Rather, it originated as meltwater flowing along the margin of the ice sheet. Over several ice advances and thousands of years, the river developed the channel we know today.

Although our area was never covered by ice, it was nevertheless affected greatly. In fact, the rugged topography so characteristic of the Driftless Area is due in part to the nearby glacial activity. As the ice sheets with their pulsating lobes ebbed and flowed, meltwater would alternately erode and then fill in stream channels. The channel of the Mississippi River at Savanna, for example, was close to 200 feet deeper than at present.

As the streams in Jo Daviess County realigned themselves with the deepened Mississippi channel, they began to erode more rapidly. It was the same effect as if tectonic activity had uplifted the land, giving new life to sluggish old streams. As a result, our streams began to cut down with renewed vigor, forming narrow valleys with steep bluffs, as seen along the Apple River and its tributary valleys like Long Hollow and Irish Hollow.

The glaciers affected the land in another way, too. During the winters of glacial periods, westerly winds blew dust from the dry flood plains of the Mississippi Valley onto the uplands to the east. This fine material, called loess, developed a thickness of 25 feet in western Jo Daviess County, gradually thinning to 5-8 feet along the eastern border near Stockton. Our modern soils, developed on this mantle of loess, are richer agriculturally than would otherwise have been the case.

The last glacial advance receded from the surrounding area about 20,000 years ago. The farthest extent of ice was during the Illinoian glaciation 250,000 years ago which extended near a line running from Stockton to Warren. Benton Mound (the second highest point of land in Illinois), the large mound immediately to the west and north of Stockton, is the boundary. It was to the east of this mound that glacial meltwater formed, backing up the South Branch of the Apple River, creating a large lake. The Apple River at that time flowed from the northwest to the southeast and emptied into the Pecatonica. As the water level rose, it breached a small divide where Apple River Canyon State Park is now located. This permitted the lake and meltwater to drain into a small stream flowing southwestward. This torrent of water created the "Apple River Canyon" that we know today, one of the most ecologically significant areas in the state. The rock cliffs and steep valley walls of this stream have provided shelter for a host of threatened and endangered plants and animals.

During the last 20,000 years, the Driftless Area has continued to develop. The streams are still cutting down, the hills and ridges are being eroded, soils are still developing, and the flora and fauna are still adjusting. During the last 200 years the greatest changes have been manmade. But despite vegetation being cut, fields plowed, and streams altered, the land still retains a uniqueness and attractiveness not to be found elsewhere in the state.

Present Day Topography

Because of its geologic history, Jo Daviess County has among its elevations most of the highest points in the state of Illinois. In the west are Horseshoe Mound (1065'), Dygerts Mound (1015') and Pilot Knob (1000'). A few miles to the north are Charles Mound (1235' and Illinois' highest point) and Scales Mound (1140'). To the east, Stockton's Benton Mound has an elevation of 1220', the second highest in Illinois. (Stockton is the highest town in Illinois.) U.S. 20 passes over the southern and lower end of this mound. Called "mounds" locally, these are geologic "outliers," or erosional remnants.

At one time, these mounds were part of a relatively flat plain whose rock layers dipped gently from northeast to southwest. These high areas exist because they are capped with Silurian dolomite, a very hard rock resistant to erosion. Immediately underneath, however, are to be found beds of Maquoketa shale, a relatively soft rock. These beds help form the gentle slopes to be found beneath the steep slopes of the Silurian dolomite (see diagrammatic table of rock layers on following page). The old railroad tunnel near Rodden was built through the Maquoketa shale. While this formation may be over 150' thick, good outcrops are not visible because these rocks are soft and weather easily.

Instead, what we see outcroppings at the tops of the ridges. These are the hard, resistant Silurian dolomites. A unique feature of these hills are the large blocks of rock which are found along some of the steep slopes. These blocks, pieces of the more resistant Silurian dolomite are undercut as the shale beneath erodes and weathers. The blocks, through the force of gravity, slide or "creep" down the hillside. This process can take thousands of years.

The major streams in the County have over thousands of years cut down through the Silurian dolomite of the ridges, the Maquoketa shales of the gentle slopes, and are now downcutting into the next major group, the resistant Galena dolomites. These are harder rocks, massively bedded, which erode with steep slopes along streams.

The most pronounced topography of the region lies along the western half of the county, where stream beds are between 700' and 800' above sea level; the Mississippi River is about 600', while surrounding ridges rise to 1000'.

Climate

Jo Daviess County enjoys all four distinct seasons. In winter the average temperature is 21 degrees F, and in summer the average temperature is 71 degrees F. The total annual precipitation is about 35 inches, and nearly 65% of this falls in April through September. The average seasonal snowfall is about 32 inches. The average relative humidity in the afternoon is about 63%. Humidity is higher at night, and the average at dawn is about 81%. The sun shines 69% of the time possible in summer and 46% in winter. The prevailing wind is from the northwest. Average windspeed is highest, 12 miles per hour, in April.

Soils

Though for the most part the county was itself unglaciated, the area was affected by fine sand and silt blown by the wind into the unglaciated areas. A Soil Survey of Jo Daviess County, Illinois, issued by the U.S. Department of Agriculture, Natural Resource Conservation Service in 1996, summarizes the quantities and characteristics of soils found in the county, and provides detailed maps locating the types of soils. The survey also includes tables which evaluate the suitability of soil types for various uses, including crops and pasture, woodland management and productivity, windbreaks and environmental plantings, recreation, wildlife habitat, engineering (including building site development and sanitary facilities), construction management, and water management.

Prime farmland, as defined by the U.S. Department of Agriculture, is the land best suited for crops. It produces the highest yields with minimal expenditure, and with the least damage to the environment. About 84,000 acres (over 21% of the total acreage), located for the most part in the eastern portion of the county, meet the definition requirements of prime farmland.

While erosion continues to pose troubling questions about long-term sustainability, Illinois soils remain richly productive under proper management.

Hydrology

The Mississippi River is the largest river in the United States, draining about 41% of the entire country. The Mississippi River forms the entire western border of Jo Daviess County. Over the years, the Mississippi ("The father of the waters") has greatly affected the county through river transportation, wildlife, recreation, tourism, and flooding. Water levels in the Mississippi are controlled through lock and dam system operated by the U.S. Army Corps of Engineers (U.S.A.C.E.).

The Mississippi watershed is broken down into smaller areas defined by the waterways feeding into it. The majority of Jo Daviess county is located in the Apple-Plum hydrologic river basin, with small north eastern and north central portions of the county located in the Pecatonica hydrological river basin. The Apple-Plum unit includes property in nine counties in Illinois, Iowa and Wisconsin. The Jo Daviess County portion of this watershed area contains 2,282 river and stream miles of which 1,085 are perennial or continuously flowing. The unit encompasses an area of 1,476 square miles. It is further divided into eight watershed areas draining into the Menominee River, the Galena River, Smallpox Creek, Lower Apple River, Upper Apple River, Little Rush Creek, Plum River, East Fork of the Plum River. These watershed areas are further broken down into sub-watershed areas. Sub-watershed area maps are available in the offices of the Jo Daviess County Natural Resource Conservation Service.

Jo Daviess County has more than 15,000 acres of open water (the 10th highest county acreage in this category for the state). Over 11,000 acres of the open water is found in lakes and rivers (major stream courses) with the remainder in minor stream courses that contain water year round. There are only two lakes in Jo Daviess County and these are man-made lakes created in conjunction with the county's two large resort developments.

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ATTACHMENT G: CULTURAL RESOURCES

(Updated excerpt from Jo Daviess Comprehensive Plan, Baseline Data)

Human Prehistory of Jo Daviess County

The human prehistory of Jo Daviess County spans the time period from 10,000 B.C. to the 1600s when the first Europeans came into the area. Continental ice sheets had retreated from the perimeter of the Driftless Area by 12,000 years ago, ushering in the Paleo-Indian Period. The Paleo-Indians were nomadic hunters and gatherers, who hunted large game animals, including the mammoth and mastodon.

About 9,000 years ago began the Archaic Period, which lasted about 7,000 years. Indians of this period developed better weapons--some of the spear points found locally date from this period. These peoples often spent the colder months in upland rock shelters, moving down to the Mississippi River during the summer to fish and harvest various plants and animals.

The Woodland Period dates from 2,000 years ago to roughly 1200 A.D. During this time, complex cultures appeared with elaborate burial practices. The mounds that dot the bluffs of the Mississippi River and its tributaries are from this period. The Indian mounds of Gramercy Park in East Dubuque are burial mounds from the Hopewell phase, which occurred roughly from 100-200 A.D. Other burial mounds, and later effigy mounds, were constructed during the late Woodland period, or 600 to 1200 A.D. Effigy mounds were made in the shape of mammals, birds or snakes. Some were for burial, but others may have been territorial markers or totem symbols. Jo Daviess County has hundreds of Indian mounds, but a systematic survey has never been undertaken.

Archeologists next define the Mississippian Period, which overlaps the late Woodland Period, running from about 1000 A.D. to 1500 A.D. The Mississippian Indians were farmers and lived in large villages. Their influence spread into the upper midwestern tribes, and is characterized by distinctive pottery and reliance upon agriculture and the growing of corn, beans and squash. For reasons not fully understood, the period ended about 1500 A.D., when modern-day tribes began moving into the region.

Fox and Sauk History

Various tribes moved through Jo Daviess County during the 1500s and 1600s. Pressure from Europeans farther east, disease, and inter-tribal warfare all played a part in the complex migrations that took place during this unsettled time. The Fox (or Mesquakie) and Sauk (or Sac) were originally from Michigan and northwestern Ohio, respectively. They were forced, however, for the reasons mentioned, to relocate in northeastern Wisconsin. The two tribes were allies and eventually united. They built large towns with wide streets and large bark-covered lodges. Agriculture was heavily practiced during the growing season, while hunting occupied them during the fall and winter months. By the 1760s, the Fox and Sauk had begun to establish villages along the Mississippi River from Rock Island to Prairie du Chien. The total population of the Sauk was about 4,000-5,000, while the Fox may have had 2,000-3,000 members. Saukenuk, the single largest Sauk village, located at Rock Island, had a population of over 2,000 with 100 lodges.

A questionable treaty between some of the tribes' leaders and Governor William Henry Harrison was signed in 1804. With this treaty, the Sauk and Fox gave up their lands east of the Mississippi, but retained the right to live there until the U.S. Government sold the land.

The federal government was very aware of the lead mines in the region, particularly along the Fever (now Galena) River. They began issuing leases for mineral lands in 1822, thus initiating a rush to the lead fields. Settlers quickly began squatting on Indian lands and tensions increased.

Black Hawk War

As wars go, the Black Hawk War was not a large one, but it did mark the end of Indian resistance to white encroachment east of the Mississippi River. It also opened wide the doors to settlement of the upper midwest.

Black Hawk was a Sauk leader who thoroughly disliked the Americans. He had fought against them with the British in the War of 1812. Things heated up in 1828 when the government offered the lands in and around Saukenuk for sale. Most of the Fox and Sauk left for Iowa under the leadership of Keokuk. Black Hawk refused to follow, and continued for several years to cross back over to the Illinois side to hunt and farm. Things came to a head after the winter of 1831-32 when the tribes found themselves short of food. Black Hawk collected about 500 warriors and about 1,000 women and children and moved back into Illinois. He hoped to plant corn, but must also have known that his action would provoke another incident with the American government.

Illinois Governor Reynolds called for 2,000 volunteer militia, who joined 1,000 federal troops to pursue Black Hawk. An attempt by Black Hawk to surrender was botched by ill-trained and drunken militia. Enraged and emboldened, Black Hawk sent out raiding parties while retreating up the Rock River. Thus began a series of skirmishes and a wave of panic which spread throughout the region. Many settlements built stockades, the largest being in Galena. At the site of Elizabeth, then a small lead mining settlement, a hastily constructed fort was attacked by Black Hawk and a raiding party of 150 warriors. After a brief siege that cost the life of one defender, the Indians then raided and destroyed the cabins and livestock around the fort and left.

Two months later, American troops caught up with Black Hawk's band at the Battle of Bad Ax in Wisconsin. The ensuing battle ended Black Hawk's dreams and all claims by the Fox and Sauk to lands east of the Mississippi River. Thus began a torrent of Euro-American immigrants into the region, with most coming to Galena and the lead mines.

Galena History

Prior to the Civil War, the history of Jo Daviess County is largely the history of Galena. "Galena" is the Latin name for lead sulfide and was given to the small lead mining settlement in 1826 by its mining population.

Lead had been sporadically mined along the Fever (now Galena) River for thousands of years prior to the arrival of Europeans. The native Americans used it for ceremonial powder, paint and sometimes magical charms. The French noted their shallow mines as early as 1690 and quickly moved to gain control of the lead trade. Julien Dubuque, through a treaty with the Fox and Sauk Indians in 1788, either mined or encouraged the mining of lead on both sides of the river. Dubuque, Iowa is named after him.

The Americans began moving into the Galena area in large numbers following the first government issued leases in 1822. Aware of the value of lead, the federal government would only lease mineral lands, thus retarding permanent improvements in the lead region. The law was changed to permit private ownership in 1836-7 for Galena and several other towns, but not until 1846-7 for the rest of Jo Daviess County.

Because of the value of lead, which was used for musket balls, paint, roofing and flashing, water pipes, pewter and tin, a rush for the lead region began. It peaked in 1845, when the region (with Galena as the hub) produced 55,000,000 pounds, or 85% of the nation's lead.

During this time, Galena gained state and national prominence. The lead rush here was the first major mineral rush in U.S. history and preceded the California Gold Rush by 20 years. Because of the lead trade, Galena entrepreneurs were able to develop a steam boat transportation monopoly on the upper Mississippi River that lasted until the Civil War. Although three miles from the Mississippi, Galena was the largest port north of St. Louis for 30 years. The town's business interests had invested heavily in every sector of the economy, from smelting to wholesaling and retailing stores that serviced the present states of Iowa, Wisconsin, Minnesota and beyond.

It was during this time that fortunes were amassed and mansions of all types and sizes were built. Galena became a "must see" place for the early travelers of the period. Its population peaked at 14,000 in 1857, but declined steadily thereafter. Immigration also peaked then. The first miners/settlers were from southern Illinois, Missouri, Kentucky and other Ohio River states. Many of them had strong ties to southern traditions and beliefs. These connections gave Galena, an otherwise "northern" city, a somewhat "southern" quality, particularly as it related to politics. These people tended to be Protestants, Democrats and States' Rights advocates. Many had no particular problem with slavery, provided it was kept in the southern states.

With time, however, Galena became home to many other groups as well. A relatively large number of free Blacks (perhaps 250 by the time of the Civil War) lived in town. Their numbers decreased rapidly after the War, as they left to find jobs. Many Germans (often highly skilled) came in the 1840s and 50s. They came because of political and economic conditions in Europe. Large numbers of Irish came, too, particularly with the potato famines of the 1840s. Cornish and English miners came hoping to work the mines. And large numbers of New Englanders and New Yorkers came, too, many looking for farms, not mines.

Into this mix came Ulysses S. Grant in April of 1860, with his wife and four children. Grant's father was in the tannery business in southern Ohio. He was involved in a leather goods store in Galena as early as 1841. Business was so good that he sent sons Simpson and Orvil to manage the store in Galena. Meanwhile, Ulysses had resigned from the Army and gone to St. Louis to be with his wife and her family. After failing at several business ventures, Grant's father finally sent him to Galena to help his brothers. One year later the Civil War erupted. U.S. Grant, a West Point graduate, left Galena a little known private citizen, but returned in 1865 as the victorious general of the Union Armies. Eight other Galenians also achieved the rank of General for services rendered during the War, more than any other town of Galena's size.

Upon his return, Grant was given a new home on the east side of town. Although he was able to spend little time there, he maintained Galena as his official residence for 20 years. His home, always open to the public, was given to the city in 1904 and then to the State of Illinois in 1931. The State also owns the city's Old Market House and the Congressman Elihu B. Washburne Home. Washburne was one of the founders of the Republican party in Jo Daviess County in 1856 and also one of the most powerful lawmakers in Washington at the outbreak of the Civil War. He was a central figure in furthering the military and political career of U.S. Grant.

Galena declined rapidly with the Civil War. Low lead prices and reduced production were the rule after 1847 when all mineral lands were put up for sale. Agriculture had become dominant in Jo Daviess County. The Galena River had silted in so badly (from soil loosened by picks and plows), that steam boats were avoiding it. The coming of the Illinois Central Railroad in 1854 further weakened Galena's trade monopolies. The Illinois Central was controlled by Chicago investors; over the next few years they successfully challenged Galena's trade. The Panic of 1857--a nationwide depression--hurt Galena further at a critical time. This, combined with the Civil War which disrupted Galena's river trade with St. Louis and beyond, hurt the town even more. Finally, increasingly bitter politics between Democrats and the new Republicans weakened City government. They found themselves unable to effectively address the City's problems. Following the War, Galena became a small, increasingly agricultural trade center.

Today, Galena is nationally recognized for its history and architecture. Over 85% of the town was listed on the National Register of Historic Places in 1969. Its location within the Driftless Area--with its unglaciated hills, valleys, ridges and scenic vistas--adds to its attractiveness. Over one million people visit the community annually. Other communities and sites have tied into this phenomenon, such that the entire county now represents a strong tourist destination.

Jo Daviess County Beyond Galena

While lead mining and Galena dominate the story of early Jo Daviess County, they are by no means the only story. The County was established in 1827 and included all or parts of ten present-day counties. It was named after Col. Joseph Hamilton Daveiss ("Daviess" was an incorrect spelling that was included in the original legislation). Daveiss was a prominent Kentucky lawyer who married the sister of U.S. Chief Justice John Marshall. In 1811 he was appointed a Colonel in the Kentucky militia and achieved considerable fame by leading a gallant charge against the Indians at the Battle of Tippecanoe. Unfortunately, he died in the process, but his name lived on, given to counties in Kentucky, Indiana, Illinois and Missouri-- wherever Kentuckians migrated. Because early Jo Daviess County was settled by so many with Kentucky roots, our county was so named.

Following the initial migration from the southern part of the State, Jo Daviess County attracted other groups as well. Miners from Cornwall and the Yorkshires of northeast England came. Many Irish came, most as unskilled laborers who worked in the mines, on the farms and elsewhere. Most of the Irish were Catholic, but some were Protestants from what is now Northern Ireland. The largest numbers came during the 1840s because of the potato famines.

Huge numbers of Germans also came during the 1840s and 1850s, often because of political and economic unrest in Europe. Galena took in large numbers, but so, too, did farming areas like Menominee, Guilford and Elizabeth townships. The Germans came as furniture makers, cobblers, carpenters and farmers.

Perhaps the largest influx of new residents prior to the Civil War were those from New England and New York. With the opening of the Erie Canal and Great Lakes steam boat travel, they flooded northern Illinois and Southern Wisconsin. As a result, the County became more like the rest of northern Illinois in terms of its outlook and institutions. Southern traditions were still strong, however, and it took three tries before the County gave up its southern county commissioner form of government and adopted the New England Township and County Board form of government in 1853.

The new Republican party, established here in 1856, was overwhelmingly adopted by these northern settlers--New England was traditionally anti-slavery and this central tenant of the new Republican party caused most of Jo Daviess County to go overwhelmingly Republican. Congressman Elihu Washburne, Robert Norris, Augustus Chetlain, Simeon Miner and H.S. Townsend were key players in the formation of the party in the county.

There were two exceptions to this trend, still evident in the county today: Galena and the Dunleith-Menominee areas. Many Galenians still had economic, if not social, ties to the South. While not pro-slavery, many believed in the Democratic party's "go slow" attitude on the slavery issue and many felt that individual states should have the right of self-determination.

The Dunleith-Menominee area, like Galena, received large numbers of Irish and German Catholics. They were part of a larger movement which saw the early Catholic Church actively soliciting Catholic immigrants to come to Dubuque and the immediate area. Due to the efforts of Church leaders like Father Samuel Mazzuchelli and Bishop Loras, the Dubuque area became a safe-haven for the Catholics on an otherwise Protestant frontier. The Democratic party, after a slow start, began to actively court the Irish and Catholic vote, making much progress by the time of the Civil War. Thus, the ethnic and political nature of Jo Daviess County was largely in place by 1861 and has remained so to the present day. It was out of this wealth of peoples, occupations and values that came the self-reliance, thrift, independence and enterprise that have traditionally characterized the county's population.

The Civil War marked the end of new migrants coming into Jo Daviess County. The land had all been taken up--new settlers had to go west to find more. Agriculture was the overwhelmingly dominant industry in the county, as it had been since 1850. The coming of the Illinois Central Railroad in 1854 had given an incredible boost to commercial agriculture with wheat becoming the number one cash crop. By the time of the Civil War, the northern Illinois counties that lay along the Illinois Central Railroad represented the largest single wheat producing region in the world. After the war, stock raising took precedence.

Jo Daviess County's population peaked in the 1870s. Thereafter, most townships slowly declined in population as agriculture became increasingly mechanized and efficient, a trend still going on today. The towns and villages grew somewhat, particularly those along the railroad. Agriculture has continued as the dominant industry in most of the county, but with larger farm units and fewer farmers.

Cultural Resources

Jo Daviess County is incredibly rich in historical and cultural resources. Prehistoric archeological sites are to be found throughout the county. These include camp and settlement sites along the river valleys, Indian mounds on the bluff-tops, and rock shelters in the uplands. Significantly, these Indian groups were the first miners in the county, some having mined and traded lead for over 6,000 years. It was the presence of lead that caused the first American settlers to move into the area. The resultant mineral rush of the 1820s and 30s made Galena the largest river port north of St. Louis. The town became a mecca for easterners, southerners, Germans, Irish, English and others. They created a wealth of residential and commercial architecture that has survived to the present day. Ulysses S. Grant also came--his subsequent military and political career gave Galena national recognition. Agriculture flourished throughout the county as new communities blossomed; today, Galena, Warren and Scales Mound all have historic districts.

Despite Jo Daviess County's wealth of historical and cultural resources, no systematic county-wide survey has ever been undertaken to identify and evaluate archaeological and historical sites. Examples of successful utilization of these resources include the reconstruction of the Apple River Fort in Elizabeth, the development of East Dubuque's Gramercy Park with its Indian mounds, and the lead mines of Vinegar Hill and the Galena History Museum. Waiting to be surveyed, however, are over 600 Indian mounds, early mines and smelter sites, historic houses, barns and bridges (iron bridges in the county were surveyed in 1980 as a personal effort by Daryl Watson, using survey sheets provided by the Historic American Engineering Record - records include location, date of construction, dimensions and photographs), rural school houses, creameries, cheese factories, stagecoach stops and mill sites. These treasures, properly preserved and managed, can provide the county with significant new opportunities for educational programming, tourism and promotion. The county is also blessed with a number of historic roads/trails (in addition to Stagecoach Trail) that provide scenic vistas of rugged, unglaciated topography and storybook farms. All represent valuable county assets that enhance the cultural environment for resident and visitor alike.

JO DAVIESS COUNTY
OUTLINES OF COMMUNITY HISTORIES

Apple River

- 1854 --- Village platted in response to the coming of the Illinois Central Railroad.
Population swells when people living in Millville (Apple River Canyon State Park) move to Apple River (and Warren) to be near the railroad and its commerce. William Hoskins Lumber Yard established.
- 1868 --- Village of Apple River incorporated.
- 1873 --- First High School.
- 1880 --- Population peaks at 626; listed as 414 in 1990.
- 1900 --- A number of manufacturing enterprises present: plows wagons and brooms produced. Large lumber yard and stock yard present. Stock raising, particularly Hereford cattle, is very important to the area.
- 1947 --- Stagecoach Trail ("Galena-Scales Mound Road") hard surfaced.

East Dubuque

- 1832 --- With conclusion of the Black Hawk War, settlers began moving into this part of Jo Daviess County. Eleazor Frentress takes up residence on 320 acres of land.
- 1854 --- "Dunleith" officially laid out in anticipation of the coming of the railroad.
- 1855 --- Illinois Central Railroad arrives from Galena.
- 1856 --- Town incorporated; flurry of business activity in response to the railroad.
- 1868 --- Illinois Central Railroad bridge crosses the Mississippi River, thus slowing Dunleith's rapid growth.
- 1879 --- Dunleith name changed to East Dubuque.
- 1894 --- East Dubuque Register began. 1902, 1916, 1923, 1951, 1965, 1969, 1993 all mark years of severe floods for East Dubuque.
- 1914 --- Prohibition in the State of Iowa makes East Dubuque a "watering hole" for Dubuque and eastern Iowa, changing the nature of the downtown business district.
- 1938 --- Civilian Conservation Corps (CCC) improves Gramercy Park, site of 26 Indian Mounds overlooking the Mississippi River.

Elizabeth

- 1825 --- Lead miners moving into the area from Galena; A.P. Van Matre establishes a smelter.
- 1830s -- John D. Winters establishes one of the first stagecoach lines in northern Illinois.
- 1832 --- Black Hawk War and battle of Apple River Fort take place; settlement is named Elizabeth.
- 1839 --- Village is platted; mining on the decline, farmers moving to the area in large numbers.
- 1868 --- Village incorporated.
- 1887 --- Chicago Great Western Railroad comes to Elizabeth; town gets first newspaper, first bank and first lawyer; building boom results.
- 1910 --- Population hits 700, remains stable to present day.
- 1914 --- First electric street lights.
- 1915 --- "Grant Highway" (U.S. 20) planned (190 miles for \$3,160,000), would go through Stockton, Elizabeth, Galena. Road completed in the 1920s.
- 1920 --- Jo Daviess County Farm Bureau, organized the previous year, locates first office here.

Galena

- 1818 --- John Tyler Armstrong builds cabin on east bank of Fever River, probably in vicinity of present information center (Illinois Central Depot). First recorded permanent settlement on the Fever River.
- 1822 --- First mining lease granted by federal government to Col. James Johnson, who brings 20 white miners and as many slaves from Kentucky to work his claim. Winnebago Indians resist Johnson's landing, insisting they had not ceded land to the United States, as had the Sauk and Fox tribes.
- 1823 --- The VIRGINIA becomes the first steamboat to ascend the Mississippi River.
- 1826 --- First office in northern Illinois is established at the corner of Main and Perry Streets. The name "Galena" is chosen for the growing community.
- 1834 --- First printing of the Galena Gazette
- 1841 --- State legislature grants charter of incorporation to the City of Galena.
- 1844 --- Jo Daviess County courthouse completed on Bench Street
- 1845 --- Lead ore production in Galena area and adjacent Wisconsin peaks at 54 million pounds.

- 1846 --- Market House opens for business.
- 1854 --- Name of Fever River changed to Galena River by state legislature. Illinois Central Railroad arrives in Galena. Fire causes extensive damage to wooden buildings on Main Street.
- 1855 --- The DeSoto House opens for business
- 1856 --- Abraham Lincoln speaks from balcony of the DeSoto House. Worst fire ever devastates many Main Street buildings. Ordinances now prohibit buildings constructed of wood downtown.
- 1858 --- Galena's population reaches an all time high of roughly 14,000.
- 1860 --- Ulysses S. Grant moves to Galena with his family so he can work as a clerk in his father's leather goods store.
- 1861 --- War between the States breaks out. Jo Daviess Guards formed and drills on Congressman Washburne's lawn. Ulysses S. Grant trains troops, departs with militia for Springfield.
- 1865 --- Grant returns from Civil War in triumph and is given huge reception and a home in Galena.
- 1868 --- Grant runs for president. Campaign headquarters at the DeSoto House. Receives election returns in library of Elihu B. Washburne's house.
- 1874 --- Turner Hall built by the Turner Society for community events.
- 1893 --- Economic depression nationwide. Many Galena businesses fail.
- 1951 --- Construction completed on dike and floodgates, finally protecting Galena from flood waters.
- 1965 --- Galena becomes first community after Springfield to adopt a local historic preservation ordinance which established a local historic district.
- 1969 --- Over 85% of Galena is listed on the National Register of Historic Places.

Hanover

- 1828 --- James Craig erects saw mill, grist mill and dam.
- 1836 --- Village platted.
- 1849 --- Name changed from Wapello to Hanover.
- 1864 --- Hanover Woolen Mill organized.
- 1877 --- Village incorporated.

1917 --- 13,000 acres purchased for the Savanna Proving Grounds.

1921 --- New Woolen Mill completed (closed 1949).

1930 --- Highway 84 getting hard surfaced north to Il Rt. 5 (Hwy 20).

1960 --- Chestnut Mountain Ski Resort opens.

1965 --- Eaton Corporation opens in old woolen mill site.

Menominee

1830s -- Miners and farmers begin moving into the area, including many German and Irish

1838 --- Father Samuel Mazzuchelli begins serving the needs of the large number of Catholic settlers.

1853 --- Township named Menominee

1864 --- Nativity of the Blessed Virgin Mary Parish established. BVM church building erected in 1877.

1935 --- Village of Menominee incorporated; population about 125

Nora

1853 --- Platted in response to the coming of the Illinois Central Railroad. Develops in a manner similar to other small agricultural trade centers along the railroad.

1880 --- Population peaks at 333.

1883 --- Village of Nora incorporated.

Scales Mound

1820s -- First lead miners move into the area, including some farmers.

1828 --- Elijah Charles, a permanent settler, built a log cabin at the base of what is now Charles Mound, highest point in Illinois at 1235' elevation.

1830 --- Samuel Scales settled at the base of a nearby mound (now called Scales Mound) and established a tavern and served travelers and miners coming up from Peoria and westward from Chicago. The latter route is now called Stagecoach Trail in recognition of the Frink and Walker Stage Line which ran regular stages through the county from 1841-1856.

- 1853 --- Village of Scales Mound platted in response to the coming of the Illinois Central Railroad, a magnet for farmers.
- 1877 --- Village incorporated, has become an important local trade center for farmers, but nearby lead and zinc mining are also important. Three hotels, warehouses and stockyards are present. Two-story Allen Warehouse is a focal point for community. Second floor of this structure serves as a community hall.
- 1890 --- Creamery constructed in response to growth of the dairy industry in the area.
- 1900 --- Scales Mound peaks in population at about 420; has been around 375 ever since.
- 1916 --- "Cement" sidewalks became universal and electricity comes to the village.
- 1925 --- Village motion "that six signs be printed to read 'Scales Mound Tourist Camp' and erected in conspicuous places heading into village."
- 1990 --- Scales Mound Historic District added to the National Register of Historic Places.

Stockton

- 1887 --- Village laid out on land adjacent to new Chicago Great Western Railroad Line. Area noted for rich soils, corn, cattle, horses and tobacco.
- 1890 --- Village of Stockton incorporated.
- 1909 --- Chicago Great Western established just east of town one of the largest railroad workshops on the line. Employs 150 people with a \$300,000 payroll by 1929.
- 1914 --- J.L. Kraft and Bros. Co. started when they purchased a creamery in town.
- 1950 --- Atwood Manufacturing Co. opens Stockton plant, providing seat adjusters and hood hinges to the automotive industry.

Warren

- 1851 --- Freeman Tisdell builds stone hotel (Warren Community Building), anticipating the coming of the railroad.
- 1854 --- Illinois Central Railroad passes through Warren, insuring the success of the new community and dooming its rival, Millville (Apple River Canyon State Park).
- 1857 --- Village of Warren incorporated; first newspaper started.
- 1858 --- Mineral Point Railroad comes to Warren bringing lead and zinc trade to Warren and the Illinois Central. Warren quickly becomes Jo Daviess County's second largest community.
- 1895 --- Water works installed with 102 foot tower.
- 1913 --- First electric light plant.
- 1990 --- Warren has 1,550 residents.
- 1995 --- Warren Commercial Historic District listed on the National Register of Historic Places.

Woodbine (unincorporated)

- 1887 --- Coming of Chicago Great Western Railroad. Woodbine, consisting of only a few buildings south of the new tracks, gets a lift.
- 1894 --- Creamery established in town, which has become a small local trading center tied to the railroad.

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Attachment H: Buffer Strips

Buffer strips are a common-sense way to protect land. Best described as strips or small areas of land in permanent vegetation, conservation buffers help control potential pollutants and manage other environmental concerns. They also help protect soil, air, and water quality; improve fish and wildlife habitat; and demonstrate a commitment to land stewardship. Filter strips, field borders, grassed waterways, field windbreaks, shelterbelts, contour grass strips, and riparian (streamside) buffers are all examples of conservation buffers.

Filter strips are strips of grass used to trap sediment, fertilizers, pesticides, and other pollutants before they reach streams and lakes.

Field borders are grass-seeded areas along the edges of crop fields.

Grassed waterways are strips of grass seeded within cropland where water tends to concentrate or flow off a field. While they are primarily used to prevent gully erosion, waterways can be combined with filter strips or riparian buffers to trap sediment and other pollutants.

Field windbreaks/shelterbelts are a row or rows of trees or shrubs used to reduce wind erosion, protect young crops, and control blowing snow. These practices also provide excellent protection for wildlife, livestock, houses, and farm buildings. Field windbreaks are similar to shelterbelts but are located along field borders or within the field.

Contour grass strips are narrow bands of perennial vegetation cover planted on the contour in a crop field and alternate down the slope with strips of crops. Contour strips can reduce soil erosion, can minimize transport of sediment and other water-borne contaminants, and improve wildlife habitat.

Riparian buffers are plantings of trees, shrubs, and grasses that catch pollutants in both surface runoff and ground water before those pollutants reach a water body, such as a stream or lake. Riparian buffers also improve fish and wildlife habitat.

Conservation buffers work economically because they are generally less expensive to install than practices that require extensive engineering and costly construction methods. Buffers also tend to be more economical to maintain than many other practices. There are financial incentives under the Conservation Reserve Program (CRP) sign-up that make use of certain buffers more attractive economically than ever before. You can sign up any day at your local U.S. Department of Agriculture (USDA) Service Center (Farm Agency and Natural Resources Conservation Service). There is no waiting period with the continuous CRP sign-up, and you need not compete against others to see who gets in. Your offer is automatically accepted if you meet the eligibility requirements.

Consider how a buffer strip would fit in your operation.

ATTACHMENT I: LIABILITY ISSUES

One of the hurdles to developing trails, paths, and public access to greenways in Illinois is the legal liability to property owners and municipalities in case of an accident. Here in Illinois there are two separate considerations; biking on roads and recreational access to off road property.

The sharing of roads by bicyclists and motor vehicles is fully recognized around the nation, in the Uniform and Illinois' Vehicle Codes, and in industry standards from IDOT, AASHTO, and the Federal Highway Administration. However, in the sharply-divided *Boub v. Wayne Township* decision in 1998, the Illinois Supreme Court granted immunity to local governments for injuries suffered by cyclists due to road condition. Further, this immunity vanishes for roads designated with bike-specific features such as signage or bike lane markings. Thus, if the municipality does nothing to designate a bikeway, they are not legally liable, but if they add on-road bike lanes or signage, then they incur a liability.

Since then, there have been several attempts to propose legislation which will remove municipality liability when specific bike lanes and/or signage are in place, but so far no legislation has been passed by both Illinois houses in the same session. In spite of the absence of such legislation, the legal exposure level has been very minimal, since bike route signs and even bike lanes exist in many scattered towns around the Illinois, and new on-road bikeways have since been installed in several other towns since 1998. Here is the list of those towns that have added bike lanes and signage since 1998.

- Darien (bike lanes)
- Downers Grove (bike lanes and signed bike routes)
- Edwardsville (bike lanes, New Poag Rd)
- Evanston (bike lanes and signed bike routes)
- Geneseo (bike lanes and signed bike routes)
- Joliet (signed bike routes)
- Moline (signed bike routes)
- Naperville (signed bike routes)
- Northbrook (Share the Road signs and “sharrows” markings on the road – without stripes)
- Oak Park (signed bike routes)
- Park Ridge (bike lanes and signed bike routes)
- Plainfield (bike lanes, Van Dyke Road)
- River Forest (signed bike routes)
- Rock Island (bike lanes)
- Roselle (bike lanes and signed bike routes)
- Schaumburg (bike lanes)
- Springfield (bike lanes)
- Skokie (bike lanes and signed bike routes)
- Urbana (bike lanes in 2007)
- Westmont (signed bike routes)

It is expected that new legislation will be proposed in the future to eliminate any potential liability to Illinois municipalities that install bike lanes and signage.

The situation with regard to recreational use of off-road property has been resolved recently with passage of new legislation. The Illinois Recreational Use Act has been in place for decades, but has been modified several times. The original 1965 version of the Recreational Use Act only protected owners of land “located outside the corporate limits of a city, village, or incorporated town and not subdivided into blocks and lots.” The Illinois legislature in the mid-1980s removed this restriction and thus opened the Act’s protections to both urban and rural landowners. In 2005, the Illinois legislature again amended the definition of land to preserve the immunity that was obtained for urban and suburban landowners in the 1987 amendments, but excluded all residential buildings regardless of location. Specifically, the legislature amended the definition of “Land” in the Act to read as follows: (a) “Land” includes roads, water, watercourses, private ways and buildings, structures, and machinery or equipment when attached to the realty, but does not include residential buildings or residential property. In addition, the legislature amended the definition to include *only* “hunting or recreational shooting” as recreational activities that would provide landowners’ immunity. In so limiting the permitted activities, the legislature has stripped protection from landowners who open their land for any other recreational, educational or conservation purpose, e.g., fishing and hiking, even if the land is opened without restriction to the “general public.”

In 2007, however, the act was again amended to include “any activity undertaken for conservation, resource management, exercise, or recreation,” thus removing the liability from property owners who allow visitors onto their land. Therefore, fear of legal liability should no longer be an issue in granting access to off road property in Illinois.

ATTACHMENT J: HISTORIC TRAILS

Jo Daviess County is littered with remnants of historic trails and roads. The earliest were the result of Native Americans following herds of large game animals. As trade networks and cultural centers developed among early cultures, trails branched out. The Galena area became a hub for some indigenous tribes because of the lead trade. As early as 6,000-7,000 years ago pieces of lead from the Tri-States were being traded throughout the Midwest and beyond. These pieces, traced by chemical analysis at archaeological sites throughout the mid-continent, show an advanced trading network at an early date. Galena (Latin for lead sulfide) was used for charms and for body paint.

The first Europeans followed the trails of the native tribes. Waterways provided the most convenient routes for explorers and fur traders. Prairie du Chien was an important fur trading center beginning in the 1600s. The French also became interested in minerals and by 1690 had accessed the Galena Mines by way of the Mississippi and Fever (now Galena) Rivers. Overland routes were also important, particularly when the lead trade came under the control of the American government. The issuance of the first leases for mining were made in 1822, only four years after Illinois became a state. The excitement generated led to the first major mineral rush in U. S. history.

The lead region represented the far fringes of the frontier in the 1820s. There was no settlement in northern Illinois, only the southern part, and the only town of note was St. Louis, Missouri 400 miles downstream from present-day Galena. Despite the lack of any improved roads, the lure of fur-bearing riches gave way to the lure of mineral riches. A trickle of prospectors became a stampede as would-be miners labored along old Indian trails from Peoria.

While a boat down the Ohio and then up the Mississippi River was the preferred migration route, others chose to come north by way of Peoria—an old Indian—and then French village. This soon became the preferred overland route for southerners who would work the mines in the summer and then return south to tend to crops and families for the winter.

Oliver Kellogg in 1825 blazed a trail from Peoria to Galena following an ancient Indian trace that had probably been traveled by various tribes for thousands of years. Others soon followed. Kellogg's Trail worked well but was soon found to trend too far to the east. It went through eastern Jo Daviess County (very near Warren) and then swung westward to Gratiot's Grove (between Shullsburg, WI and Scales Mound, IL and not to be confused with modern-day Gratiot, WI), before coming down present-day Council Hill Road to Galena.

Over the next 8-10 years modifications and realignments took place, shortening the route and making Dixon on the Rock River a major town along the way. The Illinois General Assembly authorized a "State Road" to be laid out along the corridor in 1833, the same year another State Road was authorized from Chicago to Galena. The latter was laid out via Dixon, where it then joined the Peoria-Galena Road. The new State Road from Peoria was laid out by surveyor Levi Warner, who used much of the same route blazed by Kellogg.

These early roads became stage or coach roads as the northward movement of people expanded well beyond the lead mines and reflected increasingly the frontier settlement of Illinois and America. The exact location of these early roads, including the State Roads, was never static. Frequent changes in alignment over the years resulted from local conditions, requests for new surveys, and U. S. Mail contracts.

In the case of local conditions, roads did not follow straight lines. They went wherever the terrain or seasonal conditions dictated. Winter snow drifts or spring rains presented constant challenges. Livestock ran at will during these early years—only crops were fenced in, so heading off the beaten path for a more friendly detour was common. Not infrequently these detours became permanent.

Official surveys were authorized by either the General Assembly (the so-called State Roads) or the county. Jo Daviess County in 1827 (the year of its formation) included most of modern-day northwestern Illinois—including all or parts of ten counties. Normally three individuals (including a surveyor) would be entrusted with the task to lay out and mark the new route. Residents living along the way could petition the County Commissioners Court (equivalent to modern-day county board) to do this. Thus, if new residents felt a section of the public road could serve more people by being diverted, they would sign a petition and ask for a new survey to take place. Since road maintenance at this time was provided by the residents of the area, a strong incentive was provided for moving the road through the more heavily populated areas and abandoning older sections.

The U. S. Post Office was also a key player in early roads development. They awarded highly lucrative contracts to those stage lines that would service local post offices between major destinations. Galena to Dixon to Peoria was the earliest overland mail route, but soon with a branch heading east from Dixon to Chicago. It wasn't long, given the rapid settlement of northern Illinois, before a State Road from Chicago to Rockford to Galena was laid out. It quickly became a very important route, not only for those heading farther west but also for stage travel and the mails.

The Frink & Walker Stage Line quickly became the largest and most far-reaching stage line in the Upper Midwest. They established their main office in Chicago in the 1830s and proceeded to either swallow up or run out of business all competition. Stage operator John Winters in Elizabeth proved no match for the Frink and Walker team. The U. S. Postal Service was soon awarding all their major overland mail contracts to the new stage company.

Frink & Walker's first regular stage service between Chicago and Galena started in 1839. The stage traveled to Galena by way of Rockford, Freeport, Waddam's Grove, Gratiot's Grove and White Oak Springs. The route originally veered off present-day Stagecoach Trail at Waddam's Grove, where it headed west to Millville (now Apple River Canyon State Park). From here the stage went northwesterly to Mt. Sumner and Hudson Mound where it followed the modern-day route Stagecoach Trail to Scales Mound (the mound, not the present-day village). At the mound the stages went up to Council Hill and across the Illinois border to the early Wisconsin lead mining centers of Gratiot's Grove and

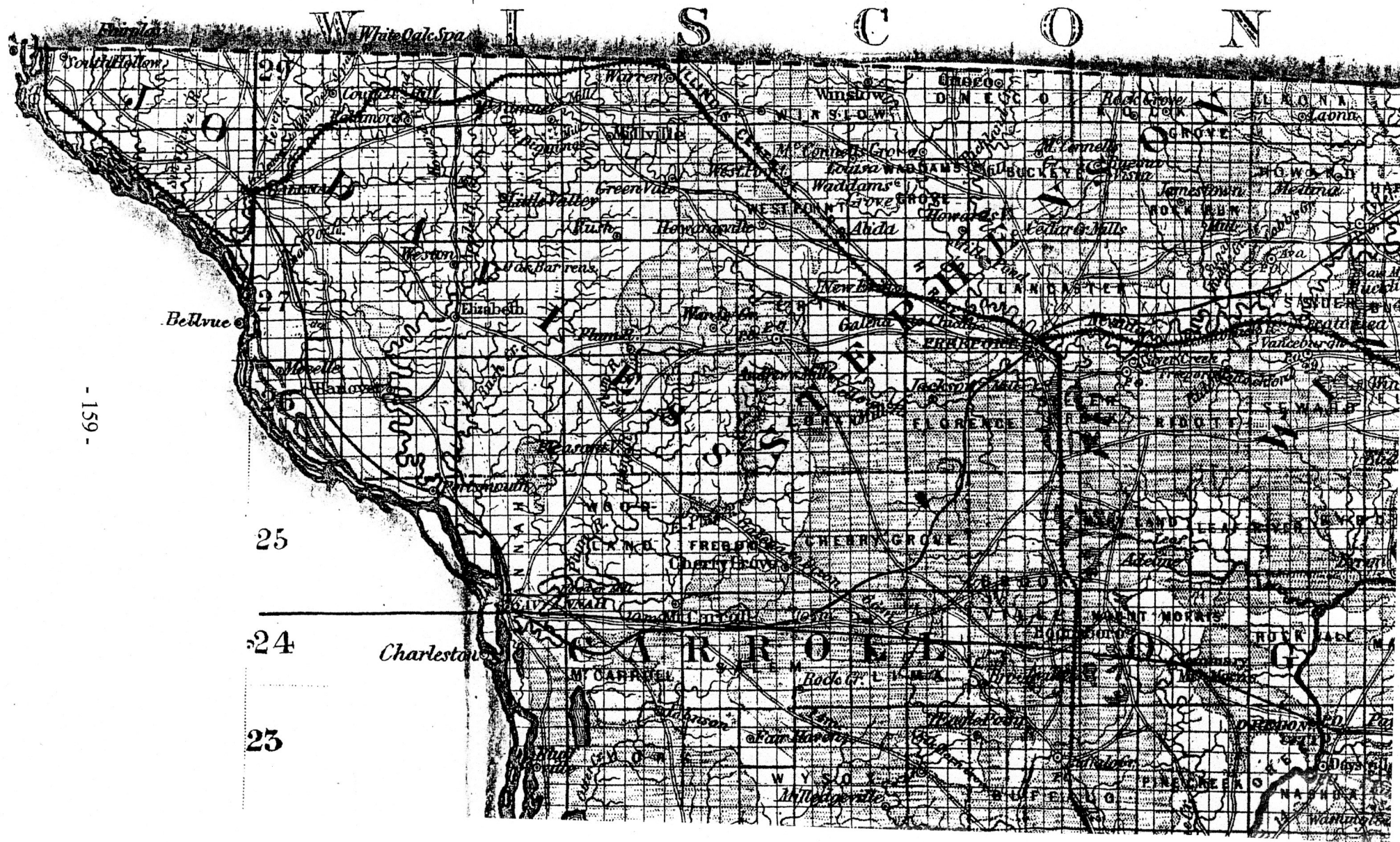
White Oak Springs. The stages then traveled down Council Hill Road to Galena. This somewhat circuitous route (part of the original Kellogg's Trail) was dictated by the importance of two Wisconsin lead mining communities and by the fact that the mail contract called for servicing their post offices. As those two communities died, the stages bypassed them and went to Council Hill and down to Galena. And a few years later, the stages by-passed Council Hill and followed present day Stagecoach Trail from Scales Mound directly to Galena.

In all of this Galena was the hub, with spokes radiating out in all directions. One could travel to or from Galena from any direction. Thus, the term "stagecoach trail" could have applied to any of the early coach roads. Some of those roads now represent modern highways. The original Kellogg's Trail north from Peoria came up through Polo, Lanark and then up through Pleasant Valley south of Stockton. A westward branch went along Bethel Road to Elizabeth. It was along this stretch that an important early tavern called Flack's Tavern was located. The route continued from Elizabeth northwestward up Long Hollow to near the Lake Galena dam. It then came out on Mount Hope Road to the current U. S. 20 where it then descended into Galena via both Powder House Hill Road and Bouthillier Street. Another branch from Dixon came up to the vicinity of Mt. Carroll and then up through Derinda to Elizabeth. The low spot along the ridge above Apple River Fort was where the road passed. A remnant can still be seen on the Highway 20 side heading southwestward along the valley wall.

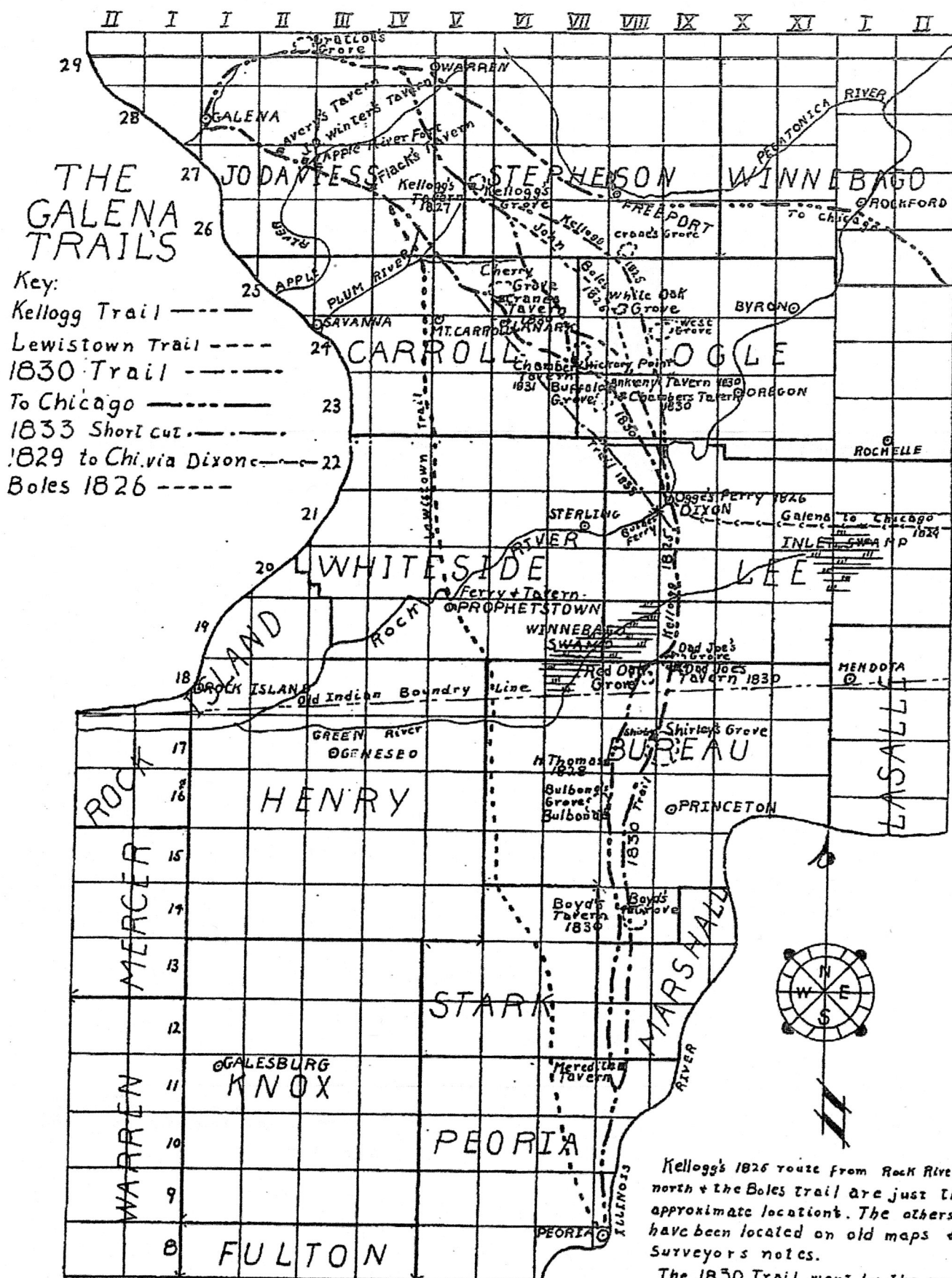
The Galena to Savanna road went along Blackjack (named after the Blackjack mine, the term referring to the zinc ore mined there) to Hanover and then followed closely the current highway 84 southward.

Recognition of the historical and cultural value of some of these early routes is being provided by The Galena Trail and Coach Road Society (www.galenatrailsociety.org). It was formed specifically to identify and provide signage for the 150 mile corridor from Peoria to Galena. The State of Illinois has signed on and will be installing signs along the various sections of the old "Galena Road." It is hoped the recognition given along the way to cultural, scenic, historic and natural areas will foster preservation, pride and tourism efforts by local communities.

Given the many trails and roads that criss-crossed early Jo Daviess County, it seems that further recognition should be given more of these routes. The efforts could help tie together various sections of the county that otherwise might lack resources or interest in this part of our heritage.



JO DAVIESS COUNTY
From 1854 Map of Illinois



Kellogg's 1826 route from Rock River north & the Boles trail are just their approximate location. The others have been located on old maps & Surveyors notes.

The 1830 Trail went by the name of the Fort Clark road.

The Lewistown Trail got its name from the Apple River Fort which at one time was called Lewistown

PUBLIC NOTICE
SPEED INCREASED & FARE
Reduced.



THE Chicago and Galena Mail Stage, will hereafter leave Chicago via Elgin, Belvidere, Rockford, Freeport, Waddam's Grove, Gratiot's Grove and White Oak Springs to Galena every Tuesday, Thursday and Sunday at 7 o'clock A. M., and will arrive at Galena next days by 8 o'clock P. M.

Returning will leave the Galena Hotel every Tuesday, Thursday and Sunday, at 3 o'clock A. M. and arrive at Chicago next days by 8 o'clock P. M., making the route each way in two days, in Four Horse Post Coaches, (not wagons) expediting the mail ONE DAY, two trips, and two days the third trip, each week. Fare through 5 dollars, and from Chicago and Galena to and from Rockford each 5. An entire new stock of property has been placed on the route from Rockford to Galena, with steady and ex-

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K. WALKER, & Co.
 Proprietors.
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 For seats apply at the G-
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FRINK

Chicago, June 7, 1841

CHICAGO-GALENA LINE
 1841

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This advertisement, reproduced
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GALENA AND CHICAGO.

A LINE of splendid Post Coaches will leave the General Stage Office, at Galena, for Chicago, daily (Sundays excepted). Also, a tri-weekly line for Peoria, via Dixon, every Monday, Wednesday and Friday—through in two days on both lines. Returning from Peoria, the coaches will leave every alternate day. Fare, from Galena to Chicago, or from Galena to Peoria, eight dollars.

FRINK, WALKER & CO.
SMITH, GILBRAITH & CO.

June 29, 1842.

PUBLIC NOTICE.



NEW MAIL ARRANGEMENTS.

To Commence July 1st, 1842.

THE public are respectfully informed that arrangements have been made for running a splendid line of Post Coaches from Galena to Madison, W. T., via Plattville, Mineral Point, and the Blue Mounds—leaving the General Stage Office, at Galena, every Monday, Wednesday and Friday, at 8 o'clock, a. m. Passengers will lodge at Mineral Point the first night, and arrive at Madison at 4 o'clock, p. m. next day. Returning, the above line will leave Madison for Galena every Monday, Wednesday and Friday—lodging at Mineral Point, and arriving in Galena at 4 o'clock, p. m. every alternate day.

We will also run a line of Post Coaches from Madison, W. T., to Milwaukee, via Janesville; and also from Milwaukee and Chicago to Madison—leaving the above places every Monday, Wednesday and Friday, and arrive in Madison every alternate day. By this arrangement, the public forego all their former inconveniences in travelling through this section of country, and obtain these long sought for accommodations.

SECOND LINE.

A line of Post Coaches will leave the General Stage Office at Galena, for Prairie du Chien, via Plattville, Lancaster and Patch Grove, every Monday, Wednesday and Friday, at 8 o'clock, p. m., and arrive at the Prairie every Tuesday, Thursday, and Saturday, at 4 o'clock, p. m. On this route, passengers will lodge at Lancaster going and returning. On the return route from Prairie du Chien, the coaches will leave every Monday, Wednesday and Friday, at 4 o'clock, p. m., and arrive at Galena, Tuesdays, Thursdays and Saturdays, at 4 o'clock, p. m.

THIRD LINE.

A line of Coaches will leave the General Stage Office, at Galena for Fairplay, Sinsinawa Mound, Snake Hollow, Van Buren and Lafayette—now called Potosi—Tuesday, Thursday and Saturday, at 8 o'clock, a. m., and arrive at Potosi at 1 o'clock. Returning, will leave Potosi every Monday, Wednesday and Friday, at 8 o'clock, a. m. and arrive in Galena at 1 o'clock, p. m.—running through in five hours.

The public are informed that no pains will be spared by the proprietors to make the above named routes expeditious, comfortable and agreeable at all times and in every respect, and trust, as usual, that the travelling community will extend to them their patronage.

FRINK, WALKER & Co.,

June 29, 1841.

Proprietors.