

CITY OF EDWARDSVILLE BICYCLE & PEDESTRIAN MASTER PLAN 2022



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ACKNOWLEDGEMENTS

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The following citizens, City staff, and other agency and organization members significantly contributed to the development of the Edwardsville Bicycle & Pedestrian Master Plan. Special thanks to the Metro East Parks and Recreation District for providing a Community Planning Grant to the City.

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INTRODUCTION

Edwardsville is in the Metro East area of the St. Louis Metropolitan Region and is the county seat of Madison County, Illinois. Edwardsville has a population of 26,808 according to the 2020 census. Southern Illinois University Edwardsville is located within the City and the public school system also serves neighboring communities such as, Glen Carbon, Moro, Worden, and Hamel. The City was incorporated in 1818 and is the third oldest city in Illinois.

Edwardsville encompasses more than 19 square miles of residential, commercial, industrial, and institutional land uses. It is home to almost 20 parks including a new ice rink, a large outdoor multi-sport complex, splash pad, children's museum, and nature center. The City's industrial history is reflected in the number of major highways that traverse and intersect it such as, four state highways (Route 111, Route 143, Route 157, and Route 159) and two interstates (I-55/I-70 and I-270/I-255).

According to the US Census Bureau, the mean travel time to work for Edwardsville workers aged 16 years and older is 25.3 minutes². Residents are likely employed at locations that are too far for bicycle or pedestrian travel. The City should focus on a transportation mode-shift, by switching the primary mode of transportation from vehicles to walking or biking, for people running errands, traveling to restaurants, bars, and coffee shops, and traveling to school as opposed to commuting. Encouraging people to pick biking or walking over short vehicle trips takes changes to policy, behavior, and perceptions.

According to the United States Environmental Protection Agency (USEPA), an expanded, connected, safe and accessible alternative transportation network makes it "easier to incorporate physical activity into daily routines, reduces transportation costs, and gives more freedom and mobility to low-income individuals, senior citizens, disabled persons, and others who cannot or choose not to drive or own a car"¹.

In addition to the obvious health and tourism benefits of an alternative transportation network, Edwardsville is interested in the potential boost to the local economy. Multiple studies have found that those who cycle to businesses make more frequent trips and spend more per month than those who drive³. And while most studies are focused on bicycle lanes, it is also documented that *any connected* bicycle and pedestrian infrastructure will attract talented workers⁴. According to the Rails to Trails Conservancy, a connected network is defined as "anyone from the ages of 8 to 80 years old is able to navigate his or her community using safe walking and biking infrastructure."

Definitions

Within this document, the terms *trail*, *path*, *accommodation*, and *facility* are used interchangeably. They all reference infrastructure for bicycle and pedestrian use. The new infrastructure recommended in this plan is defined on page 19. The terms "separated shared-use path" and "bicycle on-road corridor" are used as inclusive terms to describe all modes of human-powered transportation. As existing corridors (such as the Route 66 Trail) are already known by "trail", that term is used where appropriate.

EXISTING CONDITIONS

Edwardsville has more than twenty miles of off-road trails and ten miles of on-street accommodations (bicycle lanes). While most existing trail facilities in the City are owned, managed, and operated by Madison County Transit (MCT), the City has made efforts to connect the network of trails to local destinations and neighborhoods. Edwardsville received a Community Planning Grant from the Metro East Park and Recreation District in 2021 to develop a Bicycle and Pedestrian Master Plan. The planning process for the master plan began in the fall of 2021 and included two rounds of public meetings with accompanying surveys of residents.

Residents and visitors are enthusiastic and eager for more connections to desired destinations. Education and enforcement are needed for cyclists, pedestrians, and vehicular drivers to ensure each user understands the safest way to interact with one another. The City's alternative transportation network is expanding rapidly: MCT is planning more than a mile of new facilities in Edwardsville (Monarch and Yellowhammer connectors) in 2022/2023 and the City has funding for three miles of new off-road trails (2022-2024). Construction has already begun on the Route 66 Trail, which runs parallel to Highway 157, as well as the Second Street connector.

Madison County Transit

Nearly two decades ago, Madison County Transit (MCT) began to preserve abandoned rail corridors by acquiring railroad rights-of-way for future light rail possibilities and interim trail use. Twenty years and \$25 million later, these corridors form the 130-mile MCT Trails system, an extensive network of separated Class One bikeways developed and maintained by MCT.

Edwardsville is the hub of this trail system, with seven of the ten major trails either dissecting or intersecting City limits. Three of the most popular trails, Goshen, Nickel Plate and Nature Trail converge at the Edwardsville Junction near Plum Street (Hwy 159) and Franklin Avenue. MCT does not conduct annual trail counts, but anecdotally, we know the trails see thousands of riders each year, with many visitors from outside both Madison County and Illinois.



The MCT Trails form a series of interconnecting loops.

Edwardsville Criterium Bicycle Race

In 2010, The Edwardsville Rotary started the Edwardsville Rotary Criterium; 2022 will be the 12th year for the event. The Criterium is a series of high-speed professional and amateur bicycle races, a running event, free kid's races, art, live music, food, and beverages, held in downtown Edwardsville. The event is held as a fundraiser for community-enhancing projects and is sanctioned by the USA Cycling Association and the Missouri Bicycle Racing Association. Hundreds of cyclists and runners participate each year. The event's popularity has resulted in city officials prioritizing improved (or even new) facilities in the downtown area, such as the 2nd Street connector.



Edwardsville Rotary Criterium. Photo: Scott Evers

League of American Bicyclists: Bicycle-Friendly Community Award

On May 12, 2021, Edwardsville was recognized by the League of American Bicyclists (LAB) as a Bicycle Friendly Community (BFC) Honorable Mention.

The League (LAB) provided a report card to give the City an idea of improvements that could earn a BFC award in the future (see the full report in Appendix A):

1. Adopt a Complete Streets policy and create implementation guidance... (to) design and operate the entire right-of-way to enable safe access for all users...when repaving or otherwise doing major maintenance on roadways.
2. Continue to expand and improve the bicycle network and follow a bicycle facility selection criterion that increases separation and protection of bicyclists.
3. Increase the amount of high-quality bicycle parking throughout the community.
4. Expand bicycle safety education...for students of all ages and ensure that schools...are particularly safe and convenient for biking and walking.
5. Increase the number of local League Cycling Instructors in your community.
6. Improve Bike Month activities by creating more community-wide events.
7. Increase the amount of staff time spent on improving conditions for people who cycle and walk, either by creating a new dedicated position or expanding the responsibilities of current staff.
8. Create a Bicycle & Pedestrian Advisory Committee (BPAC)...for ongoing citizen input into...important policies, plans, and projects. Ensure members of the committee reflect the diversity and ability levels of cyclists in your community.
9. Launch a bicycle share system that is open to the public.

The City desires to achieve a bronze, silver, gold, or platinum BFC award in the future and with a few improvements Edwardsville is likely to be successful. Applications for Bicycle Friendly Community awards are accepted twice annually, and the League encourages the City to reapply.

In the Spring of 2022, Southern Illinois University Edwardsville (SIUE) was named a Bicycle Friendly University (BFU) in the bronze category, a designation they will retain until 2025.

Edwardsville Bicycle & Pedestrian Advisory Committee

In July 2021, the City established a Bicycle and Pedestrian Advisory Committee (BPAC) via ordinance #6702-07-2021 (Appendix B). The BPAC was formed to provide specific oversight of the implementation of the Bicycle & Pedestrian Master Plan, and encourages recommendations for policies, programs, and projects that will impact bicyclists and pedestrians.

The main goal of the Bicycle and Pedestrian Master Plan is to expand and transform existing facilities used primarily for recreation to an alternative transportation network. The BPAC further refined that goal to focus on three areas for improvement: Accessibility, Safety and Connectivity.

In April 2022, the Edwardsville City Council approved an ordinance making it legal to ride bicycles on city sidewalks. Residents can ride bicycles on sidewalks unless bicycles are prohibited in certain areas of the city and have the same rights and responsibilities as pedestrians under the same circumstances.

In addition to supporting additional infrastructure, the BPAC is interested in increasing education and encouragement programs and events to elevate the culture of biking and walking in Edwardsville as well as supporting ordinances that protect and encourage biking and walking for transportation.

ADA Transition Plan

The City of Edwardsville updated their ADA Transition Plan in 2015. To bring Edwardsville into compliance with the Americans with Disabilities Act (ADA) as it relates to public right-of-way, sidewalks and ADA ramps, the Council committed to the following implementation priorities:

1. New Subdivisions – All new subdivisions or major developments shall require five-foot-wide sidewalks and ADA ramps constructed to current ADA standards on both sides of the street.
2. Roadway Alteration – All roadway alterations, including asphalt overlays, milling, and resurfacing, and microsurfacing, require construction of ramps to current standards. Sidewalks, ramps, crosswalks, and intersections along arterial streets should be made accessible as part of the project.
3. Remodel and Redevelopment – All City buildings that are remodeled shall meet ADA requirements including all sidewalks and ramps adjacent to the building.
4. Construction Zones – Correct signage and safe accessible routes should be established in all construction zones.
5. Right-of-way Parking – The City will follow PROWAG policies for establishing on-street handicap spaces.
6. New construction – All new construction requires construction of sidewalks and ramps to current ADA standards.



Intersection of Plum (Route 159) and Magnolia Street in Edwardsville. Photo: Google Street View.

PUBLIC INPUT

Round 1

In February 2022, an online survey was launched to gather input on the desired bicycle and pedestrian improvements needed in Edwardsville (Appendix C). The survey was designed to complement a 2019 survey produced by City staff seeking similar feedback. In addition to making the survey publicly available, all previous survey respondents were emailed with a request to complete the new survey.

The 2022 survey ran for a full month, garnering 347 responses. Eighty percent (80%) live in Edwardsville (second highest group was from nearby Glen Carbon at 12%) and most responses (55%) were from people ages 35-54.

While eighty-eight percent (88%) drive a vehicle for transportation, eighty percent (80%) also walk or cycle multiple times each week. Most of those cyclists (58%) prefer to ride on trails as opposed to with traffic and only nine percent (9%) ride to commute or run errands.

When asked how to encourage more biking and walking in Edwardsville, respondents suggested:

- More sidewalks, bicycle lanes, or trails (80%)
- Safe crossing for cyclists and pedestrians (76%)
- Connections to existing trails (75%)
- Maintenance of existing sidewalks, bicycle lanes, or trails (65%)
- Adequate lighting (43%)

Respondents were asked for their top three desired destinations when cycling and walking. The answers can be categorized into three categories:

Community:

Downtown Edwardsville
Hoppe Park/Watershed
SIUE

Commercial/Recreation Areas:

Bars/restaurants/coffee shops
Parks
Shopping/Grocery Stores

Neighboring Communities:

Glen Carbon
Marine
Collinsville

The top three corridors (roads and trails) in the City that respondents think need improvement for bicycle and pedestrian accessibility, connectivity, and safety, are summarized as follows.

Road Corridors	# of Responses
Rte. 159/Troy	104
Goshen/Center Grove	87
Rte. 157*	75
Main/Plum*	60
Governors	39
Vandalia/St. Louis	29
Watershed*	15
Schwarz Rd	13
Rte. 143	12
Franklin	10
Madison	9
Esic/University Drive*	9
Buchanan	8
East Lake/Dunlap	8
New Poag Rd	8

MCT/MEPRD Trails	# of Responses
Nickel	18
Quercus	16
Delyte Morris Trail/SIUE	14
Nature	12
Heritage	4
Tunnels	3
Schoolhouse	2
Edwardsville Junction	2
Bluff Trail	1
Confluence	1

General Areas	# of Responses
Downtown	21
Edwardsville Crossing	11
Plummer Park	2

Gerber	6
Hillsboro	6
Springer Alley/Brown Ave	6
Leclair	3
Cougar Road/Illini Drive	2
Grandview Connectivity to Trail	2
Rte. 140	2
Union	2
Ridge View	2
Barnett	1
Country Club Drive	1
Hearthstone	1
Home Ave	1
Jefferson	1
Kansas	1
Orchard St	1
Sheridan Ave	1
Vicksburg Commons	1
Wolf street	1

Trace	2
Orchards/Movie Theatre	2
Holiday Shores	1

* = current City projects

These results are from an open-ended survey question. Some responses included incorrect street name combinations. We have made necessary assumptions to be inclusive of all data points.

The top three intersections (roads and trails) in the City respondents think need improvement for biking/walking accessibility, safety and connectivity have been summarized as follows.

Top Three Intersections # of Responses

159/Troy/Plum & Governors	86
159/Troy/Plum & Center Grove/Goshen	85
159/Troy/Main & St. Louis/Vandalia	45
157 & Center Grove/Goshen	35
143/Vandalia & RP Lumber	32
157 & Governors Pkwy	23
2nd/St. Louis/Watershed*	18
143 & Nickel Plate/Schwarz	15
159/Plum & Terra Verde*	13
Plum/Main & Schwarz	11
159/Troy & Montclair to Franklin	9
157 & Esic/University/Trace	8
Franklin & Madison	7
Governors & Madison	7
Hillsboro (various intersections)	7
Vandalia & Buchanan	6
157 & Main/St. Louis	5
157 & Meridian	5
Goshen & Gerber	5
Governors & Gerber	5
New Poag Road & University Drive	5
Park Street & Main Street	5

157 & Country Club View	4
157 & Schwarz	4
East Lake/West Lake (Dunlap Area)	4
Esic & Center Grove	4
Esic & Governors' Parkway	4
Esic at Nature Trail	4
Schwarz & Schwarz	4
Connect Watershed trail to SIUE trail	3
Goshen & District Dr.	3
143 & Governors	2
Between Trail & Culvers	2
Vandalia & Fillmore	2
Ginger Creek & 157	2
Main & Union	2
143 & Park Dr	1
159 & Harvard	1
Goshen & Ridgeview	1
Governors & Ridgeview	1
Governors & Vicksburg	1
Illini Drive & Cougar	1
Plum Street & Harvard	1
Vandalia & Kansas	1

* = current City projects

These results are from an open-ended survey question. Some responses included incorrect street name combinations. We have made necessary assumptions and combinations to be inclusive of all data points.

The survey also contained an opportunity to share “Other Input.” This open-ended question prompted answers that fell into three key categories, which are the framework of this plan.

- Accessibility
 - o “Can we install large signs around town that show bike and ped routes?”
 - o “Are children allowed to bike on sidewalks? What about adults/teens accompanying child bicyclists? Is there an age limit?”, “Make it legal to ride a bike on the sidewalk”
 - o “Repair stations”
 - o “Easy access to grocery stores with bike parking is the most important need to make biking a true substitute for driving in Edwardsville!”
 - o “Sidewalks should be a priority”
 - o “When a pedestrian pushes the button to cross at Hillsboro and S. Main (by the Courthouse), all cars must stop. Why can't that be the norm across the entire City at all crosswalks. If you want to encourage more folks to walk as a healthy lifestyle option, make walking a priority by making it safe.”
- Connectivity
 - o “Because I ride a recumbent bike, I limit myself strictly to trails. I fear drivers won't see me. It would be great if trails could communicate safely with businesses, like Market Basket.”
 - o “Our bike paths are a strong asset to our community which should be maintained and expanded. The safest form of bicycle use is on separate paths from auto traffic. Please add more access points as possible and feasible.”
 - o “If this is a project the community wants to focus on, please focus on improving access to the downtown area and allowing people to support businesses. Please also ensure people are able to park their bikes safely and securely.”
 - o “It would be awesome and family friendly if there were better ways onto the trails from nearby subdivisions/neighborhoods”
- Safety
 - o “159 splits the town in half and makes it difficult to bicycle for errands like Schnucks or Lowe’s. The paths are amazing for recreation, but we need protected bike lanes on major roads for people to really be able to safely use bicycling for transportation.”
 - o “All of the new big streets (Goshen, Governors) are designed solely for cars. It forces families to have to drive to school and makes the whole area extremely unsafe. Add protected sidewalks and bike trails!”
 - o “Any crosswalk not at a traffic light is a problem. Drivers don't stop.”
 - o “We are very experienced and confident riders and have had to stop riding on Goshen Rd between the Meyer Y and Ridgeview where we access the trails because it has become so dangerous since opening Plummer Park. The hill there is horrible because people will pass even though they can't see if someone is coming the other way. The road is barely 2 lanes and does not have any kind of shoulder.”
 - o “I think with the Eville High School, Metro East Lutheran, Sports Complex, and Township Park are all on Center Grove Rd there needs to be sidewalks (trails) on one side or the other. The amount of people and kids walking on the side of the road and over the overpass is not safe.”
 - o “Routes need to be well lit”

Open House

On February 28 and March 3, 2022, three-hour open houses were held at the Main Street Community Center in Edwardsville to solicit in-person feedback on how Edwardsville should improve the accessibility, connectivity, and safety of their bicycle and pedestrian infrastructure. The Existing Conditions Map on the following page was presented as an opportunity for attendees to provide illustrative feedback on locations for potential improvement. Nineteen people attended the two meetings, 14 of whom were residents (Appendix D). Many attendees stayed and discussed their concerns with city staff and planning consultants for well over an hour, providing their unique and thoughtful insight, as well as complex issues and concerns that are difficult to convey via survey.

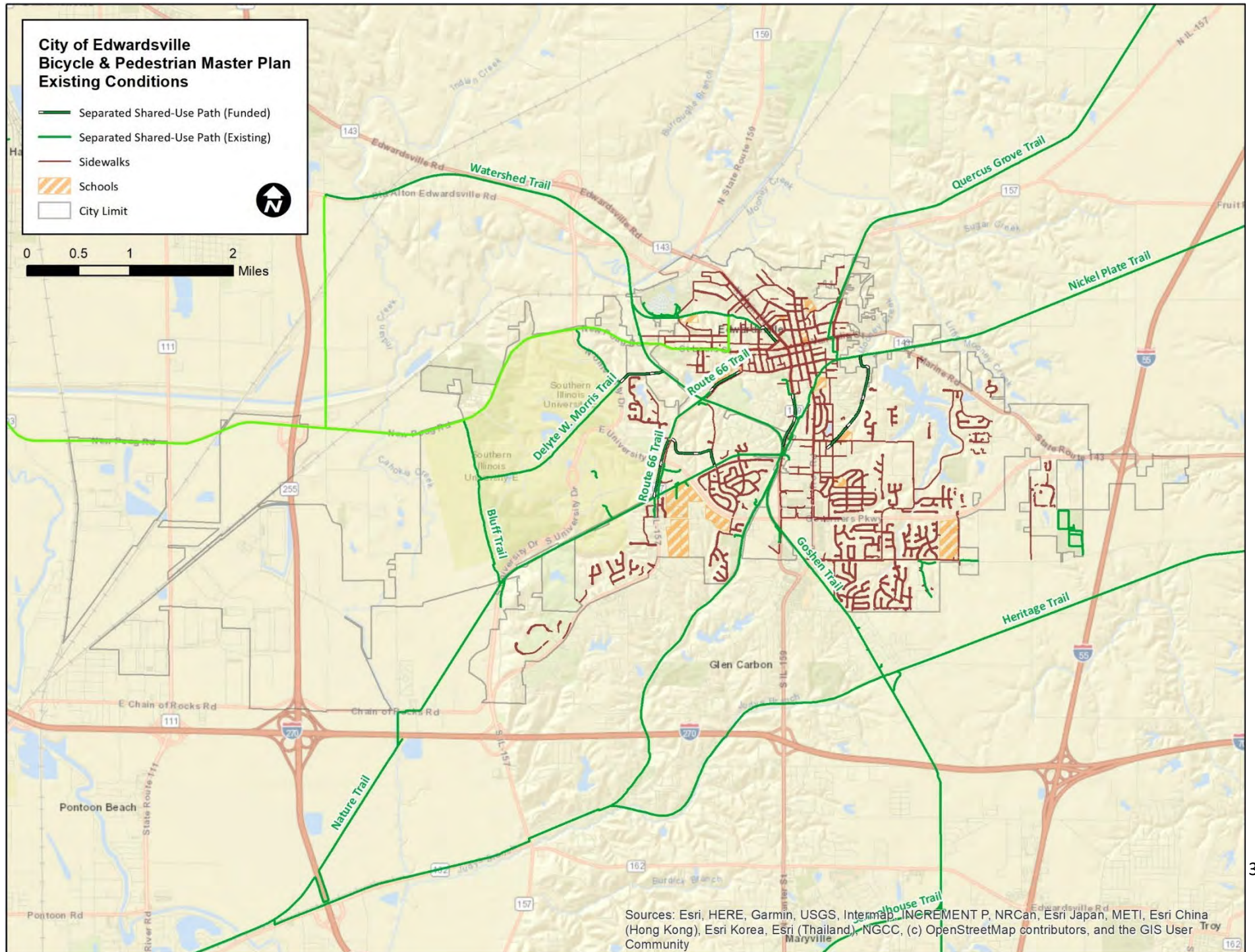
A summary of the public input, as well as a draft of potential priority corridors for improvement, were presented to the BPAC at their April 6, 2022, meeting. A robust discussion with both Committee members and staff resulted in map adjustments and an updated draft, which was distributed to the Committee on April 12. Additional feedback from BPAC members was received via email.

On May 19, 2022, planning consultant Megan Riechmann and Assistant City Planner Breana Buncher presented the plan's preliminary recommendations to the Edwardsville Rotary Club. The group provided valuable feedback about specific corridors and were very supportive of the City's efforts to improve accessibility, safety, and connectivity for cyclists and pedestrians.



Planning consultant Megan Riechmann with a resident at the March 3, 2022, open house. Photo: Xavier Diggs

Existing Conditions Map



Round 2

As part of the draft plan recommendations, a second survey was developed and made available online for the month of June 2022 (Appendix E). Those who attended the open house on June 9, 2022, were able to take the survey in-person. The survey involved a visual preference exercise, a technique for obtaining public feedback on physical design alternatives. There is a huge array of possibilities when it comes to confirmation/wayfinding signage, on-street pavement markings and crosswalk treatments. The survey was designed to find out what types of design treatments are most appealing to residents – which of the choices make them feel safe and confident.

Signage

A mix of confirmation signs and wayfinding signs were provided in the survey. Confirmation signs do just that – confirm you are in the right place. Wayfinding signs are more interactive, indicating a connected network. The choices included a standard bicycle route sign, a family-oriented “may use full lane sign,” a typical trail wayfinding sign, and an on-road wayfinding sign with a bicycle logo on the street sign. Both in-person and online responses (58%) chose the trail wayfinding sign, which is concurrent to the desire to be separated from vehicular traffic. The on-road wayfinding sign was chosen by 21% of respondents and would be an excellent complement to an overall wayfinding system within the City. It is our recommendation that any wayfinding system be destination oriented. The updated sign system used by Great Rivers Greenway in St. Louis, Missouri is an excellent example of user-oriented sign content.

Pavement Markings

Four options were provided, a protected bicycle lane, a standard bicycle lane, a sharrow (shared-use arrow) and a bicycle boulevard marking, which is a relatively new treatment for this region. Both in-person and on-line responses overwhelmingly (76%) chose the protected bicycle lane, which is concurrent to the desire to be separated from vehicular traffic. The least popular choice (2%) was the sharrow, which indicates a significant amount of education is needed about the safest way to ride in or near traffic.

Crossings

Four options were provided, one with extra signs and lights (assuming not already at a signalized intersection), yellow paint, white paint, and green paint. All crossings shown are in the “piano key” style which is more visible than two parallel lines. The overwhelming choice by respondents (both in-person and online) was the crossing with extra signs and lights (68%). The second most popular choice (22%) was the green crosswalk. Both crossing treatments have merit and should be used where needed, assuming cost of both installation and maintenance is provided.

Bicycle Parking

BPAC members felt strongly that a separate bicycle parking question should be included in the survey, separate from the visual preference questions. They support the idea that parking is a critical part of the infrastructure and should be incorporated into all relevant locations where possible. The survey asked:



Results of the visual preference survey from June 9, 2022

“Do you have trouble finding bike parking at your destination?”.

- 48% of respondents answered “sometimes”
- 34% answered “never”
- 17% answered “always”

When asked “which destinations need increased bike parking in Edwardsville?” respondents replied

- 38% shopping areas/grocery stores
- 31% downtown Edwardsville
- 16% restaurants
- 10% other (gyms, farmer’s market, etc.)
- 5% parks & schools

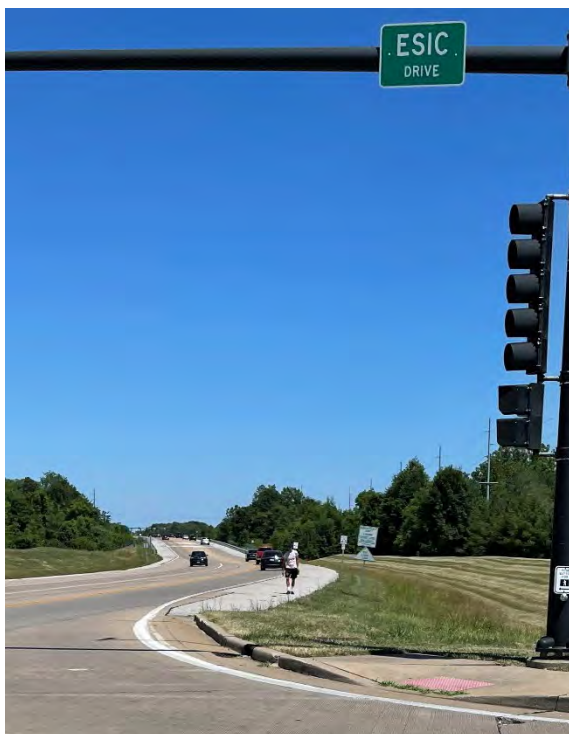
Many of these destinations and their sidewalks and parking lots are privately owned. In addition to communicating residents’ desires for these amenities, the City may need to provide incentives to encourage businesses to purchase and install bicycle racks.

Priority Corridors

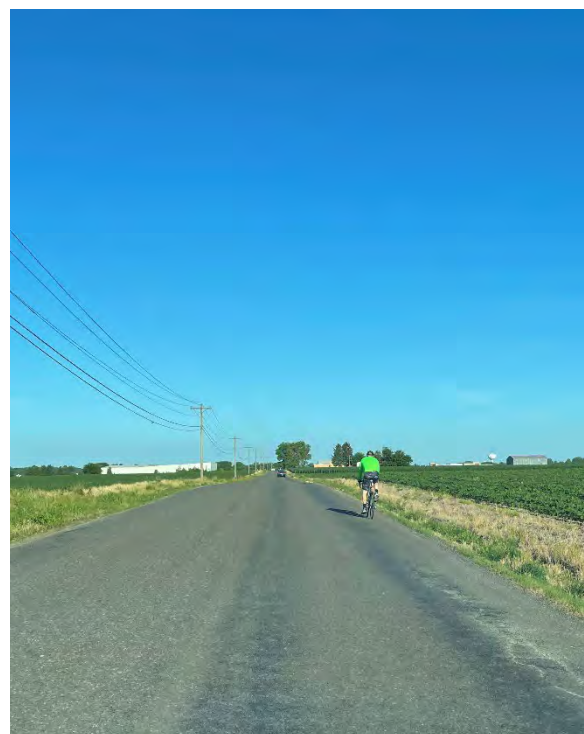
Finally, the survey asked people to select the top three corridors (of the 14 corridors shown on the draft plan map) they would like to see bicycle & pedestrian improvements:

1. Governor’s Parkway (48.5%)
2. Center Grove/Goshen Road (45.5%)
3. State Route 157 (35.9%)
4. S. Main/Plum (37%) *showing the fourth choice as the Route 66 Trail is being built along Route 157*

These are logical priorities, as they are major transportation arterials through the city, connecting many neighborhoods and destinations.



*A pedestrian on the shoulder of Governors’ Parkway.
June 2022. Photo by Megan Riechmann*



A cyclist on Goshen Road. June 2022. Photo by Megan Riechmann

PROPOSED PLAN

Bicycle infrastructure planning typically involves a discussion about the types of cyclists within a particular community or planning area. However, recent research discourages planners and engineers from forcing people into the classic “four types”: 1) Strong & Fearless, 2) Enthusiastic & Confident, 3) Interested but Concerned and 4) No Way, No How. Oftentimes, most citizens self-designate into the “Interested but Concerned” category, without identifying the nature of their concerns. Jennifer Dill’s work at Portland State University helped to break down the typical responses by gender and age and delves into what concerns people about hitting the road on their bicycles. She found women to be the most concerned about interactions with automobile traffic and youth to self-classify most often as fearless⁷.

Subsequent research in 2020 by Laura Cabral and Amy M. Kim of Edmonton, Canada⁸ strives to develop a typology with a similar functional purpose but derived using statistical methods. They suggest three (not four) categories: 1) Uncomfortable or Uninterested, 2) Cautious Majority, and 3) Very Comfortable Cyclists. From a planning and design perspective, this is enormously helpful. The two outlying groups (uninterested/no way no how and fearless/comfortable) need less attention – one group may likely never engage in alternative transportation, while the other is comfortable with existing conditions and will only benefit from whatever is proposed for the middle majority. However, trying to design facilities that meet both the needs of “Enthusiastic and Confident” and “Interested but Concerned” often leads to either conflicting or parallel facility recommendations. Focusing instead on the concept of “Cautious” allows plans to focus on increasing the safety and accessibility (and therefore confidence) of all users, regardless of age or experience.



Family out cycling. Credit: Peter Cade; World Health Organization

Mode-Shift

There are many factors involved in which mode of transportation to utilize: is it too far to walk? How many buses will I need to take to reach my destination? Can I afford gas right now? Do I feel safe riding or walking?

Studies show that people who live in walkable neighborhoods drive 30% less and households in these neighborhoods spend an average of \$750 less per year on gasoline⁵. Transportation choice is also good for economic development. A University of Massachusetts study evaluated job opportunities created by 58 infrastructure projects in 11 U.S. states. It found bicycling projects create a total of 11.4 local jobs for each \$1 million spent. Pedestrian-only projects create a little less employment, with an average of 10 jobs for the same amount of money. Multi-use trails create 9.6 jobs per \$1 million. Road-only projects generate just 7.8 jobs per \$1 million⁶.

Each jurisdiction responsible for providing transportation infrastructure to its citizens must also determine their goals for each mode. What kind of community are we trying to build/create? According to the popular website Walk Score (which measures the “walkability” of an area or specific address to help home buyers or renters make informed real estate decisions), Edwardsville has a walk score of 31 (out of 100) and a bike score of 44. They designate Edwardsville as a “car-dependent city” due to a lack of bicycle lanes and because most errands require a vehicle.

By comparison, People for Bikes, a cycling advocacy group, ranked these U.S. small towns (all with populations under 50,000) high in their 2021 City Ratings:

Provincetown	MA	Population: 2,994 – 60,000	Area: 17.5 mi ²
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How it differs from Edwardsville: Development is dense in Provincetown and no highways bisect it. Commercial Street, Provincetown’s main drag, is one-way for vehicles but two-way for bicycles. <https://pfb-advocacy-academy-full.webflow.io/series/series-1>

Traverse City	MI	Population: 15,570	Area: 8.66 mi ²
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How it differs from Edwardsville: City is flat and laid out on a grid. There’s also a strong history of recreational mountain biking, which helped lay the foundation for in-town bicycle culture. Nonprofit TART Trails has been hosting a bicycle commuter event for 27 years. There are also three bicycle shops in town and regular workshops where residents can learn about things like winter biking.

Pella	IA	Population: 10,231	Area: 9.35 mi ²
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How it differs from Edwardsville: Unlike many other small towns in rural America, Pella’s main street is also distinct from the highway, leaving a series of connected, low-stress streets intact. “It’s a small, grid town that’s just easy to get around in,” said Mark Wyatt, executive director of the Iowa Bicycle Coalition. “Pella also has a pretty substantial trail system leading out of town.” Chris Van Gent, who owns the sole bicycle shop in town believes relatively inexpensive investments like wayfinding signs, sharrows and crucially, more much-needed bicycle parking, would help boost ridership.

Plan Components

The geographic limits of this plan are shown on the map below and can be described as: SIUE to the west, Plummer Family Park to the east, downtown to the north and Goshen Road to the south. This area encompasses most city residents, businesses and desired destinations while also leaving plenty of room for network expansion in the future.

With a robust network of trails already present, the “pain points” are easy to identify and confirmed by the survey responses and public meetings. Fifteen corridors were selected as priorities for future improvements, utilizing the existing transportation infrastructure. This allows the City to both capitalize on routes residents are familiar with as well as limit the need to purchase right-of-way.

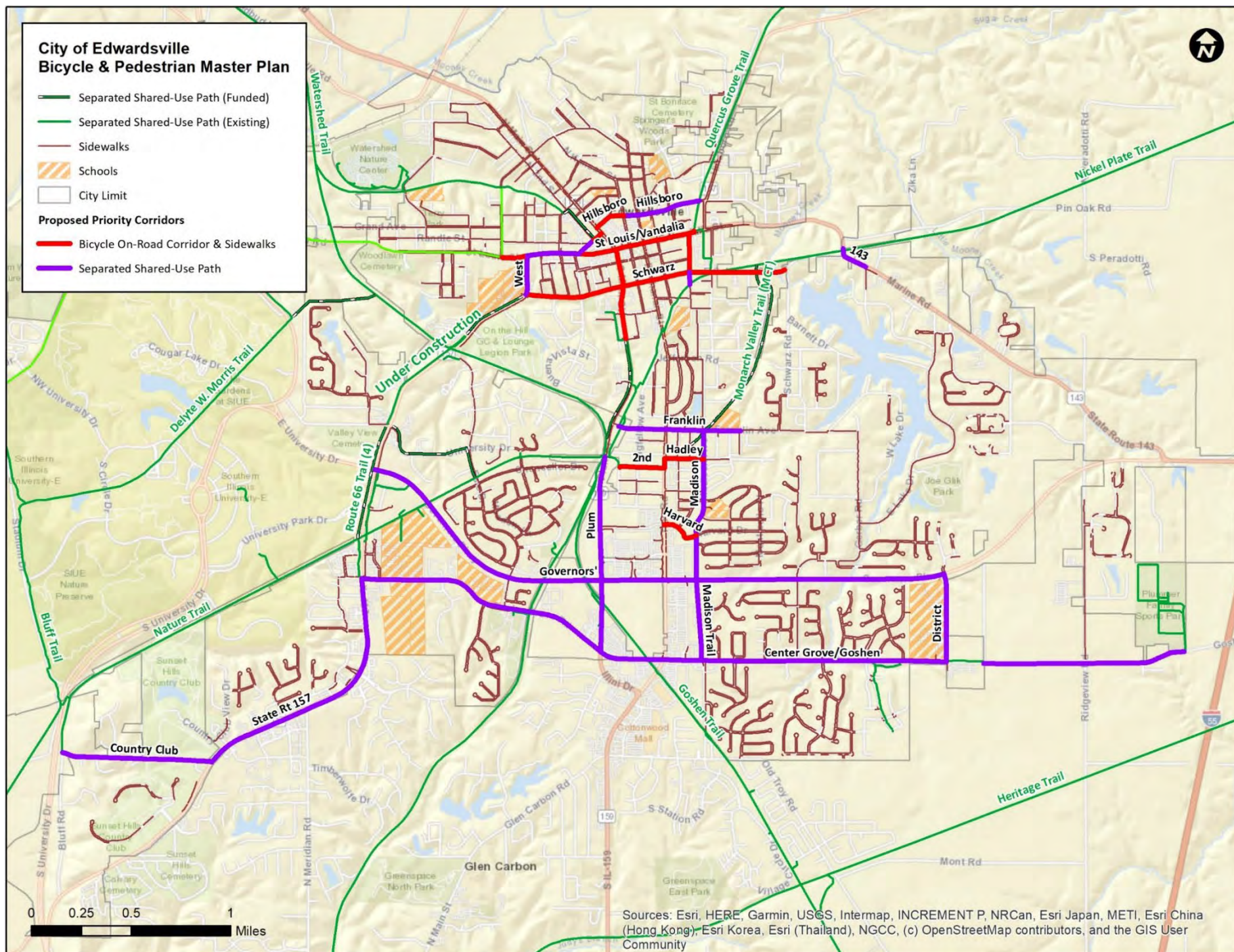
The four maps in Appendix F demonstrate the selection process of priority corridors as recommended by the planning consultants and staff, as well as which facility type would be appropriate for each corridor. They represent an alternative transportation network designed to both complement the existing recreational trail system and build a foundation for mode-shift. The map dated June 1, 2022, was presented to the BPAC and the map dated June 2, 2022 reflects their feedback. The June 2nd map was presented to the public both on the City’s website and at a public open house on Thursday June 9, 2022 (Appendix G).

Troy Road is not included in the preliminary recommendations, even though it was mentioned frequently in the public survey, due to its current development pattern. From Goshen Road to Vandalia Street, there are hundreds of ingress and egress movements along this roadway corridor. Each of those side streets, driveways, parking lots, and business entrances is a location where a pedestrian or cyclist on the sidewalk (or future separated shared-use path) would interact with one or more vehicles. While there is an extensive sidewalk system already in place and cyclists are already permitted to ride in the roadway, alternative, parallel routes have been recommended as part of Edwardsville’s alternative transportation network to reduce the likelihood of crashes. Should the development pattern along any section of Troy ever change this recommendation should be revisited.

Following the input received at the BPAC and public meetings in June, City staff and planning consultants made additional revisions (adjusting corridor connections, facility types and making every effort to anticipate future growth and use). The result is the final plan map (see following page). Below is a table of the recommended facilities, shown in alphabetical order.

Street Name	Start	End	Recommended Facility	Length (miles)
2nd Ave	Troy/159	MCT Trail	On-Street and Sidewalks	0.2
Center Grove/Goshen	Hwy 157/Route 66 Trail	Plummer Park	Separated	4.1
Country Club Dr	Hwy 157/Route 66 Trail	MCT Trail/Bluff Road	Separated	0.8
District Dr	Goshen Road	Governors' Parkway	Separated	0.4
Franklin Ave	Harrison Street	MCT Trail	Separated	0.6
Governors' Pkwy	Hwy 157/Route 66 Trail	District Drive	Separated	3.1
Hadley Ave	Madison Ave	Troy/159	On-Street and Sidewalks	0.2
Harvard Dr	Troy/159	Madison	On-Street and Sidewalks	0.2
Hillsboro Ave	Quercus Grove	Kansas Street	Separated	0.4
Hillsboro Ave	Kansas Street	Main Street	On-Street and Sidewalks	0.2
Hwy 143 (Marine Road)	Park Drive	Nickel Plate	Separated	0.2
Madison Ave	Governors'	Franklin/Monarch	Separated	0.8
Madison Trail (Behind Schnucks/Target)	Goshen Road	Governors' Parkway	Separated	0.4
Main/Plum	Magnolia	St. Louis/Vandalia	On-Street and Sidewalks	0.5
Plum St	Nature Trail	Goshen/Center Grove	Separated	1.0
S Brown Ave	Quercus Grove/Vandalia	Schwarz	On-Street and Sidewalks	0.2
S Brown Ave	Schwarz	MCT Trail	Separated	0.1
Schwarz St	Hwy 157/Route 66 Trail	Schwarz Rd	On-Street and Sidewalks	1.3
St Louis St	Vandalia	2nd Street	Separated	0.1
St Louis St	Union	Hwy 157/Route 66 Trail	On-Street and Sidewalks	0.1
St Louis/Vandalia	St. Louis	Quercus Grove Trail	On-Street and Sidewalks	0.6
St Louis/Vandalia	2nd Street	Main Street	On-Street and Sidewalks	0.1
St Louis/Vandalia	Hwy 157/Route 66 Trail	St. Louis	Separated	0.3
State Rt 157	Center Grove/Route 66 Trail	Country Club Dr	Separated	1.4
Troy Rd	Hadley	2nd Ave	On-Street and Sidewalks	0.0
West St (157)	Schwarz	St. Louis/Vandalia	Separated	0.2

Proposed Plan Map



Facility Types

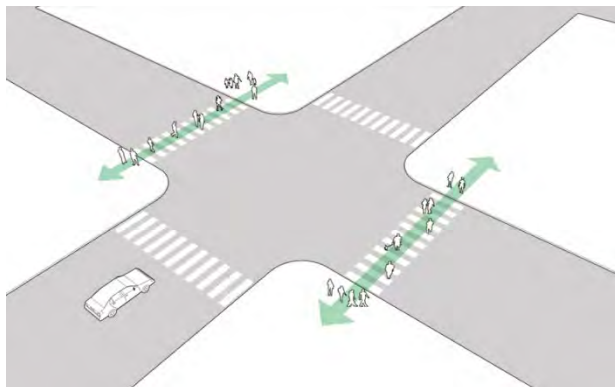
There are two primary facility types recommended in this plan (*see following page for illustrations*):

1. Separated Shared Use Path – a 10' wide paved (concrete or asphalt) path that is fully separated from roadway traffic. This separation can be through distance (small lawn or planted area) or physical barrier like bollards. Exceptions to these design elements may be made as necessary, and as determined appropriate by the project engineer(s).
2. Bicycle On-Road Corridor and Sidewalks – 5' paved sidewalks on both sides of the roadway along with on-street pavement markings and bicycle route signage. These facilities are recommended for areas where the built-environment will not allow a full separated shared-use path but where the City still wants to encourage biking and walking and to make critical connections between facilities. Exceptions to these design elements may be made as necessary, and as determined appropriate by the project engineer(s).

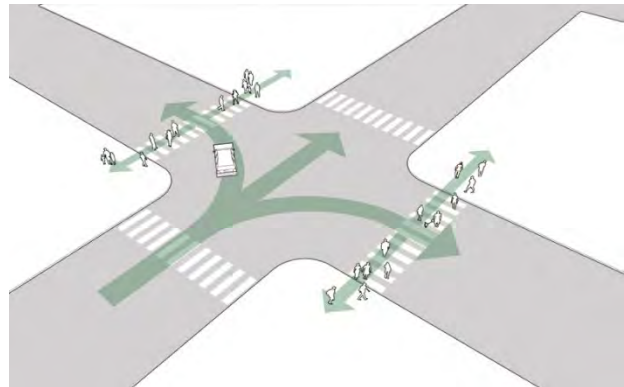
While the instinct may be to fully separate vehicles from cyclists and pedestrians one hundred percent of the time, there are cultural advantages to retaining some on-street facilities, especially on low-speed (25 mph and under), local roadways. Since bicycles are permitted on all roadways (except for interstates), encouraging drivers and riders to share low-use, local roads may build confidence and lead to increased comfort and more frequent use for cyclists, without the City having to invest in additional signage and road markings.

In both facility types, special consideration will need to be made when designing crossings/intersections between vehicles and non-motorized traffic and between existing facilities and new facilities. Where possible, priority should be given to pedestrians, then cyclists and finally vehicles. Not only will this increase safety and limit the opportunity for crashes/injuries, but it will increase the confidence of those biking and walking, confirming their right of way.

For signalized intersections, the City should utilize a Leading Pedestrian Interval (LPI) on all signal timings, especially during peak times/days. As defined by the National Association of City Transportation Officials (NACTO), “a Leading Pedestrian Interval (LPI) typically gives pedestrians a 3–7 second head start when entering an intersection with a corresponding green signal in the same direction of travel. LPIs enhance the visibility of pedestrians in the intersection and reinforce their right-of-way over turning vehicles, especially in locations with a history of conflict.” LPIs have been shown to reduce pedestrian-vehicle collisions as much as 60% at treated intersections⁹.



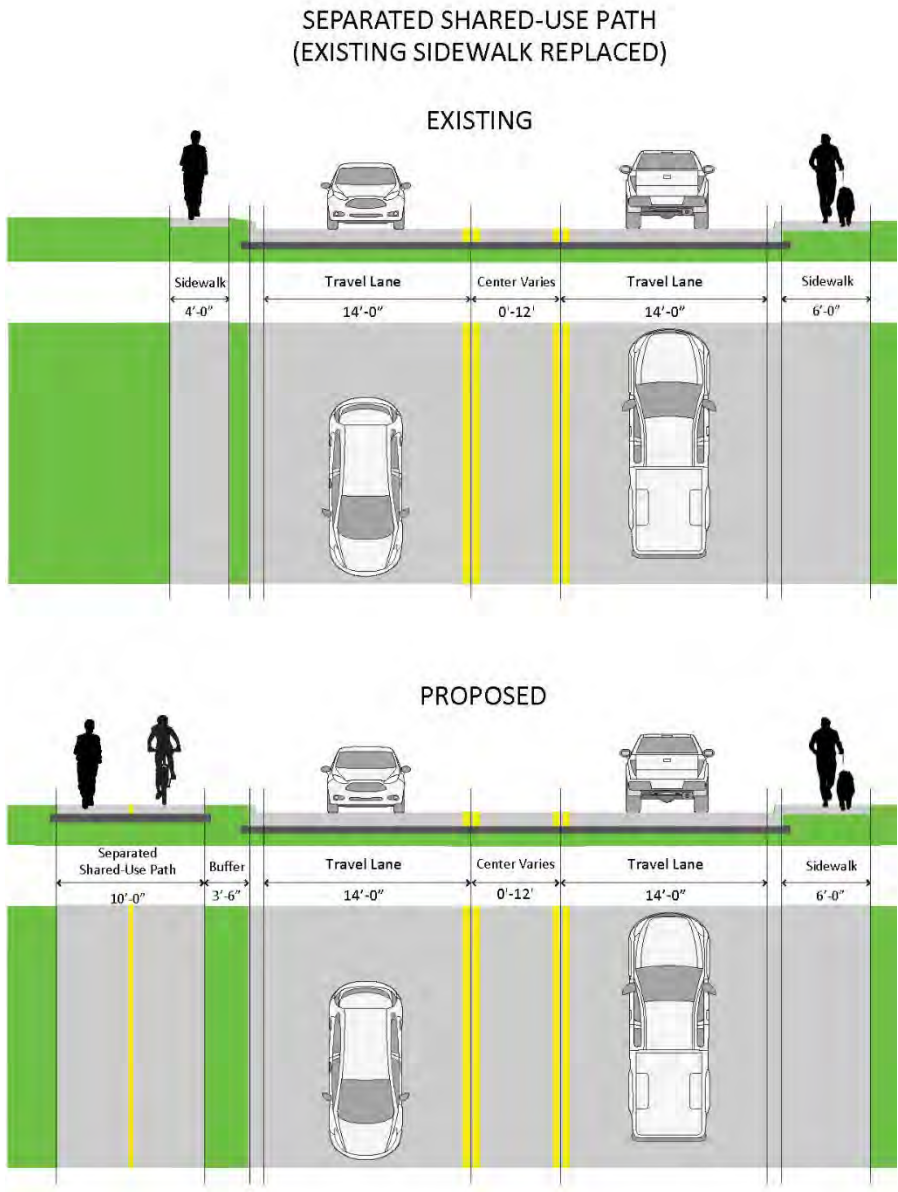
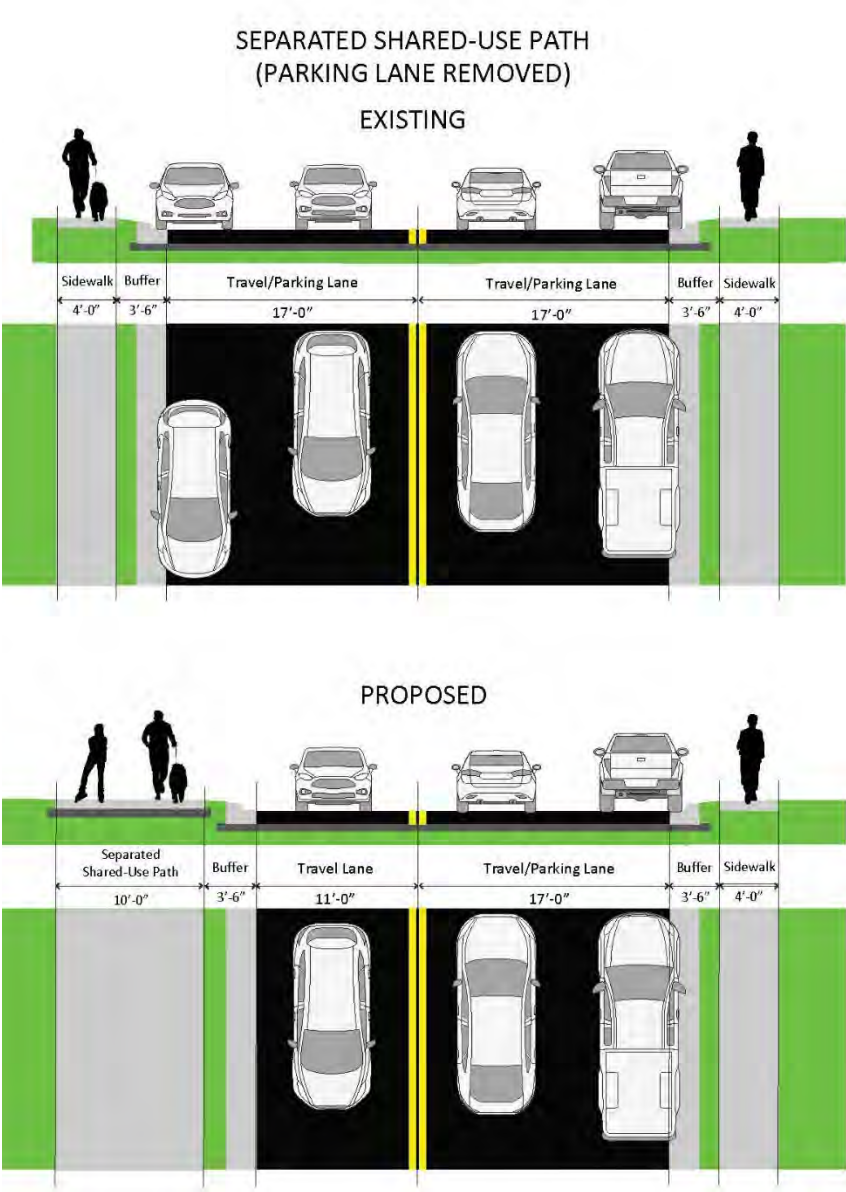
Phase 1: Pedestrians only, Pedestrians are given a minimum 3–7 second head start entering the intersection. NACTO



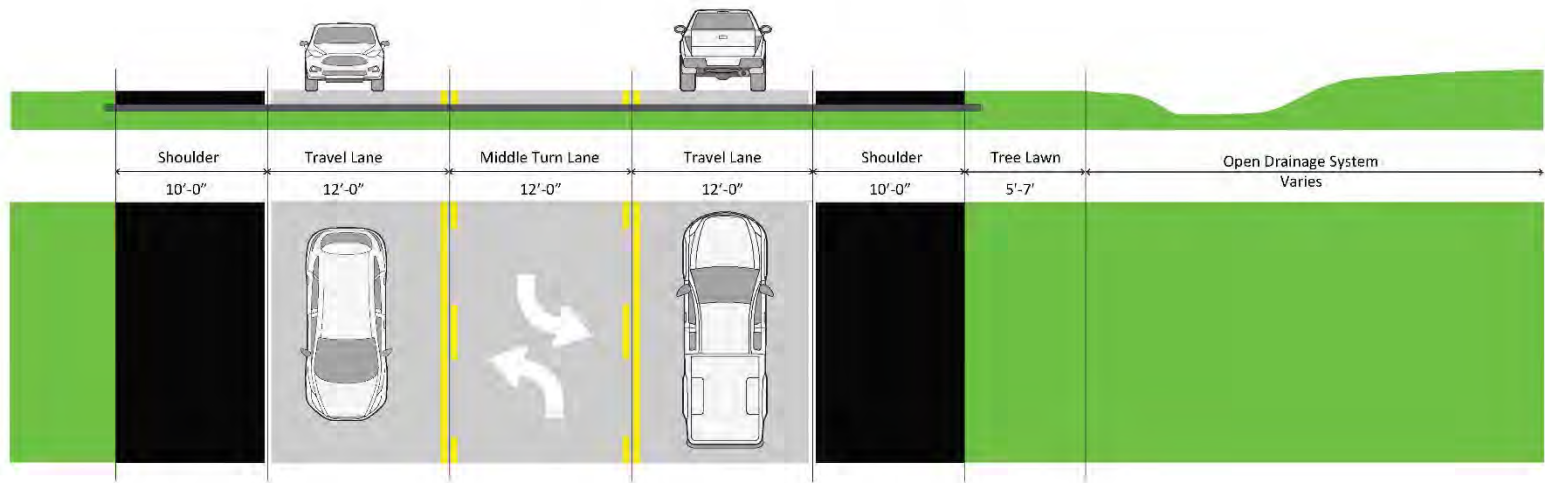
Phase 2: Pedestrians and vehicles, Through and turning traffic are given the green light. Turning traffic yields to pedestrians already in the crosswalk. NACTO

Facility Type Examples

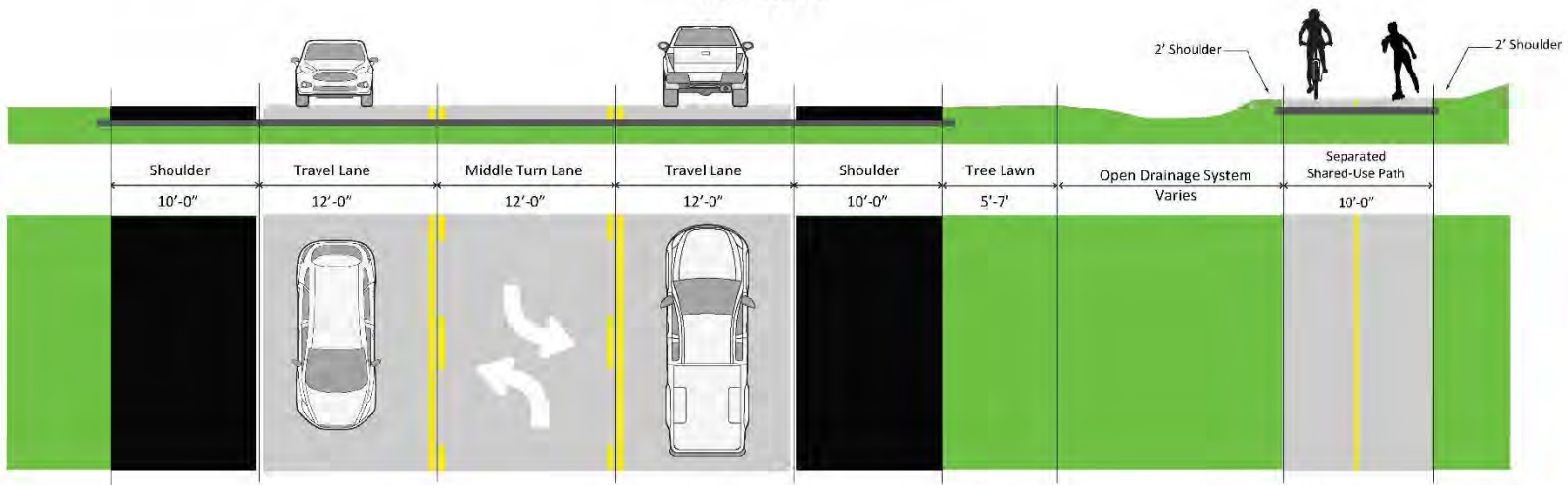
Widths may vary depending on existing conditions and design guidelines. Refer to Appendix B of Appendix B (Zoning) for I-55 Development Code and Appendix A, Land Development Code for these cross sections.



SEPARATED SHARED-USE PATH EXISTING

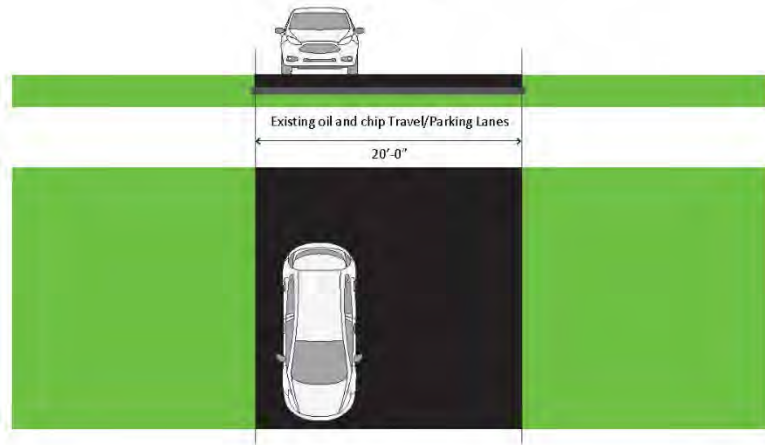


PROPOSED

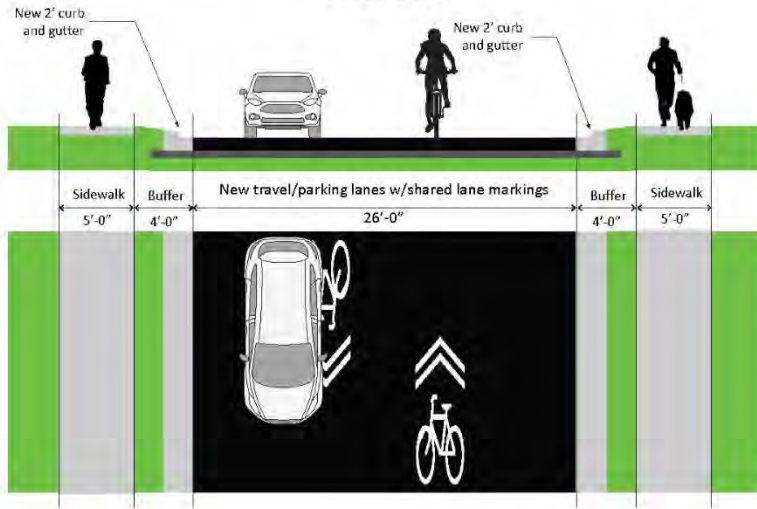


BICYCLE ON-ROAD CORRIDOR (WITHOUT EXISTING SIDEWALKS)

EXISTING

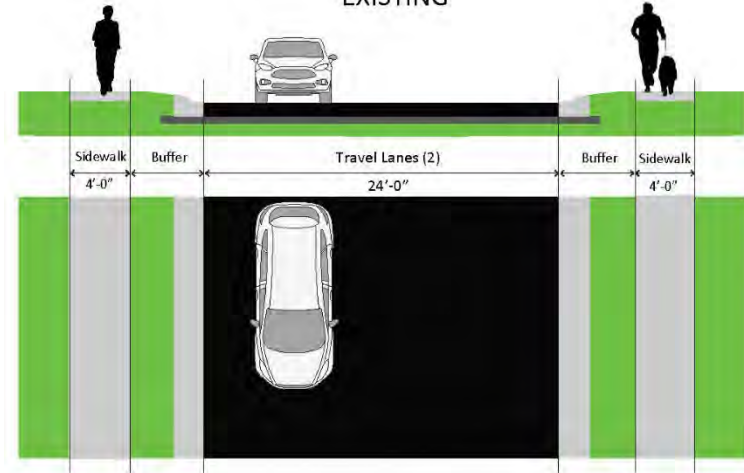


PROPOSED

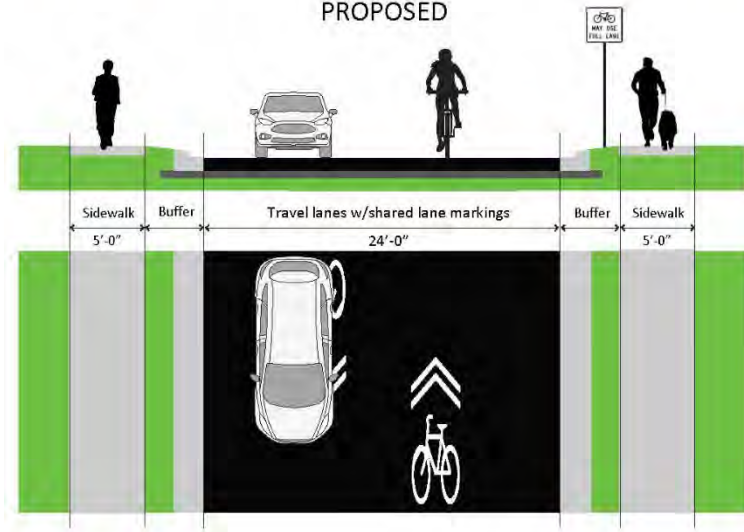


BICYCLE ON-ROAD CORRIDOR (WITH EXISTING SIDEWALKS)

EXISTING



PROPOSED



Main Street

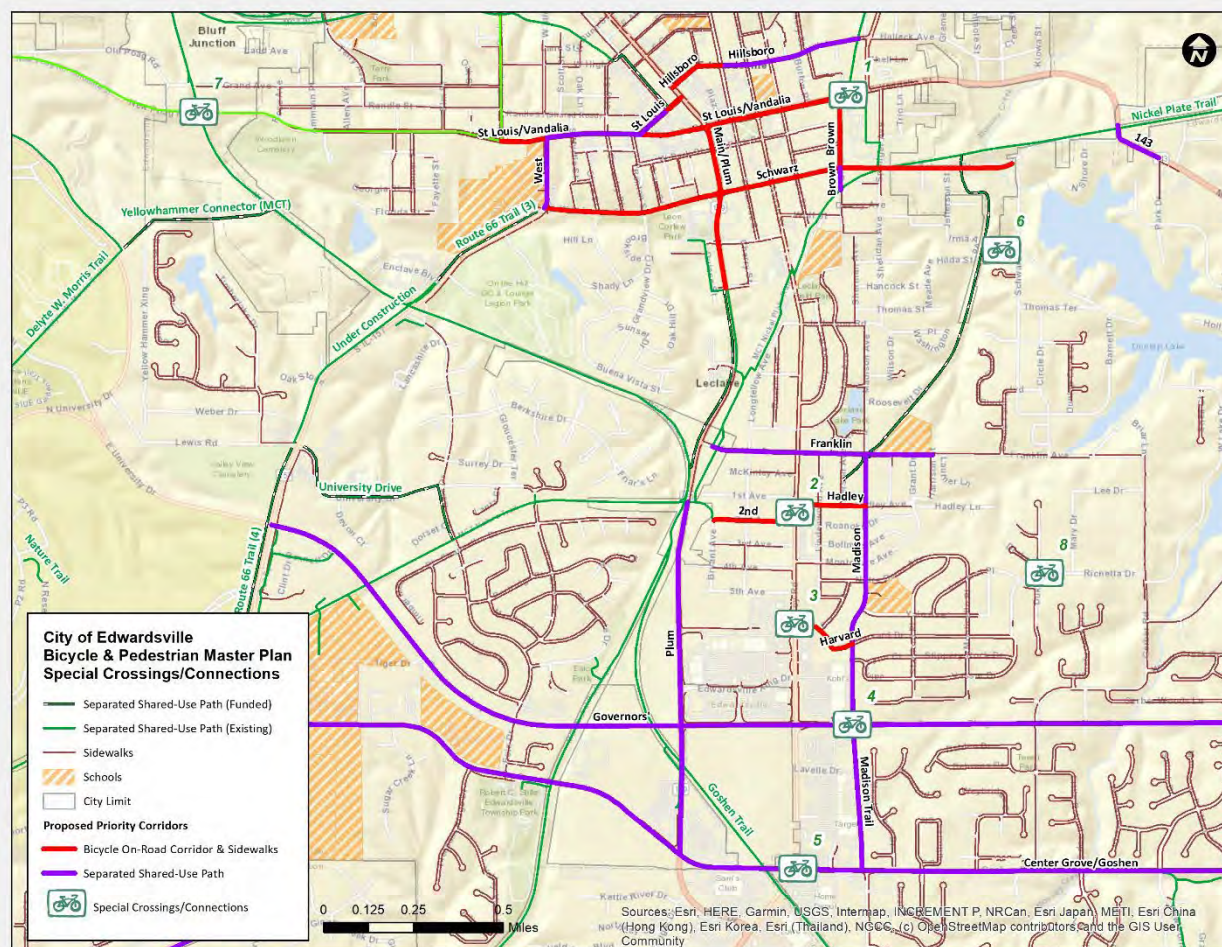
Edwardsville's Main Street is a robust retail, business, and restaurant district busy during both daytime and evening hours. The City has long viewed this stretch of roadway (from Vandalia Street to approximately Union Street) as more than solely just a roadway to move vehicles from one place to another. As the heart of downtown, this corridor is an economic and social engine.

Making this corridor safe and inviting for pedestrian traffic will benefit everyone. It is recommended "bicycle dismount" signs be included in this corridor as well as increasing the safety and visibility of all pedestrian crossings.



Special Crossings and Connections

There are locations that will require special design attention as this plan is implemented. Eight of these are noted in the map below. They may require design modifications, added cost for construction, or are simply important to a connected network and warrant special attention. They are identified in the map below with green bicycle icons and numbers. Descriptions of each recommended facility are below.



1. **Quercus Grove Trail to Brown Ave.** The Quercus Grove trail ends mid-block between Brown and Hwy 157. The current guidance is to cross Vandalia at 157 and utilize the bicycle route behind R.P. Lumber to the Nickel Plate Trail. This plan recommends a new facility on S. Brown Ave to the Nickel Plate, which would require a new crossing at S. Brown and Vandalia. It is recommended that crossing be a HAWK signal, which stands for High-Intensity Activated CrossWalk. It may be appropriate to include a speed table in the crosswalk design to increase safety for all users.
2. **Hadley Ave at Troy Road.** Crossing Troy Road will require a similar treatment as described above, especially when the new MCT's Monarch Valley Trail (MCT) is complete. The new trail will connect the Nickel Plate Trail to Hadley Avenue. The Madison Avenue facility is already complete.
3. **Edwardsville Crossing.** This connection is already signalized. The design note here relates to the section of Harvard Drive that is privately owned by the developer of the Edwardsville Crossing shopping center. An east-west facility along Harvard from Madison to Plum would not only be an excellent connection but it would also provide access to multiple businesses and restaurants, many of which were specifically listed as desired destinations in survey responses both in 2019 and 2022. It is recommended the City request the developer to extend facilities that are built on Harvard from Madison to Troy.
4. **Governors' Parkway at Madison Ave.** This intersection is already very busy and sometimes dangerous for vehicular traffic. The new separated shared-use path recommended for both Madison (from Franklin to Governors') and the space behind the Schnucks/Target shopping center should be separated from vehicular traffic on Governors' as much as possible. A grade-separated tunnel, like the underpasses seen throughout the MCT Trail system, is recommended under Governors' Parkway.
5. **Goshen Road Separated Shared-Use Path at Troy Road.** The new separated shared-use path along Goshen Road will require a unique treatment to cross Troy Road. Future development in this area will add more lanes of traffic to this area, making safe pedestrian and/or bicycle crossing difficult and possibly dangerous. It is recommended the trail cross Goshen toward Home Depot and utilize the existing underpass at the Goshen Trail. A connection from Goshen Trail to Goshen Road can be made west of Troy Road allowing users to resume their east-west travel.
6. **Dunlap Lake Neighborhood Connector.** Connecting residents of the Dunlap Lake neighborhood into the alternative transportation network will require a little creativity due to the disconnected nature of the roadway system. In addition to the connection along Hwy 143 at Park Ave, it is recommended the City utilize a segment of undeveloped right-of-way west of Barnett Drive and Schwarz Road to build a separated shared-use path connection into the new Monarch Valley trail. This will allow residents to utilize their neighborhood streets to reach this connection and access the larger system.
7. **SIUE Connector at New Poag Road.** SIUE is an important destination for residents and visitors alike. The new MCT Yellowhammer Connector will connect the Delyte Morris Trail to the Goshen Trail, but for users traveling north on the Goshen Trail, it is difficult to connect into downtown or the neighborhoods nearby. A connection should be made from St. Louis Street/New Poag Road to the Goshen Trail.
8. **Duke Street to Richetta Drive.** A natural path has been established by pedestrians and cyclists (sometimes called a "goat path") traveling between Duke Street and the end of Richetta Drive. The connection is along a private property line. If an easement could be acquired from one or both landowners, a sidewalk or trail connection could be built to connect the two roads, which would in turn connect two disconnected neighborhoods.

Bicycle Parking

Bicycle parking can be frustrating and confusing for riders, especially if the racks are not visible or easy to use. A bicycle parking section should be added to the City's Zoning Code, detailing the appropriate location and types of racks. A consistent, predictable experience at a rider's destination will increase confidence

and limit concerns about theft. It is also an excellent way for businesses to show their support for alternative transportation and healthy lifestyle choices. The City of Chicago has a “Bike Parking for Your Business” brochure that communicates the benefits, how to get started, and links to recommended racks¹⁰. Much of the information could be utilized in Edwardsville when communicating with local business owners. The Ed/Glen Chamber of Commerce would be an excellent resource for disseminating information

Cost Estimates

The cost estimates provided below represent planning-level project cost estimates. They are intended to provide the City with an “order of magnitude” estimate for the project costs so the projects can be prioritized, and next steps can be taken (including additional study, soliciting funding, preliminary and final design, etc.). Further detailed costing will need to be performed during the funding, project development, and design phases.

Project cost estimates include design/engineering, topographical and boundary survey, construction, construction administration, and construction testing.

In addition to the project cost, separate estimated land acquisition costs have been provided. These costs were developed using County GIS property data along with a general understanding of each project. The acquisition costs represent land costs only, do not include land acquisition fees, and should only be used as comparison between the recommended projects.

Street	Miles	Start Location	Stop Location	Land Acq.	Project Cost (Range)	
2nd Ave	0.2	Troy/159	MCT Trail	\$10,000	\$830,000 ¹	\$880,000 ^A
Center Grove Rd	4.1	Hwy 157/Route 66 Trail	Plummer Park	\$650,000	\$7,520,000 ²	\$8,335,000 ^B
Country Club Dr	0.8	Hwy 157/Route 66 Trail	MCT Trail/Bluff Road	\$50,000	\$1,520,000 ³	\$1,665,000 ^C
District Dr	0.4	Goshen Road	Governors' Parkway	\$50,000	\$635,000	\$710,000
Franklin Ave	0.6	Harrison Street	MCT Trail	\$25,000	\$1,135,000	\$1,270,000
Governors' Pkwy	3.1	Hwy 157/Route 66 Trail	District Drive	\$0	\$5,815,000 ⁴	\$6,400,000 ^D
Hadley Ave	0.2	Madison Ave	Troy/159	\$0	\$175,000	\$200,000
Harvard Dr	0.2	Troy/159	Madison	\$25,000	\$165,000	\$190,000
Hillsboro Ave	0.4	Quercus Grove	Kansas Street	\$0	\$755,000	\$845,000
Hillsboro Ave	0.2	Kansas Street	Main Street	\$10,000	\$90,000	\$105,000
Madison Ave	0.8	Governors'	Franklin/Monarch	\$50,000	\$1,405,000	\$1,570,000
Madison Trail	0.4	Goshen Road	Governor's Parkway	\$500,000	\$750,000	\$835,000
Plum St	1.0	Nature Trail	Goshen/Center Grove	\$75,000	\$1,605,000 ⁵	\$1,790,000 ^E
S Brown Ave	0.2	Quercus Grove/Vandalia	Schwarz	\$50,000	\$180,000	\$210,000
S Brown Ave	0.1	Schwarz	MCT Trail	\$0	\$77,000	\$87,000
S Main St	0.5	Magnolia	St. Louis/Vandalia	\$30,000	\$385,000	\$440,000
S State Rt 157	1.4	Center Grove/Route 66 Trail	Country Club Dr	\$350,000	\$2,290,000	\$2,565,000
Schwarz St	0.8	Hwy 157/Route 66 Trail	Brown	\$35,000	\$635,000	\$730,000
Schwarz St	0.5	Brown	Schwarz Rd	\$15,000	\$705,000 ⁶	\$770,000 ^F
St Louis St	0.6	St. Louis	Quercus Grove Trail	\$85,000	\$500,000	\$575,000
St Louis St	0.1	Vandalia	2nd Street			
St Louis St	0.1	Union	Hwy 157/Route 66 Trail	\$0	\$5,000	\$7,000

St Louis St	0.3	Hwy 157/Route 66 Trail	St. Louis			
St Louis St	0.1	2nd Street	Main Street	\$0	\$17,000	\$20,000
State Rt 143	0.2	Park Drive	Nickel Plate	\$30,000	\$255,000	\$285,000
Troy Rd	0.1	Hadley	2nd Ave	\$70,000	\$33,000	\$38,000
West St	0.2	Schwarz	St. Louis/Vandalia			

Project Cost footnotes:

^A 2nd Avenue project cost includes pavement reconstruction.

^B Center Grove project cost includes two at-grade trail connections to the MCT Goshen trail, a pedestrian bridge over, and one at-grade trail connection to, the MCT Nickel Plate trail.

^C Country Club Drive project cost includes a pedestrian bridge.

^D Governors' Pkwy project cost includes a pedestrian bridge over, and one at-grade trail connection to, the MCT Goshen trail, and one at-grade trail connection to the MCT Nickel Plate trail.

^E Plum Street project cost includes one at-grade trail connection to the MCT Goshen trail.

^F Schwarz St project cost includes a pedestrian bridge over Mooney Creek.

Please note the following about the project cost estimates:

- Project costs are in first quarter 2022 dollars.
- Project costs do not include costs associated with identified special crossings/connections.
- Project costs do not include new vehicular or pedestrian signals, or improvements to existing signals.
- Project costs do not include costs for pavement widening, pavement preservation/maintenance, or pavement reconstruction (unless otherwise noted).
- Project costs do not include major utility relocations.
- Project costs do not include storm water detention or Best Management Practices (BMPs)

Funding Strategies

In addition to the state and local sources of funding that derive from federal transportation dollars, there are two local sources of funding for infrastructure implementation.

Agency for Community Transit (ACT), the provider of multi-modal transportation services for Madison County Transit, has launched a new "Community Action Grants Program." The purpose of this new program is to provide funding to public entities and organizations to enhance mobility for the elderly and disabled, improve ADA accessibility, and promote alternative transportation modes to improve the quality of life for Madison County residents. Eligible entities include cities, villages, and townships within Madison County, Illinois, as well as 501(c)(3) non-profit organizations, park districts, transit districts, and airport districts based in or providing services within Madison County, Illinois. ACT has committed \$2 million for the calendar year 2022 Community Action Grants Program with a maximum of \$100,000 per project and maximum of \$100,000 per entity.

Metro East Park and Recreation District (MEPRD) has committed \$3,000,000 to their 2023 Park and Trail Grant Program. The program strives to fulfill two primary objectives: (1) encourage the development of regional trail segments throughout MEPRD's jurisdiction (Madison and St. Clair counties in Illinois); and (2) increase MEPRD's grant funding for park projects located in currently underserved locations. Eligible applicants can receive up to one MEPRD award per grant program, per fiscal year.

The City already requires developers to build sidewalks as part of commercial and residential development. New developments or redevelopments along any of the priority corridors should be required to implement recommendations of this plan for areas within and adjacent to the development or redevelopment project. In addition, new development should be required to connect new businesses and

homes into the overall system – whether by connecting to an MCT or City-owned trail or by providing wide sidewalks and appropriate bicycle parking.

Programs and Culture

Bicycle and pedestrian-friendly communities are not built overnight, and infrastructure is only one component. Creating a culture where people are just as likely consider human-powered transportation takes a multi-faceted approach. The League of American Bicyclists believes there are five elements to every great place to cycle or walk¹¹:

1. Equity, Diversity & Inclusion (EDI): A Bicycle Friendly America for Everyone
2. Engineering: Creating safe and convenient places to ride and park
3. Education: Giving people of all ages and abilities the skills and confidence to ride
4. Encouragement: Creating a strong bicycle culture that welcomes and celebrates bicycling
5. Evaluation & Planning: Planning for bicycling as a safe and viable transportation option

Previous sections of this document have addressed Engineering and Planning. Through innovative policies and programs, Edwardsville can ensure their alternative transportation network is also addressing equity, education, and encouragement.

The following table lists successful education and encouragement programs in the St. Louis region and beyond that Edwardsville should consider incorporating into the larger strategy to increase mode-shift. The larger and more diverse audience the City and its partners can capture through these programs and encouragement activities, the more equitable the system will become, and the more stakeholders will be involved when the City updates this plan in five years.

Program	Description	Potential Stakeholders
St. Louis B Works	Kids earn a free bike while learning about bicycle safety and maintenance from volunteers	BPAC, local bike shops.
CMT Ten Toes Express	The Ten Toe Express® is a walking program that explores connections between MetroLink & MetroBus to explore St. Louis and improve health.	Madison County Health Department, Main Street Community Center, retirement homes and local healthcare professionals.
Biking School Bus/Walking School Bus	A group of children walking or biking to school with one or more adults.	BPAC, local bike shops, HOAs, PTOs.
Books for Bikes	This program is designed to meet the needs of low-income children by engaging them in literacy related activities daily around a school district Summer Food Program. Children participating in at least 75% of the program days earn a bike and helmet.	District 7 schools, YMCA.
All Kids Bike	Kindergarten PE Learn-To-Ride Programs into public schools for free, using donations from individuals, businesses, and organizations.	District 7 schools (\$5,000 per school), PTOs, local bike shops.
LAB Cycling Instructors	Ambassadors for better biking through education. After earning certification through a 3-day, League Coach-led seminar, LCIs teach Smart Cycling classes to children as well as adults. The goal is to help people feel more secure about riding and to ensure that people on bikes know how to ride safely and legally.	BPAC, City of Edwardsville Public Works Department, local bike shops.
Hard Heads	Community-based program to educate children of all ages on the importance of wearing a helmet	Children's Hospitals and pediatrician offices, Kohl's.

	correctly, and always, while riding anything on wheels.	
Bike to Work Day	Established in 1956 by the League of American Bicyclists, May is National Bike Month, and one highlight is National Bike to Work Day. Refueling stations (free coffee, water, etc.) are a good way to get involved and encourage this celebration.	Local bike shops, coffee shops and bakeries, Trailnet, Ed/Glen Chamber of Commerce.

The long-term success of any program will depend on its leadership, whether that's through a dedicated City staff member, the BPAC or an outside advocacy organization.

CONCLUSION

Edwardsville is fortunate to have so many miles of separated shared-use trails, providing recreational opportunities for residents, visitors, cyclists, and pedestrians. The implementation of this plan will not only bring those trails online with the city's transportation network but establish and grow a culture that encourages and empowers all users.

It is recommended that the City build new separated shared-use paths along Center Grove and Goshen Roads, Governors' Parkway and Plum Street, adding an additional eight (8) miles of facilities to the City's system. These new accommodations would create critical east-west connections as well as a true north-south connection through the heart of town. These three corridors would not only bisect Edwardsville, creating a foundation for a true grid system of alternative transportation, they would also connect to six existing trails, four schools, and two parks. Funding will be the largest limiting factor, both for construction and land acquisition where needed. The projects should be broken into segments to maximize funding opportunities.

In addition to adding miles of new accommodations in the City, there are three other "infrastructure" elements that will contribute to the success of the network and increase mode-shift. Creating pedestrian-only movement timing at signalized intersections with heavy pedestrian traffic will not only increase safety but establish a greater understanding of "right-of-way." Installing a destination-based wayfinding sign system throughout the City will increase comfort and accessibility as well as promote economic benefits to alternative transportation. Finally, bicycle parking guidelines that place consistent, recognizable, easy-to-use racks in prominent locations will also increase confidence and awareness in the system.

Concurrently to improvements to the built environment, the City should encourage the implementation of the All Kids Bike program at all public and private schools. Just like recycling education in the 1980's and 90's, teaching the youngest in the community about the fundamentals of cycling will encourage children and families to overcome the obstacles of switching transportation choices away from vehicles.

Maintaining mobility is incredibly important for older generations in this community as well. Leading programs that encourage exploring the city by foot guarantees everyone can participate, regardless of skill or equipment. The BPAC should partner with the Main Street Community Center, the Parks and Recreation Department, and the Ed/Glen Chamber of Commerce to help residents become even more familiar with their community by leading walking trips to popular destinations.

Finally, focusing on improvements for the next five years will create an opportunity for reflection, review and refocusing. What has helped or hindered the City achieve its goals? Has physical infrastructure yielded the highest impact, or has it been engagement and education? Each iteration of this plan will result in a more informed constituency excited to participate in alternative transportation.

REFERENCES

1. <https://www.epa.gov/smartgrowth/smart-growth-and-transportation>
2. US Census Bureau (<https://www.census.gov/quickfacts/edwardsvillecityillinois>)
3. https://www.pedbikeinfo.org/factsfigures/facts_economy.cfm
4. <https://www.trailtowns.org/wp-content/uploads/2017/10/TrailTownGuide.2.pdf>
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8. <https://www.sciencedirect.com/science/article/abs/pii/S0965856420305887>
9. Urban Street Design Guide, National Association of City Transportation Officials, 2013.
10. https://www.chicago.gov/content/dam/city/depts/cdot/bicycling/bikeparking/bikeparking_business.pdf
11. <https://www.bikeleague.org/5-Es>

APPENDIX A

League of American Bicyclists Honorable Mention Award - City of Edwardsville (Spring 2021)



City of
Edwardsville
Third Oldest City in Illinois

Department of Public Works
Eric D. Williams, P.E., Director of Public Works

MEMORANDUM

DATE: May 18, 2021

TO: Elected Officials

FROM: Caleb Miller
Planner

SUBJECT: Spring 2021 Bicycle Friendly Community Application

On May 12, 2021, I received notice that the League of American Bicyclists will recognize Edwardsville with an Honorable Mention. With a few additional improvements, it is likely that Edwardsville will achieve a bronze, silver, gold, or platinum Bicycle Friendly Community (BFC) award in the future. The League will make an official award announcement on Wednesday, May 19th, through the distribution of a national press release and will announce all winners and honorable mentions on their website at www.bikeleague.org. In the coming weeks, we will receive a BFC Report Card and local survey results. The report card will give the City an idea of improvements that could earn a Bicycle Friendly Community award in the future. Applications for the awards are accepted twice annually and League of American Bicyclists has encouraged the City to reapply. Please feel free to contact me with any questions you may have.

Cc: Emily Fultz, City Planner
Eric Williams, Director of Public Works



EDWARDSVILLE, IL

Spring 2021

TOTAL POPULATION

25,171

POPULATION DENSITY

1233.87

TOTAL AREA (sq. miles)

20.4

OF LOCAL BICYCLE FRIENDLY BUSINESSES

0

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES

0

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

Average Bronze Edwardsville

High Speed Roads with Bike Facilities	20%	25%
Total on- and off-road Bicycle Network Mileage to Total Road Network Mileage	25%	25%
Bicycle Education in Schools	AVERAGE	NEEDS IMPROVEMENT
Share of Transportation Budget Spent on Bicycling	7%	UNKNOWN
Bike Month and Bike to Work Events	AVERAGE	ACCEPTABLE
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS QUARTERLY	NONE
Bicycle-Friendly Laws & Ordinances	AVERAGE	ACCEPTABLE
Bike Plan is Current and is Being Implemented	YES	NO
Bike Program Staff to Population	1 PER 154K	NO STAFF

CATEGORY SCORES

ENGINEERING

Bicycle network and connectivity

2.87 /10

EDUCATION

Motorist awareness and bicycling skills

1.43 /10

ENCOURAGEMENT

Mainstreaming bicycling culture

2.30 /10

EVALUATION & PLANNING

Setting targets and having a plan

1.94 /10

KEY OUTCOMES

Average Bronze Edwardsville

RIDERSHIP

Percentage of commuters who bike

1.3%

0.00%

SAFETY MEASURES

CRASHES

Crashes per 10k bicycle commuters

1093

RIDERSHIP TOO LOW TO CALCULATE

SAFETY MEASURES

FATALITIES

Fatalities per 10k bicycle commuters

20

RIDERSHIP TOO LOW TO CALCULATE



KEY STEPS TO BRONZE



» Adopt a Complete Streets policy and create implementation guidance. By adopting a Complete Streets policy, communities direct their transportation planners and engineers to routinely design and operate the entire right-of-way to enable safe access for all users, regardless of age, ability, or mode of transportation. A Complete Streets policy should prompt the community to consider lane and/or road diets when repaving or otherwise doing major maintenance on roadways. Striping bicycle lanes as part of repaving operations can save 40% of the cost of adding a bicycle lane.

» Continue to expand and improve the bike network and ensure that your community follows a bicycle facility selection criteria that increases separation and protection of bicyclists

based on levels of motor vehicle speed and volume.

» Increase the amount of high quality bicycle parking throughout the community. Conduct a bike parking study or audit to determine current conditions of bike parking, both in terms of quality and quantity. Develop community-wide Bicycle Parking Standards to ensure that APBP-compliant bicycle parking is available in areas near transit and urban activity centers. (See www.apbp.org/bicycle-parking-solutions)

» Expand bicycle safety education to be a routine part of education for students of all ages, and ensure that schools and the surrounding neighborhoods are particularly safe and convenient for biking and walking. Work with local bicycle

KEY STEPS CONTINUED ON PAGE 2...



EDWARDSVILLE, IL

Spring 2021

KEY STEPS TO **BRONZE** CONTINUED

groups and interested parents to create Safe Routes to School programming for all K-12 schools.

» Increase the number of local League Cycling Instructors (LCIs) in your community, either by hosting an LCI seminar or sponsoring a City staffer or local bike advocate to attend an existing seminar elsewhere. Having several active instructors in the area will enable you to expand cycling education for youth and adults, recruit more knowledgeable cycling ambassadors, deliver Bicycle Friendly Driver education to motorists, and have experts available to assist in encouragement programs. Visit bikeleague.org/ridesmart for more information.

» Improve Bike Month activities by creating more community-wide events such as a Mayor's Ride. Offer more educational opportunities for children and adults throughout the month as well.

» Increase the amount of staff time spent on improving conditions for people who bike and walk, either by creating a new dedicated position or expanding the responsibilities of current staff.

» Create an official Bicycle & Pedestrian Advisory Committee (BPAC) to create a systematic method for ongoing citizen input into the development of important policies, plans, and projects. Ensure that the members of the committee reflect the diversity and ability levels of cyclists in your community.

» Launch a bike share system that is open to the public. Bike sharing is a convenient, cost effective, and healthy way of encouraging locals and visitors to make short trips by bike, make bicycling more accessible to all, and to bridge the 'last mile' between public transit and destinations.

MORE RESOURCES FOR IMPROVING YOUR COMMUNITY:

- » League of American Bicyclists: <https://www.bikeleague.org>
- » Guide to the BFC Report Card: https://bikeleague.org/sites/default/files/Guide_to_the_Bicycle_Friendly_Community_Report_Card.pdf
- » Resources for Building a Bicycle Friendly Community: https://bikeleague.org/BFC_Resources
- » Building Blocks of a Bicycle Friendly Community: <https://bikeleague.org/content/building-blocks-bicycle-friendly-communities>
- » The Five E's: <https://bikeleague.org/5-es>
- » Smart Cycling Program: <https://bikeleague.org/ridesmart>
- » Advocacy Reports and Resources: <https://bikeleague.org/reports>
- » Bicycle Friendly Business Program: <https://bikeleague.org/business>
- » National Bike Month: <https://bikeleague.org/bikemonth>



APPENDIX B

Ordinance Establishing the Bicycle & Pedestrian Advisory Committee



8 7 3 9 0 9 3

Tx:4516467

REC. FEE: 50.00

50.00 COE

ORDINANCE NO. 6702-07-2021
**AN ORDINANCE ESTABLISHING THE CITY OF EDWARDSVILLE-BICYCLE
AND PEDESTRIAN ADVISORY COMMITTEE**

WHEREAS, the City of Edwardsville, Illinois is a home rule municipality pursuant to Article VII, Section 6 of the Constitution of the State of Illinois of 1970 and may exercise any power and perform any function pertaining to its government and affairs, including the power to tax; and

WHEREAS, the City of Edwardsville desires to improve the quality of life for its residents and visitors; enhance the safety and accessibility of walking and bicycling for exercise, recreation and transportation; and reduce vehicular trips and decrease traffic congestion and improving air quality; and

WHEREAS, a bicycle pedestrian advisory committee (BPAC) could provide specific oversight of the implementation of the Citywide trails plan through an annual review, and

WHEREAS, it is in the best interests of the City to encourage recommendations for policies, programs, and projects that will impact bicycles and pedestrians, and advise decision makers, and

WHEREAS, it is in the best interests of the City to examine transportation as a whole, while still facilitating separate reviews of bicycle and pedestrian issues

WHEREAS, a strategic vision for walking and bicycling in the City of Edwardsville will be an integral part of the overall transportation system;

WHEREAS, the City Council believes that establishing within the City administration a bicycle and pedestrian advisory committee to recommend and advise the Public Services

WJ

Committee on policy and implementation for bicycle and pedestrian issues would be beneficial and in the best interests of the community.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF EDWARDSVILLE that:

SECTION 1. RECITALS. The facts and statements contained in the preamble of this Ordinance are found to be true and correct and are hereby adopted as part of this Ordinance.

SECTION 2. AMENDMENT. The Codified Ordinances of Edwardsville, Illinois are hereby amended by adding Sections 114-501 through 505 as shown below:

Sec. 114-501. Creation.

There shall be and is hereby created the Edwardsville Bicycle and Pedestrian Advisory Committee.

Sec. 114-502. Membership; term.

(a) The Group shall consist of no less than seven (7) and no more than eleven (11) members appointed by the Mayor, and approved by the Council, from constituencies which have an interest and expertise in bicycle and pedestrian issues such as bicycle commuting, bicycle clubs, running, transportation planning, recreation, child advocacy, senior advocacy, ADA accessibility, physical fitness, and business.

(b) All members shall be voting members.

(c) Six (6) members shall constitute a quorum.

(d) Members who are appointed shall serve for a 3-year term.

(e) The committee shall meet once a month and is subject to the rules and guidelines of all City of Edwardsville committees.

Sec. 114-503. Functions and Duties.

The Group shall have the following functions and duties:

(a) Increasing bicycle ridership and pedestrian traffic by developing an integrated bikeway system for commuter and recreational use.

(b) Prioritizing bicycle and pedestrian related projects to be completed by city departments.

- (c) Creating a bikeway plan that integrates the current trails plan.
- (d) Analyzing routing, operation and safety of bicyclists in the City
- (e) Develop a bicycle master plan.
- (f) Surveying residents, community leaders and businesses on the needs
- (g) Other bicycle and pedestrian issues deemed appropriate by the committee.
- (h) Developing education and public events to promote bicycling and walking
- (i) The committee shall make an annual report of its recommendations to the city council.

Sec. 114-504. Officers; bylaws.

The committee shall elect annually from its membership a chair. Bylaws may be adopted by the committee, which bylaws shall not be inconsistent with the City Code or other policies that may be established by the City Council. A copy of the committee bylaws shall be filed with the City Clerk for the use of the City.

Sec. 114-505. Minutes; annual report; work plan.

The committee shall be subject to and take and file minutes in accordance with the requirements of the Illinois Open Meetings Act. On or before April 30 of each year, the committee shall file a report with the City setting forth the activities of the committee for the previous year. On or before October 1 of each year, the committee shall file a work plan with the City for the upcoming year.

SECTION 3. SEVERABILITY. All ordinances or parts of ordinances in conflict with, or inconsistent with the provisions of this Ordinance are hereby repealed to the extent of any such conflict or inconsistency.

SECTION 4. REPEALER. All ordinances, resolutions, and parts of ordinances and resolutions in conflict with this Ordinance are hereby repealed. If any part or portion of this Ordinance shall be declared invalid by a Court of competent jurisdiction, such partial invalidity shall not affect the remainder of this Ordinance.

SECTION 5. EFFECTIVE DATE. This Ordinance shall be in full force and effect immediately upon its passage and publication as provided by law.

**PASSED BY THE CITY COUNCIL OF THE CITY OF EDWARDSVILLE,
ILLINOIS, this 6th day of July, 2021, pursuant to a roll call vote as follows:**

AYES: KRAUSE, FARRAR, WARREN, STACK, BURNS, GRANT AND MORRISON

NAYES:
ABSTENTION:
ABSENT:

APPROVED BY THE MAYOR OF THE CITY OF EDWARDSVILLE, ILLINOIS,
this 6th day of July, 2021.

BY: Art Risavy
Art Risavy, Mayor
City of Edwardsville
Madison County, Illinois

ATTESTED:

Filed in my office this 9th day of July, 2021

BY: Michelle A. Boyer
Michelle A. Boyer, City Clerk
City of Edwardsville
Madison County, Illinois

Return to:
City of Edwardsville
118 Hillsboro Ave.
Edwardsville, IL 62025

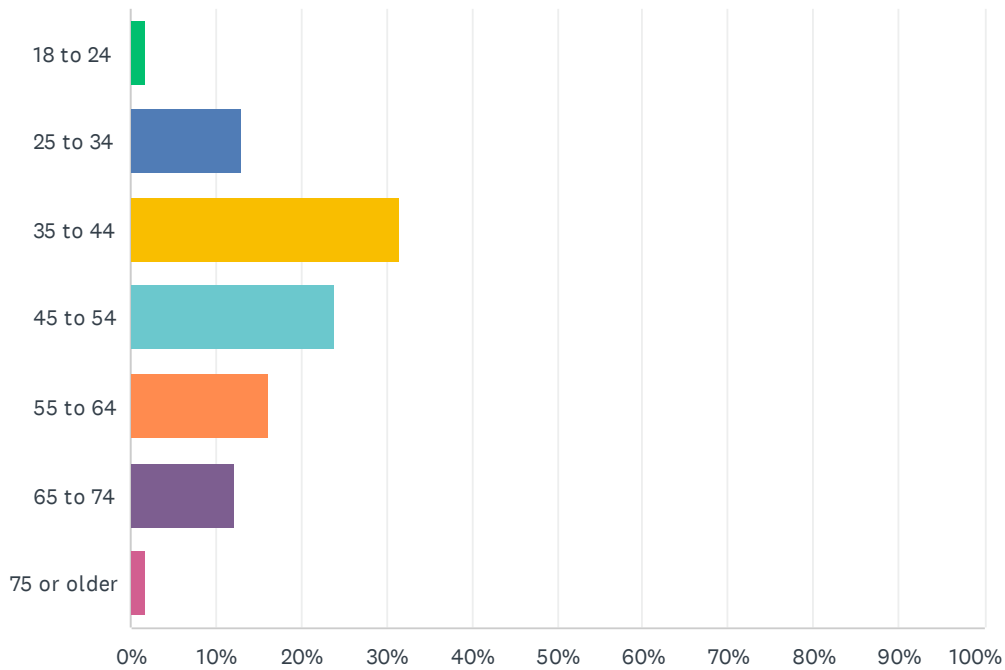
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APPENDIX C

Summary of Public Survey Results (Spring 2022)

Q2 What is your age?

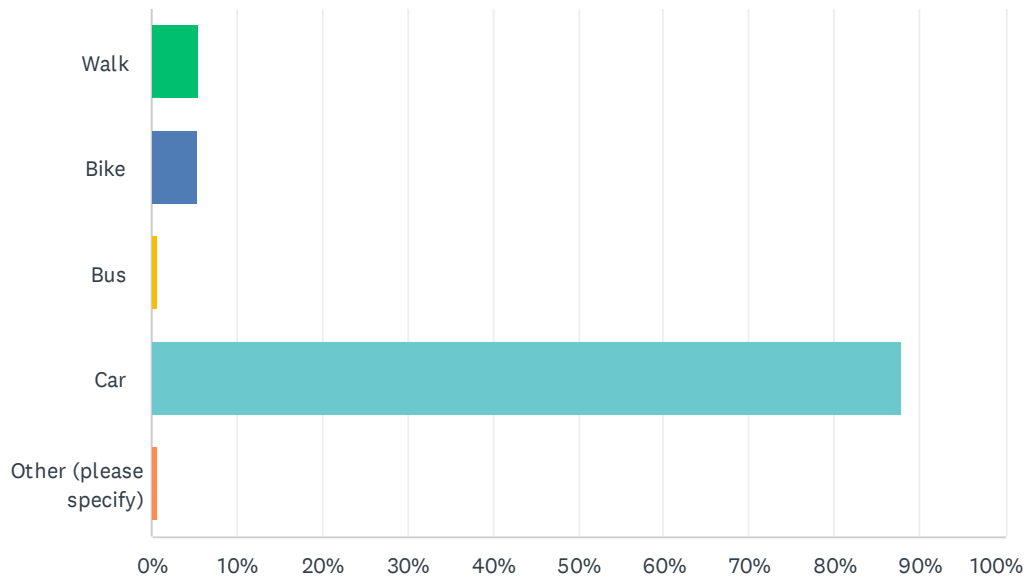
Answered: 340 Skipped: 0



ANSWER CHOICES	RESPONSES	
18 to 24	1.76%	6
25 to 34	12.94%	44
35 to 44	31.47%	107
45 to 54	23.82%	81
55 to 64	16.18%	55
65 to 74	12.06%	41
75 or older	1.76%	6
TOTAL		340

Q3 What is your most frequent mode of transportation?

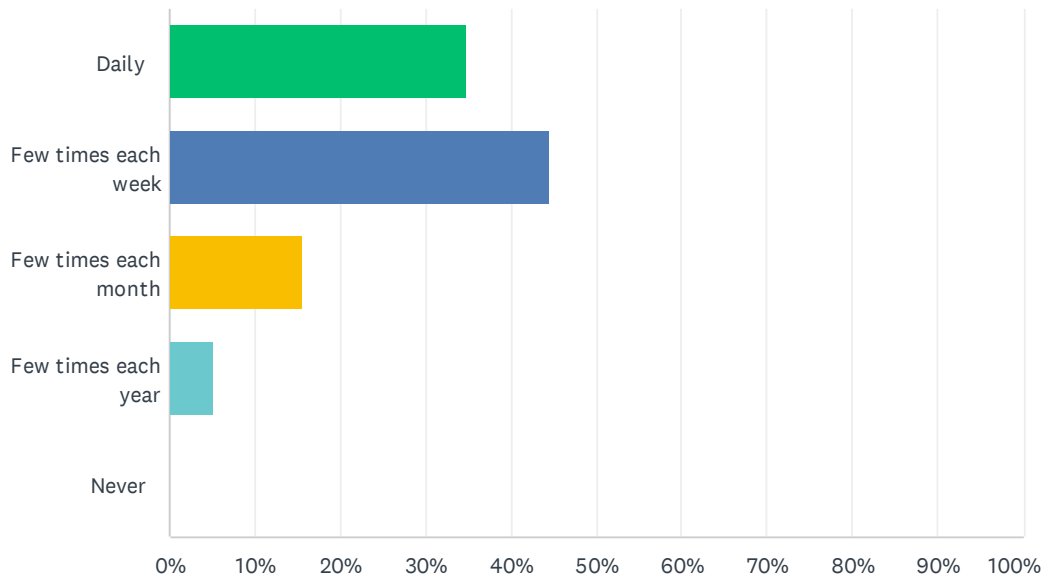
Answered: 337 Skipped: 3



ANSWER CHOICES	RESPONSES	
Wa k	5.64%	19
B ke	5.34%	18
Bus	0.59%	2
Ca	87.83%	296
Othe (p ease spec fy)	0.59%	2
TOTAL		337

Q4 How often do you walk or bike?

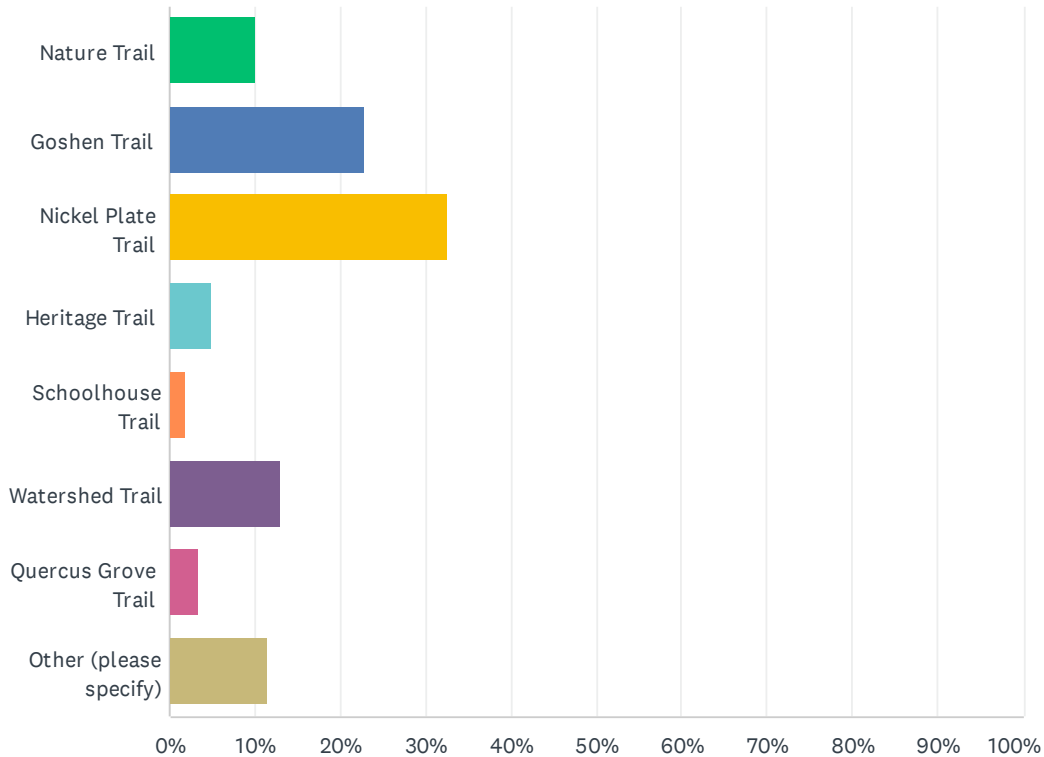
Answered: 339 Skipped: 1



ANSWER CHOICES	RESPONSES	
Da y	34.81%	118
Few t mes each week	44.54%	151
Few t mes each month	15.63%	53
Few t mes each yea	5.01%	17
Never	0.00%	0
TOTAL		339

Q5 Which trails do you use the most? (Please use the link provided for reference.)<https://www.mcttrails.org/map.aspx>

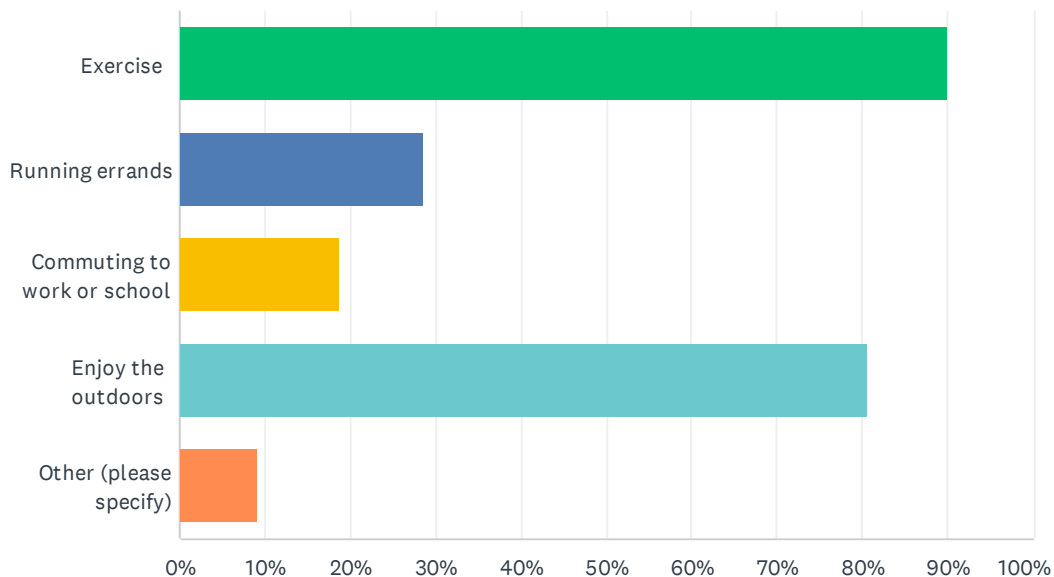
Answered: 329 Skipped: 11



ANSWER CHOICES	RESPONSES	
Nature Trail	10.03%	33
Goshen Trail	22.80%	75
Nickel Plate Trail	32.52%	107
Heritage Trail	4.86%	16
Schoolhouse Trail	1.82%	6
Watershed Trail	13.07%	43
Quercus Grove Trail	3.34%	11
Other (please specify)	11.55%	38
TOTAL		329

Q6 Why do you utilize (or want to utilize) alternative transportation? (Walking, Running, Cycling)

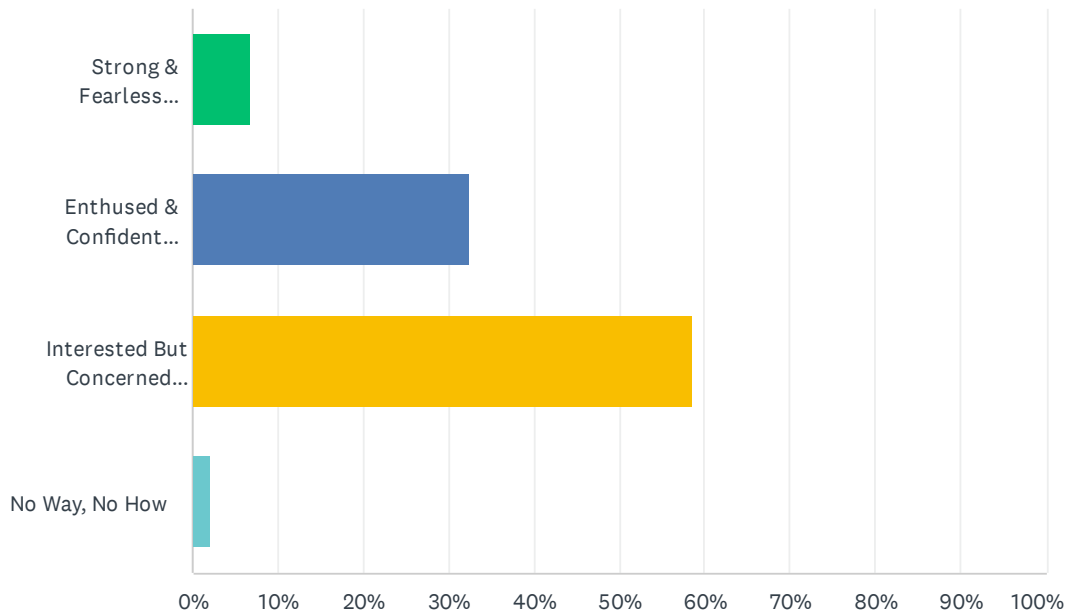
Answered: 340 Skipped: 0



ANSWER CHOICES	RESPONSES	
Exercise	90.00%	306
Running errands	28.53%	97
Commuting to work or school	18.82%	64
Enjoy the outdoors	80.59%	274
Other (please specify)	9.12%	31
Total Respondents: 340		

Q7 If you ride a bicycle (or want to ride), how would you classify yourself?

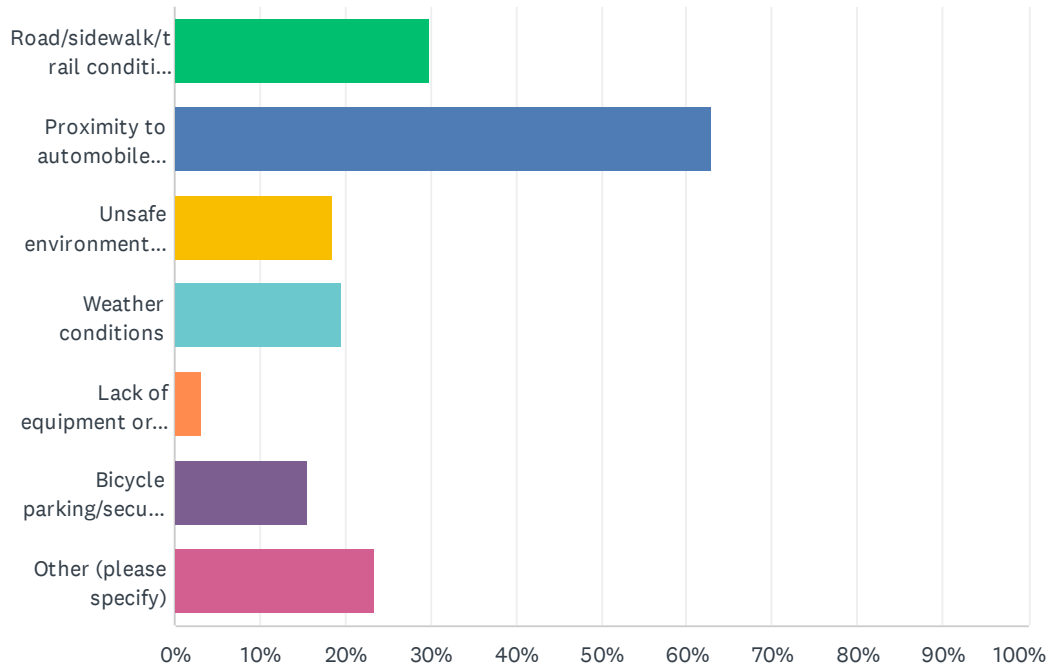
Answered: 336 Skipped: 4



ANSWER CHOICES	RESPONSES	
Strong & Fearless (Riding on Routes 157 or 159)	6.85%	23
Enthusied & Confident (Riding on Vandalia Street, Spring Street, St. Louis Street)	32.44%	109
Interested But Concerned (Riding on bike trails)	58.63%	197
No Way, No How	2.08%	7
TOTAL		336

Q8 What is the greatest deterrent to you using alternative forms of transportation like biking and walking in the City of Edwardsville?

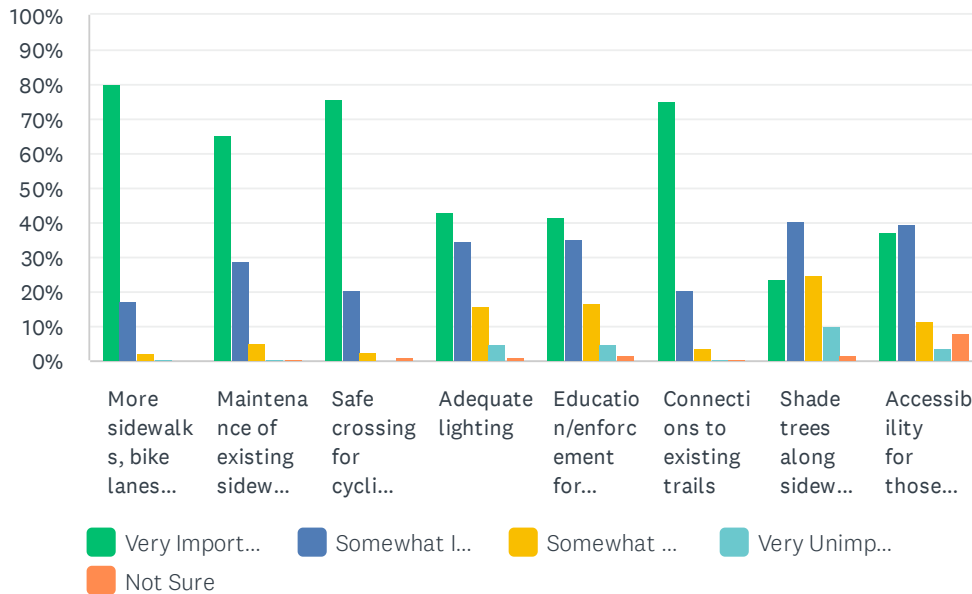
Answered: 336 Skipped: 4



ANSWER CHOICES	RESPONSES	
Road/sidewalk/tail conditions (potholes, debris, lack of ramps)	29.76%	100
Proximity to automobile traffic	62.80%	211
Unsafe environment (feeling personally at risk)	18.45%	62
Weather conditions	19.64%	66
Lack of equipment or unsuitability of you/skates	3.27%	11
Bicycle parking/security at your destination	15.48%	52
Other (please specify)	23.51%	79
Total Respondents: 336		

Q9 How important are the following in encouraging biking and walking in Edwardsville?

Answered: 339 Skipped: 1



	VERY IMPORTANT	SOMEWHAT IMPORTANT	SOMEWHAT UNIMPORTANT	VERY UNIMPORTANT	NOT SURE	TOTAL	WEIGHTED AVERAGE
More sidewalks, bike lanes, etc.	80.24% 272	17.11% 58	2.36% 8	0.29% 1	0.00% 0	339	1.23
Maintenance of existing sidewalks, bike lanes, etc.	65.09% 220	28.99% 98	5.03% 17	0.59% 2	0.30% 1	338	1.42
Safe crossing for cyclists and pedestrians	75.67% 255	20.77% 70	2.67% 9	0.00% 0	0.89% 3	337	1.30
Adequate lighting	43.28% 145	34.93% 117	15.82% 53	4.78% 16	1.19% 4	335	1.86
Education/enforcement for motorists, cyclists, and pedestrians	41.62% 139	35.03% 117	17.07% 57	4.49% 15	1.80% 6	334	1.90
Connections to existing trails	75.07% 253	20.47% 69	3.86% 13	0.30% 1	0.30% 1	337	1.30
Shade trees along sidewalks etc.	23.58% 79	40.30% 135	24.78% 83	9.85% 33	1.49% 5	335	2.25
Accessibility for those with limited physical abilities	37.24% 124	39.64% 132	11.71% 39	3.60% 12	7.81% 26	333	2.05

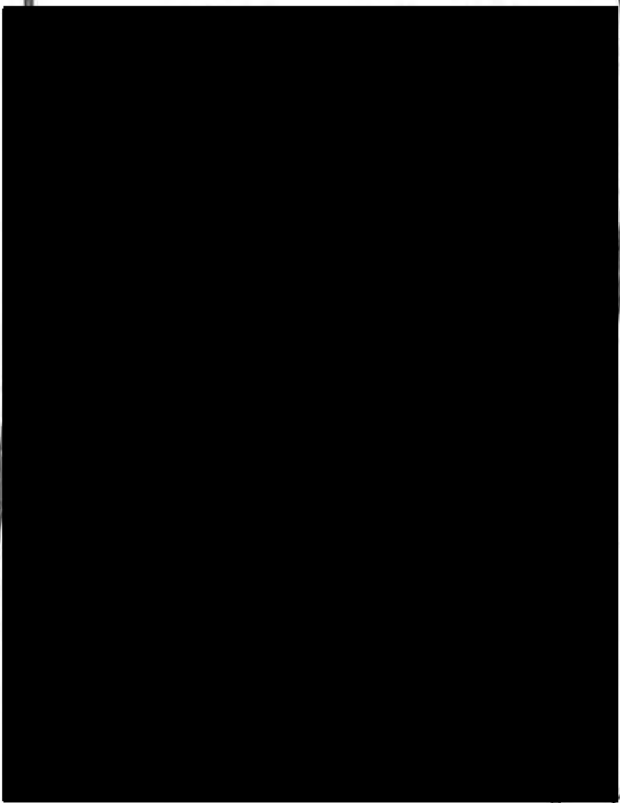
APPENDIX D

Sign-In Sheets from Public Open Houses on February 28, 2022 and March 3, 2022

Open House 5pm – 8pm

THURSDAY MARCH 3rd, 2022 5-8 pm

SIGN-IN

NAME	EMAIL	EDWARDSVILLE RESIDENT?
Erica Hunt		Yes
Jay Hunt		yes
Jo GIBSON		YES
Charles Bolinger		NO
Peg Flach		yes
Larry Welty		No Business owner
Danielle Adair		Yes
JAKE APPLE		yes
SUSAN HUME		YES

APPENDIX E

Summary of Public Survey Results (Summer 2022)



When you are riding or walking through town, which kind of wayfinding signs do you find most helpful?

154 out of 167 answered

[Hide question](#)

A - On-road wayfinding sign

18.2%

28

48.7%

75

22.1%

34

11%

17



1



2



3



4

B - Family-friendly "Full Lane" sign

9.7%

15

17.5%

27

46.8%

72

26%

40



1



2



3



4

C - Trail/Path wayfinding sign

53.9%

83

23.4%

36

16.9%

26

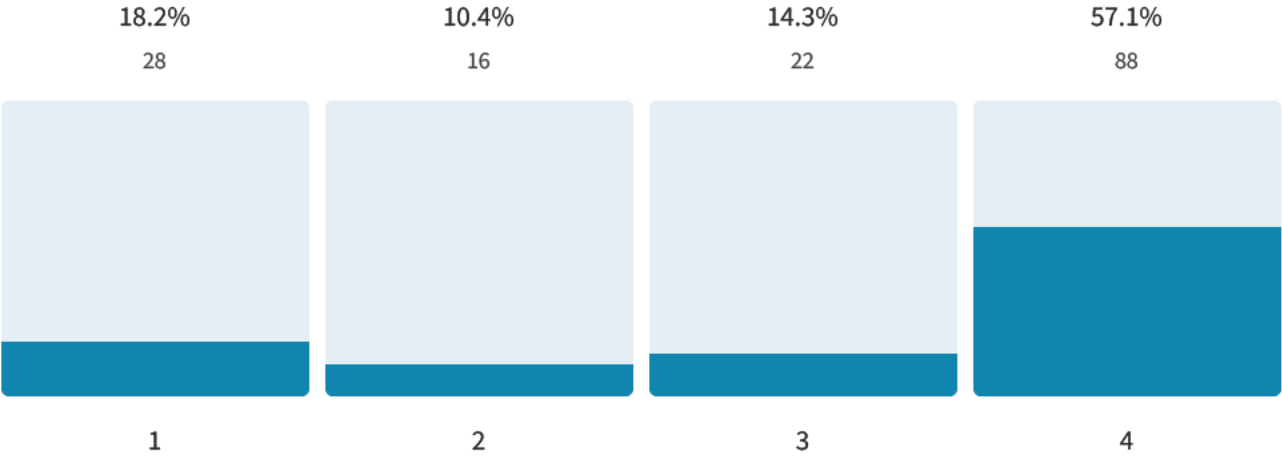
5.8%

9





D - standard Bike Route sign





If you are going to ride your bike on the roadway, which of these makes you feel most confident?

133 out of 167 answered

[Hide question](#)

A - protected bike lane

70.7%
94

14.3%
19

4.5%
6

10.5%
14



1

2

3

4

B - Bike Boulevard

9%
12

32.3%
43

45.1%
60

13.5%
18



1

2

3

4

C - standard bike lane

18.8%
25

44.4%
59

32.3%
43

4.5%
6





1

2

3

4

D - share-the-lane "sharrow"

1.5%

9%

18%

71.4%

2

12

24

95



1

2

3

4



Which kind of crosswalk makes you feel safest?

145 out of 167 answered

[Hide question](#)

A - green paint

17.2%

25

38.6%

56

16.6%

24

27.6%

40



1



2



3



4

B - extra signs/lights

68.3%

99

20%

29

9%

13

2.8%

4



1



2



3



4

C - yellow paint

8.3%

12

26.2%

38

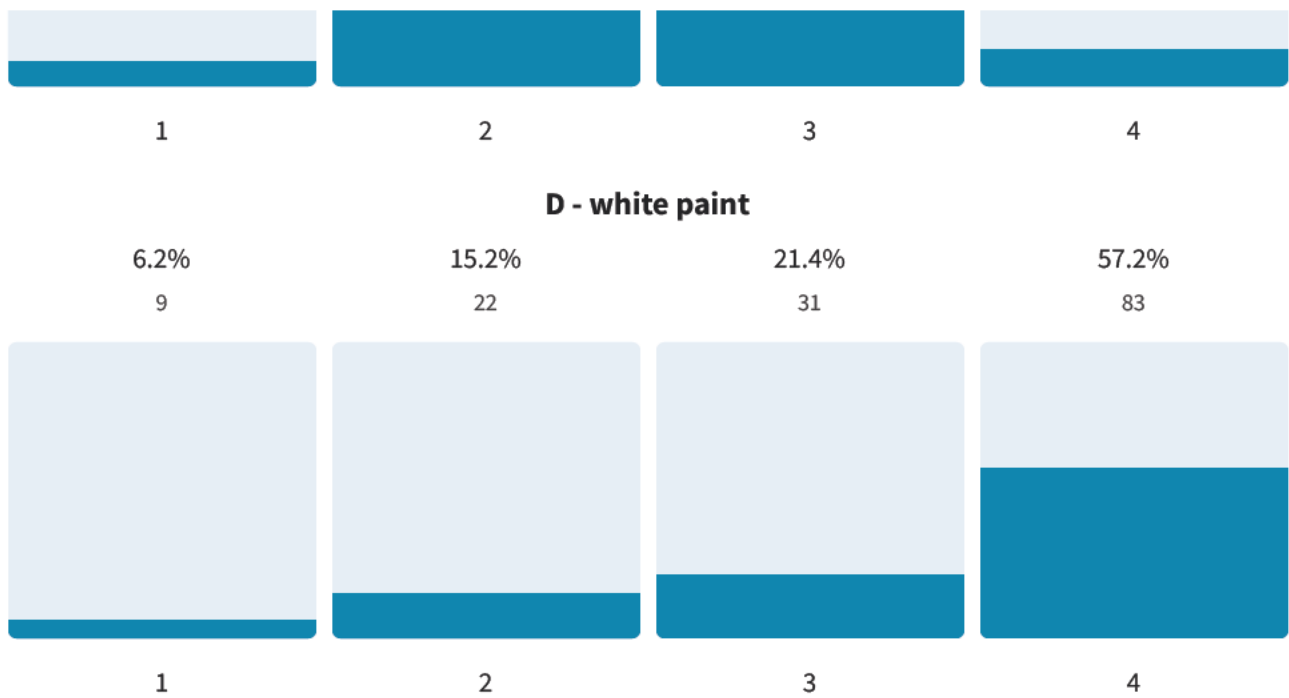
53.1%

77

12.4%

18

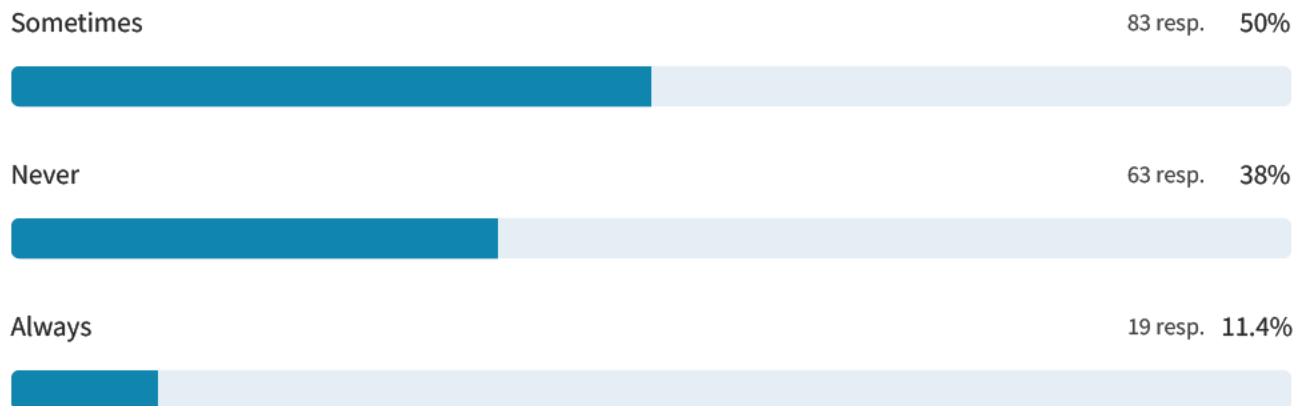




Do you have trouble finding bike parking at your destination?

 Hide question

166 out of 167 answered

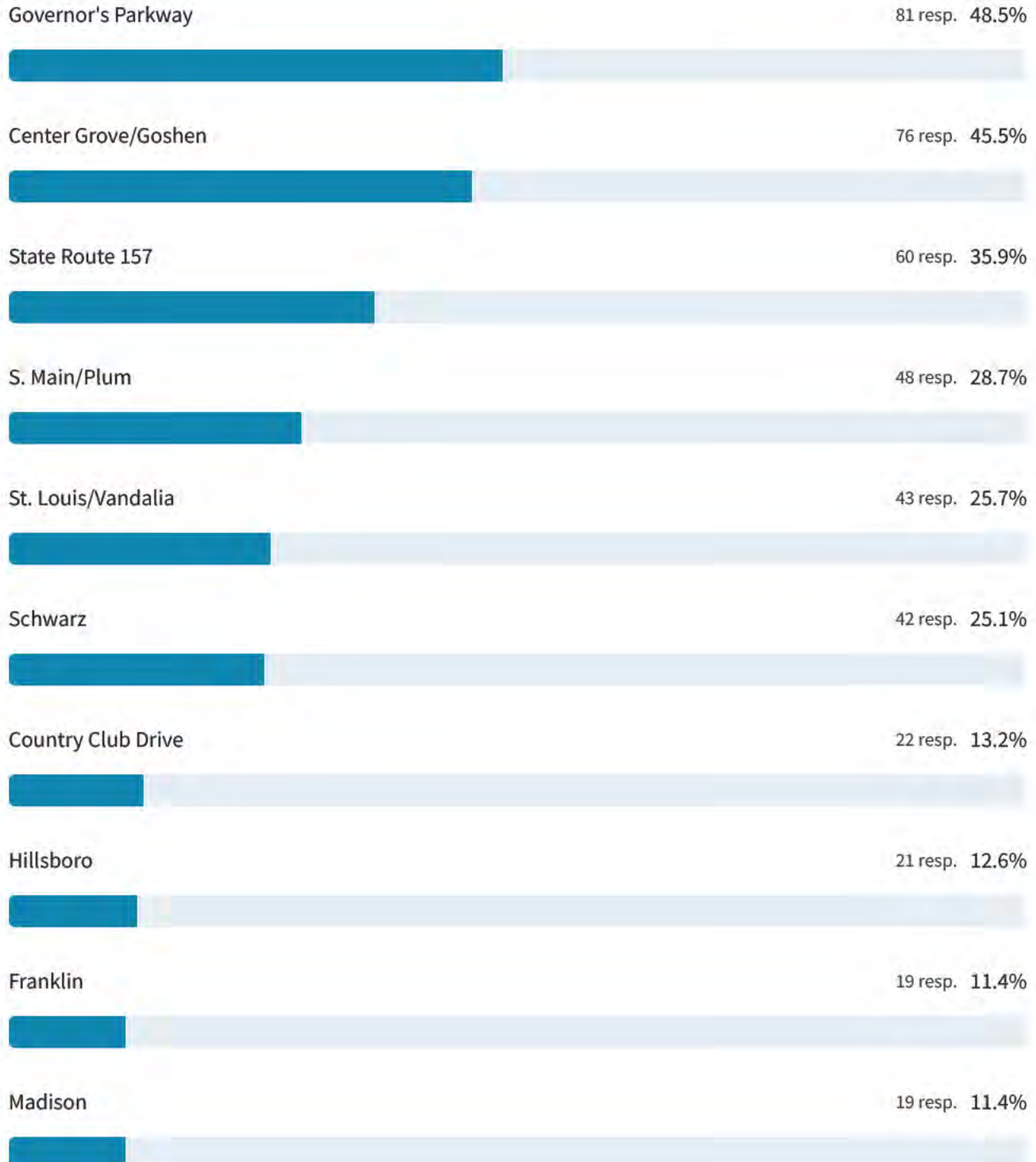




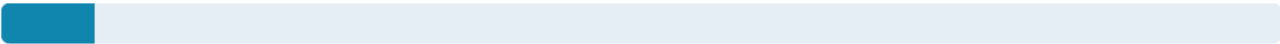
Please select the TOP THREE corridors you would like to see bicycle & pedestrian improvements:

167 out of 167 answered

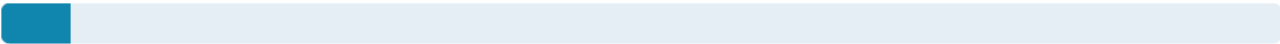
 Hide question



District Drive 12 resp. 7.2%



2nd Avenue 9 resp. 5.4%



Harvard 4 resp. 2.4%

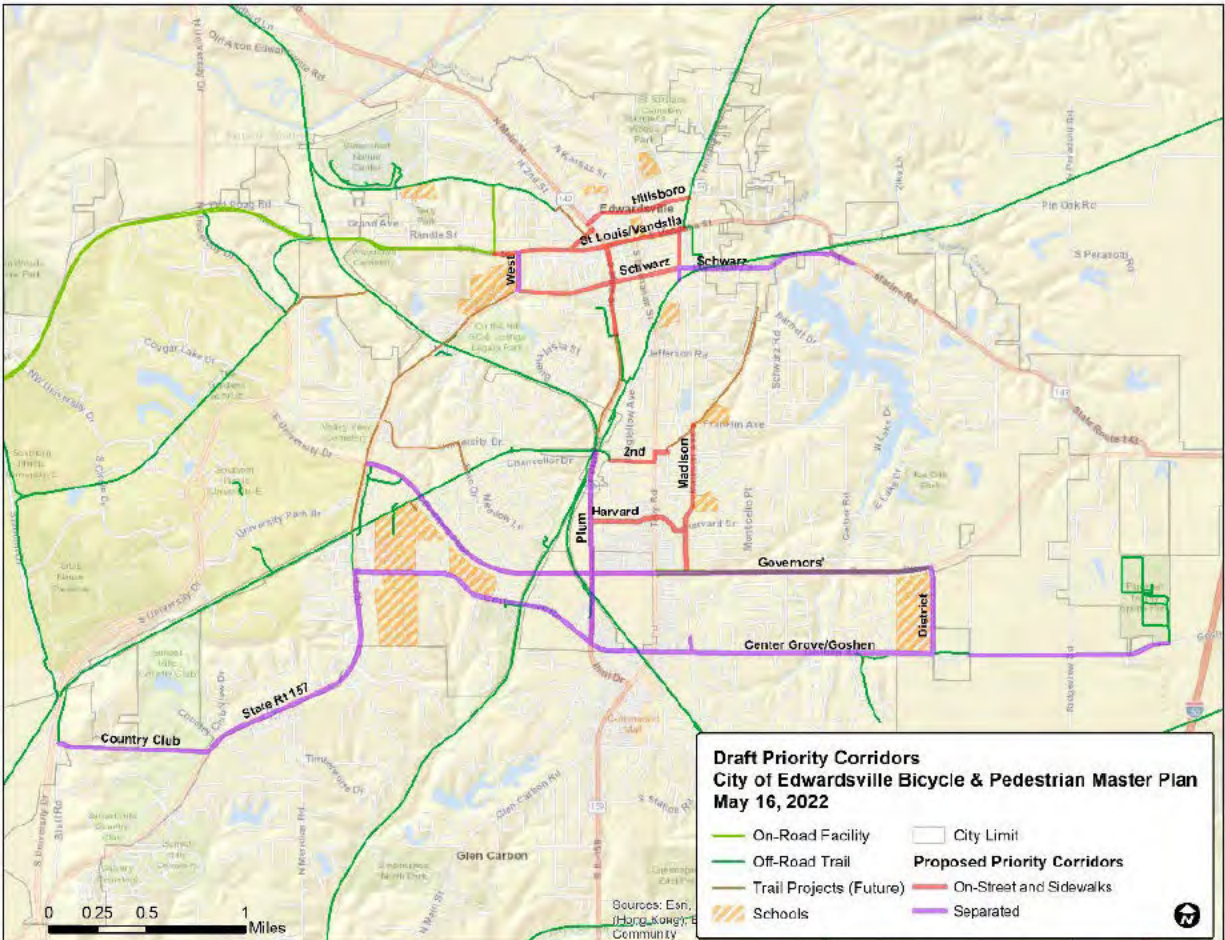
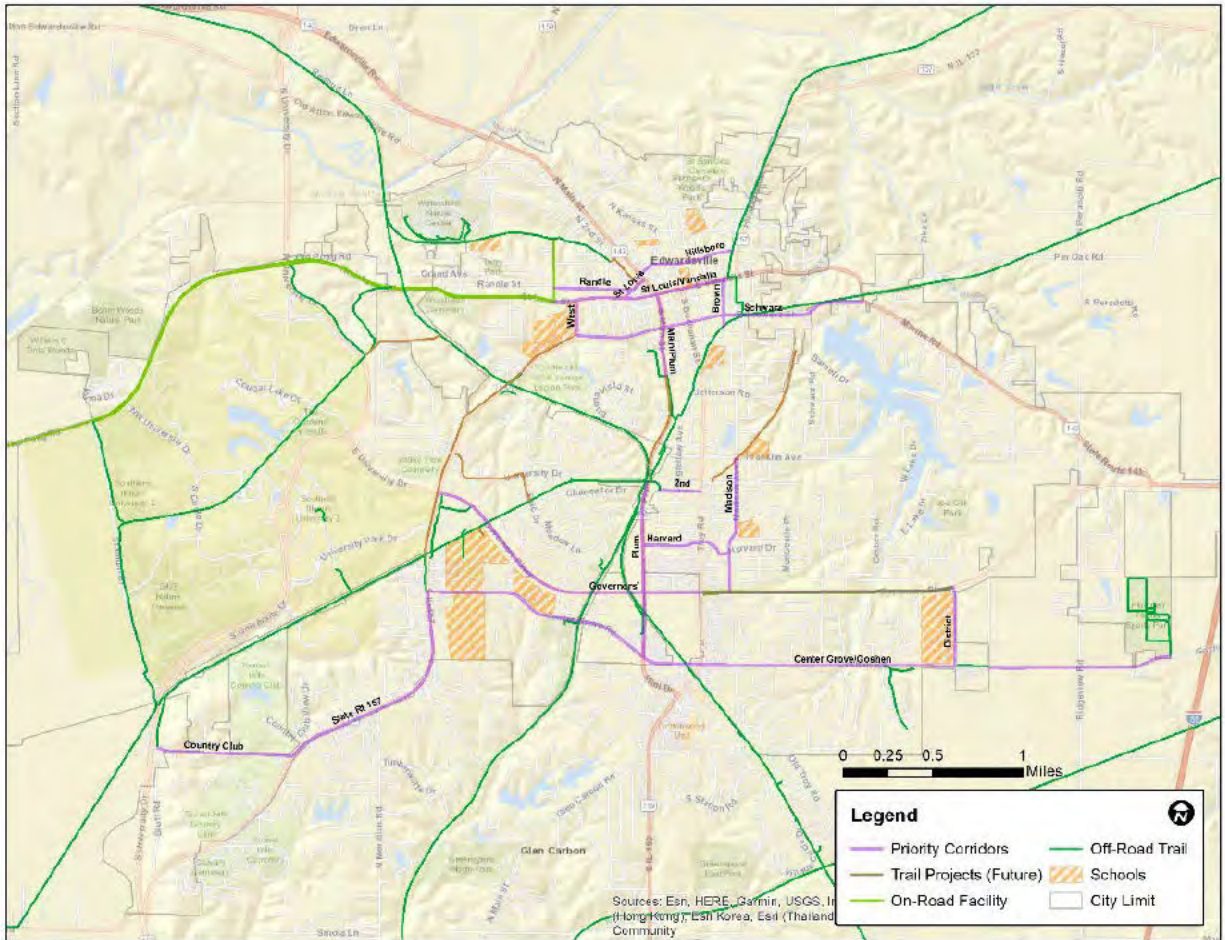


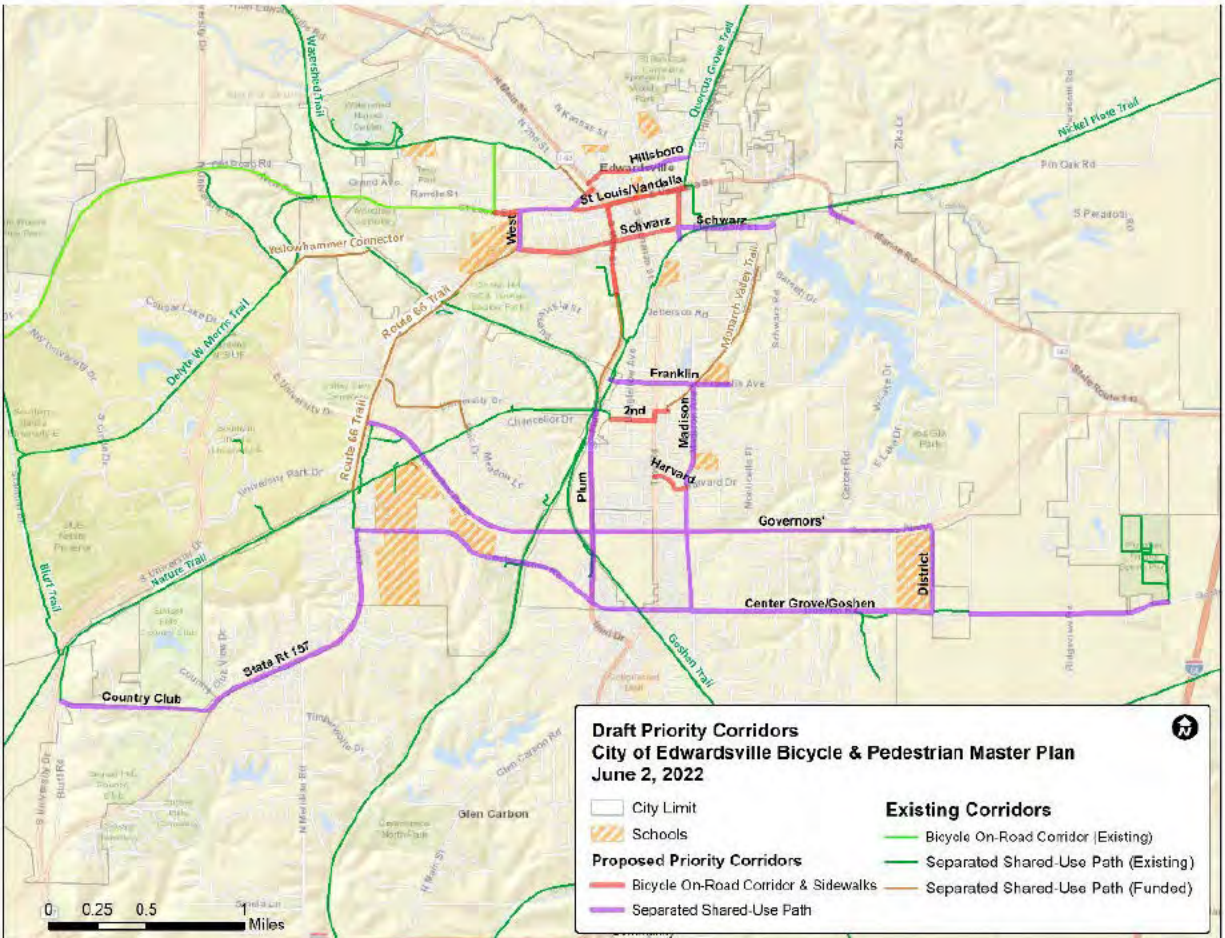
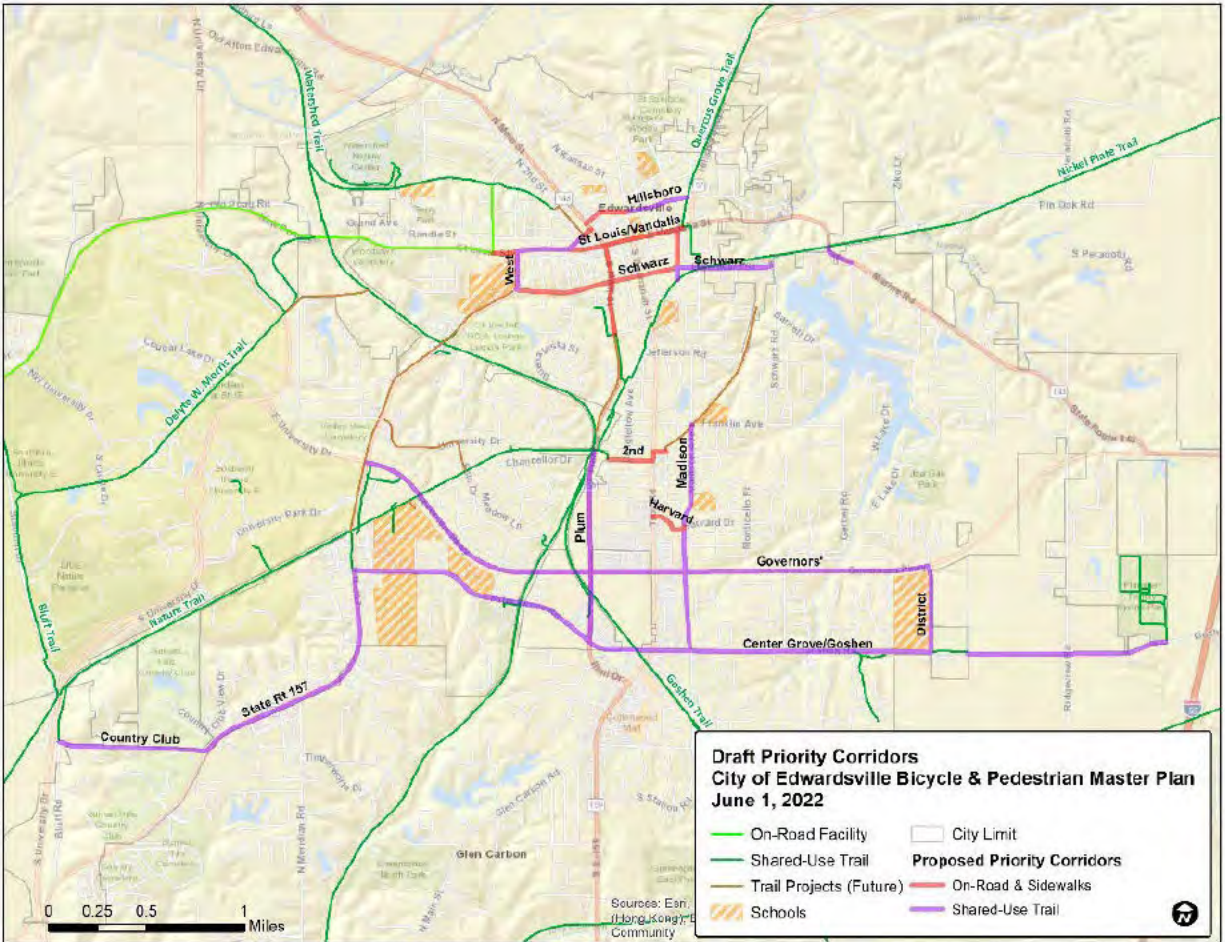
Brown 3 resp. 1.8%



APPENDIX F

Maps depicting process of Priority Corridor selection and refinement





APPENDIX G
Sign-In Sheets from Public Open House on June 9, 2022

City of Edwardsville Bicycle & Pedestrian Master Plan

Thursday, June 9, 2022

Open House 5pm - 7pm

Name	Email	Edwardsville Resident?
Donnie & Brian	K. Murray	yes
JO GIBSON		yes
Xavier Osler		yes
Riley Thelkeld		yes
Joe Lewis		IL Resident
Charles Thomas		New 5/Alton/Edwardsville
BRIAN DIMICK		yes
Nicole Steve Klein		yes
Cory Thornton & Eric Ricchezza		yes
Stephanie Malend		yes
SJ Morrison		yes
Zachary Klingenberg		no
JEFFREY SKOBLON		yes
Jennifer Warren		yes
Brian Stevenson		yes
Stephanie Robbins		yes
Charles Bohm		No
Michael Boline		yes
Elizabeth Levy		yes
Joel Hardman		yes
Greg Brumitt		yes
Mary Grose		yes
FRANK MADEKA		No
Tony Browning		yes
Leslie Burton		yes
Michelle & Jason Stacy		yes
Rachel Tompkins		yes

Open House 5pm – 7pm

HORNER SHIFRIN