

BICYCLE AND PEDESTRIAN MASTER PLAN

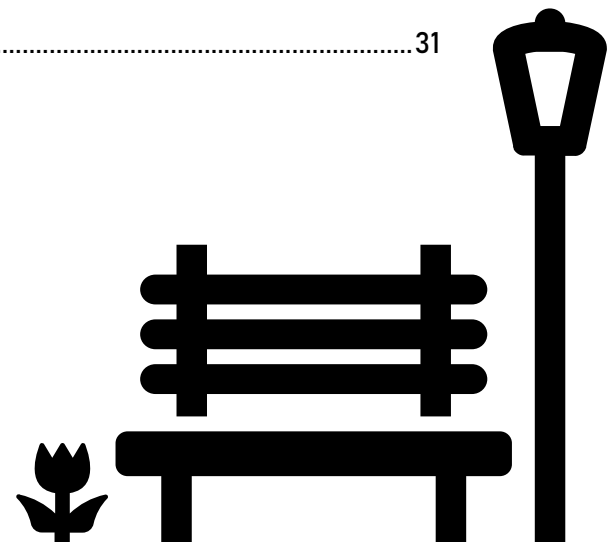


THE VILLAGE OF HAMEL

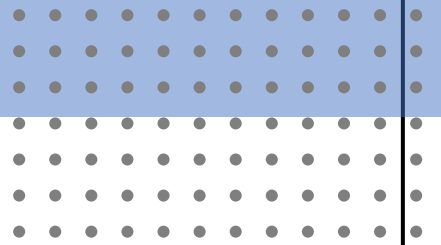


TABLE OF CONTENTS

	Page
1 INTRODUCTION EXECUTIVE SUMMARY	1
1.1 Village Transition Planning.....	4
1.2 Planning Goals	5
1.3 Plan Objectives.....	6
1.4 Planning Documents	7
2 EXISTING FACILITY NETWORK	8
2.1 MCT Quercus Grove Trail	8
2.2 Currently Planned Bicycle & Pedestrian Improvement Project	9
3 COMMUNITY POINTS OF INTEREST	10
3.1 Madison County Transit District Interconnections.....	11
3.2 Hamel Community Park	13
3.3 Hamel Route 66 Points of Interest.....	14
3.4 Edwardsville School District Educational Facilities.....	15
4 EVALUATION CRITERIA.....	16
4.1 Evaluation Matrix.....	17
4.2 Evaluation Results	20
5 SOCIAL MEDIA SURVEY RESULTS	21
6 SURVEY SUMMARY	25
7 FUTURE PLANS AND RECOMMENDATIONS	27
8 POTENTIAL FUNDING SOURCES	29
9 ACKNOWLEDGEMENTS	31



FIGURES



1 Currently Planned Bicycle & Pedestrian ImprovementPage 9

2 MCT Trail Map..... Page 12

3 Evaluation Matrix of Potential Projects..... Page 20



APPENDICES

APPENDIX A - 2023 BICYCLE & PEDESTRIAN MASTER PLAN MAP WITH PRIORITY ROUTES

- A. MCT Quercus Grove Trail - Hamel Connector
- B. MCT Quercus Grove Trail - Route 66/157 Connector
- C. MCT Quercus Grove Trail - Hamel Bypass North
- D. MCT Quercus Grove Trail - Hamel Bypass South
- E. Interstate 55 Crossing

APPENDIX B - OPINIONS OF PROBABLE CONSTRUCTION COSTS (PRIORITY ROUTES)

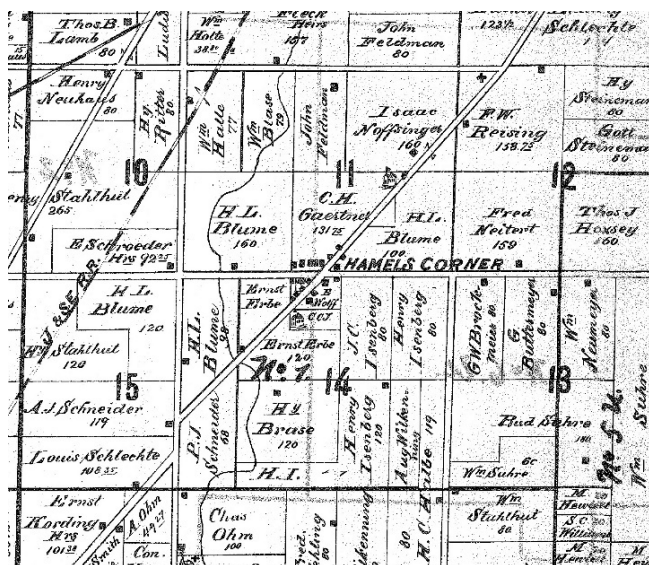
APPENDIX C - MEETING SIGN IN SHEET, COMMENTS, & PUBLIC MEETING

APPENDIX D - VILLAGE OF HAMEL RESOLUTION





The village of Hamel, Illinois “Bicycle and Pedestrian Master Plan” is a planning document which will help guide the village efforts going forward to enhance the “Bedroom” community feel. The village is going through a transition from a farming community along the famous Route 66 Highway Corridor to more of a bedroom type housing stock with amenities to support more of the bedroom style of living. The village of Hamel identifies itself as “one of the fastest growing communities in the area,” but values the respect of their small-town appeal. Hamel offers the small-town comforts and friendliness, along with big village accessibility, which has helped in facilitating this rapid growth in population.



Source: New Atlas of Madison County, 1892

The village of Hamel was established in 1818 and the 1892 Madison County Atlas referred to this location as “Hamel’s Corner” and on February 24, 1955, Hamel’s Corner was incorporated as a village. The village of Hamel is proud of its Route 66 heritage being located approximately 30 miles northeast of downtown St. Louis, Missouri in Madison County, Illinois.

Upon its establishment as a small German heritage farming community, Hamel has been

supported by many travelers along Route 66 and the surrounding industrial communities. Based on the 2020 census, the village of Hamel has a population of 929 people which equates to an increase of approximately 14% since the 2010 Census data was calculated.



Hamel is uniquely located near an interstate transportation system that transects across the corporate boundary. Several highways bisect the community, including I-55 and Illinois Route 140. Immediate access to the major highways along with an abundant supply of available land has spearheaded the recent growth in population and business enterprises.

Madison County Transit (MCT) along with the Metro East Parks and Recreation District (MEPRD) have installed various bicycle trails that connect Hamel with trail facilities located throughout Madison County, Illinois. The main MCT Trail serving Hamel is identified as the Quercus Grove Trail which extends 18.9 miles connecting Historic downtown Edwardsville to the communities of Hamel, Worden, and Staunton.

From a tourist point of view, the village has established itself as a place to encounter friendly people, delicious food, and good times. The main attractions for tourists along the Route 66 corridor, which passes through the middle of Hamel include the following locations:

- Hamel Community Center and Park, which hosts events for the village.
- Weezy's Route 66 Bar and Grill. Established in the 1930's as Ernie's Roadhouse, and in the 50's known as "Tourist Haven", this old tavern continues to serve up a cold brew and comfort food to the many travelers along the mother road.
- Neon Cross at St. Paul Lutheran Church. The large blue neon cross was placed at the church by the Brunnworth Family who lost their son in World War II. The large cross seemingly sends a message of safe travels along your journey.
- Route 66 Creamery – Classic American Favorites. Their friendly service, delicious food, and great prices will keep you coming back for more.
- The Innkeeper Motel – This comfortable motel offers Route 66 travelers good service at a great price and pets are always welcome! The restaurant on the premises serves up a hearty country style breakfast.

The proposed "Bicycle and Pedestrian Master Plan" is intended to assist village board members in prioritizing the most cost to benefit bikeway segments and



the most accessibility/connectivity to the existing Class 1 Quercus Grove Trail network.

To facilitate this master planning document, the village has investigated potential trail alignments, both on-street as well as off-street, along with the associated costs. In addition, a very successful social media survey was conducted to help obtain the public's perspective on both the positive and negative points associated with the existing facilities within the village. These results were shared with the Village Board for their information and input. In addition, the village board accommodated a public meeting to gather more insight on September 12, 2023. After discussion associated with the public comments and a preliminary investigation into a master planning document, the village's Board of Trustees were asked to develop a "short list" of the potential improvement projects.

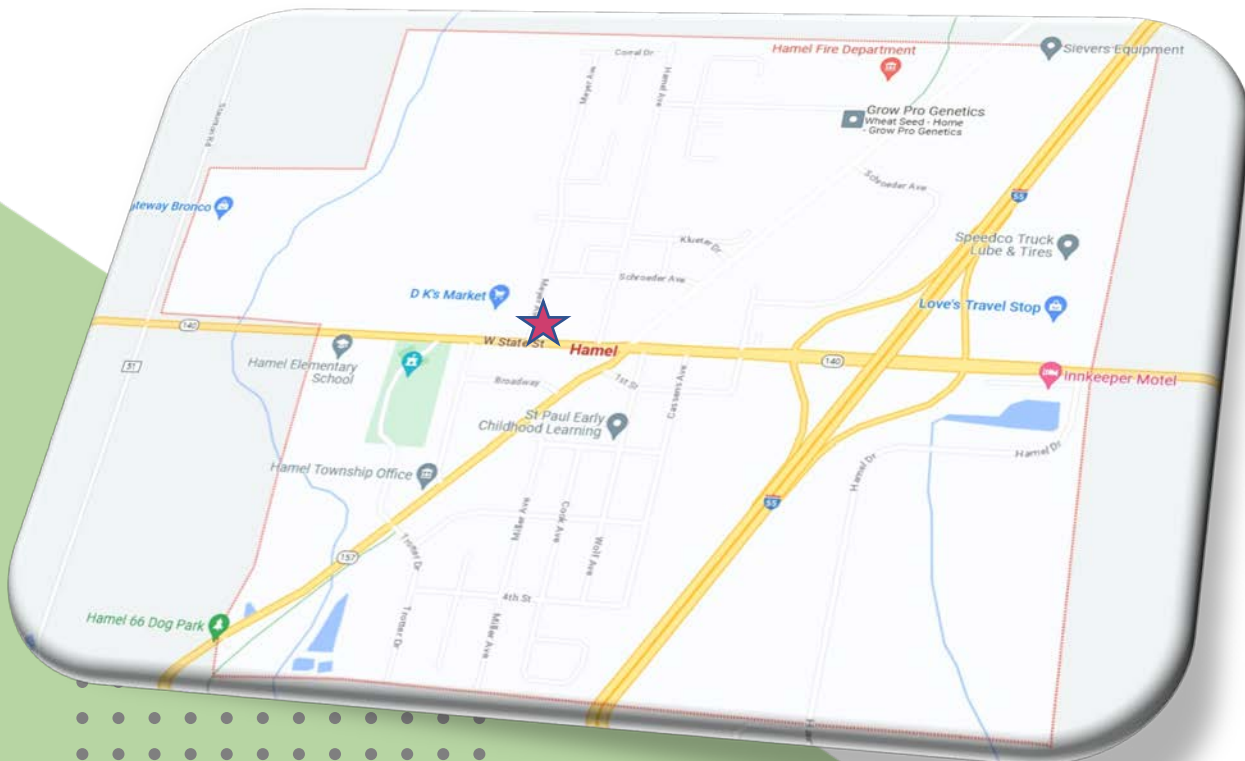
Upon completion of the village board meeting, along with public meeting feedback, the village board has developed a short-term and long-range plan with prioritized projects to assist the village board in developing bicycle and pedestrian facilities in the future. This plan will also assist in the solicitation of grant opportunities which may present themselves at the village, state, and federal funding levels.

In addition, as potential development occurs within the village's corporate boundary, off-street bicycle and pedestrian corridors can be retained to assist in future construction opportunities.



1.1 Village Transition Planning

The village of Hamel is a community that is expanding from its heritage as a small German farming community to more of a “Residential/Business Community” along the Historic Route 66 Corridor. During this transition, the focus of the village officials is developing an atmosphere that is more targeted to families and businesses that will continue the village of Hamel’s growth and vitality. The goal of the village is to instill the life-long residency approach of years past by creating an atmosphere of community and family. Along with this transitioning, the village is continually pursuing new businesses and development to support this transitioned lifestyle.



1.2 Planning Goals

The goal of the village is to create a source of synergy between the alternative modes of transportation versus the traditional ways of moving in and around the village. Along with the various tourism and local business enterprises, the village of Hamel also has a unique historical story to offer.

In considering the alternate modes of transportation, the distinction between a walkable community and bicycle trails needs to be presented. The term “walkable” is defined in the following ways:

- (Of an area or route) suitable or safe for walking
- (Of a destination) close enough to be reached by walking
- Traditionally these routes have been determined to be sidewalks that were originally constructed within the residential corridors of the village.

“Bicycle Trails” can be designed in many ways such as the following: Class 1 bikeways provides bicycle travel on a paved right-of-way completely separated from any street or highway.

“On-Street Bicycle Facility” is defined as a street that accommodates both a bicyclist and a motorist. The synergy that the village wants to accomplish is two-fold.

First, providing a safe connecting route between the southerly and northerly MCT Quercus Grove Trailheads.

Second, the bicycle enthusiast’s connection from the neighborhoods to destinations within the village and the Class 1 bikeways offered by MCT and MERPD throughout Madison County.

As these facilities are established, recreational activities will increase. This typically supports a more active lifestyle and is a significant component of advancing this transitioned lifestyle within the village.

The goal of this plan is to assist in the village transition as well as obtain a “buy in” to this program through village engagement of its residents and individuals doing business within the village.



1.3 Plan Objectives

The village of Hamel is committed to creating synergy between the walkable community and the bicycle enthusiast to reach destination points within the village and surrounding communities.

The first objective to be obtained for the bicycle enthusiasts is to provide the opportunity to travel safely through Hamel along the MCT Quercus Grove Trail. This will allow access to the remaining trails created by MCT, MEPRD, SCCTD, and Trailnet on the Missouri side of the Mississippi River.



The second objective is to enhance the walkability within the village by creating safe routes as well as developing ADA accessibility corridors throughout the village. The village addresses issues with sidewalks, that are impacted through the Americans with Disabilities (ADA) relating to pedestrian access within the village, as funding become available.

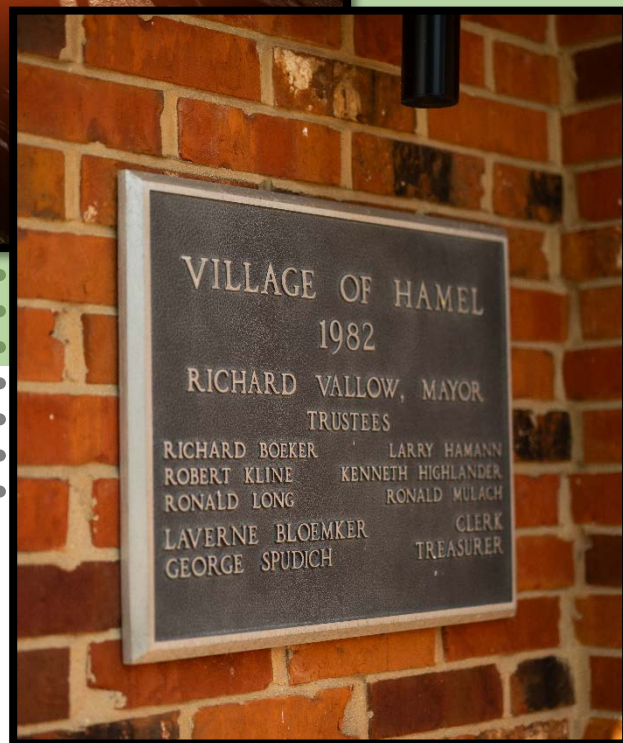
The final objective is to support the development of alternate modes of transportation within the village and surrounding communities.



1.4 Planning Documents

The Master Bicycle and Pedestrian Plan will provide the village of Hamel with an updated plan that will have been approved by the village board and have the backing of the community based on their involvement throughout this planning document. The plan will provide both a short-term plan as well as a long-range plan that can assist the village in completing a smooth transition to a more vibrant “bedroom” community. This plan will not only improve the lifestyle of those individuals living in the village, but also those individuals utilizing the destinations established within the village of Hamel.

This master plan will also set the framework for applying for available grant opportunities which may present themselves both in the short and long-term.





2



In considering the existing facility network of bicycle facilities within the village it is important to note the relationship existing between the Village, MCT, and MEPRD which is described as follows:

2.1 MCT QUERCUS GROVE TRAIL

MEPRD constructed the 18.9-mile Quercus Grove Trail along an abandoned railroad corridor starting at Schwarz & Springer Street in Edwardsville, Illinois and connecting all the way through to East 6th Street in Staunton, Illinois.

As indicated above, MCT and MEPRD have been instrumental in providing accessibility of the bikeway system to the residents of the village of Hamel. Creating the connection between the MCT Quercus Grove Trail is instrumental in the overall integration of bikeway systems within Madison County, Illinois.



2.2 Currently Planned Bicycle and Pedestrian Improvement Project

In 2022, the village of Hamel began planning a sidewalk improvement project in and around the village Community Park and along IL Route 140 Business District #2. The project will provide a shared use path on the north side of IL Rt 140 from Meyer Avenue to the west edge of the Dollar General entrance, a crosswalk at Park Avenue, and continuation of the shared use path along the east side of Park Avenue. The project will also provide sidewalks on the north side of IL Rt 140 from Hamel Avenue to Meyer Avenue and sidewalks on the south side of IL Rt 140 from the Rt. 66 Creamery to Park Avenue.

This project will improve the pedestrian/bicycle access for the local residents to the Village Park, Hamel Elementary School, and the Post Office. There are currently no access ways on the north side of IL Rt 140, and the existing sidewalks on the south side of IL Rt 140 do not meet current standards. There are no crosswalks on IL Rt 140. The Post Office is heavily accessed by the Village residents, as there is no mail delivery in Hamel.

The Madison County Transit (MCT) Quercus Grove Trail currently dead ends on the north end and south end of Hamel. This project will be a vital first step in providing a through route for this trail. When this route is completed, it would provide a continuous trail from Edwardsville to the northern edge of Madison County.

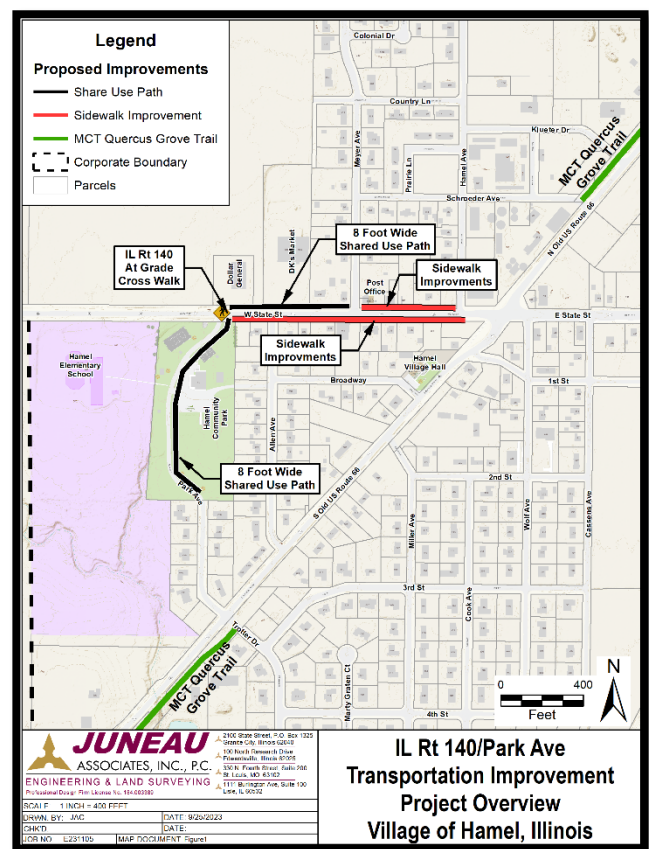
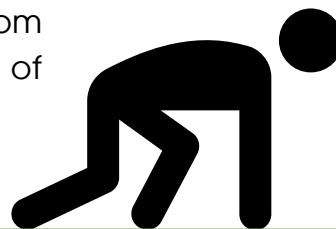


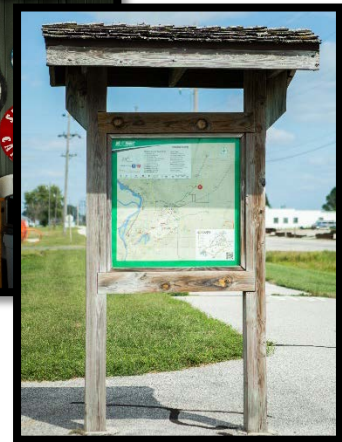
FIGURE 1





Based on the tremendous response received from the public informational survey the following locations were identified as Community Points of Interest in no order or standing:

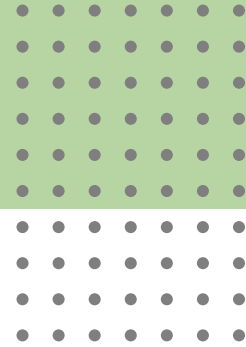
- Shell Station
- Dollar General
- DK's Market
- Village Hall
- Weezy's
- Route 66 Creamery
- Hamel School
- Parks
- MCT Trails
- Loves Truck Plaza / McDonald's
- Subdivisions
- Access to non-highway roads for cycling in the country
- Hamel Post Office



Based on the above-described locations it is apparent that a wide cross section of the community is interested in various destinations of all types.



3.1 Madison County Transit District Interconnections



The village of Hamel has worked successfully with MCT to provide a bikeway trail system that incorporates a network of Class 1 trails throughout Madison County. MCT has been highly successful over the years in acquiring abandoned railroad corridors that span more than 135 miles within twenty separate communities. The MCT Trail System forms one of the most extensive and interconnected trail networks in the county. This system of trails is instrumental in the development of destination points of interest to bicycle enthusiasts of all ages and skill sets. (Refer to Figure 2 – MCT Trail Map)

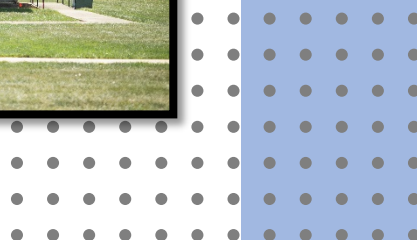


Figure 2



3.2 Hamel Park and Community Center

Hamel Community Park consists of 8.3 acres and is a beloved hotspot the village. The park has a spacious Community Center that is perfect to rent for anything from birthdays, baby showers, family reunions, or even physical fitness classes. The playgrounds are a great place for children of all capabilities to enjoy and get some of their energy out. There is a restroom placed near the playground for your convenience. The village loves to utilize the park's amenities for staying active by enjoying a friendly game of sand volleyball, basketball, or tennis. There are 2 pavilions to shade yourself from the sun or enjoy a nice snack with your kids in between playground time and volleyball with their friends!

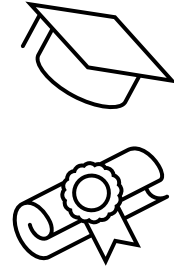


3.3 Hamel Route 66 Points of Interest

There are currently a few restaurants, entertainment centers, and convenient stores throughout the village of Hamel. The village is known by Route 66 fans from across the country and even around the world for our connection to the mother road. Hamel has two original Route 66 attractions including the tourist haven restaurant, now named Weezy's Route 66, and the Church of the Neon Cross, St. Paul Lutheran Church. Other notable locations within the village are the Route 66 Creamery, The Other Place on the Hill Italian Pizzeria, Byway Wayside Exhibit, and the Innkeeper Motel.



3.4 Hamel School District Educational Facilities



The village of Hamel is served by the following Educational Facilities:

The city of Edwardsville Community School District No.7 (CUSD No.7) operates a series of schools from Pre-K through High School. The schools are located throughout the community at specific destinations. The Edwardsville School District mission statement is the following:

“Empowering each student to achieve personal success.”

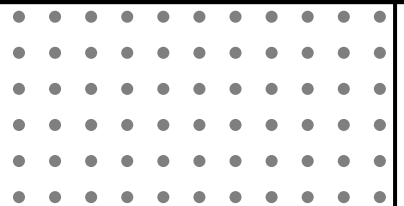
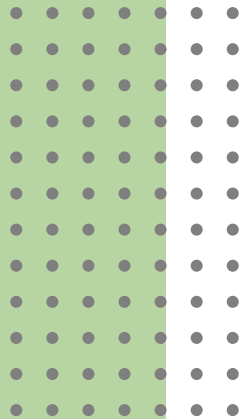
VISION: We build a thriving community of learners while creating authentic, meaningful pathways to success for each student.

The following schools are identified within the Hamel School District:

- ❑ Goshen Elementary School (Pre-K through 2nd)
- ❑ Glen Carbon Elementary School (Kindergarten through 2nd)
- ❑ Hamel Elementary School (Kindergarten through 2nd)
- ❑ LeClaire Elementary School (Kindergarten through 2nd)
- ❑ Midway Elementary School (Kindergarten through 2nd)
- ❑ N.O. Nelson Elementary School (Kindergarten through 2nd)
- ❑ Cassens Elementary School (3rd through 5th)
- ❑ Columbus Elementary School (3rd through 5th)
- ❑ Woodland Elementary School (3rd through 5th)
- ❑ Worden Elementary School (3rd through 5th)
- ❑ Liberty Middle School (6th Through 8th)
- ❑ Lincoln Middle School (6th through 8th)
- ❑ Edwardsville High School (9th through 12th)

In addition to the Edwardsville School District Facilities, there are seven (7) Parochial schools. These include St. Boniface Catholic School, Edwardsville KinderCare, The Goddard School, Lahr-Well Christian Academy (L-W Academy), Metro-East Lutheran High School, St. Mary’s School, and Trinity Lutheran School.





4.1 Evaluation Matrix

During the evaluation of potential projects and the development of a cost to benefit ratio, an evaluation matrix has been developed. This matrix ranks potential projects based on the following seven categories:

- Connection to existing MCT / MEPRD Bikeway Network
- Destination points within the village
- Safety Concerns
- Constructability
- Sustainability
- Expansion Opportunities
- Accessibility

(See Figure 3 on Page 20)



Connection To Existing MCT / MEPRD Trail Network and Destination Points

This Category takes into consideration the existing Class 1 Trails owned and maintained by MCT / MEPRD, which provide continuity within the existing trail system in Madison County.

These Class 1 Trails allow the residents in the village of Hamel to access destination points inside and outside the corporate boundary of the village. These destination points provide the opportunity for bicyclists and trail enthusiasts to access natural landscapes, prairies, forests, lakes, bluffs, Mississippi River features as well as local community eateries and historical points of interest.

To quantify for the benefits of the proposed trails the following rankings considerations have been considered:



- Termination points of proposed bikeways regarding continuity with existing facilities
- Length of proposed Bikeways
- Synergy/continuity to destination points
- Potential increased usage of existing Class1 Bikeways of MCT / MEPRD



Safety Concerns

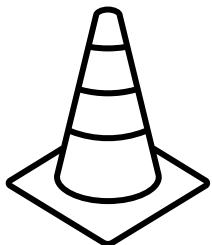
Based on the existing pedestrian access and bicycle facilities within the village it is inevitable that in order to access neighborhoods and potential users, the proposed trails will consist of both on-road and off-road facilities.

These types of situations create different levels of safety concern. In this regard the evaluation matrix will use the following considerations:

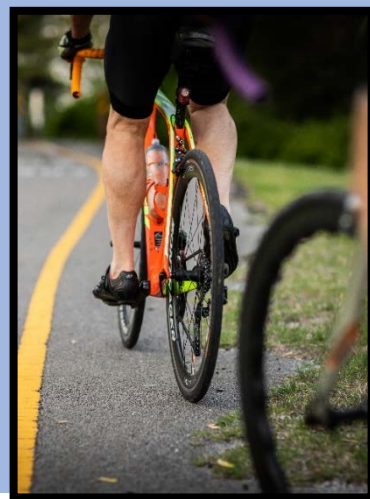
- Class 1 Bicycle Trail Opportunity
- On-street Bikeway
- Joint Use Facilities
- Number of At-Grade Crossings

Constructability

When planning for a new bikeway, consideration must be given to the constructability of the project, therefore, the following considerations should be given:



- Permanent right-of-way to be acquired
- Temporary construction easements to be acquired
- Potential environmental considerations, wetlands, flood zone
- Average Daily Traffic Considerations
- Opinion of Probable Construction Costs



Sustainability

Sustainability is defined as the ability to be maintained at a certain level. An additional definition states the avoidance of the depletion of natural resources in order to maintain an ecological balance. The natural resource point of view has been considered under the constructability aspect. In regard to maintaining the trail, the following issues were considered:

- Materials used in bike trail construction
- Impacts of vehicular traffic to bike trails
- Proximity of adverse features such as drainage considerations and trees
- Underground utility considerations





Expansion Opportunities

Consideration is given if the proposed bike trail can be expanded to create synergy with additional destination points within the village. Can neighborhoods benefit from the proposed trail location within the community?

Accessibility

The existing topography within the corporate boundary of the village of Hamel is relatively level terrain, so the impacts associated terrain grades are constant throughout the village.

The proposed bike trails need to be evaluated by the number of access points and the location of trailheads. These trailheads may be site specific or through the benefit of destination point parking and access.



4.2 Evaluation Results

The proposed bike trail segments were evaluated against the developed matrix, as described in section 4.1. Each potential project is scored between 1 and 5 for each of the categories with a maximum point total of 35. A category ranking of 1 is the lowest a potential bike trail segment can be considered and a potential of 5 is the highest a potential bike trail segment can receive. The highest scoring and complete summary of all bike trail segments are summarized in Figure 3 on page 19.

During the public meeting on September 12, 2023, the attendees were asked to rank the top bikeway segments described above from MOST desirable to LEAST desirable.



FIGURE 3

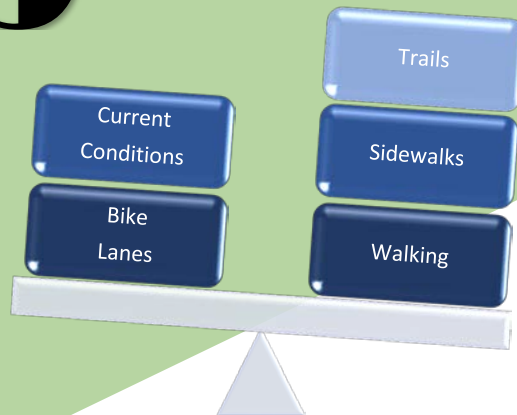
Route	EVALUATION MATRIX OF POTENTIAL PROJECTS	Connection to MCT / MEPRD Bikeway	Safety Concerns	Constructability	Sustainability	Expansion Opportunity	Accessibility	Total Score
A	MCT Quercus Grove Trail - Hamel Connector	4	3	5	5	3	5	25
C	MCT Quercus Grove Trail - Hamel Bypass North	4	3	4	5	4	5	25
D	MCT Quercus Grove Trail - Hamel Bypass South	4	3	4	4	4	5	24
B	MCT Quercus Grove Trail - Route 66/157 Connector	5	2	3	5	3	5	23
E	Interstate 55 Crossing	3	4	2	5	2	3	19



5

**Social
Media**

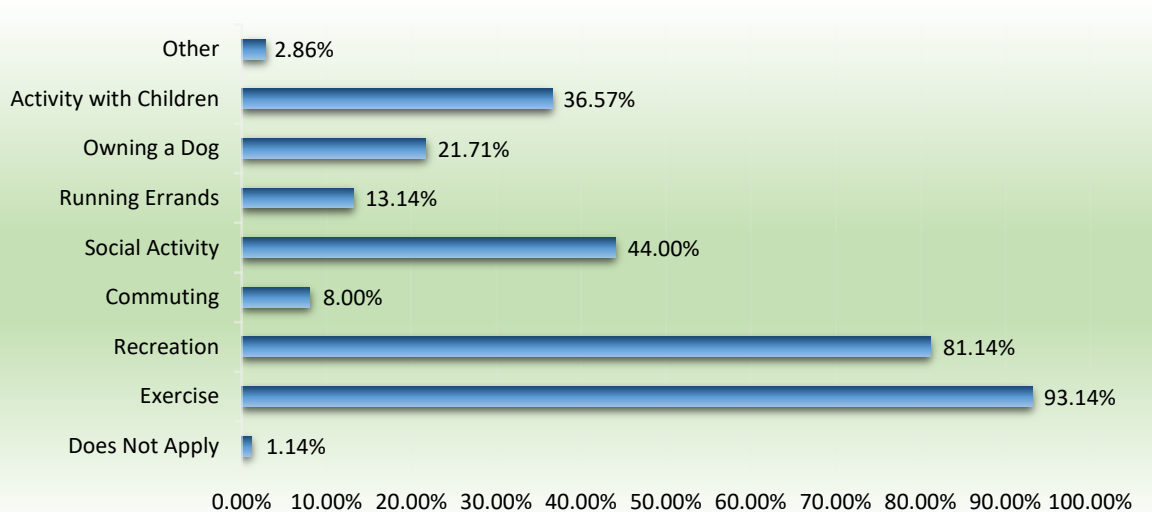
**Survey
Results**



A public survey was initiated in order to gauge use and interest of the bicycle and pedestrian system in and around the village of Hamel. Responses from these surveys provide the village officials with valuable information and direction necessary to develop the Master Plan. Of the 175 respondents to the survey, the following conclusions can be derived:

Q1 What Are Your Top Reasons for Walking or Bicycling? Please Check All That Apply.

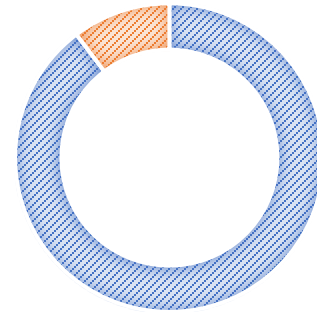
Exercise, with a total of 93.14% and recreation at a total of 81.14% were the top two answers to this question. Social Activity was rated third at 44%. The remaining responses can be seen in the graph below:



Q2 Do You Walk or Bike in Hamel?

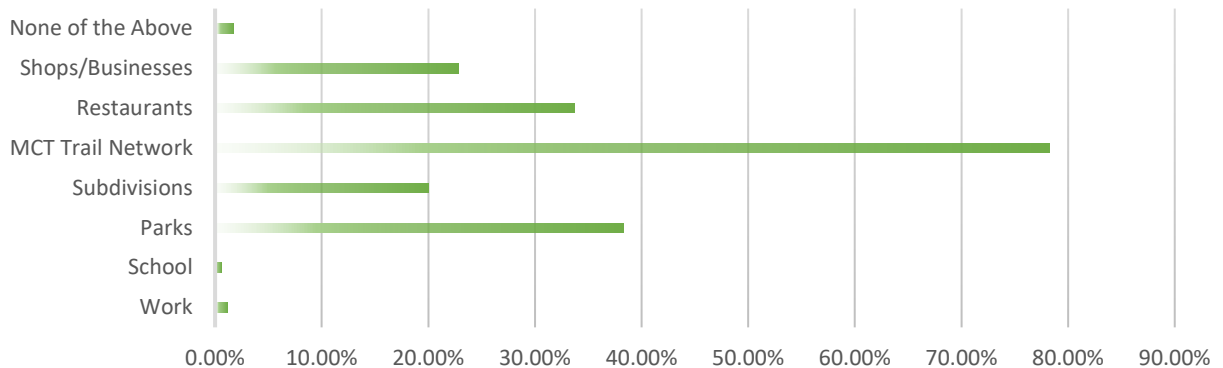
An overwhelming majority of 89.71% answered "Yes" to this question. Only 10.29% said "No."

■ Yes 89.71% ■ No 10.29%



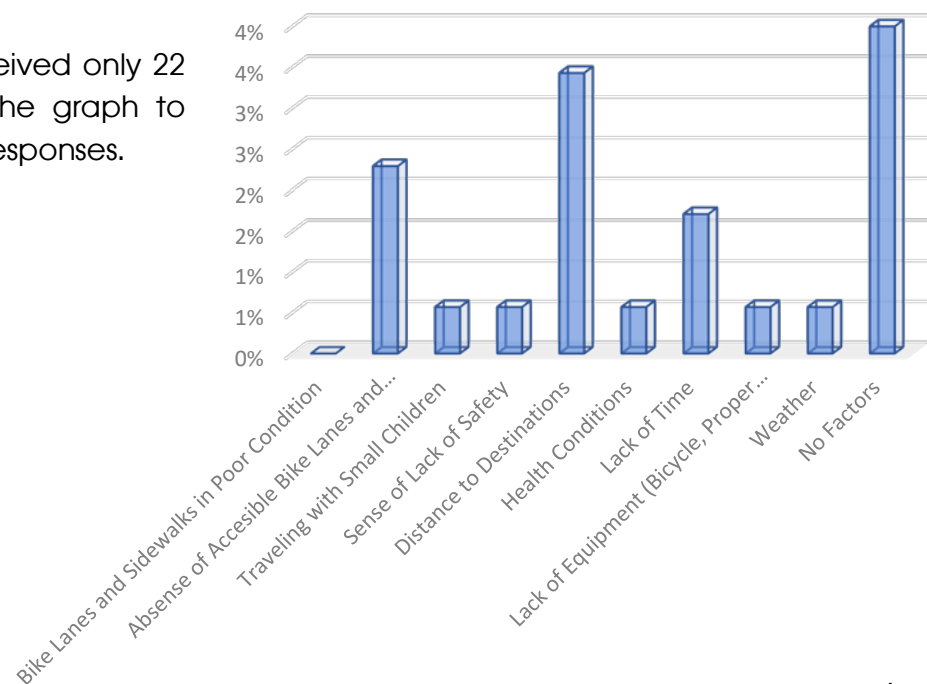
Yes What are the Main Destinations you Walk or Bike to within Hamel? Please Select all that Apply.

MCT Trail Network, with a total of 78.29% was the top answer to this question. Parks and Restaurants followed closely at a combined 72% most walked/biked destinations. The other destinations are listed below:

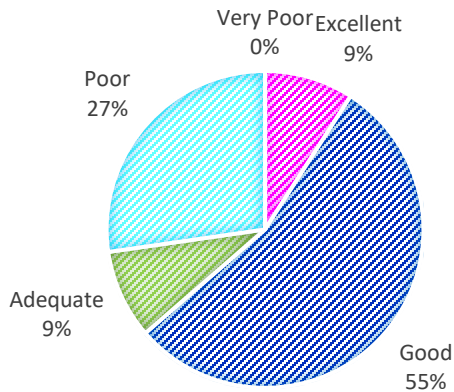


No What Factors Prevent you from Walking or Bicycling within Hamel? Please Check all that Apply.

This question received only 22 replies. Review the graph to the right for the responses.



■ Excellent
 ■ Good
 ■ Adequate
 ■ Poor
 ■ Very Poor

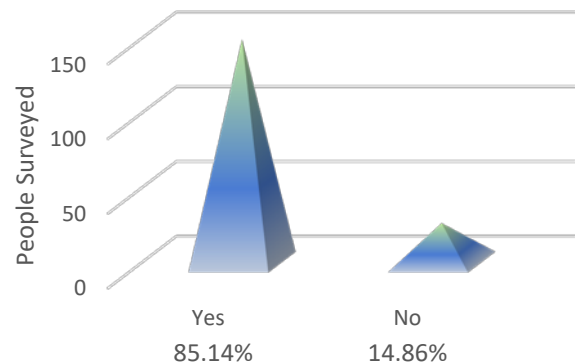


Q3 How Do You Rate the Current Overall Conditions of Streets, Sidewalks, and Trails for Walking and Bicycling in Hamel?

The majority of the respondents (64%) rated the condition of bike lanes, sidewalks, and trails within Hamel as good or adequate. A total of 27% of the respondents rated the system as Poor. See pie chart (left) to review all responses:

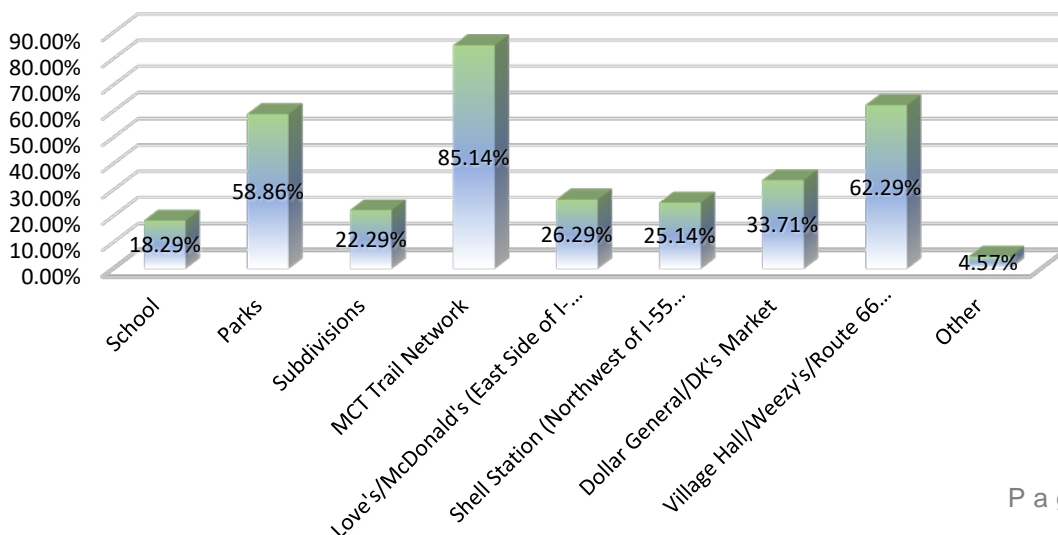
Q4 Would You Ride Your Bike in Hamel More Often If More Bicycle Lanes and Safer Street and Road Crossings Were Implemented?

A total of 85.14% of the respondents said "Yes" to this question. Only 14.86% said "No."



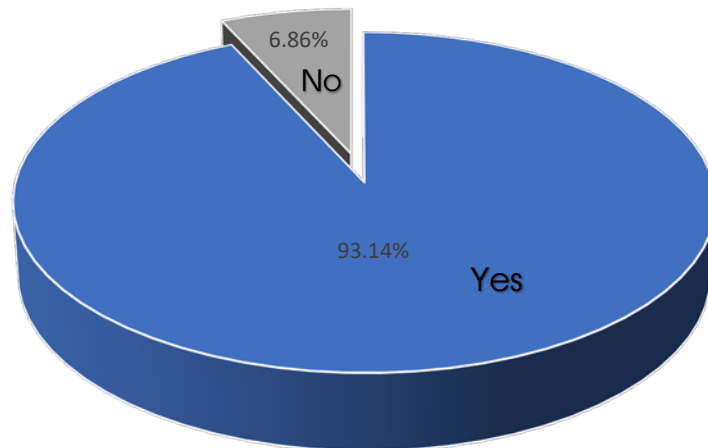
Q5 If Hamel Were to Add More Walking or Bicycle Routes in The Village, Which of The Following Would You Prefer They Better Connect To?

Access to the MCT Trail Network (85.14%) was the preferred connector for new walking and bicycle routes. Village hall area (62.29%) and village parks (58.86%) were the other two main connector points identified. See the graph below for the remaining connector points:



Q6 Do You Think Hamel Should Consider Walking and Bicycling Improvements as Priorities in Future Transportation Planning?

A resounding 93.14% of the respondents said “Yes” to this question. Only 6.86% said “No.



■ 93.14% ■ 6.86%





Based on the results of the Hamel Bicycle and Pedestrian Public Survey a number of planning assumptions/recommendations have been identified. Some of the ancillary comments which presented themselves to be the most insightful included the following:

- Better signage is needed in the village for the MCT Trail and connecting trail through town
- Taking 157 through town is unsafe, we need to connect MCT Quercus Grove Trail from north to south to provide safe access for cyclists and pedestrians to village destinations
- I would include the Post Office as a walking destination
- It would be great if trails connected Alhambra and Bethalto easier
- Both sides of 140 should have a sidewalk or lane for riding and walking safely
- Connect the Nickle Plate Trail to the Quercus Grove Trail, Hamel could benefit from a future east/west trail connecting Alton to Alhambra.
- I love biking through your little town; safe bike routes provide an opportunity to see more of the town and visit local businesses
- Chip sealed roads are difficult to ride and walk on, consider smoother paving for streets to be “on-street”
- I am thrilled to hear Hamel is considering upgrades and improvements. I fully support this project
- Wide sidewalks around the park with occasional benches with shade trees
- Any new bike lanes/trails/widened sidewalks that may be developed would improve the quality of life for Hamel residents as well as increase trail tourism. Hamel seems to be a very friendly relaxed village and an attractive oasis for trail users. CONGRATS!



In summary the supplemental comments provided in the survey stress the need for safer trails and increased walkability/fitness opportunities.

The vision of the village to enhance the tourism and business community will be well received based on the survey responses provided.



7



Future Plans



and



Recommendations

The Madison County Transit (MCT) Quercus Grove Trail currently dead ends on the north end and south end of Hamel. The village and MCT see a great benefit for both village residents and MCT trail users if these sections of trail can be connected safely through the village. This connection is the major focus of this plan. The Bicycle and Pedestrian Master Plan highlights several options to complete the connection of the MCT Quercus Grove trailheads.

A. Hamel Connector: The off-street portion of this route is currently under development and once completed the project will be a vital first step in providing a through route for the MCT Quercus Grove Trail. Future phases will address the on-street section signage and a safe crossing at or near the trailhead at Trotters Avenue and IL Rt 157. Using Appendix A as a reference: The first phase includes a route labeled “A” from the south side of Hamel park north and across IL Rt 140 (X1 on Appendix A), then along the north side of IL Rt 140 to Meyer Avenue. These sections will be 8 ft wide shared use paths. The second phase will address the crossing at IL Rt 157 to Park Avenue (X2 on Appendix A), signage and surface improvements to on-street connectors, Park Avenue, Meyer Avenue, and Schroeder Avenue. The combined result when both phases are completed would be a continuous route through the village and from Edwardsville to the northern edge of Madison County.

B. Route 66/157 Connector: The most desirable connection between the current MCT trailheads is straight through the IL Rt 157 corridor crossing IL Rt 140/157 at a safe location and continuing north 1 block to the trailhead at Schroeder Avenue. Using Appendix A as a reference: This includes the route Labeled “B” from the trailhead at Trotters Avenue and IL Rt 157 on the south side of Hamel north and across IL Rt 140 (X4 on



Appendix A), then to the trailhead at Schroeder Avenue. This section is complicated by restricted ROW and intersection safety issues. Given the desirability of this route, the village has committed to continue to explore coordination and future development of this trail with IDOT and as funding and other projects align with this corridor.

- C.** Hamel Bypass North: Future residential development in the village is predicted to occur on the western side of the village. As these properties are developed the village has committed to working with developers to reserve trail routes through subdivision green space requirements. This bypass route will provide the potential to accomplish a complete “off-street” trail through the village when combined with the Hamel Bypass South. Using Appendix A as a reference: This includes the route labeled “C” from IL Rt 140 at Dollar General north and east to a connection with the existing MCT Quercus Grove Trail. This could also include an upgraded crossing at IL Route 140 in the future to a bridge or tunnel.
- D.** Hamel Bypass South: Future residential development in the village is predicted to occur on the western side of the village. As these properties are developed the village has committed to working with developers to reserve trail routes through subdivision green space requirements. This bypass route will provide the potential to accomplish a complete “off-street” trail through the village when combined with the Hamel Bypass North. Using Appendix A as a reference: This includes the Route Labeled “D” from the existing MCT Quercus Grove Trail, crossing IL Rt 157 with a bridge or tunnel(X2) to the north joining existing routes or the Hamel Bypass North.
- E.** Interstate 55: This route is currently viewed as a low priority and considered a long-term goal. If the village develops east of the interstate, growth may drive the desire for this connection to be completed. Future IDOT projects may also provide an opportunity to reserve a corridor. This could be future improvements to the IL Route 140 bridge over I-55 or interstate projects allowing a dedicated bridge or tunnel for pedestrian travel to be installed.
- F.** “On-Street” Connector Road Surface Improvements: Any street that is promoted as an “on-street” connection to the trail network should be evaluated for road surface improvements and signage to increase bicycle and pedestrian safety and quality of ride.





Bicycle and pedestrian improvement projects can be funded through an assortment of local state and federally funded programs. The following are examples of potential funding sources available to the village:

A. Locally Funded Improvement Projects

The village of Hamel can use its General Fund for improvement projects. The village also has two Business Districts that collect a 1% sales tax to fund improvement projects that support the district.

B. CMAQ (Congestion Mitigation and Air Quality)



This funding is used to improve air quality and reduce congestion for areas that do not meet the National Ambient Air Quality Standards of which Hamel is available for CMAQ funding opportunities.

These projects are awarded through a yearly competitive funding round coordinated through East-West Gateway Coordinating Council.

C. ACT Community Action Grants Program

This funding is intended to provide multi-modal transportation services to the people, organizations, and communities of Madison County to enhance mobility for the elderly and disabled, improve ADA accessibility, and promote alternative transportation modes to improve the quality of



life of Madison County residents. ACT's Community Action Grant intends to provide technical and financial assistance and assist in securing funds for impactful transportation related projects. Examples of eligible project types:

- Construction or improvement of a trail or shared use path
- Construction of a connector to a MCT Trail
- Addition of amenities, enhancements, or safety features to a shared use path or bike trail
- Flashing beacons or other equipment to facilitate safe bicycle/pedestrian crossings
- Funds to support a bicycle or pedestrian event
- Development of a bicycle/pedestrian master plan
- Bicycle/pedestrian marketing and/or education materials
- Support for a program which promotes bicycle/pedestrian development, safety, or education
- Funds to purchase and/or distribute helmets or other bicycle safety gear
- Funds for land acquisition to allow a community to build a trail

D. Illinois Bicycle Path Grant Program

E. Illinois Transportation Enhancement Program (ITEP)

F. Open Space Lands Acquisition and Development Program and Land and Water Conservation Fund Program (OSLAD & LWCF)

G. Safe Routes to School Program



ACKNOWLEDGEMENTS

The village of Hamel would like to thank Metro East Park and Recreation District (MEPRD), along with the Agency for Community Transit (ACT) for providing the funding to develop this Bicycle and Pedestrian Master Plan.



A thank you is also extended to the village of Hamel Board of Trustees and Planning Commission for their insight and guidance in development and adoption of the Bicycle and Pedestrian Master Plan.

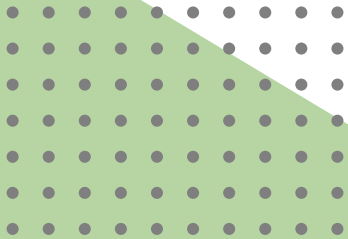


THANK YOU

Appendix A

2023 Bicycle & Pedestrian Master Plan Map with Priority Routes

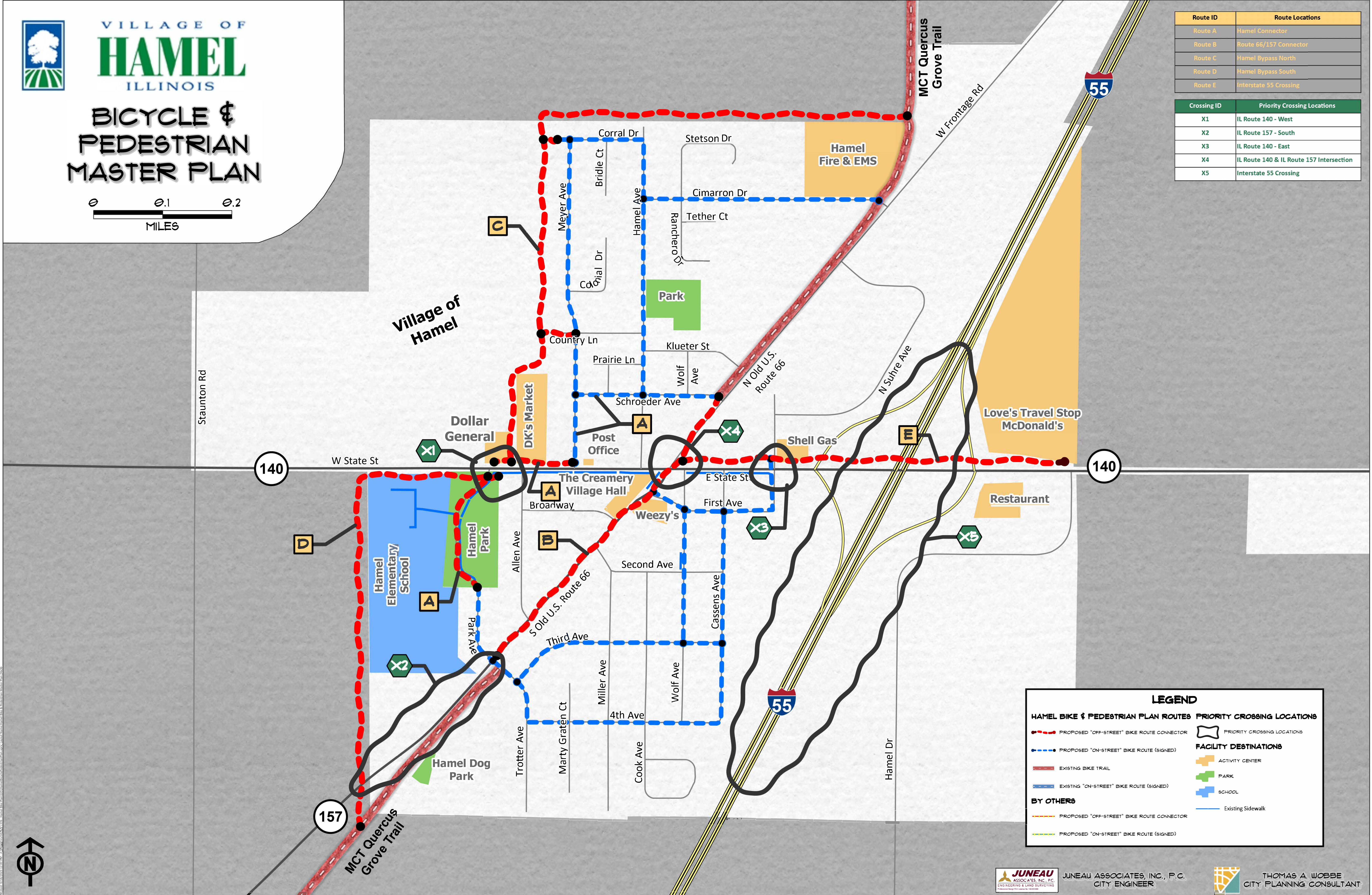
1. MCT Quercus Grove Trail - Hamel Connector
2. MCT Quercus Grove Trail - Route 66/157 Connector
3. MCT Quercus Grove Trail - Hamel Bypass North
4. MCT Quercus Grove Trail - Hamel Bypass South
5. Interstate 55 Crossing





VILLAGE OF
HAMEL
ILLINOIS

BICYCLE & PEDESTRIAN MASTER PLAN



Route ID	Route Locations
Route A	Hamel Connector
Route B	Route 66/157 Connector
Route C	Hamel Bypass North
Route D	Hamel Bypass South
Route E	Interstate 55 Crossing

Crossing ID	Priority Crossing Locations
X1	IL Route 140 - West
X2	IL Route 157 - South
X3	IL Route 140 - East
X4	IL Route 140 & IL Route 157 Intersection
X5	Interstate 55 Crossing

LEGEND

HAMEL BIKE & PEDESTRIAN PLAN ROUTES

- PROPOSED "OFF-STREET" BIKE ROUTE CONNECTOR
- PROPOSED "ON-STREET" BIKE ROUTE (SIGNED)
- EXISTING BIKE TRAIL
- EXISTING "ON-STREET" BIKE ROUTE (SIGNED)

BY OTHERS

- PROPOSED "OFF-STREET" BIKE ROUTE CONNECTOR
- PROPOSED "ON-STREET" BIKE ROUTE (SIGNED)

PRIORITY CROSSING LOCATIONS

- PRIORITY CROSSING LOCATIONS

FACILITY DESTINATIONS

- ACTIVITY CENTER
- PARK
- SCHOOL
- Existing Sidewalk

Revised: 10/16/2023 11:05 AM - J. Dwyer/20230221 106 - Revised the map to show the proposed bike route connector from the Village of Hamel to the Village of Mokena. Map Scale: 1" = 0.5 Miles



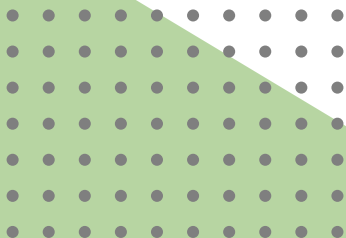
JUNEAU ASSOCIATES, INC., P.C.
CITY ENGINEER



THOMAS A. WOBBE
CITY PLANNING CONSULTANT

Appendix B

Opinions of Probable Construction Costs (Priority Routes)



Village of Hamel Bicycle and Pedestrian Master Plan
Route Segment Details and Estimated Costs

Route ID	Route Segment	Priority Route ID	Trail Name	Route Description	Trail Type	Surface Type	Length (Feet)	Easement Required	Easement Width (FT)	Easement Cost / Sq Ft	Easement Cost	Construction Type	Construction Cost / LF	Construction Cost	No. of Signs	Sign Cost	Advance Warning	Additional Comments					
A	1	A	MCT Quercus Grove Trail Hamel Connecor North/South Connector via Hamel Park	Park Ave from IL Rt 157 to South side of Hamel Community Park	Shared Rdwy	A3	623				\$ -	On Street	\$ 60.00		4	\$ 1,200	\$ 1,500	Upgrade Rdwy Surface					
	2	A		Hamel Community Park to IL Rt 140	Shared Use Path	Asphalt					\$ -	Typical Bike Trail & Agree	\$ 145.00		4	\$ 1,200							
	3	A		IL Rt 140 to Meyer Ave	Shared Use Path	Concrete					\$ -	Typical Bike Trail & Agree	\$ 200.00		4	\$ 1,200							
	4	A		Meyer Ave from IL Rt 140 to Schroeder Ave	Shared Rdwy	A3	542				\$ -	On Street	\$ 60.00	\$ 32,520	3	\$ 900		Upgrade Rdwy Surface					
	5	A		Schroeder Ave from Meyer Ave to N. Frontage Road	Shared Rdwy	A3	1,147				\$ -	On Street	\$ 60.00	\$ 68,820	5	\$ 1,500		Upgrade Rdwy Surface					
											\$ -				\$ 101,340			\$ 6,000	\$ 1,500				
																Route Total				\$ 108,840			
B	1	B	MCT Quercus Grove Trail Route 66 / 157 Connector North/South Connector via IL Rt 157	Trotter Ave from MCT Quercus Grove Trail to IL Rt 157	Shared Rdwy	Concrete	70				\$ -	On Street			4	\$ 1,200	\$ 1,500						
	2	B		IL Rt 157 from Trotter Ave to IL Rt 140	Shared Use Path		2,046	Yes	30	\$ 2.00	\$ 122,760	Typical Bike Trail & Agree	\$ 145.00	\$ 296,670									
	3	B		IL Rt 140 & 157 Intersection	Reserved																		
	4	B		North Frontage Road from IL Rt 140 to Schroeder Ave	Shared Use Path		656	Yes	30	\$ 2.00	\$ 39,360	Typical Bike Trail & Agree	\$ 145.00	\$ 95,120									
											\$ 162,120				\$ 391,790			\$ 1,200	\$ 1,500				
																Route Total				\$ 556,610			
C	1	C	MCT Quercus Grove Trail Hamel Bypass North	N/S Trail just East of Dollar General from IL Rt 140 to just N of Corral Dr running West of Meyer Ave.	Shared Use Path		2,815	Yes	30	\$ 2.00	\$ 168,900	Typical Bike Trail & Agree	\$ 145.00	\$ 408,175		\$ -	\$ -						
	2	C	IL Rt 140 North then East to Existing Trail	E/W Trail from N of Corral Dr to MCT Quercus Grove Trail just N of Hamel Fire & EMS	Shared Use Path		2,721	Yes	30	\$ 2.00	\$ 163,260	Typical Bike Trail & Agree	\$ 145.00	\$ 394,545									
											\$ 332,160				\$ 802,720			\$ -	\$ -				
																Route Total				\$ 1,134,880			
D	1	D	MCT Quercus Grove Trail Hamel Bypass South Existing Trail North to IL Rt 140 on West Side of Hamel	MCT Quercus Grove Trail to IL Rt 157 just South of Hamel Dog Park Parking Lot	Shared Use Path		185	Yes	30	\$ 2.00	\$ 11,100	Typical Bike Trail & Agree	\$ 145.00	\$ 26,825		\$ -	\$ -						
	2	D		N/S Trail from IL Rt 157 @ Hamel Dog Park to IL Rt 140 running West of Hamel Elementary School	Shared Use Path		2,379	Yes	30	\$ 2.00	\$ 142,740	Typical Bike Trail & Agree	\$ 145.00	\$ 344,955		\$ -	\$ -						
	3	D		Along IL Rt 140 from N/S Trail West of Hamel Elementary School to East side of Hamel Park	Side Path		1,072	Yes	20	\$ 2.00	\$ 42,880	Typical Bike Trail & Agree	\$ 145.00	\$ 155,440		\$ -	\$ -						
											\$ 196,720				\$ 527,220			\$ -	\$ -				
																Route Total				\$ 723,940			
Pedestrian Crossings																							

Pedestrian Crossings

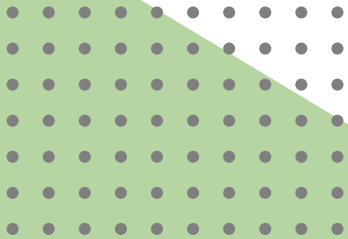
Current Estimated Bicycle and Pedestrian Crossing Improvement Costs

At-Grade State Route Crossings: \$50,000 - \$75,000
PreCast Concrete Tunnel: Estimated \$1.0 - \$1.5 Million
Elevated Bridge: \$1.6 - \$2.0 Million

Kiosks (\$3,500 ea) 2 \$ 7,000
Shared Use Path Totals \$2,214,410
Side Path Totals \$ 198,320
On Street Route Totals \$ 109,140
All Routes - Grand Total \$2,531,270

Appendix C

Meeting Sign in Sheet, Comments, & Public Meeting





NOTICE

BICYCLE & PEDESTRIAN MASTER PLAN INFORMATIONAL MEETING

**To be held at
VILLAGE OF HAMEL
111 S. OLD US RT 66, HAMEL, ILLINOIS**

**TUESDAY, SEPTEMBER 12, 2023
6:30 – 7:00 PM**

**Village of Hamel
Bicycle & Pedestrian Master Plan**

Informational Meeting

Hamel Village Hall

Tuesday, September 12, 2023

6:30 p.m. to 7:00 p.m.

Sign-In Sheet

PLEASE PRINT

Name	Address	Email	Phone
Jerry Goring	127 CASSENS AVE.	gorznyj@madisonelco.com	(618) 633-2733
Alan Wirth	198 Blair C.H.		618 977 6519
Jane Collier	5802 Staunton Rd	jcollier@japec.com	814-283-1845
Chris Smith	106 Colonial Dr	mayre@villageofhamel.com	618 550 9848
Chbbie Belster	279 Stetson	cbriege8@yahoo.com	618-791-1225
Daphne	7979 Country GROVE ct, Edwardsville		62025
Bob Mass	Hughes		
Shane Reece	274 Meyer	reece6427@yahoo.com	618-406-7208
Randy Strembiak	142 2nd Street	strem7@gmail.com	618-741-4940
Dawn Johnson	271 Stetson Dr.	Dawn.Johnson@outlook.com	618-601-6970
Chad Johnson	2710 Cabin Creek Ct.	plading@SandbergPharm.com	618-659-9861
Greg Withers	115 Colonial Dr.	gregwithers89@gmail.com	618-670-714

Appendix D

Village of Hamel Resolution



RESOLUTION 23-38

RESOLUTION ADOPTING A MASTER BICYCLE AND PEDESTRIAN PLAN FOR THE VILLAGE OF HAMEL

WHEREAS, the Village of Hamel engaged Juneau Associates, Inc, to prepare a Master Bicycle and Pedestrian Plan for the Village of Hamel; and

WHEREAS, the intent of said Master Plan is to create a comprehensive plan outlining the future growth of bicycle and pedestrian improvements in the Village of Hamel, and to provide multi-modal transportation services to the people, organizations and communities of Madison County to enhance mobility for the elderly and disabled, improve ADA accessibility, and promote alternative transportation modes to improve the quality of life of Hamel and Madison County residents; and

WHEREAS, Juneau and Associates has assisted with the development of Hamel's bicycle/pedestrian improvements, and the Village has generated a Bicycle and Pedestrian Master Plan, setting forth the proposed improvements within the Village to facilitate orderly and effective development of its bicycle / pedestrian infrastructure serving the greater Hamel community, as well as access to the Village parks, the MCT Quercus Grove Trail, Hamel Elementary School, and other commercial and residential uses in the Hamel community. Hamel has actively solicited and obtained public input on the proposed plan, and a true and accurate copy of the finalized Hamel Bicycle & Pedestrian Master Plan is attached hereto as Exhibit A, incorporated by reference.

NOW, THEREFORE BE IT RESOLVED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF HAMEL THAT:

1. The Village Board of Trustees approves the Hamel Bicycle and Pedestrian Master Plan attached hereto as Exhibit A, and adopts same as the official Bicycle and Pedestrian Master Plan for the Village, and further authorizes its use and submission in connection with any and all grant or funding opportunities associated with the promotion and fulfillment of the spirit and intent of the plan.
2. This Resolution shall be deemed effective immediately upon its adoption.

PASSED this 10th day of October, 2023.

RESOLUTION 23-38

ROLL CALL VOTE:

NAME	AYE	NAY	ABSTAIN	ABSENT	CONFLICT
Goebel	X				
Gorzny				X	
Otrembiak	X				
Isringhausen	X				
Recer				X	
Withers	X				

APPROVED this 10th day of October, 2023.



Justin Gerstner, Village President

ATTESTED, Filed in my office,

And published in pamphlet form

This 10th day of October, 2023.



Debbie Belville, Village Clerk

