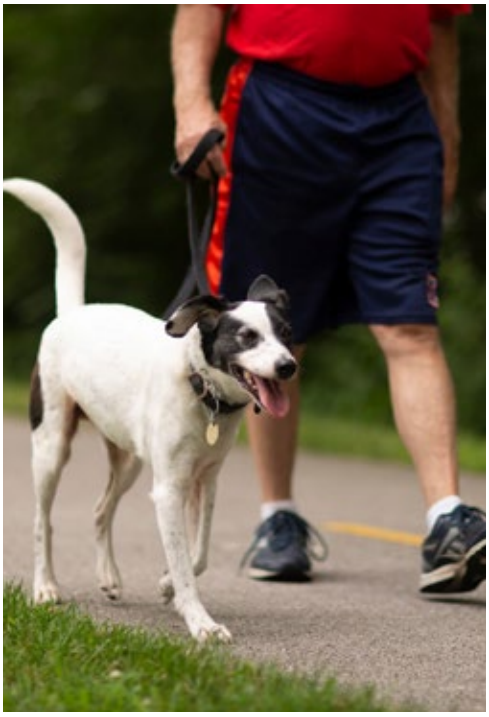
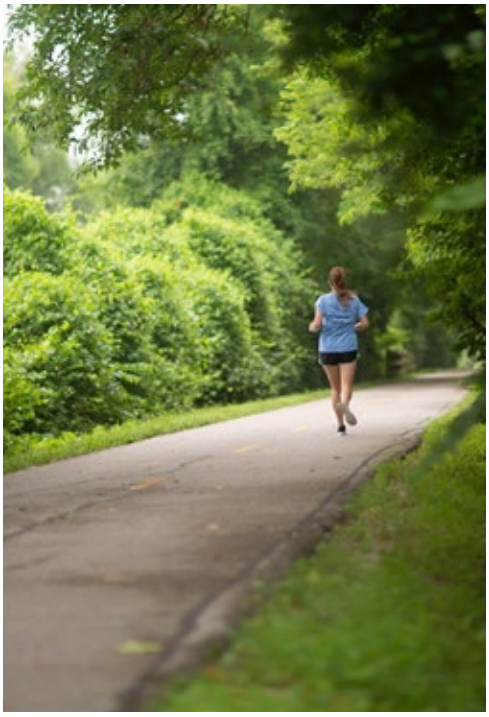




MCT Trails Master Plan | 2024

APPENDICES

APPENDIX A

Case Studies

Case Studies

Project Name	Madison County Transit Trails
Location	Illinois
Date Planned	Since 1990 (on-going)
Construction Completed	On-going
Estimated Cost	$45 million
Size/Length	138 miles
Partnership	Public-Private: Madison County Mass Transit District (MCT), Madison County Board of Trustees, government partners, and Madison and St. Clair Counties
Landscape Architect/Planner	-
Managed By	MCT and ACT
Project Background and History	In the early 1990s, MCT initiated its "*Rails to Trails*" program to preserve urban rail corridors for future light rail possibilities and interim trail use.
Design, Development, Decision-Making Processes	The project is a result of the concept to preserve vital rail corridors. Madison County Transit (MCT) acquired former railroad rights-of-way for future light rail possibilities and interim trail use.
Program Elements	Series of interconnected separated class one bikeways that connect to neighborhoods, parks, colleges, commercial areas, and other destinations. *Adopt-A-Bench Program, Trail Critter Collection Sculptures, Interpretive Panels*
Significance	Preservation of urban rail corridors for the future light rail possibilities and interim trail use.
Limitations	Create and support alternative modes of transportation with adequate funding per segment.
Future Concerns	Create and support alternative modes of transportation.

Background:

The MCT Trails system provides 138 miles of interconnected separated class-one bikeways that span a range of natural landscapes. The MCT Trails stretch across Madison County, Illinois, and travel through the cities and villages of Edwardsville, Alton, Glen Carbon, Maryville, O'Fallon, Granite City, Alhambra, South Roxana, Pontoon Beach, Hamel, Marine, Warden, Staunton, Madison, and Troy. The trails are located on abandoned railroad corridors and pass near the historic LeClair neighborhood, Horseshoe Lake State Park, the Watershed Nature Center, and Southern Illinois Edwardsville University.

The MCT Trails system connects to the Edwardsville and Alton downtown areas, museums, local and state parks, schools, historic sites, commercial centers, and various shopping and food destinations. MCT Trails feature 12 trails, 49 bridges, 22 tunnels, 1585 acres of green space, and a few at-grade crossings. Trails may be explored by bike, rollerblade, or on foot.

In the early 1990s, MCT initiated its "Rails to Trails" program to preserve urban rail corridors for future light rail possibilities and interim trail use. MCT Trails is the only transit system in the United States with an integrated transportation system connecting its bikeways to the county's bus system.

Current Status:

Since the 1990s, MCT Trails has developed an extensive network of separated class one bikeways in Madison County, Illinois. MCT Trails has secured $45 million in federal and state funding to implement ongoing construction and development programs designed to create and support alternative modes of transportation. MCT Trails has increased the market for bicycles. Along the paths, locals and tourists can find unique towns, historic neighborhoods, cultural institutions, and scenery.

Trail Activities, Events, & Programs:

- Tree Bench Program
- 2022 Bike & Pedestrian Summit
- MCT Trails Rider Group
- 2023 "Bike & Hike Breakfast" Event (City of Edwardsville), 2023 "I Scream for Ice Cream Ride" Event (City of Edwardsville)

Project Successes & Key Takeaways

- "Art on the Trail/Trail Critter Sculpture" Initiative
- Innovation Award - League of Illinois Bicyclist
- Trail Web Maps
- MCT Trail Closures
- Trail Loops
- Trail Rules
- Trail Safety & Courtesy
- Bike Racks on all MCT buses

Razorback Regional Greenway (AR)

The Razorback Regional Greenway project is an example of a long-term incremental strategy successfully embarked on through an innovative collaboration between city governments, the Northwest Arkansas Regional Planning Commission, the University of Arkansas, and the Walton Family Foundation to create a regional greenway. As a reference, Table 1 summarizes the Razorback Regional Greenway project.

Table 1. Razorback Regional Greenway Case Study Summary

Project Name	Razorback Regional Greenway
Location	Northwest Arkansas
Date Planned	2000-2018
Construction Completed	Since May 2, 2015 (On-going)
Estimated Cost	$38 million
Size/Length	40 miles
Partnership	Public-Private: Northwest Arkansas Regional Planning Commission (NWARPC) is a governmental organization in a cooperative agreement between Benton County, Washington County, Bentonville, Fayetteville, Rogers, Siloam Springs, Springdale, the University of Arkansas, and the Walton Family Foundation. The Razorback Greenway Alliance is a nonprofit that includes a representative from each city on the greenway.
Landscape Architect/Planner	Northwest Arkansas Regional Planning Commission (NWARPC)
Managed By	Each municipality along the greenway is responsible for its section of the trail. The cities along the greenway have continued investing in their trail systems and maintained their portion of the greenway. The Razorback Greenway Alliance serves as a facilitator to standardize the trail's maintenance.
Project Background and History	The project is a result of the concept of joining many of Northwest Arkansas's existing trails together to create a seamless recreational and transportation corridor. The NWARC started a committee to develop the master plan for the greenway. The project involved building new trails, connecting them to existing trails, and updating some older trails. The greenway route is comprised of 22 individual trails.
Design, Development, Decision-Making Processes	Northwest Arkansas Bicycle and Pedestrian Plan was adopted by cities, which has since collaboratively maintained and developed trails.
Program Elements	The greenway allows for easy access to the communities of Fayetteville, Johnson, Springdale, Lowell, Rogers, Bentonville, and Bella Vista and hosts a wide range of activities. Trail users encounter parks and streams. Additionally, users have easy access to restaurants, bike shops, and other retail establishments. Ex: *Adopt-A-Trail Program, Square2Square Bike Ride*
Significance	The Razorback Regional Greenway is the "backbone of Northwest Arkansas" and has been declared a national recreation trail. The greenway links dozens of popular destinations across Washington and Benton counties and connects communities through world-class arts, culture, and recreation.
Limitations	Need to raise funds to maintain the greenway continuously.
Future Concerns	Continued maintenance for connectivity, accessibility, and commutability.

SOURCE: *NWA Razorback Regional Greenway | Northwest Arkansas Regional Planning Commission*. (n.d.). https://www.nwarpc.org/bicycle-and-pedestrian/nwa-razorback-regional-greenway/ ; Razorback Greenway. (2023, October 10). *Home | Razorback Greenway*. https://razorbackgreenway.org/

Background

The Razorback Regional Greenway is a 40-mile regional trail system of shared paved trails and side paths that link the six major cities of Northwest Arkansas, Bentonville, Rogers, Lowell, Springdale, Johnson, and Fayetteville. The trail's northern terminus is in the City of Fayetteville and the southern terminus is in the City of Bentonville. The City of Bentonville's portion of the greenway begins on the north end connecting to Bella Vista at Wishing Springs Trail, travels south to the North Bentonville Trail, merging with Crystal Bridges Trail. It travels through downtown then onto the Town Branch Trail which connects to the J Street Trail that then links to the South Bentonville Trail, linking with Rogers on the south end. The greenway connects seven downtown areas, three major hospitals, 23 schools, the University of Arkansas, and the corporate headquarters of Walmart, JB Hunt Transport Services, and Tyson Foods.

The Northwest Arkansas Regional Planning Commission (NWARPC) is a governmental organization established under ACA 14-56- 501 et seq. and was formed in 1966 through a cooperative agreement between Benton County, Washington County, Bentonville, Fayetteville, Rogers, Siloam Springs, and Springdale. In 1983, NWARPC was designated as the Metropolitan Planning Organization (MPO) under U.S. DOT regulations for transportation planning purposes. Since that time, the Commission has grown to include 38 units of government and other public agency partners. The NWARPC provides a wide range of services to member governments including multi-jurisdictional planning, community planning, information services, and special projects.

The NWARPC played a key role in developing the idea for a regional greenway project. The commission formed a task force to hold public hearings and help the Northwest Arkansas municipalities work together cohesively. A $15 million federal grant from the U.S. The Department of Transportation was matched by the Walton Family Foundation to develop, design, and construct the inaugural miles of the Razorback Regional Greenway. The project involved building new trails, connecting them to existing trails, and updating some older trails.

The NWA Razorback Regional Greenway went under construction in the early 2000s. In 2006, the City of Fayetteville voters approved dedicated funding of $2.1 million to begin construction of the trail. The first 5 miles of north-south trails (Frisco and Scull Creek Trails) in Fayetteville were completed in 2008. Since then, the trail has been extended south as planning efforts, land acquisition, and development funds became available.

Current Status

Since the first 5-mile section was completed in 2008, the Razorback Greenway has been extended to 40 miles. Today, Razorback Greenway is considered the "backbone of Northwest Arkansas" and has been declared a national recreation trail. The greenway links dozens of popular destinations across Washington and Benton counties and connects communities from all walks of life through world-class arts, culture, and recreation. Trail users encounter parks, and streams, and have easy access to restaurants, bike shops, and other retail establishments.

In 2022, the Razorback Greenway Alliance launched a new logo where each line represents the seven cities it runs through. The logo is on the 40-mile markers measuring the trail, with colors representing each of the seven cities they're in.

Trail Activities, Events, & Programs:

- *2024 Fall Square 2 Square Bike Ride* - a festive, family-friendly experience that allows participants to take in the scenery and camaraderie of the Razorback Greenway.
- *Do-It-Yourself Ride (DIY)* - Virtual option.
- *"Greenway Bike Ride"* - guided bike ride. (Monthly)
- *Bentonville Trail System Bike Patrol Team* - 10 Bentonville Police Department officers (IMPBA certified)
- *OZ MTB Patrol - a* group of volunteers trained in first aid, CPR, and trailside bike repair.
- *Online Merchandise Shop* - Razorback Greenway provides a website for users to shop Razorback Green brand headwear, apparel, and accessories.
- *Adopt-A-Trail Program* - a partnership between the City of Bentonville and the community to keep the trail network and park system safe, free of trash, tree limbs, and other debris, aesthetically pleasing, and in the best condition possible. Participants are asked to volunteer a minimum of three times per year.
- *Trail Pilot* - unique audio that guides trail users (regional).
- *Safe Routes to School*

Project Successes

- The Razorback Regional Greenway is a national model for active transportation, healthy living, equitable and sustainable economic development, and public-private partnerships.
- The Razorback Greenway connects commuting to work, safe routes to schools, access to transit, complete streets, tourism, and smart growth efforts.
- The Razorback Greenway is a draw for tourists and new residents, bringing financial, health, transportation, and tourism benefits to the region.
- According to the Walton Family Foundation research, cycling provided $137 million in economic benefits to Northwest

Arkansas in 2017.

NWA Heritage Trail Plan (AR)

The Northwest Arkansas (NWA) Heritage Trail Plan illustrates a successful regional trail system in partnership between Northwest Arkansas Regional Planning Commission (NWARPC), Northwest Arkansas Heritage Partners, Benton and Washington County, city agencies, and local, state, and national organizations to provide safe pedestrian and bicycle travel and connect residents and visitors of Northwest Arkansas to the historic Butterfield Stagecoach Route, Trail of Tears, and Civil War trails. As a reference, Table 2 summarizes the NWA Heritage Trail Plan project.

Table 2. NWA Heritage Trail Plan Case Study Summary

Project Name	NWA Heritage Trail Plan
Location	Northwest Arkansas
Date Planned	The Regional Bike & Pedestrian Plan was adopted on October 28, 2002; Version I of the NWA Heritage Trail Plan was adopted to the 2025 Regional Transportation Plan; Version II of the NWA Heritage Trail Plan was adopted in the 2030 Northwest Arkansas Regional Transportation Plan; Version III of the NWA Heritage Trail Plan was adopted in the 2035 Northwest Arkansas Regional Transportation Plan. The Northwest Arkansas Heritage Trail Plan Version IV of the NWA Heritage Trail Plan was a part of the 2040 Metropolitan Transportation Plan (MTP); (Version V) is part of the 2045 Metropolitan Transportation Plan and the routes are all reflected in the NWA Regional Bicycle and Pedestrian Master Plan.
Construction Completed	Since 2002 (On-going)
Estimated Cost	Not Available. Major operating costs include the salary of maintenance crew and materials for features (benches, signage, interpretive panels, etc.)
Size/Length	2,800+ miles
Partnership	Public-Private: Northwest Arkansas Regional Planning Commission, city and county governments, convention and visitors' bureaus, museums, historic sites, and trail clubs formed Heritage Trail Partners. Heritage Trail Partners is a 501©3 organization in partnership with local, state, and national organizations.
Landscape Architect/Planner	Northwest Arkansas Regional Planning Commission
Managed By	Heritage Trail Partners, Member Cites Bentonville, Fayetteville, Gentry, Rogers, Siloam Springs, Springdale, Arkansas Department of Parks and Tourism, and the National Park Service
Project Background and History	The Northwest Arkansas Heritage Trail Plan is a regional trail system of off-road and on-road pedestrian and bike facilities that links Washington and Benton County of Northwest Arkansas's historic roads and trails to a full regional trail network. Heritage Trail Partners was born from a project initiated by the Northwest Arkansas Regional Planning Commission (NWARPC) in the early 2000s to develop a bicycle and pedestrian plan for the region that could link the emerging trial systems of the various communities. The NWA Heritage Trail Plan was adopted by cities in Benton and Washington County, which has since collaboratively maintained and developed trails.
Design, Development, Decision-Making Processes	The Heritage Trail Partners of Northwest Arkansas partner with local, state, and national organizations to preserve and promote historical routes in Northwest Arkansas. The organization includes membership with the City of Bentonville, City of Fayetteville, City of Gentry, City of Rogers, City of Siloam Springs, and City of Springdale.
Program Elements	The regional trail creates safe access to the historical roads and assets of Benton and Washington County. *Adopt an Interpretive Panel & Adopt a Heritage Trail Roadway Sign Program Driving Guide to Butterfield Overland Mail Route Brochure*
Significance	The NWA Heritage Plan continues to guide communities by providing the historic connections necessary for connectivity between the individual trial plans of the region's cities. Additionally, the Butterfield Overland Route was declared a national historic trail.
Limitations	Need to continuously raise funds to maintain the trail system.
Future Concerns	A need to work with local jurisdictions to promote discussion of new public funding sources to support.

SOURCE: *Home | Historic Trails of Northwest Arkansas*. (n.d.). https://www.heritagetrailpartners.com/;*NWA Heritage Trail Plan | Northwest Arkansas Regional Planning Commission*. (n.d.). https://www.nwarpc.org/bicycle-and-pedestrian/nwa-heritage-trail-plan/

Background

The Northwest Arkansas Heritage Trail is a regional trail system of off-road and on-road pedestrian and bike facilities that links the Washington and Benton Counties of Northwest Arkansas's historic roads and trails to a full regional trail network. The extensive system of trails combines the historic Butterfield Stagecoach Route, Trail of Tears and Civil War trails, and other important components of Arkansas culture. The trail's northern terminus is in Washington County and the southern terminus is in Benton County.

The regional trail network connects to ten downtowns, parks, work centers, retail shopping, Butterfield Stagecoach Stops, Trail of Tears Sites, Civil War Sites, museums, the University of Arkansas, Northwest Arkansas Community College, and the Northwest Arkansas Technical Institute.

The Northwest Arkansas Planning Commission (NWAPC) led the planning efforts for the project. In 2002, the Commission developed a regional Bike and Pedestrian Plan for Northwest Arkansas that set a framework to link the emerging trail systems of the region's cities. All of the cities in Washington and Benton County adopted the Bike and Pedestrian Plan. The original "backbone" of the trail included the historic roads associated with the Butterfield Overland Mail Route (1858-1861). This concept was later expanded to include the Trail of Tears (1837-1839) and Civil War troop movements (1861-1865). John McLarty, assistant director of NWAPC, and independent historian Kirby Sanders led the research study for the project.

This research, aided by numerous area historians and public input, led to the NWARPC's creation of the NWA Heritage Trail Plan, "a regional network of bicycle and pedestrian facilities connecting Northwest Arkansas citizens and visitors to our rich heritage, our recreational and cultural assets, a healthier lifestyle, and to each other."

The Heritage Trail Plan is primarily a "with road" component of the regional system that utilizes historic roads in the area. It can also be promoted as an auto tour and is a component of a larger statewide Heritage Trail. The research on historic routes is ongoing. Additional routes or adjustments are completed by the Arkansas Department of Parks and Tourism or the National Park Service. The Plan is part of the 2045 MTP.

In the early 2000s, the Heritage Trail Partners (organization) was formed by Sanders, McLarty (assistant director), representatives from city and county governments, convention and visitors' bureaus, museums, historic sites, and trail clubs. The organization is dedicated to promoting and supporting the design, development, preservation, and advancement of the Heritage Trail. Heritage Trail Partners was granted 501(c)3 status in 2004.

The organization supported the research, design, and installation of interpretive markers along the Trail of Tears (Evansville), Butterfield Overland Mail (Lake Fayetteville Park, Pea Ridge National Military Park), and the Civil War (Cane Hill, Head's Ford) routes.

A logo contest sponsored by Heritage Trail Partners in 2004 resulted in a winning entry submitted by architect and developer Collins Haynes of Rogers, Arkansas. The logo is displayed on signage linking the Heritage Trail in Benton, Crawford, and Washington counties.

In 2006, the Butterfield Overland Mail Route brochure was published and distributed to chambers of commerce, museums, and state tourism centers. Heritage Trail Partners signs were installed at Old Missouri Road and Highway 265, beginning a project to mark the Butterfield route through Fayetteville. Letter received from Joe Shipman, District 4 Engineer with the Arkansas Highway and Transportation Department, approving locations for placement of signs in Fayetteville. Twenty route markers were placed in Fayetteville.

Current Status

The entire network is identified as a bicycle and pedestrian route providing safety for both cyclists and pedestrians. The routes are marked with unique signage and informational brochures. Since the advancement of the project, Heritage Trail Partners have installed Heritage Trail signage along designated roads in Benton, Crawford, and Washington counties.

The NWA Heritage Plan continues to guide communities by providing the historic connections necessary for connectivity between the individual trial plans of the region's cities. The Plan was a part of the 2040 Metropolitan Transportation Plan (MTP), the 2035 and 2030 Northwest Arkansas Regional Transportation Plan, and the 2025 Regional Transportation Plan for Metropolitan Northwest Arkansas.

In June 2018, the National Park Service (NPS) announced the Butterfield Overland Trail meets the requirements to become a national historic trail after conducting a study to evaluate the significance, feasibility, suitability, and desirability of designating the routes associated with it as a national historic trail. On Monday, 10, 2020, August U.S. Senator John Boozman (R-AR) introduced legislation to designate the Butterfield Overland Trail as a National Historic Trail.

In December 2023, representatives from the National Park Service, residents, city representatives, planners, historians, and more gathered for a kick-off of the planning process for the Butterfield Overland National Historic Trail.

Trail Activities, Events, & Programs:

- *Public program/education activities:*

- *"Cherokee Footsteps in Northwest Arkansas" symposium (educational podcast)*
- *"History Right Under Your Feet: Traveling the Heritage Trail in Northwest Arkansas" (educational podcast)*
- *"Hardships on the Home Front: Civilians and Soldiers in the Civil War Ozarks" living history event.*
- *Butterfield Overland Mail Trail Ride*
- *Support of the University of Arkansas's Indigenous Peoples Day event*
- *Professional development workshop for educators*
- *Publication of Driving Guide to Butterfield Overland Mail Route (Missouri, Arkansas, Oklahoma)*
- *Publication and free distribution of Butterfield Overland Mail Route driving map through Benton and Washington counties*
- *Adopt an Interpretive Panel Program*
- *Adopt a Heritage Trail Roadway Sign program.*

Project Successes

- The Northwest Arkansas (NWA) Heritage Trail Plan is a national model for a regional network of existing trails and bike facilities that connect communities to historic routes and recreational and cultural assets.
- The Heritage Plan created travel and recreational opportunities by providing access to the region's attractions.
- The Heritage Plan enhanced economic development opportunities through the promotion of heritage-based tourism.
- Heritage Trail Partners has sponsored the installation of interpretive panels as well as a variety of public programs, reenactments, and trail rides, all focusing on the rich history found along the Heritage Trail.

Brickline Greenway (MO)

The Brickline Greenway project is an urban greenway infrastructure model for long-term excellence in ecology and engaging communities in stewarding a healthy, urban environment. Great Rivers Greenway, Great Rivers Greenway Foundation, municipalities, public agencies, and nonprofit organizations successfully created a dynamic network of connecting rivers, parks, and communities. The greenway links people with St. Louis destinations, creates inspiring experiences, and contributes to equitable economic opportunity. As a reference, Table 3 summarizes the Brickline Greenway project. Source: Great Rivers Greenway. (2023, October 7). *Great Rivers Greenway*. https://greatriversgreenway.org/ ;KWAME – Construction Advisor, Consultant & Management in St. Louis. (n.d.). https://kwamebuildinggroup.com/

Background

Table 3. Brickline Greenway Case Study Summary

Project Name	Brickline Greenway
Location	St. Louis, Missouri
Date Planned	Since 2000 (on-going)
Construction Completed	2017-2030
Estimated Cost	$245 million
Size/Length	0.27 miles (anticipated 20 miles)
Partnership	Major Private-Public: Great Rivers Greenway is a public agency in partnership with the City of St. Louis, residents, community leaders, small businesses, utilities & railroads, local & state agencies, nonprofit organizations, corporate leaders, philanthropic organizations, church leaders, property owners, public transportation, and service providers.
Landscape Architect/Planner	Great Rivers Greenway
Managed By	Great Rivers Greenway (GRG) is the leading effort. KWAME Building Group serves as the construction manager and program manager for the entire Brickline Greenway project.
Project Background and History	The project is a result of creating a conceptual plan to connect Forest Park to the St. Louis Arch. In the early 2000s, the GRG and its partners launched an international design competition and created a Framework Plan. The Brickline Greenway connects Forest Park to the Gateway Arch and provides connections to Fairgrounds Park and Tower Grove Park

Design, Development, Decision-Making Processes	Great Rivers Greenway developed the Framework Plan. A steering committee and four working groups from 125 institutional partners, neighborhood representatives, private funders, and city staff were assembled to discuss equity, economic development, design, development & construction, and governance. The Arts of Color Council provides guidance to design, promote, and implement art and engagement opportunities within the greenway area.
Program Elements	A series of paved, accessible pathways where community members can safely connect, commute, exercise, and explore. The short segment of the greenway parallels the Metrolink light rail line and provides a connection to the Cortex Innovation Community. The agency provides various civic engagement opportunities. Ex: *Green Book on the Greenway, Community Tours: Urban Archaeology, and Brickline Greenway*
Significance	The Brickline Greenway was highlighted in a *New York Times* article as one of the seven great walks in seven great cities. The Brickline Greenway is a transformative project that drives investment, promotes economic growth, and advances several positive social impacts across the St. Louis region.
Limitations	Fluid process in determining how many different projects might be moving forward at any given time.
Future Concerns	Finding innovative solutions to take care of the greenway now and for years to come.

The Brickline Greenway, formerly known as the Chouteau Greenway, is a 0.27-mile trail that travels through the St. Louis region. The Brickline Greenway's first project began at Boyle Avenue to Sarah Avenue. The St. Louis region was awarded a $10.3 million U.S. Department of Transportation TIGER grant (Transportation Investment Generating Economic Recovery) to construct a new MetroLink light rail station along with the first segment of the greenway to allow employees and visitors to walk or bike to the Cortex Innovation Community.

The Brickline Greenway connects Forest Park to the Gateway Arch and provides connections to Fairgrounds Park and Tower Grove Park. The short segment parallels the Metrolink light rail line and provides a connection to the Cortex Innovation Community.

The Great Rivers Greenway (GRG) was a key component of the project. In the early 2000s, the agency and partners launched an international design competition and created a Framework Plan that set the tone and provided overall recommendations for the greenway project and the process. In September 2017, a steering committee and four working groups from 125 institutional partners, neighborhood representatives, private funders, and city staff were assembled to discuss equity, economic development, design, development & construction, and governance. In addition, GRG began community engagement to understand the wants and needs of residents. In July 2018, GRG, and the support of the Whitaker Foundation assembled a new Artists of Color Council to provide guidance to design, promote, and implement art and engagement opportunities within the greenway area.

In 2019, four major feedback and fun fests were held to gather people's input. The Framework Plan was completed in Fall 2019. In spring 2021, the Central Connector was awarded $4 million in federal funding. In fall 2021, partners launched a panel discussion to kick off Mill Creek Valley monuments along Market Street. The Brickline Greenway Northern Segment was awarded $15 million in construction funds from the U.S. Department of Transportation. In 2022, GRG hired its first Equity and Economic Impact director.

Current Status

The Brickline Greenway transforms St. Louis by connecting people and the City's most treasured places, creating inspiring experiences, and equitable growth opportunities. The greenway continues to create dynamic, active spaces and serves as a regional gathering place that encourages collaboration and boosts civic pride. The Brickline Greenway was highlighted in a New York Times article as one of the seven great walks in seven great cities.

The GRG and partners continue civic engagement, design specific greenway segments, explore public and private funding and governance operations, and coalition building for economic development and equity plans as well as other projects in the city. As of Winter/Spring 2023, the CITY PARK Stadium section of the Brickline Greenway is complete and open, including the Pillars of the Valley monument from Damon Davis. Currently, there is a two-block section built near the new Cortex MetroLink station between Boyle and Sarah, and another two-block section along Market St. between 20th and 22nd St.

The Brickline Greenway team is working with the many neighborhoods that the greenway will connect including JeffVanderLou, Covenant Blu – Grand Center, St. Louis Place, Midtown, Central West End, Downtown West, and Downtown. Possible routes for the Brickline Greenway include the Central Connector: Market Street (2024), the Northern Connector (2025), and the Central Connector: MetroLink Corridor (2025).

- Trail Activities, Events, & Programs:
- Sunset Yoga on the Greenway
- Northside Night Out
- Community Tour: Urban Archaeology and Brickline Greenway
- Green Book on the Greenway Part One & Part Two (Separate events)
- “Add Your Voice” submission
- “Behind the Brickline Greenway” Podcast
- Call for Artists” submission

Project Successes

- $462 million in economic benefit from trail construction, operations, & maintenance.
- Brickline Greenway will have a significant impact on travel times, the potential to improve safety, and would provide users with more transportation choices while reducing vehicle dependency.
- The Brickline Greenway connects people to St. Louis’ neighborhoods, institutions, transit, jobs, destinations, and public spaces.
- Based on the principles of engagement, equity, collaboration, opportunity, and sustainability, key outcomes of the project include civic well-being, connectivity, economic growth, environmental leadership, and talent attraction
- The Brickline Greenway creates equitable growth opportunities and inspires continued investment in places for people to live, work, play, and visit.
- The Brickline Greenway encourages exploration, activity, exercise, and alternative transportation to enhance physical and mental well-being for people of all ages.

Indianapolis Cultural Trail (IN)

The Indianapolis Cultural Trail is a sustainable module of high-quality programming along the Trail and ensures accessible connections in partnership with the Cultural Development Commissioners, Indianapolis Cultural Trail, Central Indiana Community Foundation, and the City of Indianapolis. The Trail is a world-class public space for residents and visitors of Indianapolis that makes the City unique. As a reference, Table 4 summarizes the Indianapolis Cultural Trail project.

Table 4. Indianapolis Cultural Trail Case Study Summary

Project Name	Indianapolis Cultural Trail
Location	Downtown Indianapolis, Indiana.
Date Planned	Since 2001 (on-going)
Construction Completed	Since May 2013 (on-going)
Estimated Cost	$63 million
Size/Length	8 miles
Partnership	Public-Private: The Indianapolis Cultural Trail Inc. is both a 501(c)(3) not-for-profit organization and a world-class, internationally recognized linear park in partnership with the City of Indianapolis.
Landscape Architect/Planner	Cultural Development Commissioners (CDC) and R.W. Armstrong & Rundell Ernstberger Associates
Managed By	Indianapolis Cultural Trail Inc (ICT Inc)
Project Background and History	The project branched from the idea that cultural districts could be connected by an urban version of the Monon Trail for both pedestrians and bicyclists. The principles of art integration were established during a charrette that took place with the design and management team before the start of the formal design of the Trail. There are currently 9 pieces of public art along the trail. The Indianapolis Cultural Trail, Inc. nonprofit organization was formed at the inception of the Indianapolis Cultural Trail.
Design, Development, Decision-Making Processes	R.W. Armstrong & Rundell Ernstberger Associates were hired as construction managers and lead architecture design teams. The Curatorial Advisory Committee is composed of local curators of contemporary art, local artists, and relevant design professionals who review and recommend public art.
Program Elements	The trail connects 6 cultural districts and features 5 acres of garden beds with plants and trees, 25,000 square feet of rain gardens, and 3 downtown public spaces. Additionally, The Indiana Pacers Bike-share program is an important component of the city’s resiliency and enhances the quality of life for Indiana residents and visitors. Ex: *Indiana Pacers Bike-Share Program, Adopt-A-Plant Program*

Significance	The Indianapolis Cultural Trail: A Legacy of Gene & Marilyn Glick is an 8-mile world-class urban bike and pedestrian path that creates, inspires, and sustains connections and cultural experiences that are accessible to all. The Trail seamlessly connects neighborhoods, cultural districts, and entertainment amenities and serves as a canvas for showcasing the city's cultural and artistic spirit.
Limitations	Indiana Cultural Trails Inc. relies on the 1,000+ volunteers annually to maintain the trails.
Future Concerns	Connect more people and neighborhoods to more cultural experiences and greenways while infusing art and nature along the Trail's newest additions.

Source: Indianapolis Cultural Trail, Inc. (2023, April 5). *Indianapolis Cultural Trail*. Indianapolis Cultural Trail. https://indyculturaltrail.org/

Background

The Indianapolis Cultural Trail: A Legacy of Gene & Marilyn Glick is an 8-mile world-class urban bike and pedestrian path in downtown Indianapolis, Indiana. There is no official start or end of the trail. The northeastern terminus meets with the Monon Trail heading north. The southeastern terminus in Fountain Square meets with the Pleasant Run Parkway, and the Trail user may hop on the White River Trail to the northwest.

The Indianapolis Cultural Trail connects and supports the vibrancy of downtown Indianapolis. Users pass by and through many cultural destinations that make Indianapolis a recognized leader in the arts.

In 1999, Indianapolis designated six cultural districts. The Cultural Development Commission (CDC) was charged with finding ways to promote the city's cultural assets. The president of the Central Indiana Community Foundation had the idea that cultural districts could be connected by an urban version of the Monon Trail for both pedestrians and bicyclists. From 2001-2003, $4 million was raised for initial design studies and concepts. In 2005, R.W. Armstrong & Rundell Ernstberger Associates were hired as construction managers and lead architecture design teams. The principles of art integration were established during a charrette that took place with the design and management team before the start of the formal design of the Trail.

In 2007, $15 million was donated by Eugene and Marilyn Glick and construction of the trail took place at the southeast corner of Alabama and North Streets. In 2010, the trail was awarded a $20.5 million grant from the U.S. Department of Transportation Investment Generating Economic Recovery (TIGER) grant. $4 million of public art was reviewed and recommended by a Curatorial Advisory Committee composed of local curators of contemporary art, local artists, and relevant design professionals. In May 2013, the 8 miles of Trail was opened. The Indianapolis Cultural Trail, Inc. nonprofit organization was formed at the inception of the Indianapolis Cultural Trail. Indianapolis Cultural Trail is the world-class leader in urban trails and linear parks and is committed to a sustainable funding model that ensures accessible connections for future generations on the Indianapolis Cultural Trail.

Current Status

The Indianapolis Cultural Trail seamlessly connects neighborhoods, cultural districts, and entertainment amenities while serving as the downtown hub for central Indiana's vast greenway system. The Indianapolis Cultural Trail has long served as a canvas for showcasing the city's cultural and artistic spirit. There are currently 9 pieces of public art along the trail.

The Indianapolis Cultural Trail nonprofit organization is leading the current expansion of the Indianapolis Cultural Trail. The major capital project is extending the Cultural Trail in two distinct areas: Indiana Avenue and South Street for a total distance of almost 2 additional miles.

The most recent expansion was unveiled on May 9, 2023, and consists of an extra mile of Cultural Trail that runs from the corner of South Street and Capitol Street westward to Kentucky Avenue and Henry Street, where it crosses the White River over a newly designed multi-modal bridge on Henry Street.

Both extensions follow the same standards and quality of the Cultural Trail including gardens and public art. In addition, the extension will contribute funds for the Cultural Trail's maintenance endowment, public art collection, programs, and gardens along each of the two parts. The expansion also includes funding for the Cultural Trail's maintenance endowment and additions to the Trail's public art collection, programming, and gardens along each of the two segments.

Trail Activities, Events, & Programs:

- Spring Clean 2023 Event
- Pop-Up Dog Park event
- "Tuesday Run event"
- Free Group Bike Rides
- First Day 5k Event
- Family Yoga Event

- Sunrise Yoga Event
- Mindfulness Walks Event
- Curling on the Canal (December-March)
- Live Music Series
- Adaptive Bikes Program
- Indiana Pacers Bikeshare Program
- Everybody Rides Program

Project Successes

The Indiana Pacers Bikeshare program is a community asset used for transportation, recreation, and exercise that provides the community with access to affordable transportation through bikes. Pacers Bikeshare is available 24 hours a day, 365 days a year. The program includes 50 stations and 500 bikes along the city's expanding bike lane and greenway network. A bike-share program is an important component of a city's resiliency and enhances the quality of life for residents.

- The Cultural Trail employs ecological gardening principles and techniques.
- Public Art Policy: https://s3.amazonaws.com/indyculturaltrail.org/wp-content/uploads/2018/07/19155718/ICTPublicArtPolicy-updated71918.pdf
- 5 acres of Garden beds, 25,000 square feet of rain gardens, 3 downtown public spaces

Miami Valley Trails (OH)

Ohio's Miami Valley Trail network is an example of successfully connected multi-use paths along rivers and abandoned railroad beds in partnership between the Miami Valley Regional Planning Commission, agencies, jurisdictions, and private groups. The Miami Valley Bikeways network is the result of over 40 years of work that local individuals and agencies have put into building and maintaining it. As a reference, Table 5 summarizes the Miami Valley Trails project.

Table 5. Miami Valley Trail System Case Study Summary

Project Name	Miami Valley Trail System
Location	Ohio
Date Planned	Since 1965
Construction Completed	Since 1976 (on-going)
Estimated Cost	Not Available
Size/Length	350+ miles
Partnership	Public-Private: The Miami Valley Regional Planning Commission (MVRPC) in partnership with city and county government, public agencies, non-profit organizations, and local, state, and federal organizations.
Landscape Architect/Planner	The Miami Valley Regional Planning Commission
Managed By	The Miami Valley Regional Planning Commission (MVRPC) serves as the Metropolitan Planning Organization (MPO) for Montgomery, Miami, Greene, and Shelby Counties, plus a portion of Northern Warren County.
Project Background and History	The project is a result of the concept to build a bikeway with land along the Great Miami River owned by the Miami Conservancy District. The Miami Valley Regional Bicycle Council adopted the nation's first Regional Bikeway Plan in 1973. The Council established the "Thunder Road Bike-A-Thon" that funded the organization. The MVRPC completed the Miami Valley Regional Bike Plan in 2008. Since then, the Region has seen continuous growth and popularity of the network.
Design, Development, Decision-Making Processes	Ita Planning + Design and Burgess & Niple wrote the Regional Bikeways Plan. The Miami Valley Regional Bike Plan was adopted by cities, which have since collaboratively maintained and developed trails.
Program Elements	A series of paved, multi-use trails that connect over 40 communities and eleven counties that support bicycle-friendly communities and businesses, and safe-to-school travel plans. The individual trails are linked to form a network that is a tremendous resource for recreation, fitness, and commuting for locals, and a unique attraction for many visitors to the region. *Ex: Cycling Activities, local programs, on-street network building, Bike-Share Program, Complete Streets Policy, educational programs, bike maps*
Significance	Bike Miami Valley is accredited by the League of American Bicyclists as a Gold Level Bicycle Friendly Business.

Limitations	Access to trails requires riding or crossing over high-stress streets and roads which limits the percentage of the population using the trails.
Future Concerns	A comprehensive network of bike-friendly facilities is still needed throughout the region. Trail users are concerned about connectivity.

SOURCE: MVRPC. (n.d.). https://www.mvrpc.org/ ; *Miami Valley Bike Trails | 330 miles of trails to explore!* (n.d.). https://www.miamivalleytrails.org/

Background

The Ohio Miami Valley region provides over 330 miles of paved, multi-use recreational trails. The trails connect schools, parks, historic landmarks, and area attractions. The Miami Valley Regional Bicycle Council (MVRBC) was established in 1973. The initial 8.2-mile section of the bikeway was built by the Conservancy District and was dedicated to Dayton's First River Festival in 1978. The MVRBC established the "Thunder Road Bike-A-Thon" which was the major source of funding for the organization and helped area charities from 1978 to 1999. The MVRPC completed the Miami Valley Regional Bike Plan in 2015. In 2021, the 20-year Regional Bike Plan expanded to include walking, biking, and transit access and was the first active transportation plan for the Miami Valley Region.

Current Status

The Miami Valley Region boasts the Nation's largest paved trail network, offering many benefits to the people who utilize the trails. In 2008, Bike Miami Valley founded the Miami Valley Cycling Summit, an event held biennially around the region. The most recent record-breaking achievement was bringing on full-time employees and introducing Link, the first bike-share program in southwest Ohio, in May 2015. Bike Miami Valley is accredited by the League of American Bicyclists as a Gold Level Bicycle Friendly Business.

Trail Activities, Events, & Programs:

- Link Dayton Bike Share
- Bike on Bus Program
- Pedal Pals Program
- Miami Valley Ohio Bikeways Map
- "Safe Cycling Tips" YouTube video
- National Bike Month Event
- Miami Valley Cycling Summit Event
- Advocacy Training
- Bike Miami Concert Series
- Bike Miami Membership
- Safety Analysis Program
- "Mayor's Challenge for Safer People and Safer Streets"
- Safe Routes to School
- The Ohio Commuter Challenge
- Bicycle Counting Program
- Walkable Communities Program

Project Successes

- The Miami Valley Trails system is the nation's largest paved trail network. The regional system of trails enhances the wellness and quality of life of Miami Valley residents and visitors. The trail system provides several ongoing efforts to encourage and accommodate individuals who use active transportation. These efforts have increased reach and connectivity as well as increased the growing partnership and collaboration of the many agencies that manage parts of the system.
- Several of the 2008 plan recommendations for new routes, additional signage, bike hubs, and stations have been completed.
- The annual economic impact from the trails is estimated to be over $13 million.
- The trails connect over 40 communities and eleven counties.
- 91,000 unique visitors travel the trails, accounting for over 793,000 trail visits annually.
- 30% of residents live within a half mile of the trails.
- 45% of regional jobs are within a half mile of the trails.
- $13.4 million in economic activity is generated through the trails.
- All trails are free and open to the public every day from dawn to dusk
- 96% of trail users rate the cleanliness of the trails as good or excellent.
- 37 Bike sharing hubs within the Dayton, Ohio metro area. Link attracted more than 2,800 unique users to the Bike share program which took more than 19,000 trips in 2022.

Madison Bicycle Adventure Trail Network (WI)

The Madison Bicycle Adventure Trail (MadBAT) Network is a model for a successful network of natural surfaces and facilities/ locations for bike skills development features, bike parks, and bicycle playgrounds in a collaborative partnership between the City of Madison, International Mountain Bicycling Association, and City of Madison Partner agencies, Dane County Parks, and Capital Off Road Pathfinders. As a reference, Table 6 summarizes the Madison Bicycle Adventure Trail project.

Table 6. Madison Bicycle Adventure Trail Network Case Study Summary

Project Name	Madison Bicycle Adventure Trail Network
Location	Madison, Wisconsin
Date Planned	2018-2021
Construction Completed	Since 2022 (on-going)
Estimated Cost	¼ Paved Trails $65,000, ½ Paved Trails $130,000
Size/Length	75+ miles (on-going)
Partnership	Public-Private: City of Madison Parks Division, International Mountain Bicycling Association (IMBA), Board of Park Commissioners, Dane County Parks, and Capital Off Road Pathfinders.
Landscape Architect/Planner	International Mountain Bicycling Association (IMBA)
Managed By	Madison Parks Division, adjacent counties and municipalities
Project Background and History	The City of Madison Parks Division engaged the International Mountain Bicycling Association (IMBA) - Trail Solutions Program to complete a citywide feasibility study and planning exercise. The project is a concept to develop a connected network of natural surfaces and identify locations for bike skills development features, bike parks, and bicycle playgrounds. The final citywide trail planning project was completed, and an online story map was created in 2021. This project provides a "master plan" for where trails are appropriate throughout the city. The Pump Track and Skill Loop at Aldo Leopold Park, and the Cannonball Shred to School Trail projects have been approved and constructed.
Design, Development, Decision-Making Processes	IMBA developed a plan for a citywide system of multi-use, bike-optimized, off-road trails. Other municipalities have successfully developed trail networks. Each trail segment is still treated as its project and is subject to funding being available, public input, and a city project being created.
Program Elements	The narrow trail or "singletrack" provides adventures for riders with "shred to school," hills, jumps, decking and berms through woodsy natural, limestone, and chip seal trails.
Significance	Natural surface trail networks are shown to improve community health, create equitable access, increase youth engagement, and drive positive economic impacts
Limitations	There aren't immediate plans or funding allocated to all sites.
Future Concerns	Improve connectivity to enhance access and create a comprehensive system of green space connections.

SOURCE: *Story Map series*. (n.d.). https://imba.maps.arcgis.com/apps/MapSeries/index.html?appid=39513e34d0034bc-19cf057a591001244 ; The City of Madison. (n.d). https://www.cityofmadison.com/

Background

The City of Madison Parks Division engaged the International Mountain Bicycling Association (IMBA) - Trail Solutions Program to complete a citywide feasibility study and planning exercise. Madison Parks received a matching funds grant for $20,000 from IMBA to develop a trail concept plan connecting greenspaces throughout the city. The City worked with IMBA to compile land records and planning files to produce a citywide trail plan.

In October 2020, the City of Madison Parks Division hosted three community engagement meetings. In September 2021, the Board of Park Commissioners approved the plan for MadBAT. The final citywide trail planning project was completed, and an online story map was created.

Current Status

Currently, the Trails at Quarry Park, Pump Track and Skill Loop at Aldo Leopold Park, and the Cannonball Shred to School Trail projects have been approved. The Aldo Leopold Park Pump Track was completed and opened in 2022. The park became a priority site for off-road bike facilities. The pump tracks provide riding experience and skill. The Cannonball Single Track Trail was completed and opened in 2023. The trail runs on the south side of Cannonball Path on lands owned by City Engineering and City Parks Division. Funding was secured for construction in 2022 in part by the PARC and Ride grant program from Dane County. This project connects to the asphalt pump track and skills loop in Aldo Leopold Park. Each project made improvements and designed connectivity to adjacent counties and municipal properties.

Project Successes

- The Madison Bicycle Adventure Trail (MadBAT) Network
- Appropriate trail types, technical trail features, and bike-optimized facilities were dedicated in the MadBATS feasibility report.
- The City of Madison has 75 miles of hard surface shared-use paths and 150 miles of on-street bike lanes that connect a vast majority of the 240 parks throughout the city.
- The planning team has identified a potential 30 miles of natural surface, singletrack, trail connections, and 86 parks that could support bike-optimized facilities ranging from a few bike skill features to a full bike park. Tulsa Regional Bicycle & Pedestrian Plan

Tulsa Regional Trails (OK)

The Tulsa Area Trails Systems is a successful network of trails that reduces individual and community isolation and improves access to jobs, healthcare, and community life for residents and visitors in the region. The GO Plan includes effective bicycle network recommendations, pedestrian design approaches, and policy and funding recommendations to help communities make walking and cycling safe, comfortable, and convenient. As a reference, Table 7 summarizes the Tulsa Regional Trail project.

Table 7. Tulsa Regional Trail System Case Study Summary

Project Name	Tulsa Regional Trails
Location	Oklahoma
Date Planned	December 2015
Construction Completed	Ongoing
Estimated Cost	Trail $888,100/mile; Side Path $719,000/mile
Size/Length	800-mile system of on-street facilities and routes, 165 miles of side paths, and 408 miles of off-street trails
Partnership	Intermunicipal Public-Private: Indian Nations Council of Governments (INCOG), Transportation Technical Committee & Technical Policy Committee, The Bicycle & Pedestrian Advisory Committee, the cities of Tulsa, Skiatook, Sands Springs, Bixby, Broken Arrow, Catoosa, Collinsville, Coweta, Glenpool, Jenks, and Owasso, Tulsa Bike Club, Oklahoma Bicycling Coalition, This Machine, and Bike Club.
Landscape Architect/Planner	Indian Nations Council of Governments
Managed By	INCOG provides a vision for transportation, administers funding programs, and provides member jurisdictions with resources to plan and implement projects at the local level. Trails are maintained by the City of Tulsa Parks Department, Tulsa Public Works Department, River Parks Authority, Broken Arrow Parks, Tulsa County Parks, Jenks Parks Department, the City of Skiatook, and the City of Sand Springs.
Project Background and History	The project is a result of the concept of providing a level of design that makes trail usage safe, comfortable, and convenient for the widest possible range of users. The Tulsa Regional Bike & Pedestrian Plan was adopted in 2015. The Tulsa Area Trails System is an interconnected system of bicycle and pedestrian trails maintained by several different entities

Design, Development, Decision-Making Processes	Eleven regional governments worked together to develop the GO Plan which is a regional pedestrian and bicycle master plan. The GO Plan is a Bicycle/Pedestrian Master Plan that provides a comprehensive regional plan for pedestrian and bicycle improvements; provides connectivity to the existing regional trail network using on-street treatments; improves pedestrian and bicycle safety; provides a more strategic approach to competing for pedestrian and bicycle funding; and identifies barriers, with solutions, for residents to safely access destinations using walking or bicycling modes within the Tulsa region. Pedestrian improvements are addressed through recommendations in a community-chosen focus area in each jurisdiction and through design approaches to typical pedestrian challenges in the region. The plan includes design guidelines for each mode.
Program Elements	The trail system provides bicycle and pedestrian transportation options to connect to the communities of Bixby, Broken Arrow, Catoosa, Collinsville, Coweta, Glenpool, Jenks, Owasso, Sand Springs, Skiatook, and Tulsa. Additionally, streets include bike lanes to promote bicycles for both recreational and alternative transportation uses. Ex: Machine *Bike Share Program, Bike Club After School Program,*
Significance	Tulsa is a League of American Bicyclists Bronze Level Bike Friendly Community. The region's large trail system forms the backbone of existing bicycle infrastructure in and around Tulsa.
Limitations	Lack of pedestrian-friendly infrastructure, regional sidewalk gaps
Future Concerns	Continued maintenance of pedestrian and bike facilities

SOURCE: \ *INCOG | Tulsa, OK | Regional Partners - Regional Solutions*. (n.d.). https://www.incog.org/Transportation/transportation_bikeped.html#masterplan

Background

The Tulsa Area Trails System is an interconnected system of bicycle and pedestrian trails maintained by several different entities. Eleven regional governments worked together to develop a GO Plan which is a regional pedestrian and bicycle plan. The plan creates a bicycle/pedestrian network that connects major destinations in the region, including significant employment centers, downtown business districts, schools and universities, and the existing trail system. The plan also outlines pedestrian and bicycle improvements; provides connectivity to the existing regional trail network using on-street treatments; improves pedestrian and bicycle safety; provides a more strategic approach to competing for pedestrian and bicycle funding; and identifies barriers, with solutions, for residents to safely access destinations using walking or bicycling modes within the Tulsa region.

The trail system provides connectivity across the Tulsa Region. The 918 Trails System includes both on- and off-street facilities. Existing off-street bicycle facilities consist of paved multi-use trails, traveling through multiple municipalities. On-street bike lanes and routes follow the rectilinear street grid, while the off-street network largely follows miles of waterways, roadways, and historic railroad lines.

The Master Trails Plan was adopted by INCOG in 1999 to set a vision for the development of a robust trail system that reaches and connects all communities. The Go Plan was developed between 2014 and 2015. There were various opportunities for public participation. The 918 Trail Brand and Wayfinding Signage Guideline is the result of gathering stakeholder and community input. Agencies follow these guidelines to coordinate with Tulsa.

Current Status

The City of Tulsa has the highest bicycle commute mode share in the region at 30%, according to the American Community Survey (ACS). The region's large trail system forms the backbone of existing bicycle infrastructure in and around Tulsa. These trails take advantage of rail, highway, and natural corridors to provide long-distance, separated connections between cities and towns. They are used both for transportation and for recreation and are an attractive amenity for residents, visitors prospective residents, and businesses.

Trail Activities, Events, & Programs:

- Machine Bike Sharing System
- Biennial Trail Count Program
- Events - Bike to Work Day, Bike & Walk to School Days, Bike Summit, Tulsa Tough
- Bicycle & Walking Maps - comfort map that uses a Level of Traffic Stress assessment to indicate to bicycles what streets are most comfortable for a large range of bicyclist types.
- Bicycle Friendly Training in CLEET
- Bicycle Patrol Units
- Oklahoma Safety Office Grant - radio ads for bicycle safety
- Safety Videos (YouTube)

- "Travel With Care" Campaign

Project Successes

- The Tulsa Young Professionals (TYPros) group has seen this national trend and is pushing the city forward by encouraging a focus on creating more pedestrian and bike-friendly streets.
- The Tulsa Hub is a nationally recognized nonprofit that provides bicycles and bicycle education to residents.
- The Bicycle & Pedestrian Advisory Committee works to promote all five E's by advising the Transportation Committee on technical and policy matters, and by serving as a resource to member jurisdictions seeking public input about the bicycle and pedestrian environment.
- INCOG is the lead organizer of Bike to Work Day (BTWD). In most bicycle-friendly communities, this is the major bicycle event of the year to encourage more people to ride.

Davis Beyond Platinum Bicycle Action Plan (CA)

The City of Davis Bike and Pedestrian Infrastructure is an example of a sustainable, multi-modal transportation system. The City prides itself on being innovative and designing streets for people who drive, bike, and walk. The Beyond Platinum Bicycle Action Plan provides a model for an active transportation plan that focuses on bicycling as the primary mode and integrates walking and transit. As a reference, Table 8 summarizes the Davis Beyond Bicycle Action Plan project.

Table 8. Davis Beyond Platinum Bicycle Action Plan Case Study Summary

Project Name	Beyond Platinum Bicycle Action Plan
Location	California
Date Planned	In 2005, the City of Davis created its first Bicycle Advisory Commission to take an active role in bicycle planning and project review
Construction Completed	The Plan was adopted in February 2014 (Ongoing)
Estimated Cost	$140,000 annually ($100,000 to infrastructure project, $40,000 to program division)
Size/Length	169 miles
Partnership	Public-Private: City of Davis, Public Works Department, Community Partners
Landscape Architect/Planner	City of Davis, Bicycle and Pedestrian Coordinator
Managed By	Davis Bike & Pedestrian Plan was adopted by the City of Davis
Project Background and History	The concept of the project streams from the initiative to develop simple and specific ways to make bicycling a safe and attractive option for all residents. The Beyond Platinum Bicycle Action Plan is an active transportation plan that focuses on bicycling as the primary mode and integrates walking and transit. The combination of the three modes creates the perfect trifecta to achieve a sustainable transportation system. The plan helps the City of Davis achieve its long-term emissions reductions and mode share goals.
Design, Development, Decision-Making Processes	City of Davis. The plan was designed to provide a detailed roadmap for implementing bicycle programs to increase bicycling rates in Davis and strengthen the bicycling culture. The plan is organized around the League of American Bicyclists 5 E's
Program Elements	The bicycle network provides convenient connectivity to activity centers, such as downtown, parks, schools, shopping centers, and the UC Davis campus. 1 mile of bicycle boulevards, 1 mile of cycle track, 4 miles of buffered bike lanes, 3 miles of pathways, and 102 miles of bike lanes. *Ex: Bike & Pedestrian Program, Ride Walk Davis: Active Transportation Program, Smart Streets Program, The Bicycle Friendly Community Program*
Significance	Davis is the bicycle capital of the U.S. The City is noted as a great place to ride a bicycle because of its bicycle-friendly community and infrastructure
Limitations	Davis faces a changing landscape. Current transportation infrastructure is reaching the end of its life cycle and is in urgent need of repair.
Future Concerns	Collaborate with other platinum-level bicycle-friendly communities and the League of American Bicyclists to design new, advanced bicycle-friendly community destinations.

Source: City of Davis (2014) Beyond Platinum—Bicycle Action Plan; The City of Davis, CA | Home

Background

Every 4 years, the City of Davis completes the recertification application to be designated as a bicycle-friendly community. Since 2005, the Platinum Award has recognized the City of Davis's commitment to improving conditions for all people who bike through investments in bike education programs, regular bike events that promote and encourage people to choose biking, pro-bike policies, and bike infrastructure.

The City adopted a Bike Plan in 1977, 1993, 2009, and 2014. In 2014, the Davis City Council adopted the City of Davis Bicycle Action Plan (BAP). The plan was authored by the previous Bicycle and Pedestrian Coordinator with input from community partners. The plan was designed to provide a detailed roadmap for implementing bicycle programs to increase bicycling rates in Davis and strengthen the bicycling culture. The plan is organized around the League of American Bicyclists 5 E's (engineering, education, encouragement, enforcement, and evaluation).

Current Status

The City of Davis is considered to be the bicycle capital of the United States. The City has 63 miles of pathways and 102 miles of bike lanes. In addition, the City has 25 grade-separated crossings as well as eleven intersections with bike traffic signals for cyclists and pedestrians. In total, the City of Davis provides 160 miles in the road network, 1 mile of bicycle boulevards, 1 mile of cycle track, and 4 miles of buffered bike lanes. The City provides 4,300 bike racks within the City. In 2020, updates to the 2014 City of Davis Bicycle Action Plan identified specific programs and activities to amend. A Bicycle Action Plan Implementation Table was created.

Trail Activities, Events, & Programs:

- Bike & Pedestrian Program
- SPIN - Shared Mobility Program
- Bike Registration Bike Index (Bike Theft Reduction Programs)
- Cycling Savvy Program
- Ride Walk Davis: Active Transportation Program
- The Ride Walk Website
- Newly Designed Bicycle Map and Mobile Application
- "Be Seen" Bike Light Safety Program
- Davis Bicycle Ambassador Program
- Street Smarts Program (Davis Safe Routes to School)
- Bicycle Encouragement and Safety Outreach Events at High Schools
- Junior Cycling Program with the Davis Bike Club
- Junior High/High School Mentorship Program
- High School Cycling League
- Bicycling at Night with Lights Program
- Bike Safety Talks & Tours
- Diversion Program
- Student Orientation Bike Safety Information
- Traffic Skills 101 and LC1 Seminars
- Monthly Bike Safety Stations
- Bicycle Safety Road Shows
- Biannual Senior Travel Training Events
- Bike Parking Policy
- Bike Share Business
- Davis Pathfinder

Project Successes

- The city's history and accomplishments have demonstrated that Davis truly is the "Bicycle Capital of America" and worthy of hearty celebration.
- Installed interactive, interpretive, self-guided bicycle tours showcasing Davis' cycling history and existing and future innovative cycling infrastructure.
- Installation and operation of a bike share system in Davis (City and UC Davis)
- Davis has been selected as one of only a few cities to participate in the folding bicycles for hire program through the Capital Corridor Joint Powers Authority (CCJPA).
- The current bike rack configuration at the train station offers roughly 150 bicycle parking spaces.

Oregon Statewide Trails Plan (OR)

The City of Oregon illustrates a successful collaboration between the Oregon Regional Trails Advisory Council, Oregon Parks and Recreation Commission, the Oregon Parks and Recreation Department, recreational trail providers, interest groups, and citizens across the state to establish a system of recreation trails to provide trail opportunities and promote access to Oregon's trails and waterways. As a reference, Table 9 summarizes the Oregon Statewide Trails project.

Table 9. Oregon Statewide Trails Plan Case Study Summary

Project Name	Oregon Regional Trail Plan
Location	Oregon
Date Planned	1971-2025
Construction Completed	Ongo
Estimated Cost	Not Available (Operation costs include program funding and maintenance)
Size/Length	331 miles
Partnership	Public-Private: Oregon Regional Trails Advisory Council, Oregon Parks and Recreation Commission, the Oregon Parks and Recreation Department, recreational trail providers, interest groups, and citizens
Landscape Architect/Planner	The Oregon Parks and Recreation Department
Managed By	The Oregon Parks and Recreation Department (OPRD) oversees the designation process and management of the Scenic Bikeways, Scenic Waterways, and Scenic and Recreational Trail programs. T
Project Background and History	The purpose of the Oregon Statewide Trail Plan is to provide guidance for the Recreational Trails Program (RTP), All-Terrain Vehicle (ATV) Grant Program, and information and recommendations to guide federal, state, and local units of government, as well as the private sector, in making recreational trail policy and planning decisions. The plan has been used as an information resource as well as a planning tool to guide agencies for the following 10 years
Design, Development, Decision-Making Processes	The Oregon Statewide Trails Plan establishes the framework for statewide comprehensive trail planning and the implementation process. ORPD supports the implementation of key statewide and local planning recommendations through internal and external partnerships and OPRD-administered grant programs.
Program Elements	Regional trails connect recreation sites, schools, and services, provide alternative transportation routes, and also highlight the state's natural beauty. Ex: *Scenic & Regional Trail Program*
Significance	In 2009, Oregon became the first state to develop a statewide Scenic Bikeway program.
Limitations	Ensure resources are utilized with fiscal, social, and environmental responsibility, building on the past to provide for future generations
Future Concerns	More trails connecting towns/ public places and need for improved trail maintenance

SOURCE: Oregon Statewide Recreation Trails Plan (2016-2025) ; Oregon Parks and Recreation : Bikeways, Waterways, Trails : Bikeways, Waterways & Trails : State of Oregon. (n.d.). Bikeways, Waterways, Trails : Oregon Parks and Recreation. https://www.oregon.gov/oprd/BWT/Pages/BWT-overview.aspx

Background

The Oregon Regional Trail System is 331 miles of built regional trails within the Metro area. Oregon has an extensive network of federal, state, and local trails and some are state-designated scenic and regional trails. Scenic trails showcase Oregon's outstanding natural features including rivers, mountains, waterfalls, and the Pacific Ocean. Oregon's regional trails connect recreation sites, schools, and services and are alternative transportation routes.

The Oregon Parks and Recreation Department (OPRD) took an innovative approach to state-wide trail planning by conducting simultaneous OHV, snowmobile, non-motorized, and water trail planning efforts. The OPRD was given responsibility for recreational trails planning in 1971. Public outreach was a key emphasis in the planning effort, which included statistically reliable surveys of trail users and non-motorized boaters resulting in feedback and opinions from 7,450 randomly selected residents. The planning effort included four distinct methods to identify trail funding needs for each of the four categories of trail-related recreation at the state and regional levels. The purpose of this planning effort was to provide guidance for the Recreational Trails Program (RTP), All-Terrain Vehicle (ATV) Grant Program, and information and recommendations to guide federal, state, and local units of government, as well as the private sector, in making recreational

trail policy and planning decisions. In addition, it provides recommendations to the Oregon State Park System operations, administration, planning, development, and recreation programs.

The All-Terrain Vehicle (ATV) program began in 1985 with the creation of a funding method for improving motorized recreation trails and areas. Funding for this program comes from a portion of the motor vehicle fuel tax and ATV permits. The Oregon Scenic Waterway Program was established in 1969 and is administered under the authority of the State Parks Commission through the State Parks and Recreation Department. The scenic waterway program seeks to preserve, protect, and enhance scenic, recreational, fish, wildlife, and cultural values possessed by each scenic waterway.

Current Status

The last Statewide Trails Plan for Oregon was completed by the OPRD in February 2005 and maintains the state's eligibility to participate in the Recreational Trails Program (RTP). In 2008, Oregon developed a statewide Scenic Bikeway Program. The plan has been used as an information resource as well as a planning tool to guide agencies for the following 10 years. The plan provides background on user needs and current trends affecting motorized (OHV and snowmobile), non-motorized, and water trail opportunities.

Trail Activities, Events, & Programs:

- Scencic and Regional Trail Program- provides access to Oregon's outstanding natural features and Regional Trails that create connections in and around communities.
- Scenic Bikeway Program- 17 designated bicycle routes that showcase Oregon's breathtaking landscapes, cultural treasures and western hospitality.
- The Sidewalk Improvement Program (SWIP)
- Pedestrian & Bicycle Program -provides resources to help the OTO achieve its mission.
- Free ODOT Safety Education Brochures & Handouts
- Safe Routes to School
- Pedestrian and Bicycle Strategic Funding Program

Project Successes

Entertainment value of recreation, trails also provide health, transportation, community, and environmental benefits.

The plans trail expenditure and economic contribution analysis, conducted by Oregon State University, found that statewide, non-motorized boating, non-motorized trail, OHV trail, and snowmobile participation by Oregon residents and out-of-state visitors contribute 26,873 jobs, $1.36 billion in value-added, and $826 million in labor income.

Oregon became the first state to develop a statewide Scenic Bikeway Program in 2009.

APPENDIX B

Comprehensive Safety Action Plan

Comprehensive Safety Action Plan

Madison County Transit (MCT)

March 2024

Comprehensive Safety Action Plan

INTRODUCTION

Project Background

HeartLands Conservancy was hired as the project consultant to prepare a Trail System Master Plan for a countywide bicycle and pedestrian trail system in Madison County, Illinois known as MCT Trails. This trail system is operated by the Agency for Community Transit (ACT), the private non-profit organization is responsible for operating the Madison County Transit (MCT) public and paratransit bus services, carpool/vanpool program, and the MCT Trails system.

The core function of MCT, as with any transit agency, is to connect people to the places they need to go. Every person traveling by public transit begins and ends each trip with walking, which for the purposes of this plan includes the use of wheelchairs and other mobility aids. Bicycles and electric-powered micro-mobility devices, such as e-bikes and e-scooters, can serve the same role as walking and, generally speaking, may utilize the same facilities. However, walking and biking may also be primary modes of transportation, rather than being secondary to transit. So, through facilitating walking, biking, riding transit, or any combination of the three, the MCT Trails system is a logical extension of MCT's transportation mission.

Preparation of this Comprehensive Safety Action Plan (Safety Plan) was a task included in the scope of work for the Master Plan. As such, stakeholder coordination, community engagement activities, data gathering, analysis, and other work for this Safety Plan were conducted as part of the master planning process. It is important to note that MCT does not own or operate any roadways. Therefore, aside from trail crossings of streets and railroads, this Safety Plan is focused on the safety of trail facilities and their pedestrian and bicyclist users.

System Inventory

The MCT Trails system is a network almost entirely made up of Class I bike paths. This refers to paved, shared-use paths that are completely separated from roadways and dedicated to bicycle and/or pedestrian use. Currently, the system consists of 12 individual trails with 138 miles of trail, 120 of which are Class I bikeways. Only 18 miles of the system are unpaved.

Generally, the system radiates outward from Edwardsville, the Madison County Seat and most central municipality in the county. This is a reflection of the former railroad corridors that contain most of the MCT Trails network. Below is a description of the MCT Trails in alphabetical order.

- Bluff Trail: This is a 1.9-mile paved trail along Stadium Drive in Edwardsville that connects several SIUE athletic facilities.
- Confluence Trail: This is a paved trail running 19.2 miles along the east bank of the Mississippi, connecting Alton in the north to Venice near the southern Madison County line.
- Goshen Trail: This paved trail extends southward 19.2 miles from Roxana through Edwardsville, Glen Carbon, Maryville, and Troy, connecting to O'Fallon in St. Clair County.

- Monarch Valley Trail: This incomplete 0.8-mile paved trail serves north-central Edwardsville. When completed, it will connect the Nickel Plate Trail to the Nature Trail.
- Nature Trail: This trail is paved and extends 13.3 miles southwest from IL Route 159 in Edwardsville, passing north of Horseshoe Lake State Park, and into Granite City at Wilson Park.
- Nickel Plate Trail: This is the longest trail in the MCT Trails system at 28.7 miles. The trail runs northeast from the Nature Trail near Pontoon Beach, through Glen Carbon and Edwardsville, continuing to New Douglas. About 18.2 miles are unpaved south of New Douglas.
- Quercus Grove Trail: This trail runs north and east from the Nickel Plate Trail near Schwarz Drive in Edwardsville, through Hamel and Worden, to Staunton in southern Macoupin County. The 17.2-mile trail is discontinuous, requiring trail users to navigate several short on-street and unpaved segments.
- Riverbend Trail: This trail extends north from the Confluence Trail near IL Route 143 in East Alton to the Eastgate Plaza Shopping Center on IL Route 3.
- Ronald J. Foster Heritage Trail: This 12.2-mile paved trail extends from Citizen Park in Glen Carbon east to Heritage Park in Marine.
- Schoolhouse Trail: This paved trail runs east from the community of Madison through Horseshoe Lake State Park, extending 15.3 miles east to the Goshen Trail between Maryville and Troy.
- Silver Creek Trail: This is a 1.4-mile paved trail that runs along the north side of US Highway 40 between the I-55 interchange and Troy city limits.
- Watershed Trail: This 1.3-mile paved trail is found within Edwardsville. It connects the Goshen Trail near the Watershed Nature Center to the Madison County Administration Building on N. 2nd Street.

Many of these trails are connected to form loops. The MCT Trails website touts 7 loops, ranging from 10 to 31 miles in length. The loops return trail users to their starting point without backtracking, making them particularly popular among bicyclists and long-distance runners.

In the existing MCT Trails system there are 238 locations where the trail crosses a roadway and 13 locations where a railroad is crossed. Of these crossings, 169 are at-grade (5 railroad, 164 roadway). This means the trail and roadway/railroad cross each other at the same level, requiring trail traffic to cross through the traffic carried by the intersecting facility. The remaining 82 crossings are grade separated, meaning that a bridge or tunnel is provided to separate trail traffic from the roadway or rail traffic. Of the grade separated crossings, MCT Trails owns and operates 4 bridges and 22 tunnels. The remainder belong to a separate entity, such as the Illinois Department of Transportation, a municipality, or a railroad.

There are many safety and comfort amenities provided on the MCT Trails. For example, restrooms and water fountains are found along some trails, primarily in urban locations. Information kiosks display trail maps and rules in 72 locations across the system. The system inventory also includes 41 parking lots to accommodate users who do not have convenient trail access from their residence.

Trail conditions and maintenance were discussed during community engagement efforts. A recent survey of trail users had over 1,000 respondents. Half of them reported weekly trail usage and more than 35% reported daily use of the MCT Trails. So, the results are a reliable indicator of opinion regarding the MCT Trails. In this survey, trail maintenance was rated good or very good by over 90% of respondents, with less than 2% rating maintenance as poor or very poor. The engagement events were also attended by many experienced trail users who offered great insight into trail conditions. In general, event attendees expressed agreement with the survey results showing high satisfaction with trail maintenance and overall conditions.

SAFETY PARTNERS & STAKEHOLDERS

Stakeholders who engaged in this planning process included:

- ACT staff and technical experts
- MCT Trustees & ACT Directors
- Experienced MCT Trails system pedestrians and bicyclists
- General public, primarily Madison Co. residents

As a countywide network that passes through numerous jurisdictions, the MCT Trails system has many partners in developing and maintaining safe trail facilities, ensuring the safety of trail users, and enforcing safety related rules and laws. These partners will need to be engaged in future efforts to identify specific programmatic, policy, and trail infrastructure needs.

The main partners for facility safety assessment, project development, and engineering/design are Illinois Department of Transportation (IDOT), Madison Co. Highway Department, and municipal public works/engineering departments. The main partners for safety program/policy initiatives and enforcement activities are local biking/walking advocacy organizations, Illinois State Police (ISP), Madison Co. Sherriff's Department, and municipal law enforcement agencies.

PLAN DEVELOPMENT PROCESS

As indicated, this Safety Plan was prepared as part of the planning process for the MCT Trails System Master Plan. Safety related work was a component of the overall Master Plan scope of work and the data gathering, assessment, and engagement activities conducted during that process. Safety specific engagement activities, results, and findings are outlined in this section. Trail system analysis and safety assessment content is found in the Data Analysis & Summary section of this Safety Plan.

Overview of Engagement Effort

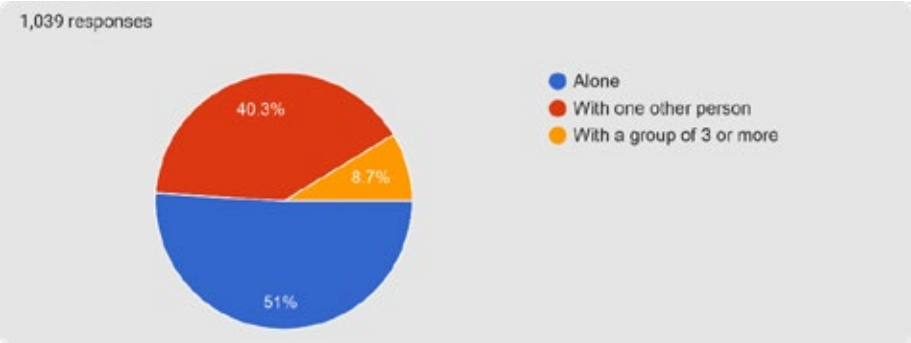
This Safety Plan was developed with substantial coordination between the HeartLands Conservancy project team and agency staff, various stakeholders, trail users, and the public-at-large. The input provided during the planning process supplemented the project team's extensive research and professional expertise to inform the drafting of the plan content and recommendations

In addition to the survey and events that are summarized in this chapter, the project team met four times with a Project Committee made up of key ACT staff members. These meetings were held throughout the planning process to assist with data/information needs, provide context from the agency's perspective, review draft work, and refine the draft work products.

Trail User Survey

ACT staff conducted an online trails survey to gauge public sentiment on the MCT Trails system and its use. The survey opened to responses on May 1, 2023 and ran through June 15, 2023, concluding with a total of 1,039 respondents. ACT exported a summary of results on June 23, which was provided to the HLC project team for analysis. The results for each question are found below, along with an explanation of how the responses helped the team understand relevant issues and opportunities that influence development of the MCT Trails Master Plan. The safety related survey questions and response results are summarized beginning below.

Q4: Typically, do you use the MCT Trails alone or with others?

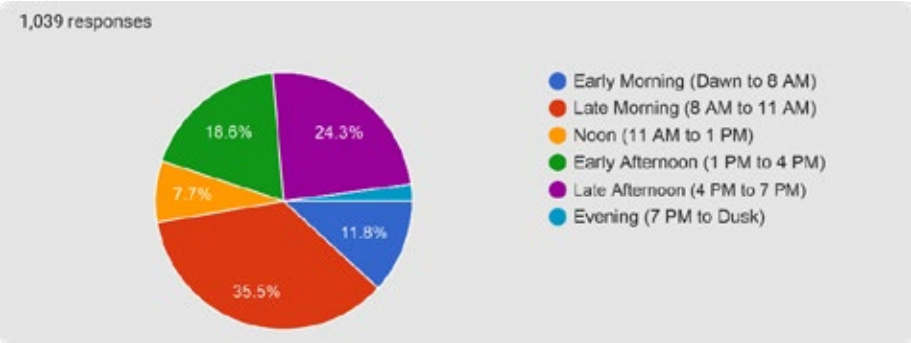


Lone trail users slightly outpaced group trail use respondents 51% to 49%. About 40.3% of respondents use the trails with one other person and 8.7% typically use the MCT Trails in groups of 3 or more.

These results indicate that about half of respondents use the trails (in part) for social interactions and that group participation in trail use activities is important to many individuals who strive for a healthy, active lifestyle.

This also indicates that half of users feel safe using the trail alone.

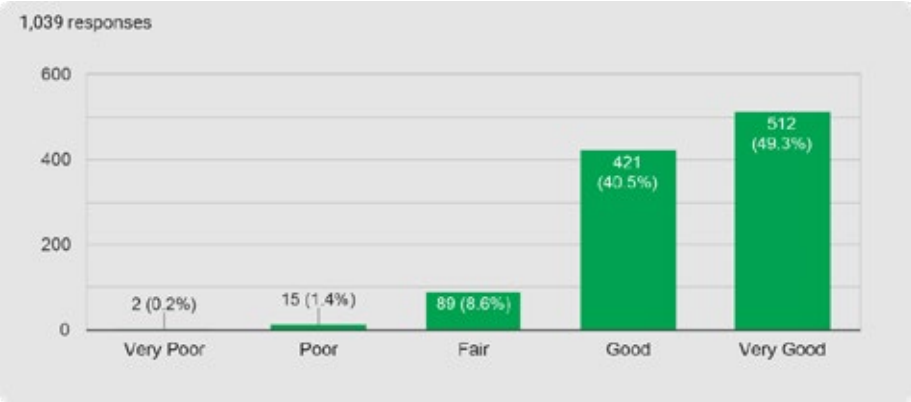
Q9: Generally, what time of day do you begin using the MCT Trails?



The most popular time of day for trail use is late morning, which was the choice of 35.5% of respondents. This is followed by late afternoon with over 24% of responses. About 14% use the trails in the evening (11.8%) or early morning (2.1%).

Combined, about 36% of respondents are early morning or late afternoon trail users that could be impacted by AM or PM peak hour traffic (daily rush hours). This may specifically impact the planning and design of at-grade roadway intersections/crossings and on-road trail segments. Roughly 14% of respondents are early morning or evening trail users. These users may be impacted by low ambient light levels, particularly during late autumn through early spring. These trail users may benefit from enhanced trail lighting, particularly along trail segments in undeveloped or low-population areas.

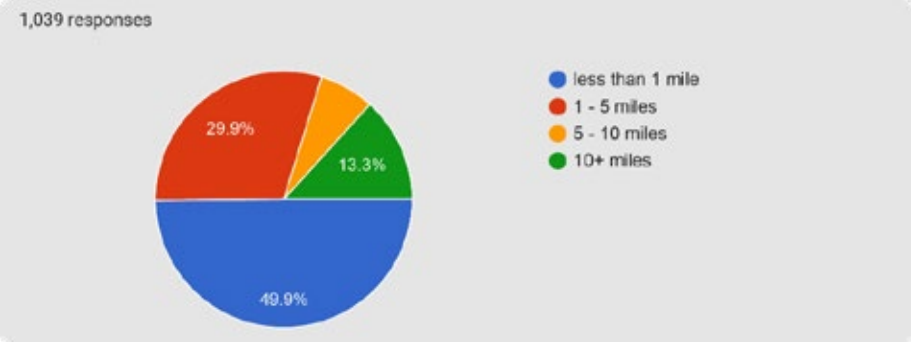
Q13: How would you rate the maintenance of the MCT Trails?



Almost 90% of all respondents rated MCT Trail maintenance as very good (49.3%) or good (40.5%). Conversely, less than 2% rated trail maintenance as poor or very poor. The remaining 8.6% rated maintenance as fair.

By and large, the experienced MCT Trail users who were respondents have a positive impression of MCT Trail maintenance. This indicates that MCT, as an agency, has met or exceeded the maintenance expectations of their trail users. It also shows that MCT leadership has allocated sufficient funding to adequately maintain the quality of trail facilities as the system has grown. Given the small number of negative responses, they likely reflect site-specific conditions observed along a familiar trail, rather than generalized system-level commentary.

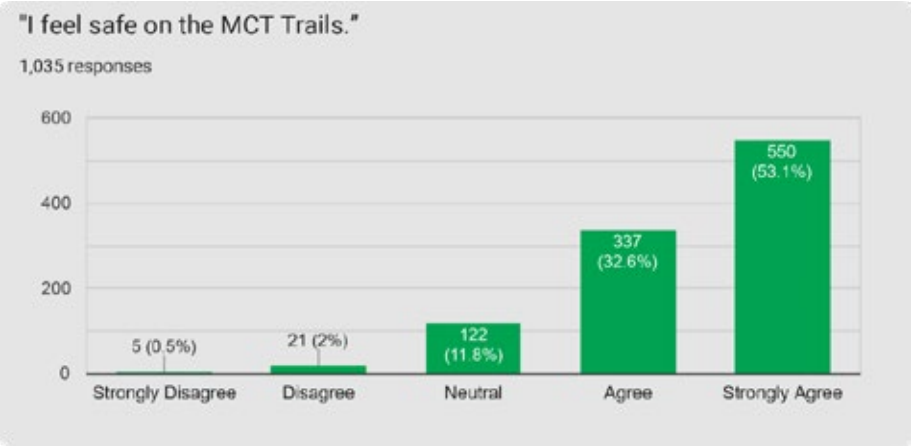
Q15: How far do you travel to reach an MCT Trails access point?



About 50% of respondents reported living within 1 mile of an MCT Trails access point, with almost 30% living 1-5 miles from one. The remainder 20.2% live 5 or more miles from an access point, of which 13.3% live over 10 miles away.

Two primary observations can be drawn from these results. First, the MCT Trails system has very good coverage within Madison Co., particularly within the more populated communities. Access points are located such that many users can avoid a car trip to start their walk, run, or ride. Second, the MCT Trails system draws a fair number of users from outside Madison Co. who are willing to travel at least 10 miles to an access point. With this in mind, it would be useful to determine the top access points for non-resident trail users. This would help identify the highest priority locations for future parking lots.

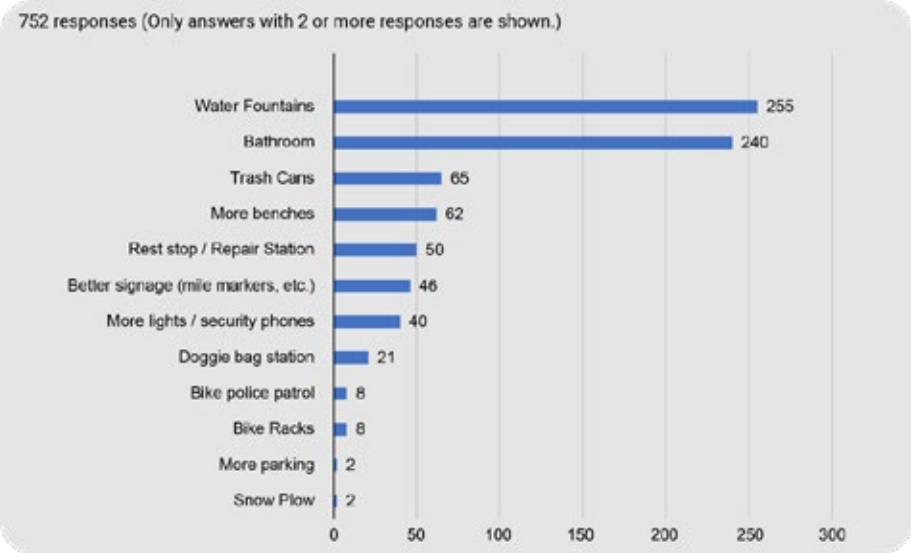
Q17: Indicate below your level of agreement/disagreement with the following statement:



When asked level of agreement with the statement "I feel safe on the MCT Trails," an 85.7% majority of respondents agreed (32.6%) or strongly agreed (53.1%). Only 2.5% of respondents disagreed or strongly disagreed, with another 11.8% selecting neutral.

The results convey a general sense of safety when using the trail, but do not reveal the trail system attributes that influence a user's perceptions regarding safety. These perceptions are probably based on a combination of characteristics: facility design, intersections/road crossings, locations, surrounding conditions, and provision of amenities. Future surveys should attempt to identify the factors or attributes that most influence a trail user's sense of safety.

Q19: What amenities would improve your MCT Trails experience?



Responses to this question were written-in instead of being selected from a pre-determined list. All answers with 2 or more responses are shown above. Comfort and safety amenities were the most requested types of amenities, with water fountains (255) and bathrooms (240) being the top responses by far.

There is no doubt that these types of amenities significantly influence how a trail user perceives their trail use experiences. There are a few practical considerations, however, that must factor into any decision on the provision of comfort and safety amenities. Water fountains and bathrooms must be connected to water and sanitary sewer systems, which are most likely to be found in a municipal setting. Lighting and

security phones may need to be hard wired to electrical and telecommunication utilities, if neither suitable equipment nor sufficient access to solar radiation or wireless signal is available. These factors will affect the number and location of such amenities.

Maintenance funding and capacity also must be considered. Bathrooms must be cleaned. Trash cans and doggie bag stations must be emptied. Furthermore, there is insufficient commuter/transportation use of the system to justify snow plowing the trails. These factors affect staffing and funding levels.

There are jurisdictional concerns with police patrolling of the MCT Trails. MCT is not a law enforcement agency. This would have to be done in close coordination with municipal police departments and the Madison Co. Sheriff's Office, which would need to fund and staff such policing activities.

Engagement Events Summary

Overview

A crucial step in the planning process is community engagement. The outcomes of the public participation, along with data analysis, established the foundation for MCT Trails Master Plan.

Primary challenges and opportunities identified during the community engagement and analysis process include:

- Enhance connectivity between trail-to-trail and trail-to-neighborhood connections to connect pedestrians, bicyclists, and mobility to MCT Trails.
- Support barriers that are located on State highways that link to the wider system
- Boost trail upkeep and maintenance following inclement weather
- Maintain invasive plant life near trails
- Utilize bike and pedestrian facilities to connect MCT Trails to destinations

Public Input

A range of perspectives were gathered from resident populations in Madison County, Illinois between May and December of 2023. In meeting with community engagement participants, the thoughts, resource needs, and priorities of a diverse group of individuals were captured for inclusion into the Master Plan. Public input took place throughout the county at venues where community members had associations including the Liberty Bank Amphitheater in Alton, Land of Goshen Community Market in downtown Edwardsville, and the Metro East Park and Recreation District Office in Collinsville.

The 2023 Bike & Hike to Breakfast event was held on May 20, 2023. The event gathered 588 attendees. The 2023 Mississippi Earth Tone Festival event was held on September 16, 2023. The event was sponsored by Main Street Alton, Sierra Club Illinois Chapter, and Jacoby Arts Center. The Community Workshop was held on December 16, 2023. Due to unpleasant weather conditions, there were no attendees or input received during the community workshop.

Input was gathered during the 2023 Mississippi Earth Tone Festival and Bike & Hike to Breakfast event. A Visual Preference Survey invited participants to vote on their preference for the features and amenities they would like to see on MCT Trails by placing stickers and comments next to images of specific type of features. Attendees were asked to describe a vision of MCT Trails and identify key issues. In addition, participants were offered to provide feedback on existing MCT Trails or propose their ideas for new routes on a series of maps. Ideas included any route extensions or improvements they desire.

Public Input Outcomes

The following is a summary of the 2 community engagement events held between May 20, 2023 and September 16, 2023. Specific details on responses from participants is included in the Appendix B. Many participants expressed their appreciation and recognized the trail for its great network. Several attendees shared that they moved to the area for the trail system.

Participants were asked “what would you like to have access to on MCT Trails?” It is particularly noted that the top five most popular options are arts on the trails, trail amenities (water stations, air pumps, bike racks, etc.), trail oriented development, trees placed for shade on rural trails, and trail supportive businesses. Nearly 100 participants voted for art on the trails. Residents recommended to include street art on underpasses and to beautify the manmade structures that exist. Many residents supported trail amenities including restrooms, restroom signage, water stations, trash cans, and benches. There was a high concern for a lack of restrooms and trashcans for pets. Trail-oriented development received a significant number of votes. Participants recommended to add bike lanes to connect the trails. Many comments indicated a desire for trees place for shade on rural trails. There were a few comments about the heat and indicated a desire to have a place for shade. Overall, there were a significant number of residents that would like to see trail supportive businesses along the trails. Various residents shared recommendations to keep the trails open 24 hours, offer a bike rental program, designate an area to park bikes, integrate mountain bike trails, and add paved rural trails.

Common themes emerged from participants during community engagement events when they were asked to describe their vision for MCT Trails. Participants showed interest in connectivity, walkability, accessibility, and wild life. There was a general consistency on the participant’s challenges and opportunities for MCT Trails. Many participants indicated a higher level of concern over safety, funding resources, and conservation. Residents recommended a safety button, “in-stream” whitewater feature, invasive plan remediation, and safe bike and pedestrian facilities. In the future, residents would like to see more and improved connections to MCT Trails.

Challenges

- Perception of Safety
- Lack of accessibility features to trails from nearby neighborhoods
- Safety and accessibility concerns along state routes.
- Lack of trail-to-trail connections
- Lack of trail-to-neighborhood connections
- Control invasive species along the trail
- Not enough shade in some areas
- Making enough loops of trails
- Funding for everything, all at once
- On-going maintenance
- Escalating costs
- Vandalism
- Connecting to every rooftop
- Utility availability
- Running out of rail-to-trail opportunities
- Municipal community partners are often underfunded
- Topography of the region
- Railroad crossings
- Wide highways
- Enforcement of trail rules and speed limits
- Future maintenance needs on proposed amenities
- Pollinators VS “Bugs”
- Bentonville: Mountain Bike Trails, Art, Greenways
- Where to get on trails
- Ameren/Closing Trails (Winter)
- Erosion

Opportunities

- Support barriers on State routes connecting to the larger system
- Support workout and water stations
- Connect to municipal greenways, parks, trails, and water access.
- Trail oriented development
- Expand partnering with other agencies
- Expand biking as transportation and education programs
- Improve trail maps on mobile devices
- Connect trails to more transit-dependent populations
- Strive to serve a diverse population of trail users (age, race, income, etc.)
- Evolve policies with technology and long-lasting trends
- Explore e-bike policy & expanded use
- Expand youth & school programs to promote life-long trail users
- Explore additional trail amenities: bike parking, water stations, air pumps, bathrooms (etc.)
- Explore additional trail amenities for pedestrians, resting, and gathering
- Empower community connections
- Grow visibility of grant program
- Workout stations
- Confluence Trail-Alton, Wood River, Marine, Highland
- More water stations
- More signage
- Conservation
- Trees
- Bike Tourism
- Connecting Trails/downtown
- Erosion control

VISION, GOALS, & OBJECTIVES

Vision Statement

A well-crafted vision statement sets the tone for any planning initiative and guides the overall direction of plan development. It is simply a brief description of the ideal future state of the community or infrastructure being planned. In other words, it is the outcome that is hoped for after the plan is implemented – everything to be achieved. The vision statement of the MCT Trails System Master Plan and this Safety Plan is:

"The MCT Trails system is a safe, accessible, and unique network of Class I bikeways that connects Madison County residents and visitors of all ages and abilities to employment, education, shopping, recreation, transit, and other destinations."

Safety Goals & Objectives

Achieving the desired outcomes of a vision statement requires significant work, time, and resources. Goals are written to break down the efforts and investments into smaller, more achievable components. They are categories of action that help move the organization closer to the envisioned future. Objectives define the elements of each goal to provide direction toward achieving the goals. They clarify the intent and purpose of each goal, breaking them down into more actionable divisions that allow the organization to focus on and address critical issues.

The goals and objectives of the Master Plan that are related to safety, and therefore constitute the goals and objectives of this Safety Plan are outlined below with objectives listed under the goal they support. Strategies that help implement the objectives are included in the Projects & Strategies section.

Safety Goal #1

Offer programs that enhance the experience of using the MCT Trails and attract new trail users.

Safety Objective 1.1.
Enhance safety through education and training for trail users.

Safety Goal #2

Establish policies that support the development, maintenance, and operation of a safe, accessible, and unique trail system.

Safety Objective 2.1.
Elevate safety as an organizational priority.

Safety Objective 2.2.
Establish policies for the accommodation and acceptable use of electric-powered micro-mobility devices, such as e-bikes and e-scooters on the MCT Trails.

Safety Goal #3

Prioritize capital investments that are cost-effective, expand access to disadvantaged areas and populations, improve safety, and enhance the experience of using the MCT Trails.

Safety Objective 3.1.
Provide safe options for crossing streets and highways in appropriate locations, particularly in the vicinity of crash hotspots and high-traffic roadways.

Safety Objective 3.2.
Beautify, expand access, and add comfort and safety amenities to the MCT Trails system.

Safety Objective 3.3.
Continue being good stewards of the MCT Trails system by allocating sufficient funding to maintain and repair the trail system as it grows.

Safety Goal #5

Cultivate mutually beneficial organizational relationships that can be leveraged to support the vision of the MCT Trails.

Safety Objective 5.1.
Leverage relationships with law enforcement agencies to enhance the safety of trail users.

DATA ANALYSIS & SUMMARY

Crash Data

Madison Co. crash data were obtained from IDOT for the years 2016-2020 and analyzed relative to bicycle and pedestrian safety. Most of the MCT Trails are rail-to-trail shared use paths. This generally limits the location of pedestrian and bicycle crashes to at-grade road and railroad crossings, and system gaps that require bicyclists to ride on-street between established trail segments.

Despite the lack of available information on verifiable crashes involving users of the MCT Trails, there are ample reasons to discuss and address this important safety concern. The first and foremost justification is the severity of crashes. Nearly all crashes involving a pedestrian or bicyclist result in injury or death. The Bicycle & Pedestrian Crash Summary Table below shows these crashes for Madison County in the years 2016-2020, while the Bicycle & Pedestrian Crash Map on the next page shows their locations. Of the 309 such crashes reported for the analysis period, 302 (98%) resulted in injury or death, with 22 being fatal. Almost 43% of all pedestrian and bicycle crashes were attributed to intersection related causes, but over 52% of bicycle crashes (58 out of 111) were intersection related.

Bicycle & Pedestrian Crash Summary Table

	Pedestrian		Bicycle		Totals	
	#	%	#	%	#	%
Total Crashes	198	-	111	-	309	-
CRASH SEVERITY	-	-	-	-	-	-
Fatal	19	9.6%	3	2.7%	22	7.1%
Injury	177	89.4%	103	92.8%	280	90.6%
Property Damage Only	2	1.0%	5	4.5%	7	2.3%
Total Fatalities	19	-	3	-	22	-
Total Injuries*	186	-	104	-	290	-
CRASH CAUSE	-	-	-	-	-	-
Intersection Related	74	37.4%	58	52.3%	132	42.7%
Vision Obscured	14	7.1%	7	6.3%	21	6.8%
Failing to Yield Right of Way	45	22.7%	32	28.8%	77	24.9%
Other	65	32.8%	14	12.6%	79	25.6%

Source: Illinois Department of Transportation (IDOT), Madison County Crash Data 2016-2020

* Some reported crashes involved multiple injuries.

System Needs

By and large, the MCT Trails system is highly regarded among the many walkers, runners, and bicyclist who frequent the MCT Trails. The broad extent and good condition of the system is particularly appreciated. However, many stakeholders have noted specific locations in need of trail maintenance and safety improvements. Specific needs identified through engagement activities include intersection/crossing safety improvements (further addressed in the Safety Assessment), sustaining good trail conditions, reducing vandalism, specific desired trail extensions, trail-to-trail connection preferences, and closing gaps in system coverage. This assessment agrees with and supports the community-identified system, facilities, amenities, and safety needs for the MCT Trails.

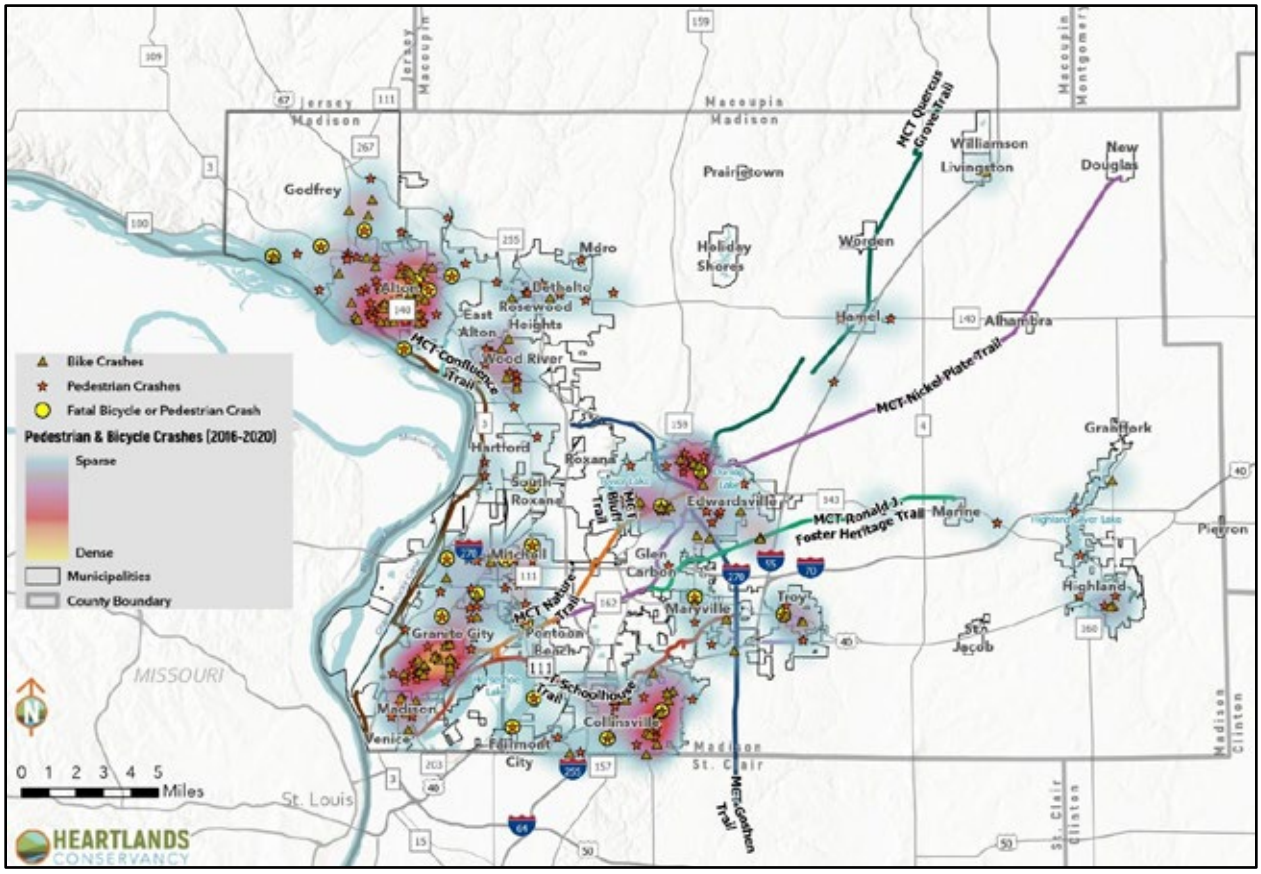
Safety Assessment

Motor Vehicle Conflicts

As with most trail networks, the preeminent safety concern for the MCT Trails system is the potential for conflicts and crashes with motor vehicles. It is hard to determine the extent to which motor vehicle conflicts impact MCT Trail users, mainly because the available data are derived from the standardized accident reports from the Illinois State Police and local law enforcement agencies.

These reports are intended to gather information on motor vehicle crashes occurring on public roads and highways. As such, they identify pedestrians and bicyclists as the objects of a collision that occurred on the public road or highway. Little information is reported about the pedestrian or bicyclist, beyond crash severity (i.e. injury or fatality) and the name of the road or highway on which the impact occurred. The reports do not indicate if the impacted pedestrian/bicyclist was using an intersecting trail or bikeway at the time of collision. While multiple users of the MCT Trails have undoubtedly been struck by a motor vehicle, only one such crash has been positively identified. That was a fatal crash involving a bicyclist using the MCT Schoolhouse Trail who was struck and killed while crossing IL-111.

Bicycle & Pedestrian Crash Map



Another important reason for addressing crashes is illustrated in the above map, which includes a heat map of pedestrian and bicycle crash density. Crash density generally corresponds with population density. So, the hotspots are seen in and around municipalities.

Crime and Personal Safety Concerns

Several concerns related to crime and personal safety, or at least perceived crime and safety, were raised during community engagement activities.

MCT Trails does not have a police department or safety patrol to deter crime, enforce trail safety rules, or report potentially unsafe trail conditions. The MCT Trails website (mcttrails.org) encourages trail users to be their “eyes and ears when [they] cannot be everywhere at once” by reporting trail maintenance concerns or obstructions, vandalism, and suspicious behavior.

Incidents of vandalism and graffiti can be repaired by MCT Trails when reported. However, there is little the agency can do about in-progress criminal activity, health emergencies, or injuries. So, users are advised to call 911 in the event of emergency. Such calls are routed to the local law enforcement agency or emergency service provider having jurisdiction, based on the caller’s location on the trail and type of incident. MCT Trails would be aware of such an incident only if notified by the emergency response agency.

There is also little that MCT Trails can do to enforce trail rule violations reported by trail users. In most cases, the only recourse and enforcement of trail safety rules would be for agency personnel to witness a rules violation and intervene while it is ongoing.

Some commenters view the lack of systemwide trail lighting as a safety concern. The lack of visibility at night makes it difficult to see potential obstacles and makes users more vulnerable to crime. These concerns are somewhat diminished by the fact that the MCT Trails are closed from dusk to dawn and there should not be any nighttime trail users. However, the hours of operation are subject to change. Should that happen in the future, lighting standards may need to be reconsidered.

Many stretches of trail in the MCT Trails system are rural and isolated. These remote trail segments tend to have fewer comfort amenities, with some even lacking hard pavement. If provided, most amenities are found in urban areas where trail traffic is highest. The safety of users on isolated trail segments would benefit from additional shade trees that offer respite from heat, and benches to provide a resting spot during strenuous exercise. Other amenities that could enhance safety are water fountains and emergency call boxes, depending on the availability of applicable utility services.

Safety concerns have emerged in recent years with the rise in popularity of electric-powered micro-mobility devices, particularly e-bikes and e-scooters. While these devices have become vital mobility tools, they can be very fast, with some models capable of speeds approaching 60 mph. Not only are trails not designed for such speeds, pedestrians and traditional bicyclists cannot react quickly enough to make evasive maneuvers, if needed to avoid conflict with a fast-moving e-bike.

In Illinois, e-bikes are regulated by state law under 625 ILCS 5/11-1517. Essentially, e-bikes that comply with the provisions of the statute qualify as “low-speed electric bicycles” and are generally treated as pedal bicycles under state law. Local jurisdictions may establish rules for each of the classes that are consistent with this framework. E-bikes that do not comply with the regulation do not qualify as a low-speed electric bicycles.

Most agencies that post trail speed limits set theirs at either 15 or 20 mph. A 20-mph speed limit will accommodate the top speed of Class 1 and Class 2 e-bikes. The MCT Trails have a 15-mph speed limit systemwide. This provides a reasonable and safe maximum speed for the mix of pedestrians, traditional bicyclists, and micro-mobility device users.

To avoid this potential safety conflict, some trail-operating agencies restrict the use of Class 3 e-bikes, which have a top speed of 28 mph, or altogether prohibit electric-powered micro-mobility devices. MCT Trails allows the use of all low-speed e-bikes and other micro-mobility devices when operated within the rules established for pedal bicycles.

EMPHASIS AREAS & COUNTERMEASURES

Two high-crash corridors are evident in Madison County. One corresponds with the High Impact Investment Area and contains the two predominant hotspots, which are found in and around Alton and Granite City. This corridor contains a concentration of high-traffic road and rail crossings, significant heavy commercial traffic volumes, along with being some of the more populous Census tracts in Madison County. The other high-crash corridor corresponds with the central population corridor that includes Edwardsville, Glen Carbon, Maryville, Troy, and Collinsville. The MCT Trails in this corridor carry the highest volumes of trail traffic and cross numerous roads, highways, and railroads. These two corridors warrant special consideration in the provision of grade separated trail crossings and the design of at-grade trail intersections and crossings.

PROJECTS & STRATEGIES

Trail Project Recommendations

Specific facility recommendations are intended to address the identified system needs of the Safety Plan. Safety related project recommendations are listed below in no particular order. However, these projects are the highest priority locations for trail improvements.

Trail Projects

- Upgrade unpaved segments of the Nickel Plate Trail to hard paved surface.
- Replace on-street connecting segments of the Quercus Grove Trail with Class 1 bikeway connections.
- Grade separate the Schoolhouse Trail crossing of IL-111.
- Grade separate the Schoolhouse Trail crossing of Pleasant Ridge Road.

Other Safety Recommendations

The safety recommendations of the Master Plan are intended to address the greatest needs identified during the planning process. The order of listing does not indicate priority. Rather, specific projects recommended below are intended to help prioritize capital expenditures.

- **Develop criteria for prioritizing intersection safety improvements** to at-grade trail crossings of roadways and railroads, consistent with applicable national and state guidance and standards.
- **Target the High Impact Investment Area of the MCT Trails System Master Plan for the construction of grade separated trail crossings** that connect residents to their destinations. Mobility is severely hampered within the area by numerous at-grade crossings of rail corridors and roadways with high heavy commercial traffic volumes.
- **Pursue funding to construct the planned Schoolhouse Trail bridge** over IL Route 111. This is the location of the only known fatal crash involving an active user of the MCT Trails system and, as such, should be considered a high priority safety improvement.
- **Identify preferred trail intersection safety modifications** in coordination with IDOT and local jurisdictions. Options should include grade separation, intersection design configurations, and mid-block crossing treatments, where such can be safely implemented.
- **Prioritize funding to upgrade unpaved trail segments and eliminate on-street connector segments** from existing MCT Trails. This would bring the system closer to the full Class I status espoused by the vision statement and enhance safety on those trails.
- **Continue to fund maintenance at current ratios or greater** as the MCT Trails system expands. Such investments will sustain the current trail conditions, which are highly rated by trail users. Maintaining trails in good condition is critical to maximizing the safety of all trail users.

- **Study the feasibility of establishing a safety patrol** at the agency level, as suggested by public feedback. A safety patrol would offer a dedicated presence along the MCT Trails to assist trail users, enforce trail rules, report trail maintenance needs, and report crimes and vandalism. This would offer peace of mind and a sense of security for trail users.
- **Explore the possibility of offering funds for bicycle police units** in partnership with local law enforcement agencies. Perhaps a local police department or the Sheriff's Department would support a pilot program to explore such a partnership. This could be done in lieu of or supplemental to a safety patrol.
- **Consider the installation of emergency call boxes** in locations where they would enhance safety and deter crime. Placement may depend on the availability of utilities and wireless broadband.
- **Monitor and revise micro-mobility device policies** as technology evolves and the popularity of such devices grows, especially if there is an increase in reported safety conflicts.
- **Determine and implement a feasible means of speed enforcement** as the proportion of micro-mobility device users on the MCT Trails grows. An alternative may be to restrict or limit the use of Class 3 e-bikes if excessive speed becomes a safety concern.

Prioritized Safety Strategies

The safety strategies listed below are prioritized according to the recommended implementation timeframe. These represent actions that should be taken to address identified safety concerns for the MCT Trails system. Strategies are numbered in order below and do not determine the order of priority within each implementation timeframe. The implementation priorities are defined as follows:

The safety strategies are prioritized for implementation below according to the recommended implementation timeframe. The implementation priorities are defined as follows:

- **Continuous:** Implementation action may be underway or should be initiated as soon as practical. Once initiated, the action should be sustained.
- **Short Term:** Implementation action should be initiated within 1 year.
- **Mid Term:** Implementation action should be initiated in 1-5 years.
- **Long Term:** Implementation action should be initiated in 5-10 years.

Continuous Priority Strategies

Strategy 1. Continuously review safety data, constituent surveys, and public input against MCT programs to identify potential safety education needs that can be addressed with new programmatic solutions or changes to existing programs.

Strategy 2. Continuously train MCT employees on the current safety rules and best practices applicable to their functional roles.

Strategy 3. Prioritize capital investments that provide demonstrable transportation benefits.

Strategy 4. Update adopted rules, policies, and guidelines as needed to keep up with changing technologies, emerging trends, and consumer demand for electric-powered micro-mobility devices.

Strategy 5. Coordinate with the appropriate external agencies, such as IDOT, Madison County, and municipalities, on the precise location and design of all street and highway crossings.

Strategy 6. Continue funding maintenance/repairs at or near current budgetary proportions in order to sustain trail quality and condition as the system expands. Over 90% of trail users in a recent survey rated MCT Trail maintenance as good or very good. So, this is an appropriate target level-of-service that leaves some room for change (in either direction).

Strategy 7. Monitor trail conditions on an ongoing basis to identify and make needed repairs in a timely fashion, perhaps as part of a comprehensive asset management program.

Strategy 8. Continuously coordinate with external agency contacts on system planning, facility design standards, safety countermeasure preferences, trail alignments, engineering concerns, and other matters necessary to facilitate system expansion/connectivity needs.

Short Term Priority Strategies

Strategy 9. Prioritize street and highway crossings at intersection locations, with stop controlled and signalized intersections being preferred.

Strategy 10. Avoid mid-block road crossings where feasible. Prioritize trail alignments that utilize roadway intersections, designed in accordance with national guidance, which may include rerouting existing trails to intersections located within a reasonable distance. Where existing mid-block crossings are modified, provide a physical barrier to discourage cut-through bicycle and pedestrian traffic.

Strategy 11. Consider grade separated crossings in mid-block locations where a bridge, tunnel, or overpass is determined to be a feasible means of improving safety.

Strategy 12. Identify routes that connect to neighborhoods, disadvantaged communities and populations, and key travel destinations that lack safe options for alternative modes of travel, with special focus on projects within the High Impact Investment Area.

Strategy 13. Prepare a list of non-emergency law enforcement agency contacts and maintain an appropriate channel of communications with each law enforcement agency to coordinate on matters related to trail and traffic safety.

Mid Term Priority Strategies

Strategy 14. Develop educational materials and/or training on trail use rules, trail etiquette, proper street/intersection crossing, and safety best practices.

Strategy 15. Identify organizational partnership opportunities for delivering education and training on topics that enhance the safety of those using the MCT Trails.

Strategy 16. Conduct safety reviews on all proposed capital projects. Modify project scopes, designs, and amenities to maximize safety, as deemed feasible and cost-effective.

Strategy 17. Incentivize good safety practices by recognizing performance at the organizational and departmental/divisional levels.

Strategy 18. Prioritize Safe Routes to School and multi-modal transit/trail commuter connectivity.

Strategy 19. Develop and enforce appropriate trail use rules for electric-powered micro-mobility devices in compliance with state law regarding low-speed electric bicycles.

Strategy 20. Ensure that standards for facility design and trail amenities adequately account for any use of electric-powered micro-mobility devices that are allowed on the MCT Trails. This should include potential countermeasures that maximize the safety of all trail users, maintain adequate trail system operations, and minimize interference with other users' enjoyment of the trails.

Strategy 21. Ensure that implemented policies regarding electric-powered micro-mobility devices adequately consider and account for the needs of all disabled trail users and their mobility devices in compliance with applicable guidance and laws.

Strategy 22. Prioritize Safe Routes to School and multi-modal transit/trail commuter connectivity to encourage unserved areas to consider participation in the Transit District.

Strategy 23. For mid-block crossings, develop criteria for determining the optimal crossing location and preferred facility type, based on national guidance, site conditions, benefit-cost ratio, available funding, and other relevant factors.

Strategy 24. Provide mobile device app functionality for trail users that complements current online system mapping and offers features such as navigation, GPS-based reporting of issues/incidents, and push notifications.

Strategy 253. Explore the possibility of establishing a bicycle safety patrol program in areas with high trail traffic volumes, perhaps in conjunction with local law enforcement agencies.

Long Term Priority Strategies

Strategy 26. Offer pedestrian and/or bicyclist safety training.

Strategy 27. Offer bike helmet fittings that also train participants on the proper fitting, wearing, and use of bicycle helmets.

Strategy 28. Install safety amenities, such as security phones and trail lighting, where feasible. Location standards may need to account for access to electric and telephone utilities, unless reliable solar powered and wireless communication options are available. Where provided, trail lighting installations should be designed to minimize light pollution, particularly in isolated rural locations.

Strategy 29. Partner with law enforcement agencies on providing bicycle and pedestrian safety training classes.

Strategy 30. Offer training on bicycle maintenance to help riders keep their bicycles in safe operating condition and minimize mechanical issues that could cause injury.

IMPLEMENTATION & EVALUATION

Strategy Implementation & Evaluation

The 30 safety strategies described in this Safety Plan should be implemented in order of priority implementation timeframe, as provided in the previous section. Implementation and evaluation of these strategies will be dependent upon identifying which individuals or organizations are responsible for carrying out the actions, and upon the development of specific measures to evaluate their effectiveness. Ample funding must be budgeted toward implementation of these strategies in each annual operating budget.

Project Implementation & Evaluation

Project implementation will occur as projects are developed, designed, and programmed into the MCT Trails Capital Plan. The Capital Plan should be updated periodically as projects are completed and new safety projects are identified. It will be difficult to evaluate project effectiveness because, as discussed in the Data Analysis & Summary section there is no means of identifying crashes that involve MCT Trails users. However, tracking the number of safety improvement projects that are funded, designed, constructed, and ultimately used is a simple way to evaluate implementation progress. Should an effective method of identifying MCT trail user safety incidents be identified, it should be implemented and used to evaluate facility and user safety within the MCT Trails system.

APPENDIX C

Benefit Cost Analysis

Technical Memo in Support of an Application to USDOT RAISE Grant Program for Schoolhouse Trail over IL-111 Grade Separation Project

MCT Schoolhouse Trail over IL-111

Benefit-Cost Analysis Technical Memo

Prepared for Madison County Transit
By HeartLands Conservancy
February 16, 2024

BCA Technical Memo: Schoolhouse Trail over IL-111

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BCA Technical Memo: Schoolhouse Trail over IL-111

Executive Summary

This benefit-cost analysis (BCA) was conducted on behalf of Madison County Transit (MCT) as a requirement for an application to the U.S. Department of Transportation (USDOT) FY 2024 RAISE discretionary grant program. MCT is seeking funds for the proposed grade-separation of the Schoolhouse Trail crossing of IL-111, part of the MCT Trails system.

This analysis was done according to the methodology and parameters provided in current USDOT guidance. The recently updated USDOT Benefit-Cost Analysis Spreadsheet Template was utilized to conduct the analysis.

This memo describes the data, methods, and assumptions used in calculating project benefits, costs, and BCA results. The calculated benefits would be accrued upon the estimated 2026 project completion and continue through the 20-year operational period in 2045. Exhibit 1 below is a summary table of the project description, benefits, and costs.

Table 1: Project Summary Table

Project Description	Construct a bicycle/pedestrian bridge on the Schoolhouse Trail to replace the at-grade crossing of IL-111 on the south leg of the Horseshoe Lake Rd. intersection.
Project Benefits	Reduced costs to maintain a new facility.
	Improved safety for pedestrians, bicyclists, and highway traffic.
	Travel time savings for bicycle and pedestrian commuters.
	Enhanced facility quality and travel comfort experienced by users of the new amenities.
	Health benefits of active transportation realized by new users of the Schoolhouse Trail.
Project Costs	Construction includes installation of a pre-engineered pedestrian bridge and 10-foot wide asphalt connecting trail segments, remediation of replaced trail segments, along with necessary excavation, drainage, landscaping, lighting, and other improvements.

Methods & Assumptions

This BCA was done according to the USDOT Benefit-Cost Analysis Guidance for Discretionary Grant Programs (December 2023) and utilized the USDOT Benefit-Cost Analysis Spreadsheet Template, Model Date 1/4/2024. An unlocked copy of the Microsoft Excel file was submitted per program grant application requirements.

The USDOT-prepared model was used in its original form with no modifications. Therefore, costs and benefit values were discounted to FY 2022 dollars as a function of the model at the 3.1% discount rate recommended per the BCA guidance. This analysis uses the 20-year operational period indicated for projects that address operating deficiencies of an existing facility. Based on this service life and a 1-year construction period in FY 2025, the analysis period runs from the estimated project opening in 2026 through 2045.

The spreadsheet model includes all original worksheet tabs, although some were not used and remain blank per instructions. Benefit values were calculated using the recommendations of Appendix A in the USDOT BCA Guidance and copied in the “Parameter Values” tab of the model. User-provided data and calculations are found in the furnished applicant workspace found on each tab of the model. Source citations, methodology notes, and other comments are also provided in this workspace to aid in reviewing the analysis. Much of the project-specific information is sourced from a project engineering study, preliminary cost estimate, trail traffic counts, and other information furnished by MCT. Localized traffic safety and crash data for Madison County were obtained from various Illinois Department of Transportation (IDOT) resources.

Project Description & Need

Figure 1 shows the project location on the MCT Schoolhouse Trail at the intersection of Horseshoe Lake Rd. and IL-111. This is a wide highway section with four through-lanes, dedicated turning lanes, and a paved center median. The Schoolhouse Trail runs east-west connecting Madison, Granite City, Pontoon Beach, Collinsville, Maryville, and Troy along a 15.5-mile former railroad corridor. The Schoolhouse Trail provides access to numerous employers and destinations in these cities and key connections to other facilities in the MCT Trails system, making it an important bicycle commuter route that is also popular among recreational riders.

Figure 1: Project Location Map

In order to safely cross IL-111, the existing Schoolhouse Trail veers north from the established alignment approaching IL-111 from the east and hugs the highway as a sidepath for about 795 feet (0.15 miles) to the signalized intersection at Horseshoe Lake Rd. The trail then crosses over the south leg of the intersection by way of a push button actuated crossing signal,

continuing west along Horseshoe Lake Rd. almost 840 feet where it re-connects to the corridor alignment. The total travel distance of the detour route is approximately 1,635 feet.

The proposed pedestrian bridge would cross over IL-111 essentially on-alignment, cutting the straight-line travel distance between the two connecting points to about 1,340 feet. The total project length is 2,450 feet, ample distance to reach the required vertical clearance height of 17 feet 3 inches at a safe approach grade and tie back into the existing trail at each end. The net reduction in travel distance is about 295 feet.

The project is viewed as a high-priority safety improvement, as this intersection is the site of a 2012 crash that killed a Schoolhouse Trail bicyclist - the only documented traffic fatality involving an active user of the MCT Trails. The proposed project is needed to eliminate the at-grade conflict point between trail and highway traffic, which will enhance the safety of this regional bicycle commuter route.

Project Costs

Construction includes installation of a pre-engineered pedestrian bridge and 10-foot wide asphalt connecting trail segments, removal/remediation of replaced trail segments, along with excavation, fill, grading, drainage, landscaping, lighting, signage, pavement markings, and other improvements. Construction costs were recently updated by MCT and estimated at $7,318,000 in 2024 dollars. Utilizing an estimated inflation rate of 5% per year results in estimated year of expenditure capital costs of $6,321,564 in 2022 dollars.

Breakdown of Estimated Costs

Construction	$6,098,300
Mobilization (~ 5%)	$304,900
Miscellaneous (~ 5%)	$304,900
Contingency (~ 10%)	$609,900
Total in 2024 Dollars	$7,318,000
Adjusted to 2022 Dollars (5% inflation)	$6,321,000

Project Benefits

This section summarizes the data and methods used to quantify the project benefits and calculate their estimated value. The analysis quantified five primary benefits of the proposed Schoolhouse Trail pedestrian bridge:

- Reduced costs to maintain a new facility.
- Improved safety for pedestrians, bicyclists, and highway traffic.
- Enhanced facility quality and travel comfort experienced by users of the new amenities.
- Travel time savings for bicycle and pedestrian commuters.
- Health benefits of active transportation realized by new users of the Schoolhouse Trail.

Maintenance Savings

Per MCT, the average annual cost to maintain the MCT Trails system is approximately $10,000 per mile of trail. Because this is an annual average amount, there was no conversion to 2022 dollars. No Build maintenance costs were calculated at $3,097 per year based on the existing travel distance of 1,635 feet or 0.31 miles. Build maintenance costs were calculated at $2,538 per year based on the post-construction travel distance of 1,340 feet or 0.25 miles. To account for the reduced maintenance needs of a new facility, maintenance costs are assumed at 20% of the average annual amount for year one operations in 2026, escalating 20% per year through 2030. Annual savings are the difference between No Build and Build maintenance costs during each year of operation. Undiscounted maintenance savings for the 20-year operational period are valued at $16,250, while total discounted savings are valued at $11,874.

Safety Benefits

A multi-step process was used to calculate project safety benefits. Madison County crash data were obtained from IDOT for the 5-year period of 2016 – 2020. Annualized bicycle and pedestrian crash rates per centerline mile were calculated for rural local roads, rural US/state highways, urban local roads, and urban US/state highways, then applied to the length of each roadway adjacent to the trail segments. Annual No Build safety costs were then estimated in 2022 dollars based on the average crash costs by severity (property damage only; injury; fatality) found in the BCA guidance.

There are no safety costs associated with the Build scenario because the proposed project would eliminate all crossing conflicts between trail users and motor vehicle traffic. So, the annual safety benefits are equal to the annual No Build safety costs of $56,697. Table 2 is a breakdown of the estimated annual No Build crash costs. Undiscounted safety benefits for the 20-year operational period are valued at $1,133,948, while total discounted benefits are valued at $762,623.

Table 2: Annual No Build Crash Cost Estimates (2022 dollars)

Project Segment	Crash Severity			Totals
	Prop. Damage	Injury	Fatal	
IL-111	$6.65	$9,146.89	$32,198.21	$41,351.75
Horseshoe Lake Rd	$2.47	$3,394.42	$11,948.78	$15,345.67
Totals	$9.12	$12,541.31	$44,146.99	$56,697.42

Travel Time Savings

Multiple steps were also required to calculate the benefits realized from travel time savings. The “User Volumes” tab of the model was used to estimate trail traffic volumes through the analysis period based on the most recent MCT trail counts from 2022. Volume estimates utilized annual growth rates of 2% for bicycle traffic and 1% for pedestrian traffic, per historic growth adjusted for project area land uses and the regional function of the Schoolhouse Trail. Induced trips for the Build scenario were calculated at 12% growth for bicycle traffic and 3% for pedestrians based on observed volumes following the grade separation of the nearby Schoolhouse Trail crossing of IL-157.

The No Build and Build travel distances were multiplied by the applicable bicycle and pedestrian travel speeds found in the BCA guidance to determine average travel time per user, and travel costs per user calculated by applying the recommended rate of $35.80 per hour. The resulting costs per user were then multiplied by the estimated annual trail volumes to determine total

annual travel costs for each scenario, with the difference between the No Build and Build costs being the annual savings. Table 3 summarizes the values and assumptions used in these calculations.

Table 3: Travel Time Values & Assumptions (2022 dollars)

Values & Assumptions	No Build		Build	
	Pedestrians	Bicycles	Pedestrians	Bicycles
Avg. Speed (mpg)	3.2	9.8	3.2	12.1
Travel Distance (mi)	0.31	0.31	0.25	0.25
Travel Cost (per hr)	$35.80	$35.80	$35.80	$35.80
Avg. Travel Time (user hrs)	0.097	0.032	0.079	0.021
Avg. Cost per User Hour	$3.46	$1.13	$2.84	$0.75

Undiscounted travel time savings for the 20-year operational period are valued at $588,806, while total discounted travel time savings are valued at $389,210.

Amenity Benefits

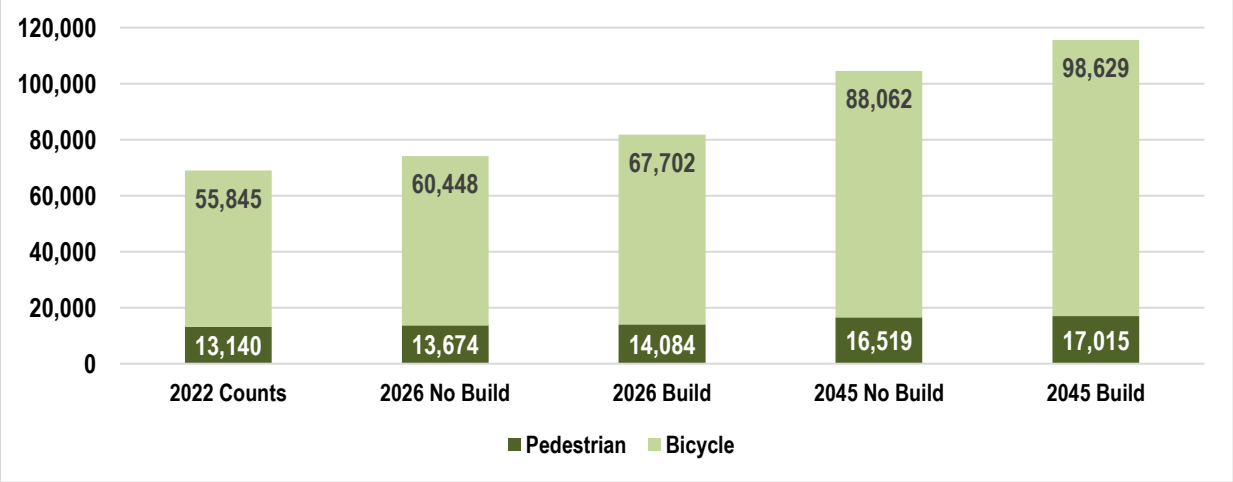
No amenity benefits were identified for pedestrian users of the proposed project. Bicycle traffic counts and travel distances from the “Travel Time Savings” tab of the model were used to calculate amenity benefits for bicycle users. No Build benefits were calculated for each year using the recommended value of $1.57 per mile traveled on a cycling path with at-grade crossings. Build calculations used the recommended value of $1.97 per mile traveled on a cycling path with no at-grade crossings. The difference between the two represents the annual value of amenity benefits.

Undiscounted amenity benefits for the 20-year operational period are valued at $281,988, while total discounted amenity benefits are valued at $184,201.

Health Benefits

Health benefit calculations utilized the number of induced trips generated by the project, as provided in the “User Volumes” tab of the model. The monetization values and user proportions recommended in the BCA guidance were then applied to the induced trip counts to calculate annual health benefits. Figure 2 is a graph depicting projected growth in Schoolhouse Trail traffic over the 20-year operational life.

Figure 2: Schoolhouse Trail Estimated Traffic Growth



Undiscounted health benefits for the 20-year operational period are valued at $753,972, while total discounted health benefits are valued at $497,321.

Summary of Benefits

Table 4 summarizes the life cycle benefits for the Schoolhouse Bridge over IL-111. The value of these benefits were calculated in 2022 dollars using BCA guidance recommendations. Quantifiable benefits were identified for inclusion in this analysis for maintenance savings, safety (due to crash reduction), travel time savings, amenity value, and health improvement. Other benefits certainly exist but were not identified for analysis due to a lack of available data, inability to quantify determining measures/factors, or inability to monetize benefits. These benefits may be discussed in the grant application, if deemed appropriate.

Table 4: Summary of Project Life Cycle Benefits (2022 dollars)

Year	Undiscounted Values by Benefit						Total Discounted Benefit Value
	Maintenance Savings	Safety Benefits	Travel Time Savings	Amenity Value	Health Benefits	Undiscounted Total	
2026	($2,589)	$56,697	$24,926	$4,461	$31,231	$119,903	$106,120
2027	($2,081)	$56,697	$25,350	$12,151	$31,834	$128,114	$109,977
2028	($1,574)	$56,697	$25,783	$12,394	$32,449	$128,897	$107,322
2029	($1,066)	$56,697	$26,223	$12,642	$33,076	$129,705	$104,748
2030	($559)	$56,697	$26,671	$12,894	$33,716	$130,538	$102,251
2031	($559)	$56,697	$27,128	$13,152	$34,368	$131,905	$100,215
2032	($559)	$56,697	$27,593	$13,415	$35,033	$133,298	$98,228
2033	($559)	$56,697	$28,067	$13,684	$35,711	$134,717	$96,289
2034	($559)	$56,697	$28,549	$13,957	$36,403	$136,165	$94,398
2035	($559)	$56,697	$29,040	$14,236	$37,108	$137,640	$92,551
2036	($559)	$56,697	$29,540	$14,521	$37,827	$139,144	$90,749
2037	($559)	$56,697	$30,049	$14,812	$38,560	$140,676	$88,990
2038	($559)	$56,697	$30,568	$15,108	$39,307	$142,239	$87,273
2039	($559)	$56,697	$31,096	$15,410	$40,069	$143,831	$85,596
2040	($559)	$56,697	$31,634	$15,718	$40,846	$145,454	$83,960
2041	($559)	$56,697	$32,182	$16,033	$41,639	$147,109	$82,362
2042	($559)	$56,697	$32,739	$16,353	$42,447	$148,796	$80,801
2043	($559)	$56,697	$33,308	$16,680	$43,271	$150,515	$79,277
2044	($559)	$56,697	$33,886	$17,014	$44,111	$152,267	$77,789
2045	($559)	$56,697	$34,476	$17,354	$44,968	$154,054	$76,335
Totals	($16,250)	$1,133,948	$588,806	$281,988	$753,972	$2,774,968	-
Discounted Totals	($11,874)	$762,623	$389,210	$184,201	$497,321	-	$1,845,230

BCA Results

The following is a breakdown of the BCA results calculated by the USDOT Benefit-Cost Analysis Spreadsheet Template using the methods, data, values, and assumptions described in the previous sections of this memo. This summary and the formulas used to calculate their values is found in the “Final Results” tab of the model.

Total Discounted Benefits	$1,845,230
Total Discounted Costs	$5,768,309
Net Present Value	-$3,923,079
Benefit Cost Ratio	0.32

APPENDIX D

Supplemenetal Information

Data: USDOT Justice40 Community Explorer Methodology

USDOT Equitable Transportation Community (ETC) Explorer

ETC Explorer - Homepage	ETC Explorer - National Results	ETC Explorer - State Results

Understanding the Data

US Department of Transportation's (DOT) new Equitable Transportation Community (ETC) Explorer is unique because it provides data that allows users to understand how a community or project area, which may span multiple Census Tracts, is experiencing transportation disadvantage as well as Transportation Insecurity. Transportation Insecurity is a key component of transportation disadvantage. It occurs when people are unable to get to where they need to go to meet the needs of their daily life regularly, reliably, and safely. Nationally, there are well-established policies and programs that aim to address food insecurity and housing insecurity, but not transportation insecurity. DOT is working to change that as a growing body of research indicates that Transportation Insecurity is a significant factor in persistent poverty. Through the Justice40 initiative and the ETC Explorer, US DOT is providing Metropolitan Planning Organizations (MPOs), State DOT's, and local decision makers tools to help select projects that meet the transportation needs of areas, which in turn will help strengthen communities and create more equitable opportunities to improve daily life.

ETC Explorer- National Results and State Results Tools

The ETC Explorer- National Results and State Result tools present information in multiple ways.

Overall Disadvantage Component Scores (top table) are created by normalizing and then summing indicators within each component. The Explorer displays the percentile ranking of these normalized sums (in the National Results tool census tracts are percentile ranked against all other census tracts in the nation, whereas in the State Results tool census tracts are percentile ranked against all other census tracts in a particular state).

In addition, the Explorer shows separate percentile rankings for each individual *Indicator* (bottom table). This allows users to explore the underlying data before it is combined into Component Scores. However, since this data is percentile ranked and has not been combined into components, the Indicator Scores are distinct from the Component Scores. This is because the normalization method used to create components – min-max ranking – preserves the distribution of the data, while percentile ranking, displayed in the Indicator Score chart, smooths the distribution of the data.

DOT has chosen to show both Overall Component Scores and individual Indicator Rankings to give Explorer users as much visibility into the data as possible. Accordingly, each chart in the dashboard should be interpreted separately. The Component Scores chart provides information on cumulative burden within a component, and the Indicator Scores chart a comparative, national ranking of individual variables within the census tract.

Census Tracts/projects areas at “0%” are considered the least disadvantaged and “100%” are the most. DOT considers a census tract to be experiencing disadvantage if the overall index score places it in the 65% (or higher) of all US census tracts. The 65% cutoff was chosen to be consistent with CEJST, which prioritizes tracts at the 65th percentile or above for CJEST’s low-income indicator.

Index scores for Alaska, Hawaii and the territories are calculated separately due to unavailable data for certain indicators. The Explorer visualizes unavailable indicator data as “0” values.

ETC Explorer’s five components of disadvantage and the indicators used to develop them:

1. Transportation Insecurity occurs when people are unable to get to where they need to go to meet the needs of their daily life regularly, reliably, and safely. Nationally, there are well-established policies and programs that aim to address food insecurity and housing insecurity, but not transportation insecurity. A growing body of research indicates that transportation insecurity is a significant factor in persistent poverty.

a. Transportation Access- Communities with higher scores may experience longer commute times and difficulty traveling where they want to go via cars, walking and transit. Long commute times and limited access to personal vehicles or transit can create significant barriers to employment and resources.
b. Transportation Cost Burden- Communities with higher scores spend a great percentage of household income on transportation, including transit costs; vehicle maintenance and insurance costs; gasoline and fuel, which leaves less money for housing, medical care and food potentially leading to households living in substandard housing with higher rates of chronic illness and obesity.
c. Transportation Safety- Communities with higher score experience higher levels of fatalities per 100,000 persons related to motor vehicle crashes. For additional safety data please visit https://cdan.dot.gov/query

2. The **Environmental Burden** component of the index includes variables measuring factors such as pollution, hazardous facility exposure, water pollution and the built environment. These environmental burdens can have far-reaching consequences such as health disparities, negative educational outcomes, and economic hardship.

a. Ozone Level- Communities with higher scores experience higher levels of ozone in the surrounding air from sources such as emissions from vehicles and industrial activities. Transportation activities contribute to this factor by releasing compounds that interact to create ozone.
b. $PM_{2.5}$Level- Communities with her scores experience higher levels of $PM_{2.5}$, which is the presence of fine particles or particulate matter (having a diameter of 2.5 micrometers or less) in the surrounding air from sources like burning fossil fuels, vehicle emissions, and road dust.
c. Diesel PM Level- Communities with higher scores experience higher levels of diesel particulate matter (DPM) which are time particles in the air that come from diesel engine exhaust from sources like diesel-powered vehicles, such as trucks and buses, and industrial activities like shipping, construction and mining.

d. Air Toxics Cancer Risk- Communities with higher scores experience higher levels of air toxics in the air from sources like industrial facilities and vehicular emissions, causing health problems such as respiratory issues, heart disease, neurological problems, increased risk of certain cancers, and elevated mortality.
e. Hazardous Sites Proximity- Communities with higher scores have a greater percentage of their census tracts within 1 miles of a hazardous site. Examples of these sites include brownfields and superfund sites which have been identified by the Environmental Protection Agency as contaminated by hazardous materials.
f. Toxics Release Sites Proximity- Communities with higher scores have a greater percentage of their census tracts within 1 mile of a toxic release site. These sites are listed under the Environmental Protection Agency's Toxic Release Inventory and are defined as having 10 or more full-time explores and either manufacture or use more than a specified amount of toxic chemicals. Living close to TRI sites and other noxious land uses can result in increased stress from noise and odor.
g. Treatment & Disposal Facility Proximity- Communities with higher scores have a great percentage of their census tracts within 1 mile of a site responsible for handling hazardous waste. These sites may generate volatile substances.
h. Risk Management Sites Proximity- Communities with higher scores have a greater percentage of their census tracts within 1 mile of a risk management plan site. These facilities handle highly toxic or flammable chemicals and communities should have evacuation plans in place for responding to worst-case scenarios such as fires or explosions.
i. Coal Mine Proximity- Communities with higher scores have a greater percentage of their census tracts within 1 mile of a coal mine, which tend to have high air pollution concentrations caused by mining activities.
j. Lead Mines Proximity- Communities with higher scores have a greater percentage of their census tracts within 1 mile of a lead mine, which tend to release contaminated soil and dust into the environment.
k. Pre-1980's Housing- Communities with higher scores have a greater percentage of housing units built before 1980. The presence of older housing, built before 1980, is a predictor of potential lead exposure.
l. High Volume Road Proximity- Communities with higher scores have a greater percentage of their census tracts within 1 mile of high-volume roads (functional classification 1-3). Proximity to high-volume roads, including interstates, is often lined to higher levels of ozone, diesel PM and increased noise pollution.
m. Railways Proximity- Communities with higher scores have a greater percentage of their census tracts within 1 mile of railways and tend to experience higher levels of noise pollution.
n. Airports Proximity- Communities with higher scores have a greater percentage of their census tracts within 5 miles of airports and tend to experience higher levels of noise and air pollution.
o. Ports Proximity- Communities with higher scores have a greater percentage of their census tracts within 3 miles of ports and tend to experience higher levels of air and noise pollution, as well as the potential for chemical spills.

p. Impaired Surface Water- Communities with higher scores have a greater percentage of their census tracts' watershed area classified as impaired. An impaired body of water is one that does not meet water quality standards for designated uses, such as fishing or swimming, as set by the state or tribe with jurisdiction over the water. High levels of water pollution can result from a variety of sources, including industry, agriculture, and urban runoff.

3. Social Vulnerability is a measure of socioeconomic indicators that have a direct impact on quality of life. This set of indicators measure lack of employment, educational attainment, poverty, housing tenure, access to broadband, and housing cost burden as well as identifying household characteristics such as age, disability status and English proficiency.

a. 200% of Poverty Line- Communities with higher scores have a greater percentage of population with incomes below 200% of the federal poverty level dependent on household size and location (i.e., in all states except AK and HI in 2020, a single person would be at 200% of the federal poverty line with an annual income of $25,520 while a family of four would earn $52,400)
b. No HS Diploma- Communities with higher scores have a greater percentage of population over the age of 25 with less than a high school diploma which can have a negative impact on their ability to access job opportunities and higher wages.
c. Unemployment- Communities with higher scores have a greater percentage of population over the age of 16 who are unemployed.
d. House Tenure- Communities with higher scores have a greater percentage of houses that are renter occupied.
e. Housing Cost Burden- Communities with higher scores spend a great percentage of household income on housing. When people spend a large portion of their income on housing, they have fewer resources to invest in other necessities like food, healthcare, and transportation. As a results, households may be unable to purchase cars or pay for public transportation, severely limiting their access to education, employment and other essential services.
f. Uninsured- Communities with higher scores have a greater percentage of the population who are uninsured.
g. Lack of Internet Access- Communities with higher scores have a greater percentage of households with no internet subscription. The absence of internet access hampers an individual's ability to seek job opportunities, education and other essential services, leading to a hindrance in their participation in decision-making processes and staying informed about environmental issues in their community.
h. Endemic Inequality- Communities with higher scores have a larger income gap between rich and poor, indicating unequal distribution of wealth and limited access to resources for low-income households.
i. 65 or older- Communities with higher scores have a greater percentage of population aged 65 or older. This is an important consideration when assessing socioeconomic vulnerability, as older populations frequently face access barriers to healthcare and other essential services.
j. 17 or younger- Communities with higher scores have a greater percentage of population aged 17 or younger. It is important to understand their concentration in a community because people under 17 tend to be more vulnerable to environmental and health issues.

k. Disability- Communities with higher scores have a greater percentage of population with a disability. Built environments and transportation infrastructure can result in inaccessibility to essential services and resources such as healthcare, transportation, and employment for people with disabilities.
l. Limited English Proficiency- Communities with higher scores have a greater percentage of population over the age of 5 with limited English proficiency. Those with limited English proficiency can experience a lack of access to information. For example, because emergency information is frequently communicated only in English, non-English speaking communities are vulnerable and can lack access to critical information needed to stay safe.
m. Mobile Homes- Communities with higher scores have a greater percentage of housing units that are mobile homes.

4. The **Health Vulnerability** category assesses the increased frequency of health conditions that may result from exposure to air, noise, and water pollution, as well as lifestyle factors such as poor walkability, car dependency, and long commute times.

a. Asthma Prevalence- Communities with higher scores have a greater percentage of population diagnosed with asthma. Exposure to pollutants such as $PM_{2.5}$, ozone, and diesel particulate matter can lead to inflammation of their airways, exacerbating asthma symptoms.
b. Cancer Prevalence- Communities with higher scores have a greater percentage of population diagnosed with cancer. Long-term exposure to pollution can be associated with an increased risk of cancer.
c. High Blood Pressure Prevalence- Communities with higher scores have a greater percentage of the population diagnosed with high blood pressure. Lack of active transportation options and exposure to air pollutants can increase the risk of developing high blood pressure.
d. Diabetes Prevalence- Communities with higher scores have a greater percentage of population diagnosed with diabetes. Lack of active transportation options and exposure to $PM_{2.5}$ can increase the risk of developing diabetes.
e. Low Mental Health Prevalence- Communities with higher scores have a greater percentage of population reported with low mental health. Lack of active transportation options and exposure to pollution can have negative impact on mental health.

5. Climate and Disaster Risk Burden reflects sea level rise, changes in precipitation, extreme weather, and heat which pose risks to the transportation system. These hazards may affect system performance, safety, and reliability. As a result, people may have trouble getting to their homes, schools, stores, and medical appointments.

a. Anticipated Changes in Extreme Weather (Future Extreme Weather Risks)- Communities with higher scores will likely in the future experience an increased frequency and severity of extreme weather events such as heat waves, heavy rainfall, droughts, and coastal flooding.
b. Annualized Disaster Losses (Annualized Losses Due to Hazards)- Communities with higher scores have had a higher yearly financial loss due to climate- related hazards such as floods, hurricanes, and severe weather events, as defined by the Federal Emergency Management Agency (FEMA).

Transportation Insecurity Indicators

Component	Sub-component	Indicator Description	Units	Data Source	Geographic Granularity
Transportation Insecurity	**Transportation Access**	Percent of households with no car	Percent households	ACS 2016-2020	Census Tract
		Average commute time to work	Minutes	ACS 2016-2020	Census Tract
		Frequency of Transit Services per Sq Mi	Count/sq mi	EPA Smart Location Database 2021	Census Block Group
		Jobs within a 45-min Drive	Count	EPA Smart Location Database 2021	Census Block Group
		Estimated Average Drive Time to Points of Interest (min)	Minutes	Esri, HIFLD	Census Block Group
		Estimated Average Walk Time to Points of Interest (min)	Minutes	Esri, HIFLD	Census Block Group
	Transportation Cost Burden	Calculated average annual cost of Transportation as percent of household income	Percent of household income towards transportation	Calculated	Census Tract
		Cost of Gas	U.S. Dollar (USD)	EIA 2023	State
		Cost of Transit	USD	NTD 2017-2021	Urbanized Area
		Time Value of Money	USD	USDOT BCA 2023	National
		Time to Work	Minutes	ACS 2016-2020	Census Tract
		Median Income	USD	ACS 2016-2020	Census Tract
		Vehicle Miles Traveled	Miles	BTS LATCH 2017	Census Tract
		Vehicle Finance Charges	USD	CES 2020-2021	Census Division
		Cost of Maintenance	USD	CES 2020-2021	Census Division
		Insurance Costs	USD	CES 2020-20211	Census Division
	Transportation Safety	Traffic Fatalities per 100,000 people	Rate	NHTSA FARS 2020	Point

Environmental Burden Indicators

Component	Sub-component	Indicator Description	Units	Data Source	Geographic Granularity
Environmental Burden	**Air Pollution**	Ozone level in the air	Dobson Unit	EPA's EJScreen 2022	Census Tract
		Particulate Matter 2.5 (PM2.5) level in the air	micrograms per cubic meter	EPA's EJScreen 2022	Census Tract
	Hazardous Sites	Diesel particulate matter level in air	micrograms per cubic meter	EPA's EJScreen 2022	Census Tract
		Air toxics cancer risk	Score	EPA's EJScreen 2022	Census Tract
		Percent of tract within 1 mile of known hazardous sites	Percent of area	EPA's Facility Registry Service (FRS) 2022	Point
		Percent of tract within 1 mile of known Toxics Release sites	Percent of area	EPA's Facility Registry Service (FRS) 2022	Point
		Percent of tract within 1 mile of known Treatment and Disposal Facilities	Percent of area	EPA's Facility Registry Service (FRS) 2022	Point
		Percent of tract within 1 mile of known Risk Management Plan Sites	Percent of area	EPA's Facility Registry Service (FRS) 2022	Point
		Percent of tract within 1 mile of non-abandoned Coal Mines	Percent of area	US DOL Mine Data Retrieval System 2022	Point
		Percent of tract within 1 mile of non-abandoned Lead Mines	Percent of area	US DOL Mine Data Retrieval System 2022	Point
	Infrastructure	Percent of houses built before 1980	Percent of occupied houses	ACS 2016-2020	Census Tract
		Percent of tract within 1 mile of high-volume roads	Percent of area	USDOT BTS 2022	Line
		Percent of tract within 1 mile of railways	Percent of area	USDOT BTS 2022	Line
		Percent of tract within 5 miles of airports	Percent of area	USDOT BTS 2022	Point
		Percent of tract within 3 miles of ports	Percent of area	USDOT BTS 2022	Point
	Water Pollution	Percent of tract that intersects with a Watershed containing impaired water(s)	Percent of area	EPA WSIO 2022	HUC 12 Polygon

Health Vulnerability Indicators

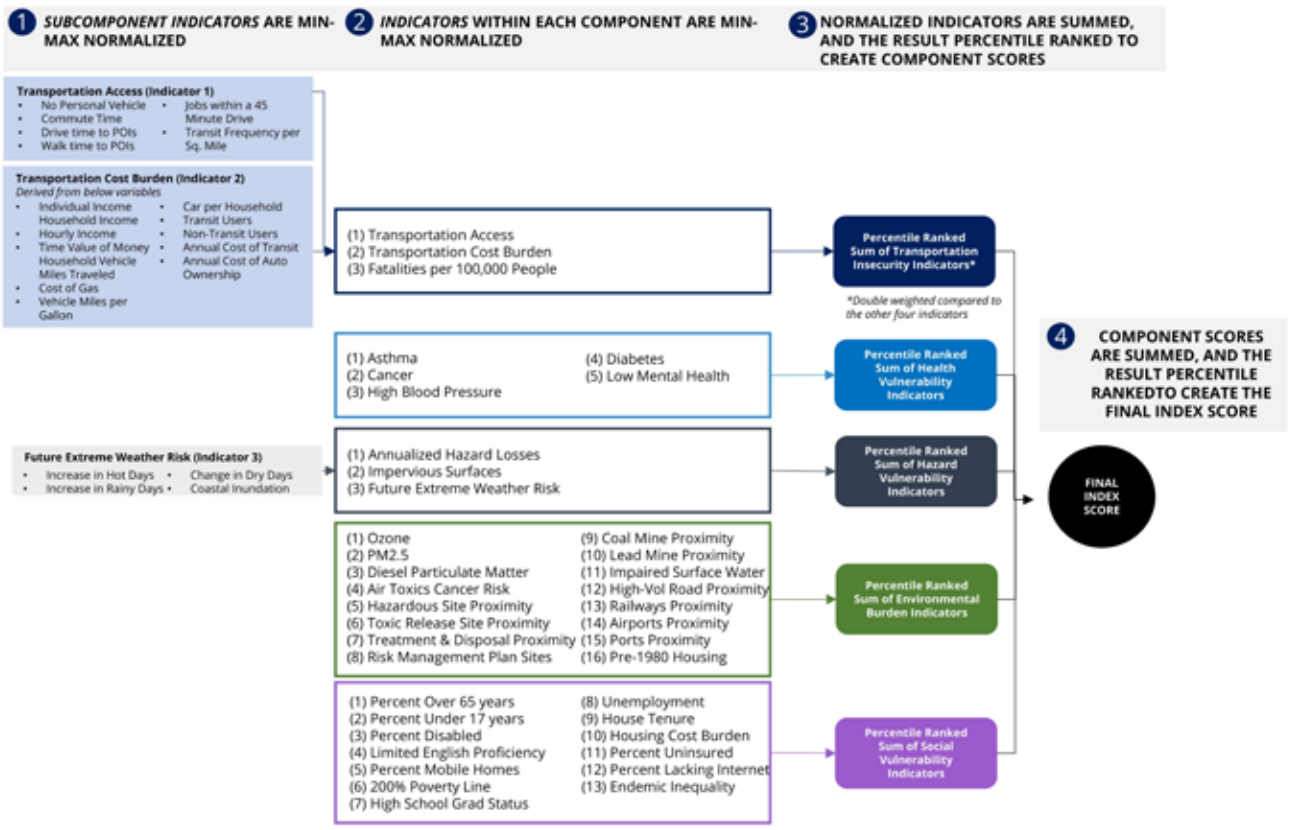
Component	Sub-component	Indicator Description	Units	Data Source	Geographic Granularity
Health Vulnerability		Asthma prevalence	Crude Prevalence (% of population)	CDC Places 2020	Census Tract
		Cancer prevalence	Crude Prevalence (% of population)	CDC Places 2020	Census Tract
		High blood pressure prevalence	Crude Prevalence (% of population)	CDC Places 2020	Census Tract
		Diabetes prevalence	Crude Prevalence (% of population)	CDC Places 2020	Census Tract
		Poor mental health prevalence	Crude Prevalence (% of population)	CDC Places 2020	Census Tract

Social Vulnerability Indicators

Component	Sub-component	Indicator Description	Units	Data Source	Geographic Granularity
Social Vulnerability	Socioeconomic Status	Percent of population with Income below 200% of poverty level	Percent	ACS 2016-2020	Census Tract
		Percent of people age 25+ with less than a high school diploma	Percent	ACS 2016-2020	Census Tract
		Percent of people age 16+ unemployed	Percent	ACS 2016-2020	Census Tract
		Percent of total housing units that are renter-occupied	Percent	ACS 2016-2020	Census Tract
		Percent of occupied houses that spend 30% or more of their income on housing with less than 75k income	Percent	ACS 2016-2020	Census Tract
		Percent of population uninsured	Percent	ACS 2016-2020	Census Tract
		Percent of households with no internet subscription	Percent	ACS 2016-2020	Census Tract
		GINI Index	Score	ACS 2016-2020	Census Tract
	Household Characteristics	Percent of population 65 years or older	Percent	ACS 2016-2020	Census Tract
		Percent of population 17 years or younger	Percent	ACS 2016-2020	Census Tract
		Percent of population with a disability	Percent	ACS 2016-2020	Census Tract
		Percent of population (age 5+) with limited English proficiency	Percent	ACS 2016-2020	Census Tract
		Percent of total housing units that are mobile homes	Percent	ACS 2016-2020	Census Tract

ETC Explorer National Results and State Results Index Methodology

Graphical Representation of Model



USDOT's ETC Explorer calculates the cumulative impacts of transportation disadvantage across 85.5 thousand 2020 census tracts. The data was normalized using min-max scaling, which transforms the data into a standard range, 0 to 1, to enable a comparison and eliminate the effect of different units of measurement.

The five components — Transportation Insecurity, Health Vulnerability, Environmental Burden, Social Vulnerability, and Climate and Disaster Risk Burden — are calculated by summing the ranked normalized

indicators for each component. The result is a composite score for each component.

USDOT then uses percentile ranking to determine each census tracts component score against all other census tracts-

- Nationally in the National Results dashboard; and
- Statewide in the State Results dashboard.

Census Tracts/ projects areas at "0%" are considered the least disadvantaged and "100%" are the most. DOT considers a census tract to be experiencing disadvantage if the overall index score places it in the 65% (or higher) of all US census tracts. The 65% cutoff was chosen to be consistent with CEJST, which prioritizes tracts at the 65th percentile or above for CJEST's low-income indicator and verified as the appropriate cutoff for the ETC Explorer through sensitivity analyses.

The ranked Component Scores are then summed across all components to generate an Overall Score. The Transportation Insecurity component was double weighted in generating the final score in response to comments received through the RFI process and extensive sensitivity analyses.

The Overall Score is then again percentile ranked to generate the Final Index Score rank. This allows DOT to determine how the overall score of a given census tract compares to all the other census tracts- Nationally in the National Results dashboard; and Statewide in the State Results dashboard.

The benefit of this methodology is that it offers a deeper insight into the interactions between different factors that contribute to transportation disadvantage, allows more flexibility to qualify as disadvantaged and measures cumulative impacts. Cumulative impacts are the combined result of multiple environmental, social, or economic impacts. They can be positive or negative and may unfold over time, across locations, or through various activities. The combined impacts can often have a more significant effect than the sum of individual impacts. By examining cumulative impacts, DOT can identify the communities experiencing the highest combined burdens and funding applicants can begin to target projects to best benefit their community.

Transportation Insecurity Analysis Tool

Transportation Insecurity Analysis Tool (TIAT)- The Transportation Insecurity Analysis Tool displays selected transportation insecurity data at the state or national level. Users can filter the data via preset thresholds or enter their own. Additionally, users can select layers such as MPO boundaries, alternative fueling stations, safety data, transit routes, intercity bus routes, or any of the five Disadvantage Components to gain a deeper understanding into the relationship between transportation insecurity and the selected layer.

TIAT Filters-

- **Urbanized Areas** indicate whether a tract contains all, or a portion of, an Urban Area (UZA) with the following population sizes.
    - Less than 50k (Definition of 'Rural' for most USDOT programs)
    - Between 50k-200k (Included in definition of 'Rural' for RAISE)
    - Greater than 200k

- **Percent of Population at or Below 200% of the Federal Poverty Line** indicates the percentage of a population within a tract that is at or below 200% of the federal poverty line. Communities with higher percentages have a greater percentage of population with incomes below 200% of the federal poverty level dependent on household size and location (i.e., in all states except AK and HI in 2020, a single person would be at 200% of the federal poverty line with an annual income of $25,520 while a family of four would earn $52,400).
    - Less than 20%,
    - Between 20%-29.9%
    - Between 30% and 39.9%
    - Greater than 40%
- **Median Household Income** indicates the median income of households within the tract, broken into the following categories.
    - Between $0-42,731
    - Between $42,732-$56,010
    - Between $72,321-$98,194
    - Greater than $98,195
- **Transportation Cost Burden** measures a tract's average spend on transportation as a percentage of household income. The percentage households spent on transportation are presented in the following categories.
    - Less than 15%
    - Between 15%-19.9%
    - Between 20% and 24.9%
    - Between 25% and 29.9%
    - Greater than 30%
- **Estimated Cost of Transportation** measures the amount an average household in the selected tract spends on transportation. The cost is broken into the following categories.
    - Less than $10,000
    - Between $10,000-$10,999
    - Between $11,000-$11,999
    - Between $12,000-$12,999
    - Between $13,000-$13,999
    - Greater than $14,000
- **Housing Cost Burden** measures a tract's average spend on housing as a percentage of household income. The percentage households spent on housing are presented in the following categories.
    - Less than 15%
    - Between 15%-24.9%
    - Between 25% and 34.9%
    - Greater than 35%
- **Estimate of households without vehicles** indicates the estimated number of households within the tract without a vehicle.
    - Less than 50
    - 50-99
    - 100-149

    - 150-249
    - Greater than 250
- **Transit Availability** measures the frequency of transit service per square mile within the tract, as reported by the EPA Smart Location Database. Tracts without any data reported are categorized as "no data reported." Some of these tracts may have transit service that is not reported to USDOT. Tracts with data reporting are broken into thirds based on transit frequency and categorized as some transit, moderate transit, or lots of transit.
    - No data reported
    - Some transit
    - Moderate transit
    - Lots of transit
- **Drive Time to POIs** were estimated by calculating the average drive time on a Tuesday at 8am from all block group centroids in a tract to the nearest two points of interest. The following points of interest were measured: Adult Education (e.g., colleges, trade schools), Grocery Stores, Medical Facilities, and Parks. Average drive time to the POIs are presented within the following categories.
    - Less than 15 minutes
    - 15-29 minutes
    - 30-60 minutes
    - Greater than 60 minutes
- **Walk Times to POIs** were estimated by calculating the average walk time from all block group centroids in a tract to the nearest two points of interest The following points of interest were measured: Adult Education (e.g., colleges, trade schools), Grocery Stores, Medical Facilities, and Parks. Average walk time to the POIs are presented within the following categories.
    - Less than 5 minutes
    - 5-14 minutes
    - 30-60 minutes
    - Greater than 30 minutes
- **Broadband Access Categories** indicates the percentage of households within the tract with no broadband internet service. The percentages are broken out into the following categories.
    - Less than 5%
    - Between 5%-14.9%
    - Between 15%-24.9%
    - Greater than 25%
- **Fatalities** are based on the 2017-2021 fatality analysis report system data and the fatality rate per 100k people is broken out into quartiles for tracts experiencing at least one fatality over the time period.
    - Zero
    - Low
    - Average

TIAT Indicators and Filters

Urbanized Areas	Urbanized Areas	2020 Urban Area with Population less than 50k, between 50k-200k, greater than 200k
Cost Burden Filters	Percent of Population at or Below 200% of the Federal Poverty Line	Less than 20%, between 20%-29.9%, between 30% and 39.9%, greater than 40%
	Median Household Income	Between $0-42,731, between $42,732-$56,010, between $72,321-$98,194, greater than $98,195
	Transportation Cost Burden	Less than 15%, between 15%-19.9%, between 20% and 24.9%, between 25% and 29.9%, greater than 30%
	Estimated Cost of Transportation	Less than $10,000, between $10,000-$10,999, between $11,000-$11,999, between $12,000-$12,999, between $13,000-$13,999, greater than $14,000
	Housing Cost Burden (Percent of Households Spending 30%+ of Income on Housing)	Less than 15%, between 15%-24.9%, between 25% and 34.9%, greater than 35%
Access Burden Filters	Estimate Households without Vehicles	Less than 50, 50-99, 100-149, 150-249, greater than 250
	Transit Availability	No data reported, some transit, moderate transit, lots of transit
	Drive Time to Adult Education (minutes)	Less than 15 minutes, 15-29 minutes, 30-60 minutes, greater than 60 minutes
	Drive Time to Grocery Stores (minutes)	Less than 15 minutes, 15-29 minutes, 30-60 minutes, greater than 60 minutes
	Drive Time to Medical Facilities (minutes)	Less than 15 minutes, 15-29 minutes, 30-60 minutes, greater than 60 minutes
	Drive Time to Parks (minutes)	Less than 15 minutes, 15-29 minutes, 30-60 minutes, greater than 60 minutes
	Walk Time to Adulty Education (minutes)	Less than 5 minutes, 5-14 minutes, 30-60 minutes, greater than 30 minutes
	Walk Time to Grocery Stores (minutes)	Less than 5 minutes, 5-14 minutes, 30-60 minutes, greater than 30 minutes
	Walk Time to Medical Facilities (minutes)	Less than 5 minutes, 5-14 minutes, 30-60 minutes, greater than 30 minutes
	Walk Time to Parks (minutes)	Less than 5 minutes, 5-14 minutes, 30-60 minutes, greater than 30 minutes
	Broadband Access Categories (% of Households with No Internet)	Less than 5%, between 5%-14.9%, between 15%-24.9%, greater than 25%
Safety Filters	Motorist Fatalities	Zero, Low, Average, Above Average, High
	Non-Motorist Fatalities	Zero, Low, Average, Above Average, High

Data: E-Bike Classification State Law

(625 ILCS 5/11-1517)

Sec. 11-1517. Low-speed electric bicycles.

(a) Except as otherwise provided in this Section, the provisions of this Chapter that apply to bicycles also apply to low-speed electric bicycles.

(b) Each low-speed electric bicycle operating in this State shall comply with equipment and manufacturing requirements adopted by the United States Consumer Product Safety Commission under 16 CFR 1512. Each Class 3 low-speed electric bicycle shall be equipped with a speedometer that displays the speed the bicycle is traveling in miles per hour.

(c) Beginning on or after January 1, 2018, every manufacturer and distributor of low-speed electric bicycles shall apply a label that is permanently affixed to the bicycle in a prominent location. The label shall contain, in Arial font in at least 9-point type:

(1) a classification number for the bicycle that corresponds with a class under Section 1-140.10 of this Code;

(2) the bicycle's top assisted speed; and

(3) the bicycle's motor wattage.

No person shall knowingly tamper or modify the speed capability or engagement of a low-speed electric bicycle without replacing the label required under this subsection (c).

(d) A Class 2 low-speed electric bicycle shall operate in a manner so that the electric motor is disengaged or ceases to function when the brakes are applied. A Class 1 low-speed electric bicycle and a Class 3 low-speed electric bicycle shall operate in a manner so that the electric motor is disengaged or ceases to function when the rider stops pedaling.

(e) A person may operate a low-speed electric bicycle upon any highway, street, or roadway authorized for use by bicycles, including, but not limited to, bicycle lanes.

(f) A person may operate a low-speed electric bicycle upon any bicycle path unless the municipality, county, or local authority with jurisdiction prohibits the use of low-speed electric bicycles or a specific class of low-speed electric bicycles on that path.

(g) A person may not operate a low-speed electric bicycle on a sidewalk.

(h) A person may operate a Class 3 low-speed electric bicycle only if he or she is 16 years of age or older. A person who is less than 16 years of age may ride as a passenger on a Class 3 low-speed electric bicycle that is designed to accommodate passengers.

(Source: P.A. 100-209, eff. 1-1-18.)

Outdoor Electric Assist Devices

Toys & Tools with Opportunity & Opposition

McHenry County Conservation District

Presented by John Kremer
Director of Operations, Planning & Public Safety

Evolution

2018 E-Bike Warning - Officer Montgomery
2021 One Wheel encounter - Chief King
2023 …. Time to Evolve

Electronic Recreational Devices

- Bikes
- Scooters
- Skateboards/hover boards
- Unicycles
- “Micro Mobility Device”

Data: Outdoor Electric Assist Devices

E-Bikes

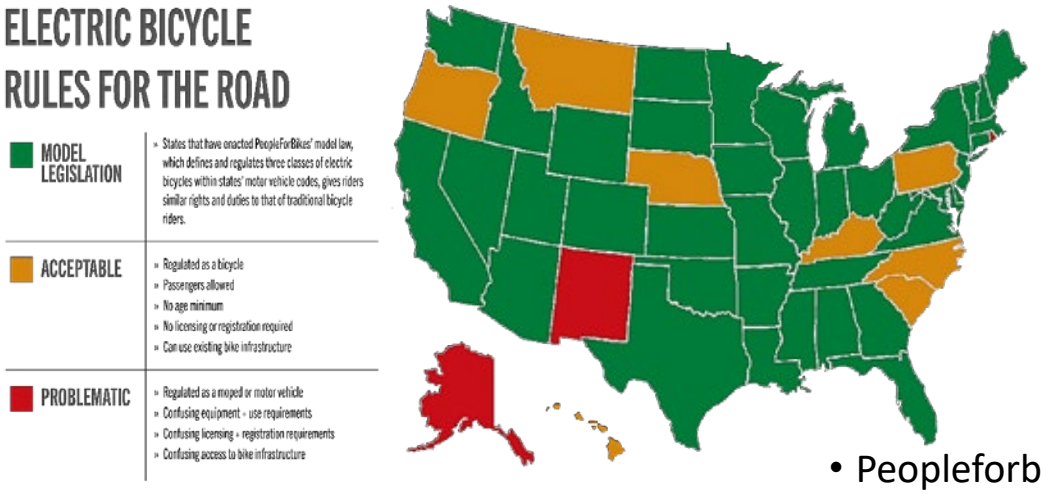
Many Shapes & Sizes
Industry + States = Classifications
Unclassified = Unregulated

THE LEAGUE OF AMERICAN BICYCLISTS

Overview of the 3-Class System for E-bikes

	Characteristics		Regulations
Class 1 E-bike	Provides Assistance:	Only when pedaling	Generally treated like a standard bicycle.
	Top Assisted Speed:	20 mph	
Class 2 E-bike	Provides Assistance:	When pedaling or by throttle	Generally treated like a standard bicycle. Ma be restricted from shared use paths or trails
	Top Assisted Speed:	20 mph	
Class 3 E-bike	Provides Assistance:	Only when pedaling	More likely to be restricted from shared use paths or trails. May require use of a helmet, have minimum age requirements, or be subject to other regulation.
	Top Assisted Speed:	28 mph	

Industry & States Work to Guide Approach



- Peopleforbikes

Micro Mobility Device
No Classification = Challenges

- No limits; classifications; definitions
- Difficult to accommodate

Data: Outdoor Electric Assist Devices

Evolving:
Human vs E-Assist powered

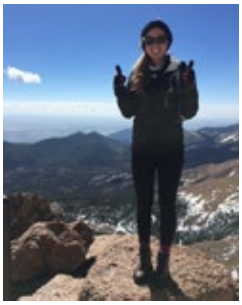
Fast and All Terrain Capable ***"Go where no "person" has gone before."***

Opportunity
Alternative Transportation

Pedal to the Metal

Reduced Carbon Footprint
Less Resources Needed to Manufacture
Could replace 27% of Transportation Greenhouse Gas
Commuter Freedom

Bus = hour/Bike = ½ hour & no schedules



Opportunity
Fitness & Time Outdoors

Health Benefits of Physical Activity

Mental Health Benefits of Being Outdoors

Opportunity: Users

Expanded User Groups

Seniors – Injured – Regain Fitness Level
Expanded Range - Extend Ability - Provide Opportunity

Opposition

Access and/or Impact on Remote Areas

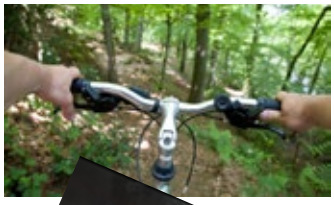
- Bikes = History of managing
- Electric Micro Mobility Devises = Learning
- If it can….someone will!

Purest Perspective: Human vs E-Assist

Opposition Speed/Experience

The inexperienced are now going <u>fast</u>.

- Past = Speed set by experience and person pedal power
- Now, a 10 year old is rolling 28 mph on a bike/60 mph on a scooter
- If it can …. someone will!



Opposition
Safety Perspective

Very Limited Accident Data; E-assist vs Conventional
- One study by NPS shows a slight increase

NPS: NO!; then YES!; then Maybe; now study

Observations
- Cornering, Breaking, Safety Gear, Rules of the Trail

Peopleforbikes: *"It is important to practice with any new bike to feel confident starting, stopping and maneuvering."*

Evolving to Accommodate –
E-Bikes

Managed Approach vs "Wild West"
Two Approaches – ride ILLINOIS

Require Pedaling vs Regulate Speed
Classification will guide
https://rideillinois.org/

Pedaling "motor bike vs bicycle"
Speed – Safety

More Resources

Peopleforbikes
- https://www.peopleforbikes.org/

The League of American Bicyclists
- https://www.bikeleague.org/

Data: Outdoor Electric Assist Devices

Evolving to Accommodate – Micro Mobility Devices

Wild West

- No Classifications, No Parameters, No Restrictions
- Result = Agencies just say “no”
- Hope Industry & States to Work Together

PDRMA Recent Perspective

Develop an Ordinance

- Defined Parameters
- Clear & Concise
- Unique to Circumstances
- Posted – Website

Model Ordinance Components

Fit to your intent

Forest Preserves of Cook County

- All bicycle and e-bike riders must travel... under 15 mph

- **These e-bikes are allowed on trails where bicycles are allowed** (except on single track mountain biking trails):
- **Class 1 e-bikes** – Electric bicycles …. when the rider is pedaling and stops assisting at 20 mph
- **Class 2 e-bikes** – Electric bicycles … without the rider pedaling and stops assisting at 20 mph

- **These e-bikes and other recreational devices are NOT allowed anywhere:**
  Class 3 + gas powered + electric powered recreational devices
  Defined

Enforcement

Keep Ordinance Simple = Enforcement Easier

- Speed vs Pedaling
- Problematic Areas: Safety Watch Program
- Safety Rather than Compliance
- Pick your Battles – Wide Open Trail vs Hills and Corners

The New Wheelchair

Rapidly Evolving Electronic Assist Devise

- Exciting Advancements
- Prototypes Now Being Produced
- No Longer Confined to Smooth, Mostly Level Surface

Re-Think Public Access

Freedom

- Not just small loops.
- Full access to a site.

Ordinance Modifications

- Most agencies have a policy already.
  Time to review to anticipate new tool.
- Proof, operate safely, speed limits,
  where people could walk
- Be concise but vary with situation:
  Bike Trail vs Hiking Trail

Conclusions

E-bikes Have the Most Definitions = Easier

Micro Mobility Devices More Challenging

- Looking for help from the industry.

Ordinances/Policy Evolution

- Fit your situation
- Look to ride Illinois, PDRMA, and national bike organizations
- References

Electronic Assist Devises are Evolving

- Exciting for opening areas of parks/preserves
- Review ordinances

Summary of MCT Trails Survey

Conducted by Madison Co. Transit (MCT) May 1 – June 15, 2023

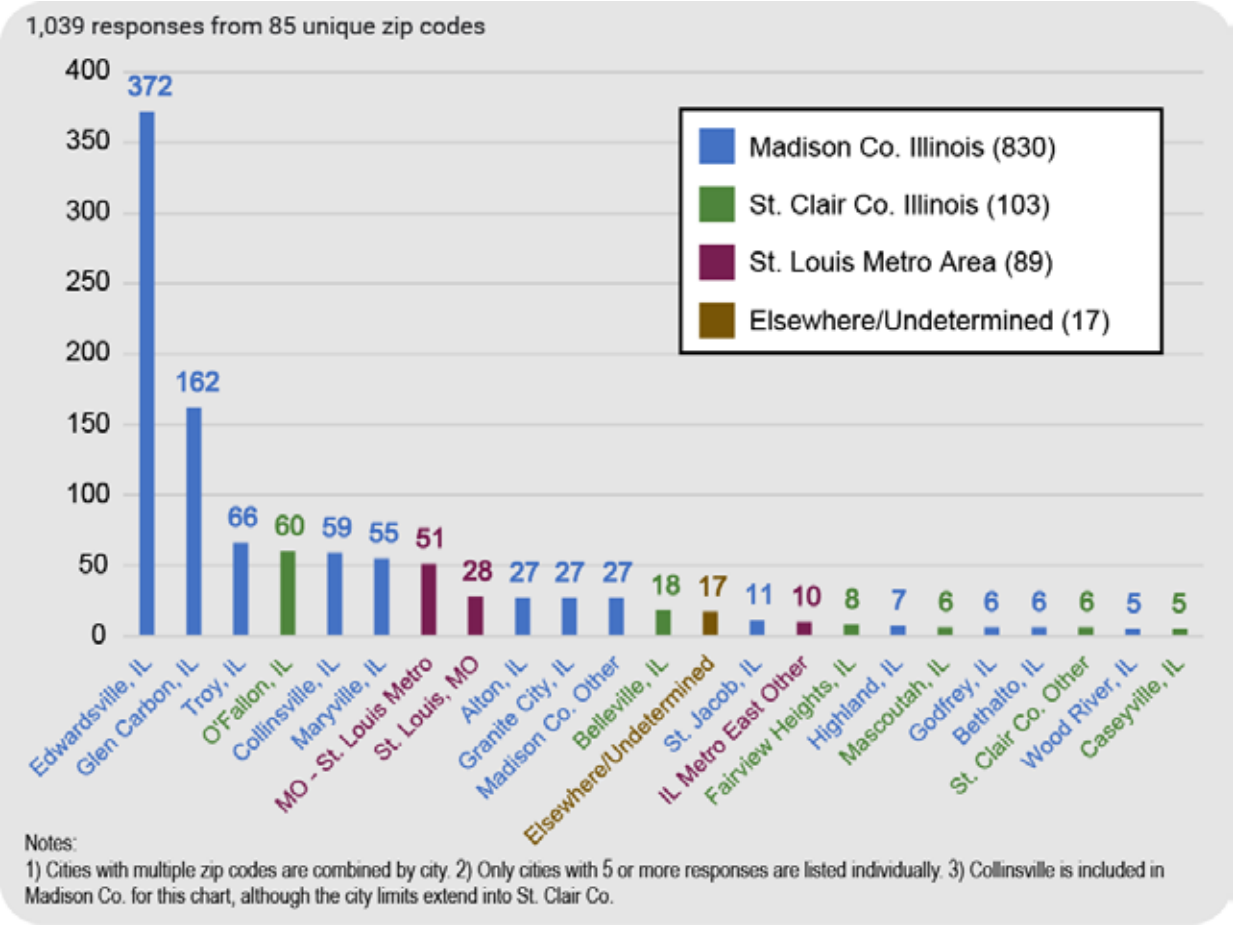
Summary prepared by HeartLands Conservancy (HLC)

December 4, 2023

Overview

MCT conducted an online trails survey to gauge public sentiment on the MCT trail system and its use. The survey opened to responses on May 1, 2023 and ran through June 15, 2023, concluding with a total of 1,039 respondents. MCT exported a summary of results on June 23, which was provided to the HLC project team. This report includes those results for each question, along with an explanation of how the responses helped the team understand relevant issues and opportunities that influence development of the MCT Trails Master Plan.

Q1: What is your zip code? (Responses grouped by city)

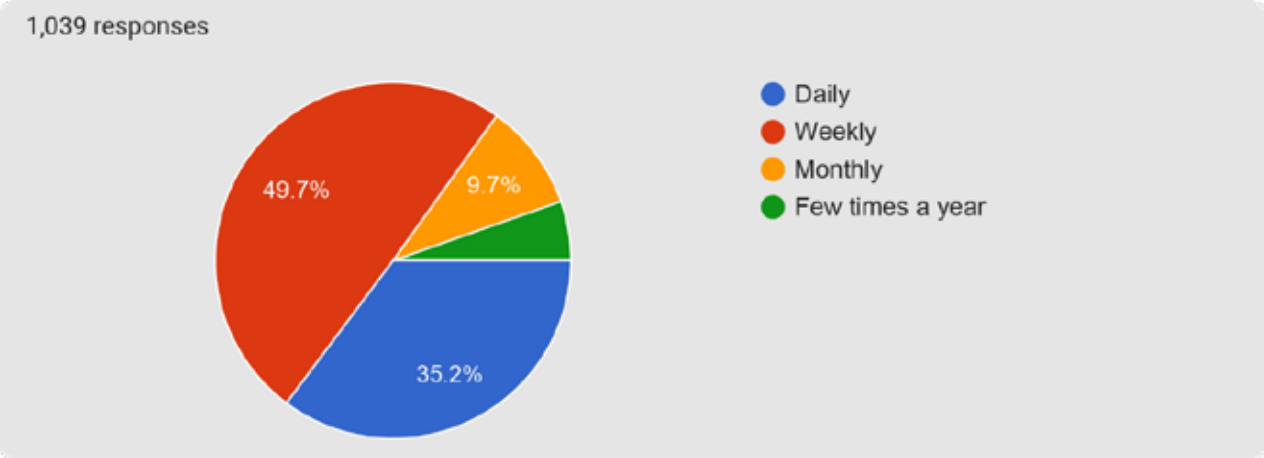


MCT Trails Survey Results Summary

This question had 1,039 respondents, of which 830 (79.9%) reside in Madison Co., 103 (9.9%) live in neighboring St. Clair Co., and 89 (8.6%) live elsewhere in the St. Louis Metropolitan Statistical Area (MSA). So, over 98% of responses came from the City of St. Louis or the 13 surrounding counties, including 6 Missouri counties (St. Louis, St. Charles, Franklin, Jefferson, Lincoln, Warren) and 8 Illinois counties (Madison, St. Clair, Monroe, Bond, Calhoun, Clinton, Jersey, Macoupin). The remaining 17 respondents (1.6%) were either from beyond the St. Louis MSA (including 1 each from Nebraska and Texas) or the location could not be determined due to a partial or non-zip code response.

Because 80% of responses came from Madison Co., the results are highly representative of the primary service area geography. However, the range of respondent locations illustrates that the MCT trails are frequented by users from throughout the region. Responses also indicate potential demand for system connections with adjacent jurisdictions and additional connections to local municipal and park district trail systems. In particular, this may support additional connections to St. Clair Co. and across the Mississippi River to Missouri.

Q2: How often do you use the MCT Trails?



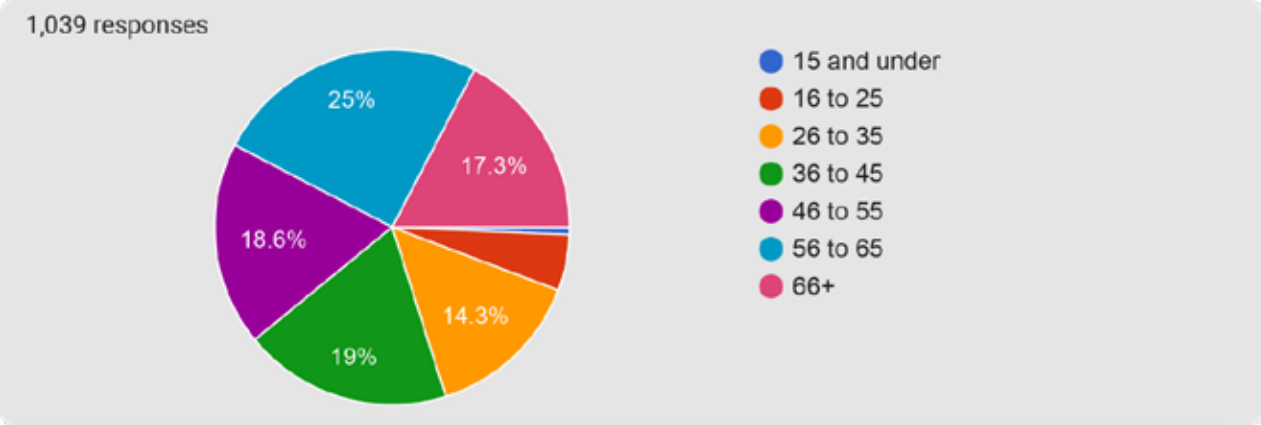
All respondents indicate that they are trail users. About half (49.7%) of the 1,039 respondents indicated they use the MCT trails weekly, while more than one-third (35.3%) are daily users. So, 85% of respondents use the MCT trails at least once a week. This leaves 15% of respondents who only use the trails monthly to a few times a year.

This indicates that the results, by and large, represent the opinions and observations of frequent users who have experienced much of the trail system. This instills confidence in the opinions and preferences expressed in the survey results, absent the ability to calculate statistical validity.*

* This was conducted as an opinion survey with no controls on participation. Therefore, there is no known population size with which to calculate measures of statistical validity.

MCT Trails Survey Results Summary

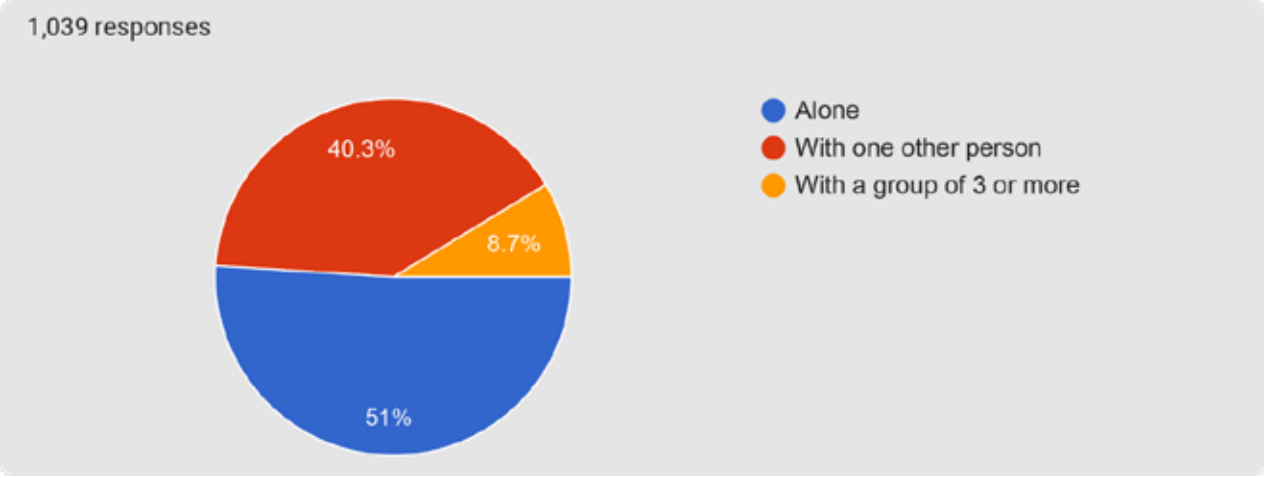
Q3: What is your age group?



Responses were fairly evenly distributed amongst age groups over the age of 25, ranging from 14.3% for the 26-35 age and the 56-65 age group representing 25% of responses. The 66+, 46-55, and 36-45 age groups accounted for 17.3%, 18.6%, and 19% respectively. Meanwhile, the remaining 5.8% came from two age groups under age 26, but the MCT-furnished report does not label the proportional split between those two groups.

Absent additional information, it cannot be assumed that this age distribution applies to trail users in general. Rather, with 42.3% of responses coming from individuals over age 55, survey responses may skew toward an age group with less physical mobility than other groups. The results may also under-represent trail users younger than age 56, in particular the 2 age groups under 25 years, since together they account for less than 6% of respondents.

Q4: Typically, do you use the MCT Trails alone or with others?

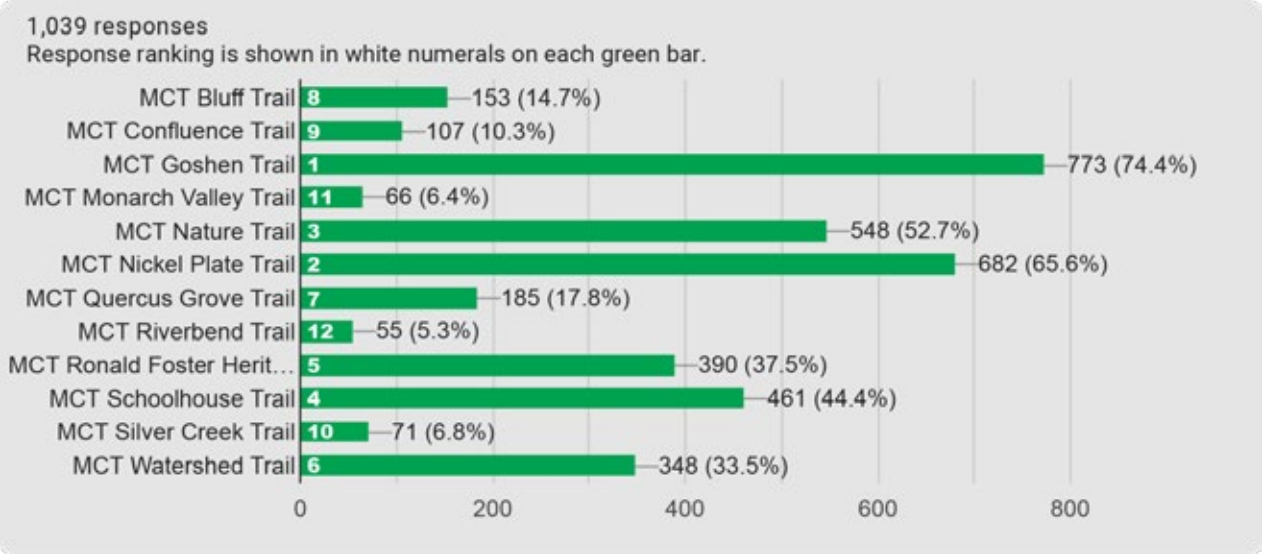


Lone trail users slightly outpaced group trail use respondents 51% to 49%. About 40.3% of respondents use the trails with one other person and 8.7% typically use the MCT trails in groups of 3 or more.

These results indicate that about half of respondents use the trails (in part) for social interactions and that group participation in trail use activities is important to many individuals who strive for a healthy, active lifestyle.

MCT Trails Survey Results Summary

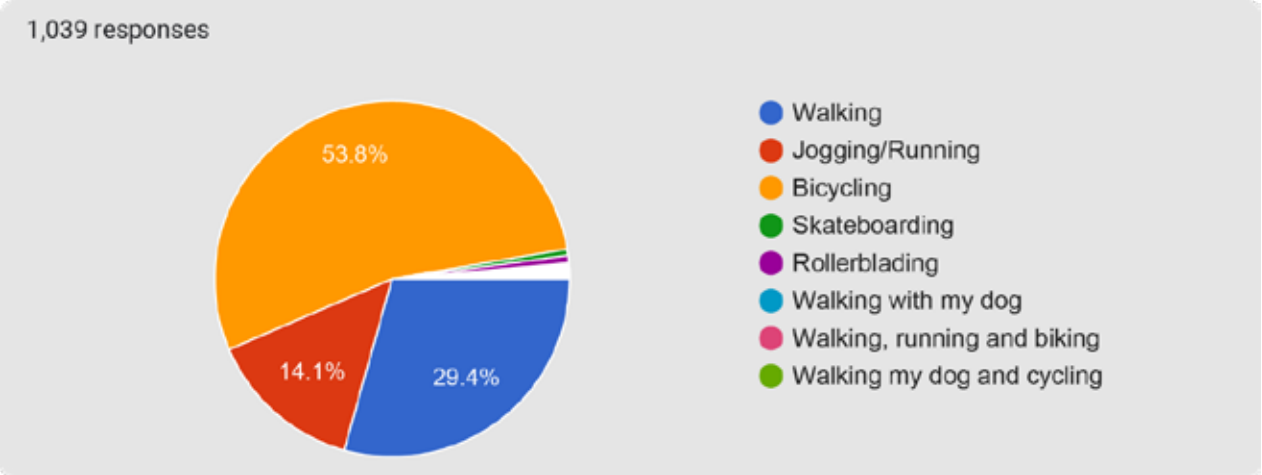
Q5: Which MCT Trails do you use most often (select all that apply)?



The Goshen Trail was the most used MCT trail, as identified by 773 respondents (74.4%). This trail connects the zip codes of the top 6 respondent communities (Edwardsville, Glen Carbon, Troy, O'Fallon, Collinsville, Maryville) per Question 1, which account for over 74% of all respondents. Furthermore, the Nickel Plate Trail (2nd ranked, 684 responses) and the Nature Trail (3rd ranked, 548 responses) respectively, intersect the Goshen Trail near the center of Edwardsville. Additionally, the 4th through 6th ranked trails (Schoolhouse, Ronald Foster Heritage, Watershed) intersect the Goshen Trail.

These results indicate that the Goshen Trail serves as the trail equivalent of an arterial roadway, linking to trails that serve communities disconnected from the central population corridor and those that reach into less-populated areas with fewer trail users.

Q6: What is your primary activity on the MCT Trails?

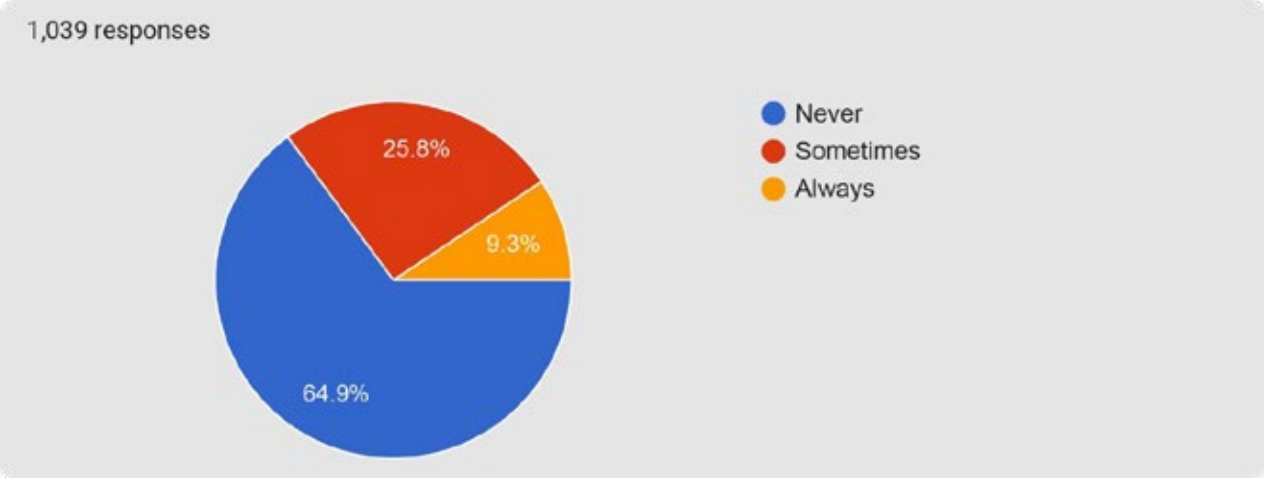


A 53.8% majority of respondents reported bicycling as their primary activity on the MCT trails, with 43.5% indicating walking/jogging/running as their primary trail activity. Less than 3% of respondents reported a different primary activity: skateboarding; rollerblading; walking with my dog; walking, running and biking; walking my dog and cycling.

MCT Trails Survey Results Summary

These results indicate the vast majority of MCT trail users are bicycling, walking, jogging or running. So, most trail amenities should support these core users, with some features that account for dog walkers. Such a mix of amenities would also accommodate skateboarders and rollerbladers, while generally supporting the needs of those with limited mobility and users of mobility devices.

Q7: How often, if ever, do you bring a pet with you on the MCT Trails?



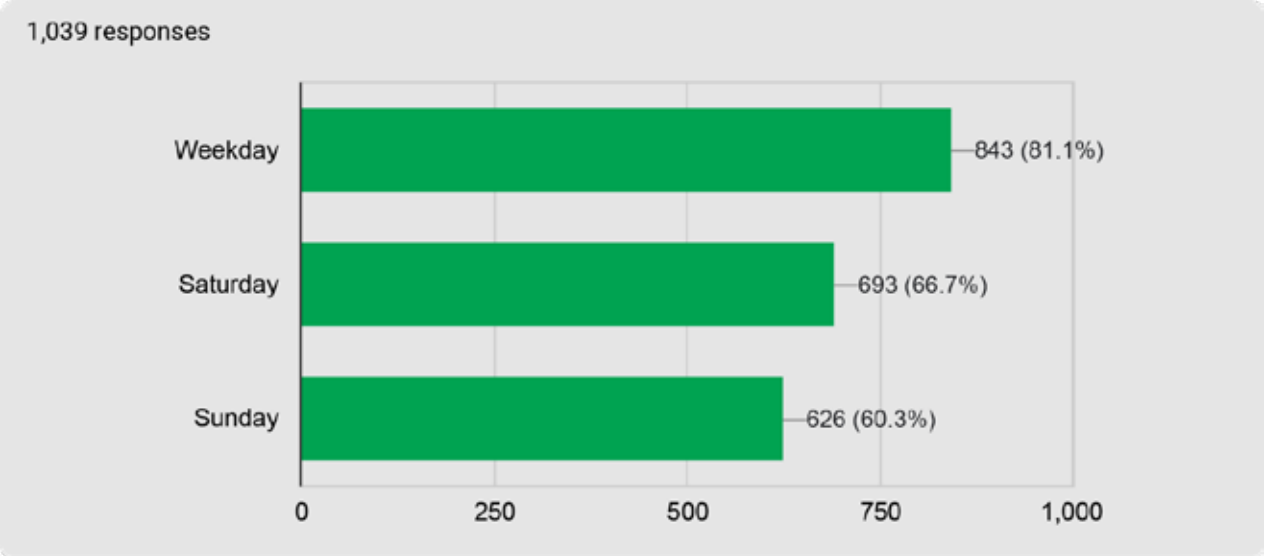
A solid majority of respondents (64.9%) indicated that they never take a pet when using the MCT trails. Just over 9% of respondents reported always taking a pet with them to use the MCT trails, while almost 26% sometimes take a pet.

These results somewhat conflict with the results for Question 6, but are likely more in line with the actual number of trail users who take a pet with them. This is because Question 6 referred to the ***primary*** activity undertaken, and was structured with the first 3 listed choices being walking, jogging/running, and bicycling. So, some respondents to Question 6 may have assumed that taking their dog was secondary to their main trail use activity of walking, jogging/running, or bicycling. Other respondents are likely to have selected one of the first 3 listed choices and moved on, without realizing that dog walking was listed as a response option.

With about 35% of respondents indicating they sometimes or always take a pet, this segment of users is sizeable enough to be accounted for in providing amenities, setting trail use policies, and enforcing trail use rules. Such accommodations are mainly intended to minimize impacts to other trail users, like pet waste stations, pet waste clean-up requirement, and leashing rules. However, this may justify adding pet watering stations in locations where drinking fountains may be planned for installation, particularly along high-traffic trail facilities.

MCT Trails Survey Results Summary

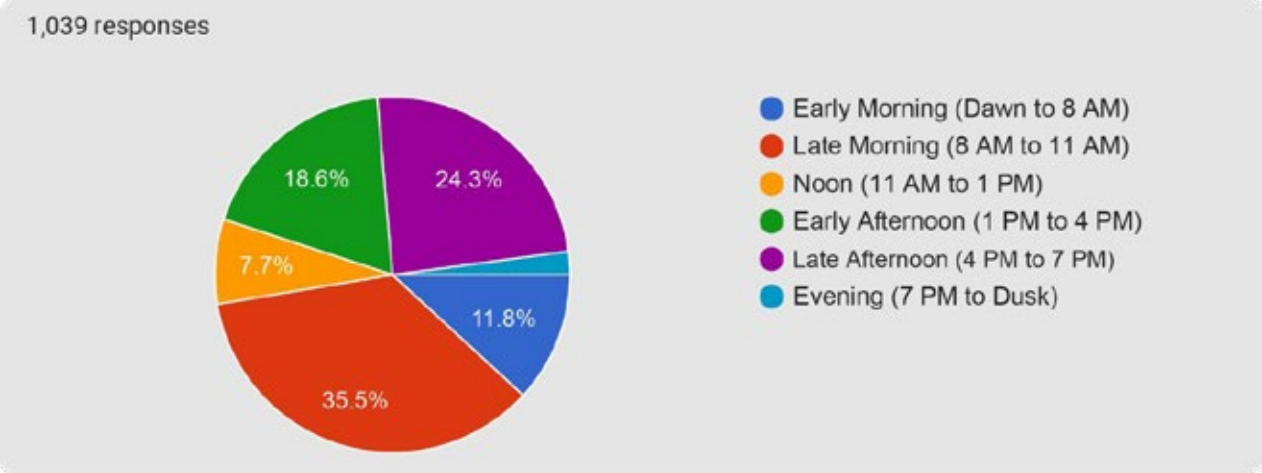
Q8: Generally, when do you use the MCT Trails (select all that apply)?



Weekdays was the top response for day of use with 81% of respondents, followed by Saturday (66.7%) and Sunday (60.3%). However, the 1,039 respondents provided 2,162 answers to this question, with each respondent selecting 2.08 answers on average. This means most respondents use the MCT trails during both weekdays and weekends.

These responses are fairly well distributed and do not identify any obvious trends that would affect plan development. Because individual weekdays could not be selected as a response, no meaningful observations can be made regarding trail use on a given weekday or in comparison to weekend usage.

Q9: Generally, what time of day do you begin using the MCT Trails?



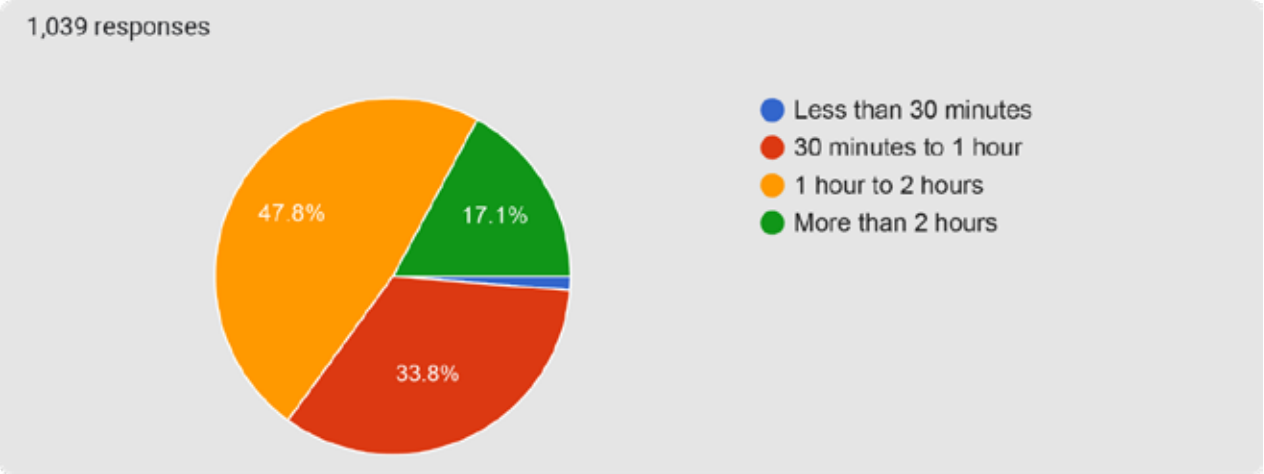
The most popular time of day for trail use is late morning, which was the choice of 35.5% of respondents. This is followed by late afternoon with over 24% of responses. About 14% use the trails in the evening (11.8%) or early morning (2.1%).

Combined, about 36% of respondents are early morning or late afternoon trail users that could be impacted by AM or PM peak hour traffic (daily rush hours). This may specifically impact the planning and design of at-grade roadway intersections/crossings and on-road trail segments.

MCT Trails Survey Results Summary

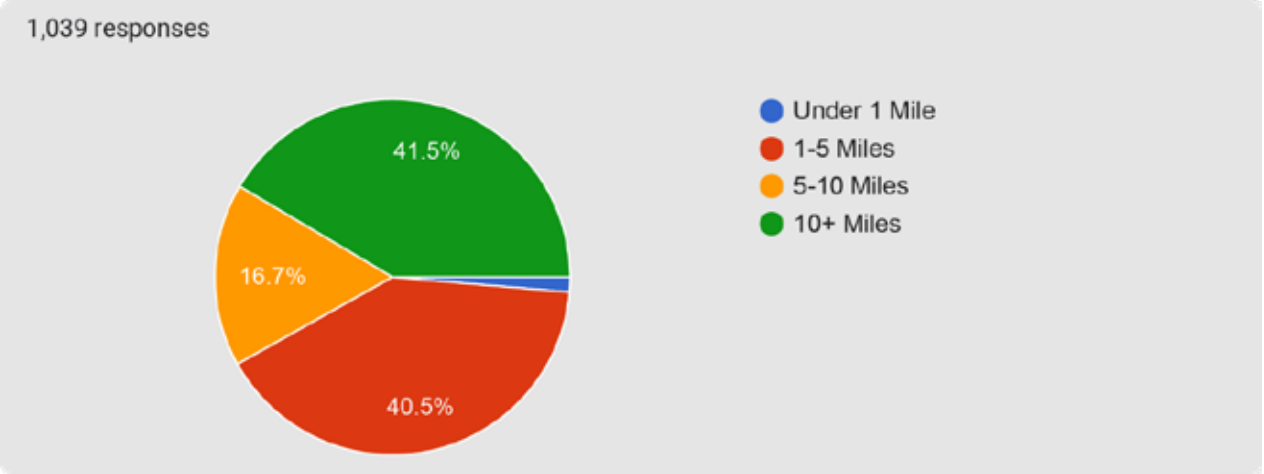
Roughly 14% of respondents are early morning or evening trail users. These users may be impacted by low ambient light levels, particularly during late autumn through early spring. These trail users may benefit from enhanced trail lighting, particularly along trail segments in undeveloped or low-population areas.

Q10: How much time do you typically spend on the MCT Trails each visit?



Only 1.3% of respondents reported typical trail use of less than 30 minutes. The remaining 98.7% typically use the trails for 30 minutes or longer, with 64.9% reporting 1 hour or longer and 17.1% reporting typical trail use of more than 2 hours. Planning considerations are discussed under Question 11.

Q11: How far do you typically go when using the MCT Trails?



Only 1.3% of respondents indicated they typically travel less than a mile when using the MCT trails. Travel distance of 10 plus miles and 1-5 miles is about equal at 41.5% and 40.5% of respondents respectively. The remaining 16.7% reported typical travel of 5-10 miles when using the MCT trails.

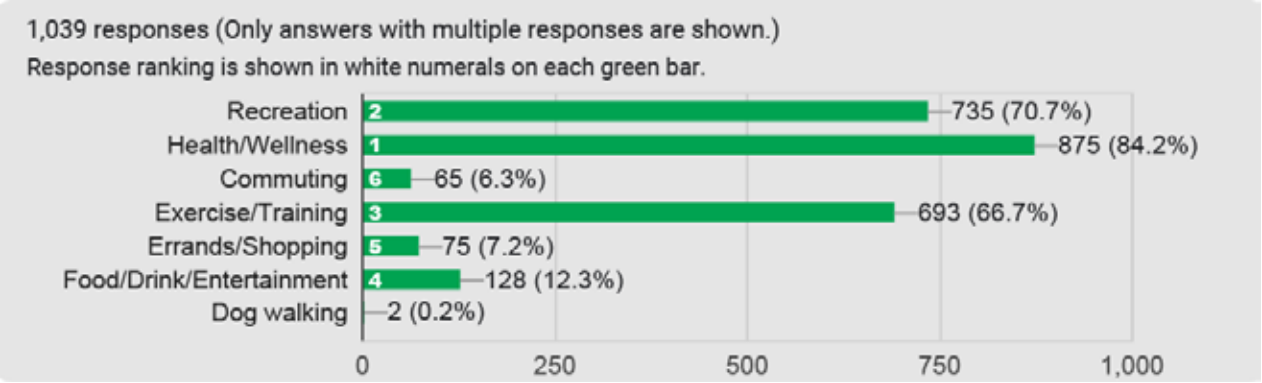
The results of Questions 10 and 11 are best discussed together, as they are closely related. Respondents reported typical use of less than 30 minutes at the same proportion as those who reported typical travel less than a mile. There is certainly significant, if not exact, overlap between those respondent groups. The other end of the spectrum accounts for the 17.1% of

MCT Trails Survey Results Summary

The 47.8% of Question 10 respondents who reported typical use duration of 1-2 hours is most likely comprised of the 16.7% who typically travel 5-10 miles, plus the 24.4% who travel 10-plus miles in 1-2 hours (after subtracting 2-hour plus users from Question 10), plus the 6.7% who travel 1-5 miles in 1-2 hours (after subtracting the ½ - 1 hour users from Question 10).

These results infer a few things about who uses the MCT trails and how they are used. Casual recreational walkers, inexperienced bicyclists, dog walkers, commuters, errand-runners, and those with limited mobility likely comprise the respondent group that spends less than 30 minutes traveling under a mile during a typical trail visit. The next group of respondents typically travels 1-5 miles in 30 minutes to one hour. This group probably includes recreational walkers/runners/cyclists and fitness users seeking low-moderate intensity exercise, along with a few commuters and errand-runners. Another group most likely includes avid runners and fitness cyclists seeking moderate-high intensity exercise for longer periods over farther distances. Finally, long-distance training rides of 50-100 miles and runs of 10+ miles are fairly routine for experienced bicyclists and advanced runners. These individuals are typically competitive athletes and "fitness buffs" seeking high intensity exercise. While these are generalized descriptions, they help recognize the diversity of trail user groups and their differing needs.

Q12: How would you categorize your trail use (select all that apply)?

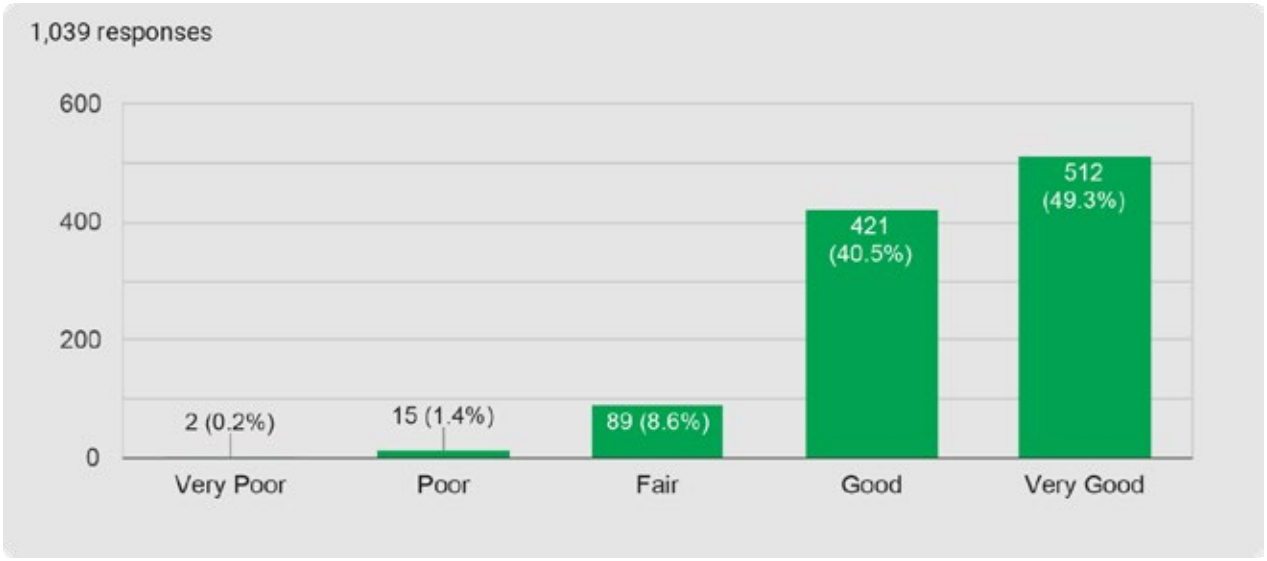


Health/wellness was the top ranked trail use category reported by respondents, followed by 2nd ranked recreation and 3rd ranked exercise/training. At least two-thirds of respondents selected each of these response options. Responses for other categories fell significantly from there, with the 4th ranked food/drink/entertainment accounting for only 12.3% of responses. Errands/shopping and commuting were ranked 5th and 6th respectively. Dog walking, which was selected by 2 respondents, was the only other option that received multiple responses.

Question 12 results generally validate the considerations discussed for Questions 10 and 11. The most important observation, however, is that few respondents (less than 12.3%) use the MCT trails for ***transportation*** purposes. Madison Co. Transit is a transportation agency. State and federal transportation programs have funded a substantial portion of the existing MCT trail system and this will likely continue for the foreseeable future.

MCT Trails Survey Results Summary

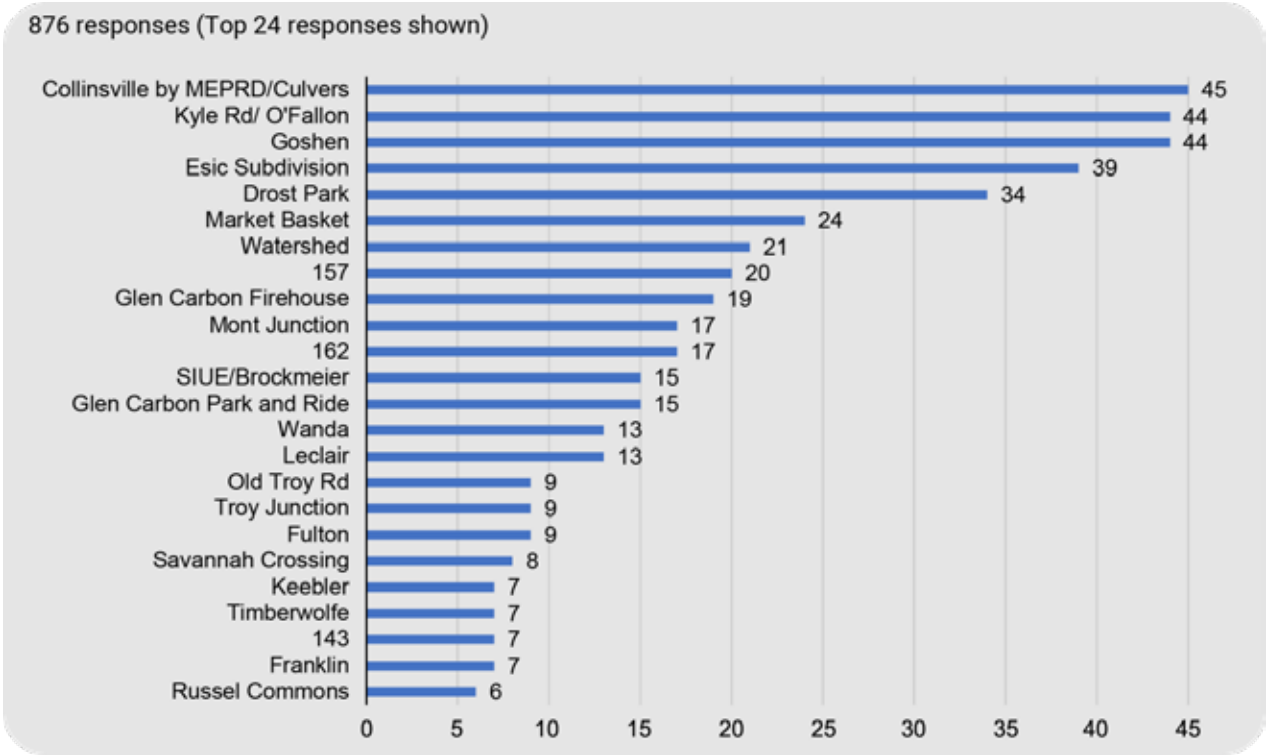
Q13: How would you rate the maintenance of the MCT Trails?



Almost 90% of all respondents rated MCT trail maintenance as very good (49.3%) or good (40.5%). Conversely, less than 2% rated trail maintenance as poor or very poor. The remaining 8.6% rated maintenance as fair.

By and large, the experienced MCT trail users who were respondents have a positive impression of MCT trail maintenance. This indicates that MCT, as an agency, has met or exceeded the maintenance expectations of their trail users. It also shows that MCT leadership has allocated sufficient funding to adequately maintain the quality of trail facilities as the system has grown. Given the small number of negative responses, they likely reflect site-specific conditions observed along a familiar trail, rather than generalized system-level commentary.

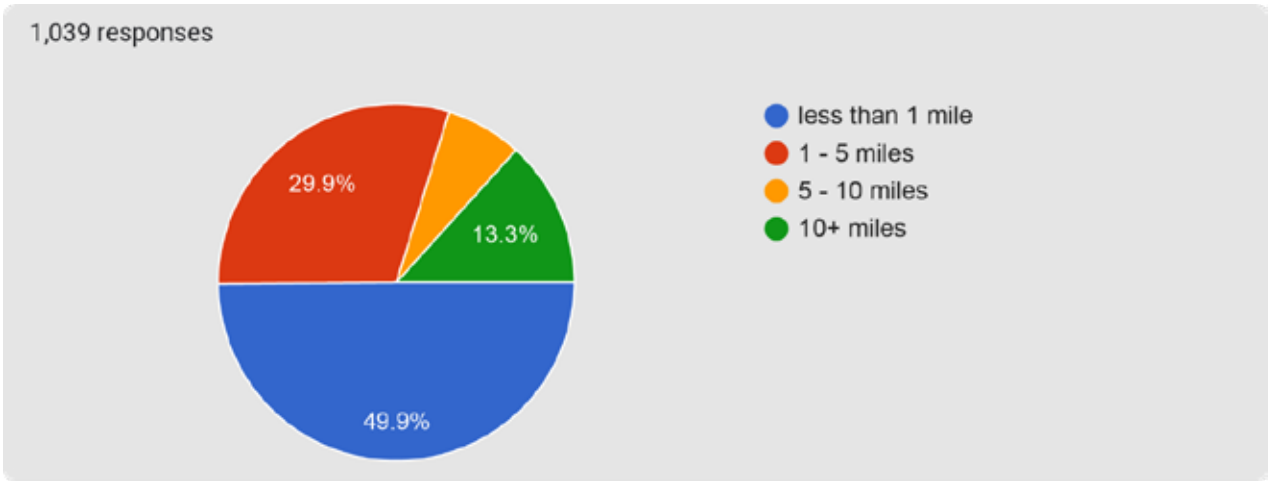
Q14: Which trail access point do you use most frequently when visiting the MCT Trails?



Responses to this question were written-in, rather than selected. The graph above shows only the top 24 responses. Because these access points have not been furnished in map form, the locations were examined based on name. This being said, at least 21 of the top 24 responses have been positively identified as being along trails within the central population corridor referenced for Question 5.

Mapping each official MCT trail access point or trailhead and assigning each a formal name would facilitate system planning and help trail users better identify these access locations, particularly in conjunction with installation of wayfinding signs. Interestingly, the 2nd ranked response, Kyle Rd/O'Fallon, is in St. Clair Co., showing potential demand for additional connections to the south.

Q15: How far do you travel to reach an MCT Trails access point?

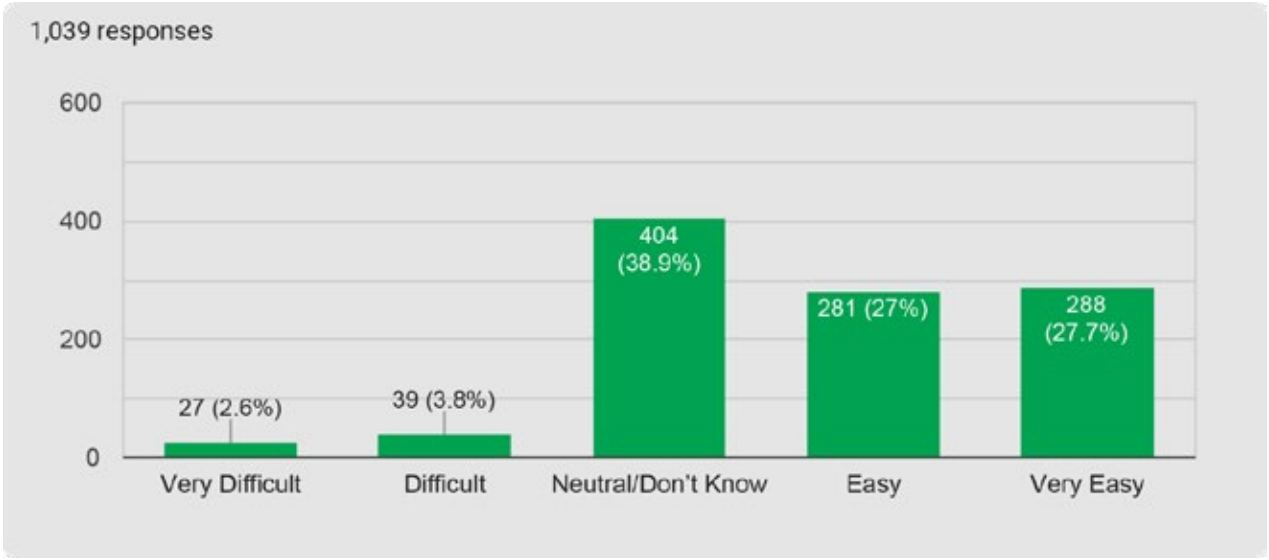


About 50% of respondents reported living within 1 mile of an MCT trails access point, with almost 30% living 1-5 miles from one. The remainder 20.2% live 5 or more miles from an access point, of which 13.3% live over 10 miles away.

These results track closely with Question 1 results, in which 79.9% of respondents reported residing in Madison Co. Two primary observations can be drawn from these results. First, the MCT trail system has very good coverage within Madison Co., particularly within the more populated communities. Access points are located such that many users can avoid a car trip to start their walk, run, or ride. Second, the MCT trail system draws a fair number of users from outside Madison Co. who are willing to travel at least 10 miles to an access point. With this in mind, it would be useful to determine the top access points for non-resident trail users. This would help identify the highest priority locations for future parking lots.

MCT Trails Survey Results Summary

Q16: How would you rate the ease of connecting between different parts of the MCT Trails and MCT bus system?



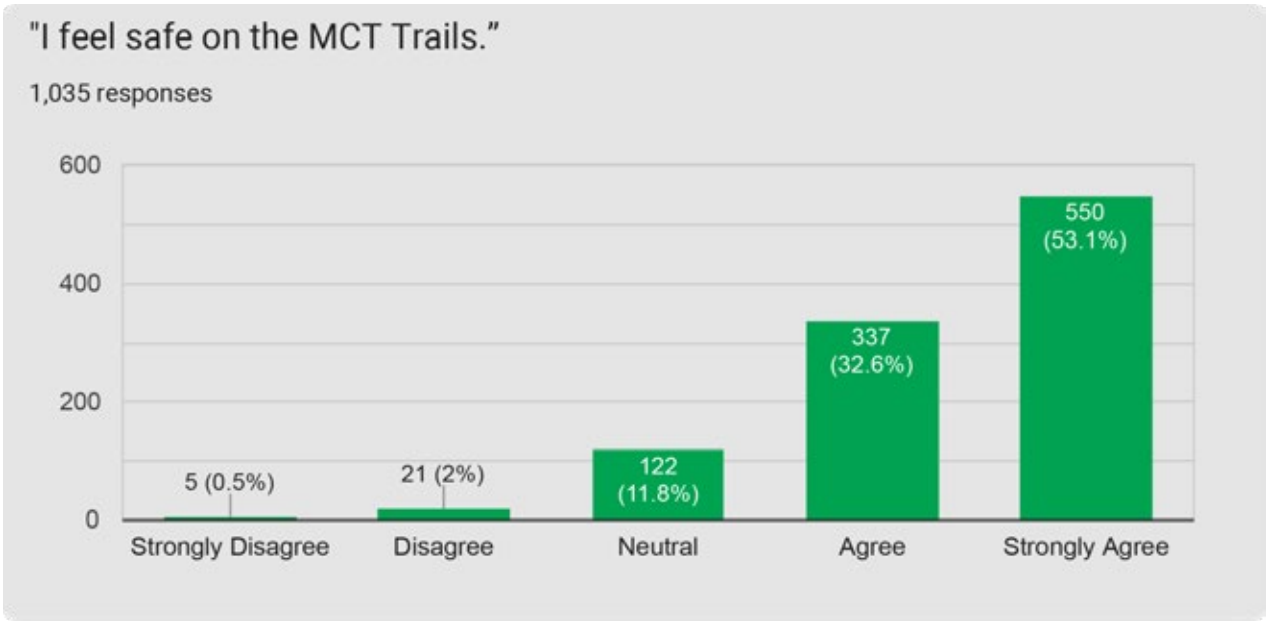
Question 16 results almost certainly reflect assumption-based perceptions, rather than experience-based opinions, except for the 38.9% who responded neutral/don't know. This observation is based partly on a comparison to the 5.1% combined mode share for commuting by walking, bicycling, or transit per the US Census 2021 American Community Survey (ACS).

There is also discrepancy between these responses and Question 12, which asked how respondents used the trails in a "select all that apply" format. So, presumably, each respondent selected every category applicable to their use of the MCT trails. On Question 12, 12.3% use the MCT trails to access food/drink/entertainment, 7.2% selected shopping/errands, and 6.3% selected commuting (25.8% total). Even if it is assumed that no Question 12 respondents selected more than one of these three options, that total would fall well short of the 61.1% of Question 16 respondents who had an opinion on the ease of connecting between trails and buses.

The 1,039 respondents to this survey overwhelmingly use the MCT trails for recreational or exercise purposes, not transportation. It would be useful to compare Question 16 results to those of a similar question asked to MCT bus riders, who would be using the trails for transportation when combined with a bus trip. This would provide experience-based opinions, rather than assumption-based perceptions, to inform the development of MCT policies and projects that facilitate transportation on and between the MCT trail and bus systems.

MCT Trails Survey Results Summary

Q17: Indicate below your level of agreement/disagreement with the following statement:



When asked level of agreement with the statement "I feel safe on the MCT trails," an 85.7% majority of respondents agreed (32.6%) or strongly agreed (53.1%). Only 2.5% of respondents disagreed or strongly disagreed, with another 11.8% selecting neutral.

The results convey a general sense of safety when using the trail, but do not reveal the trail system attributes that influence a user's perceptions regarding safety. These perceptions are probably based on a combination of characteristics: facility design, intersections/road crossings, locations, surrounding conditions, and provision of amenities. Future surveys should attempt to identify the factors or attributes that most influence a trail user's sense of safety.

Q18: Is there a specific community, neighborhood, school, park, or commercial area the MCT Trails should be added and/or extended [to reach]?

Responses to this question were written-in instead of being selected from a pre-determined list. The 564 responses varied widely and the results are difficult to present graphically. So, top responses will be presented as numbered and bullet lists. Responses are grouped into two main categories: individual communities, and specific destinations within individual communities.

Top Desired Community Connections

1. Troy (28)
2. Alton (17)
3. Highland (11)
4. Bethalto (9)
5. Collinsville, O'Fallon (8)
6. Godfrey, Wood River (7)
7. Granite City, St. Jacob (4)
8. Marine, Maryville (3)

Most listed connections will be addressed, at least partially, with extensions/connections already in the planning stages. The Silver Creek Trail will connect Troy and Highland to the Goshen Trail upon completion. Alton is already connected to the system via the Confluence Trail and

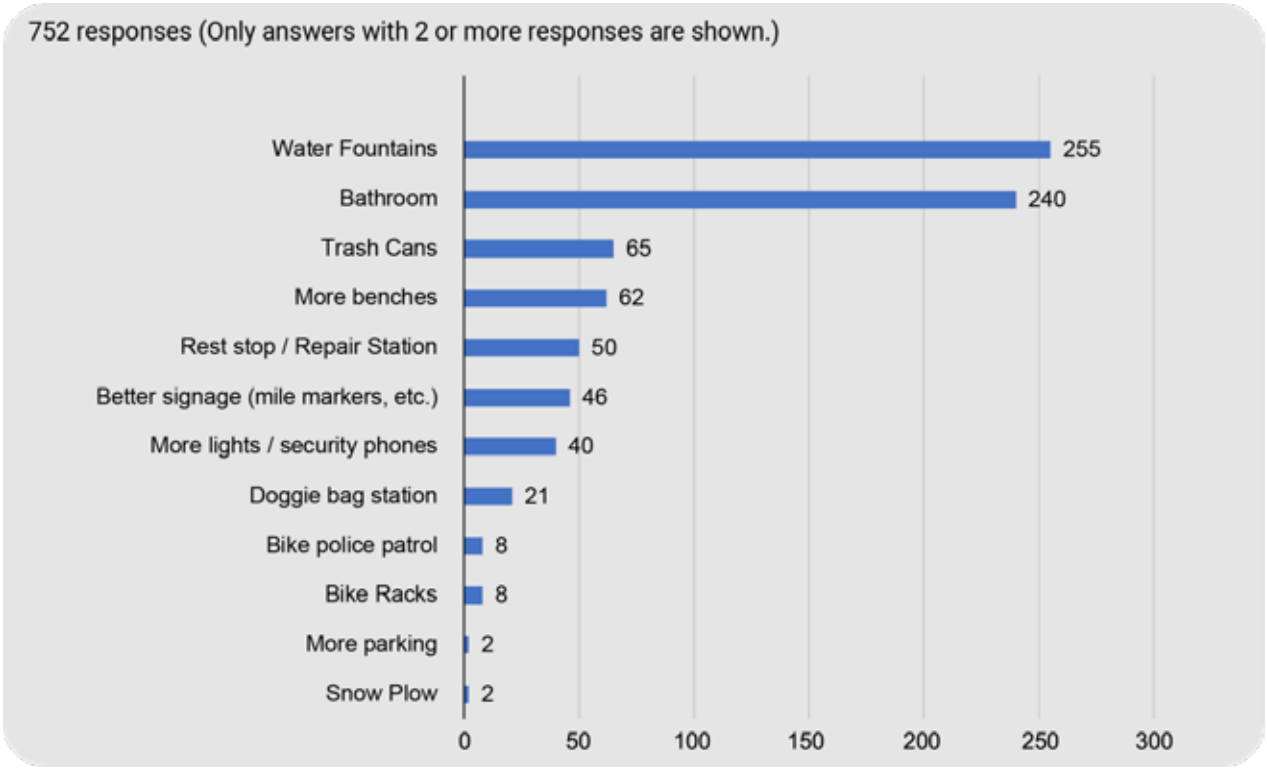
Riverbend Trail. However, a planned route in Foster Township would connect Alton to Godfrey, while another connection is planned to extend from the Riverbend Trail into East Alton and Wood River. Roxana, South Roxana, and Bethalto will be served by future connections to the northern terminus of the Goshen Trail. Other facilities are planned to connect the Confluence Trail to other MCT trails through Venice, Madison, Granite City, and South Roxana. There is also a desire to make additional system connections between smaller municipalities in the eastern and northeastern portions of Madison Co., such as Marine, Alhambra, and Hamel.

Top Desired Destination Connections (listed by community)

- Alton: Confluence Trail through Hartford/Roxana (5), River Road (4)
- Collinsville: Library/High School (8), Woodland Park (5)
- Edwardsville: Plummer Park (18), Downtown (17)
- Glen Carbon: Glenwood Estates (31), Aldi/Walmart (6)
- Granite City/Venice: Multiple (5)
- Highland: Lebanon Rd./St. Jacob (2), Marine (2)
- Marine: IL-143 to Heritage/Nickel Plate Trail (23)
- Maryville: Copper Creek (3), Anderson Hospital (2), Nottingham Estates (2)
- St. Clair Co.: Multiple (22)
- Troy: Tri-Township Park (9), Silver Creek Trail (7)
- Other: Schoolhouse Trail to McKinley Bridge (14), Pavement to Marine/Alhambra (11)

Several of these destinations would be addressed by a planned route discussed above. Other trail connections within individual communities should be the responsibility of the applicable municipality or park district, as they would help provide finer-grained connections to the backbone MCT system.

Q19: What amenities would improve your MCT Trails experience?



Responses to this question were written-in instead of being selected from a pre-determined list. All answers with 2 or more responses are shown above. Comfort and safety amenities were the most requested types of amenities, with water fountains (255) and bathrooms (240) being the top responses by far.

There is no doubt that these types of amenities significantly influence how a trail user perceives their trail use experiences. There are a few practical considerations, however, that must factor into any decision on the provision of comfort and safety amenities. Water fountains and bathrooms must be connected to water and sanitary sewer systems, which are most likely to be found in a municipal setting. Lighting and security phones may need to be hard wired to electrical and telecommunication utilities, if neither suitable equipment nor sufficient access to solar radiation or wireless signal is available. These factors will affect the number and location of such amenities.

Maintenance funding and capacity also must be considered. Bathrooms must be cleaned. Trash cans and doggie bag stations must be emptied. Furthermore, there is insufficient commuter/transportation use of the system to justify snow plowing the trails. These factors affect staffing and funding levels.

There are jurisdictional concerns with police patrolling of the MCT Trails. MCT is not a law enforcement agency. This would have to be done in close coordination with municipal police departments and the Madison Co. Sheriff's Office, which would need to fund and staff such policing activities.

Q20: Provide us with your email address if you wish to be added to the MCT Trails email list.

There is no analysis for this question.

Summary of MCT Community Engagement at Bike & Hike to Breakfast in Edwardsville, IL

Saturday, May 20, 2023 8:00 a.m. - 12:00 a.m.
Prepared by HeartLands Conservancy
May 25, 2023

Overview

Edwardsville had its first Bike and Hike to Breakfast on May 20, 2023. Residents were invited to walk, jog, or bike over to the Land of Goshen Community Market in downtown Edwardsville which hosted 11 exhibitors. 588 people attended the event and while enjoying a free pancake breakfast residents were invited to provide input on MCT's trail system.

Visual Preference Survey Summary:

Participants were asked to give their input on what they would like to see on MCT Trails at an engagement activity with emoji stickers or comments at the Bike & Hike to Breakfast in Edwardsville, IL. The most popular options are art on the trails, trail amenities (water, air pimps, bike racks, etc.), trail oriented development, trees placed for shade on rural trails, trail supportive businesses. Comments can be viewed on the boards on page 3.

1. Art on the trails (72 votes in favor, 1 vote against)
2. Trail amenities: water, air pimps, bike racks, etc. (66 votes in favor, 2 votes against)
3. Trail oriented development (66 votes in favor, 3 votes against)
4. Trees placed for shade on rural trails (57 votes in favor, 0 vote against)
5. Trail supportive businesses (55 votes in favor, 1 vote against)

For more selections and more details refer to the Visual Preference Survey on page 3.

One Word to Describe Your Vision:

Participants were asked to write down one word to describe their vision of MCT Trails. Participants showed interest in: connectivity, walkability, nature, equity, brand, opportunity, wildlife, green, art, people, and community.

For more details refer to the One Word To Describe Your Vision board on page 9.

Issues and Ideas:

Participants were asked to write their issues and ideas for MCT Trails.

Ideas: Workout stations, Confluence Trail (Alton, Wood River, Marine, Highland), more water stations, more signage, conservation, bike tourism, connecting trails/Downtown, erosion control.

Challenges: Pollinators vs “bugs”, Bentonville (mountain bike trails, art, greenways), where to get on the trail, Ameren/closing trails (maybe should be in winter?), erosion.

For more details refer to the Issues and Ideas board on page 11.

MCT District Maps for Written Comments (Marker Maps):

Participants were invited to provide any comments about existing MCT Trails or propose their ideas for new routes on a series of maps. These include any route extensions or improvements they might want.

Comments:
Participants mentioned:

- Easier access to the trails from nearby neighborhoods.
- Barriers for better access are big roads like state routes.
- Requests for more trail-to-trail connections and trail-to-neighborhood connections.
- Need for trails to be cleaned up after storms.
- Segments of trails have severe erosion.
- It is important to note that although participants did not write down many positive comments, many of them stated their appreciation for such a great trail network.
- Many people said that they moved to the area for the trails.

Stakeholder Proposed Trails:

- Most of the trails proposed by participants call for more interconnectedness between existing trails and trail connections to more neighborhoods.

For more details refer to the Marker Maps board on page 13.

MCT TRAILS
Madison County Transit

VISUAL PREFERENCE SURVEY

What would you like to have access to on MCT Trails?

MCT / ACT Events	VOTE 28	COMMENT Three people agreed that trails should be open 24/7
Trails as Conservation Corridors	VOTE 47	COMMENT This is the best idea! There is animals that don't like being bothered!
Lighting in city cores	VOTE 45 3	COMMENT
Trail Gateways	VOTE 16	COMMENT More connections to trails from neighborhoods
A Bike Sharing Program	VOTE 22 3	COMMENT More renting bikes who can't afford one
Youth Bike Programs	VOTE 25	COMMENT

HEARTLANDS CONSERVANCY

MCT TRAILS
Madison County Transit

VISUAL PREFERENCE SURVEY

What would you like to have access to on MCT Trails?

	VOTE	COMMENT
Trail Supportive Businesses	55 1	
Trail Rangers	21	We would volunteer! Keep our trails clean! Less pollution Invasive plant remediation (honeysuckle, wintergreen)
Art on the Trails	72 1	Cool to see art It can brighten your day Street art on underpasses
Bicycle Fix-It Stations	25	
Open Rural trails	20	Integrate MTB trails More paved rural trails
Trees Placed for Shade on Rural Trails	57	It can get really hot! Yes please!

HEARTLANDS CONSERVANCY

MCT TRAILS
Madison County Transit

VISUAL PREFERENCE SURVEY

What would you like to have access to on MCT Trails?

	VOTE	COMMENT
More Bike/Bus Connections	14	
More Historic Interpretive Panels	18	Maybe
Stormwater Integration	33	*A lot of money emojis*
Trail Amenities: water, air pumps, bike racks, etc.	66 2	Better connections to downtown Edwardsville parking Trash cans for dog doodoo Potties <-- Yes, this! Bathrooms and water Bathrooms, water, benches, signage for bathrooms Place for pet waste <-- Yes please!
Trail Oriented Development	66 3	Stop building B&W buildings! They're ugly! Bring back color! Safe bike & ped access to grocery stores, workplace, etc. Area to lock bikes up Please don't add businesses on trails - the nature is perfect - trails to businesses would be more ideal
Places to gather along trail	52 2	RV parking No RV parking

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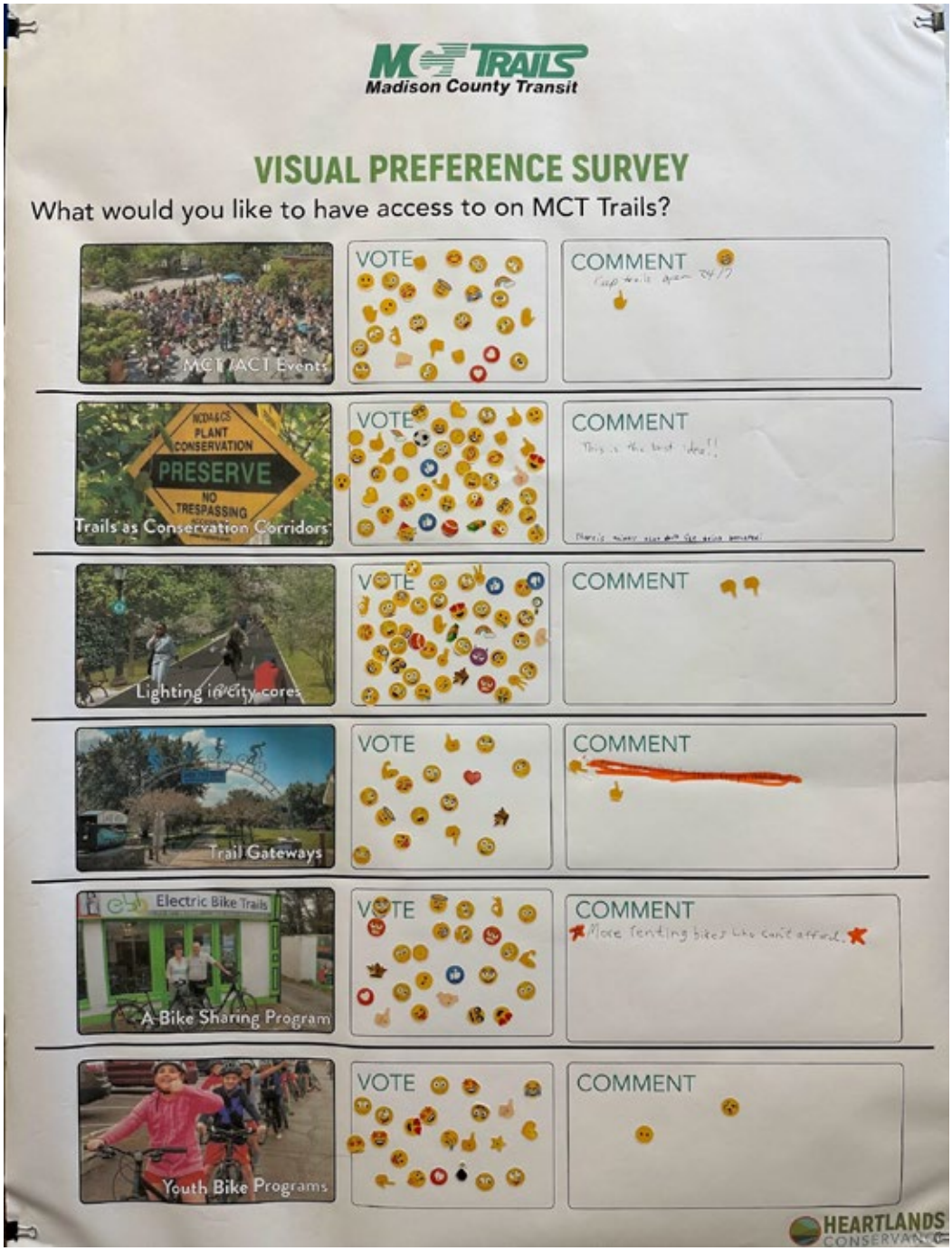
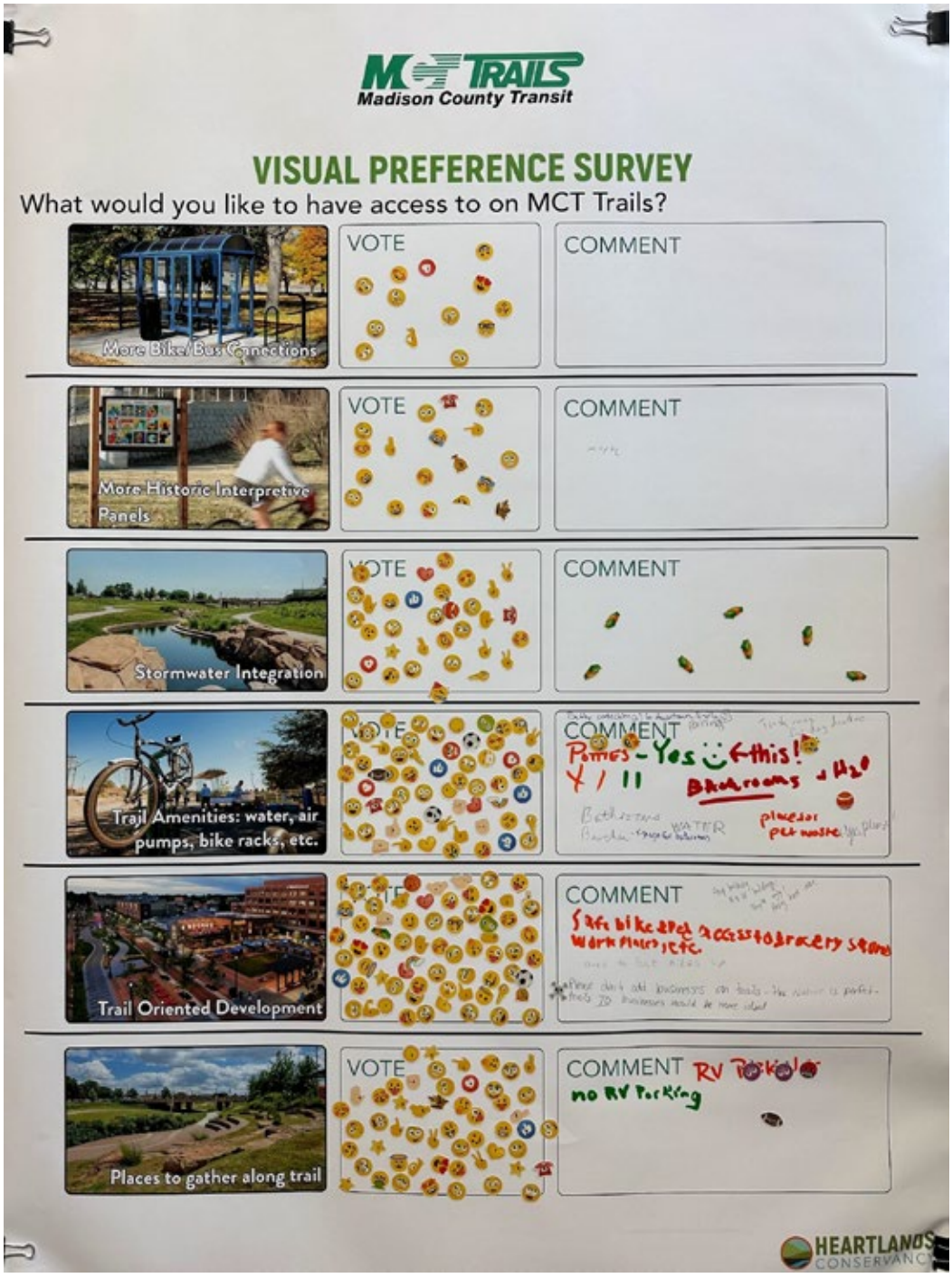
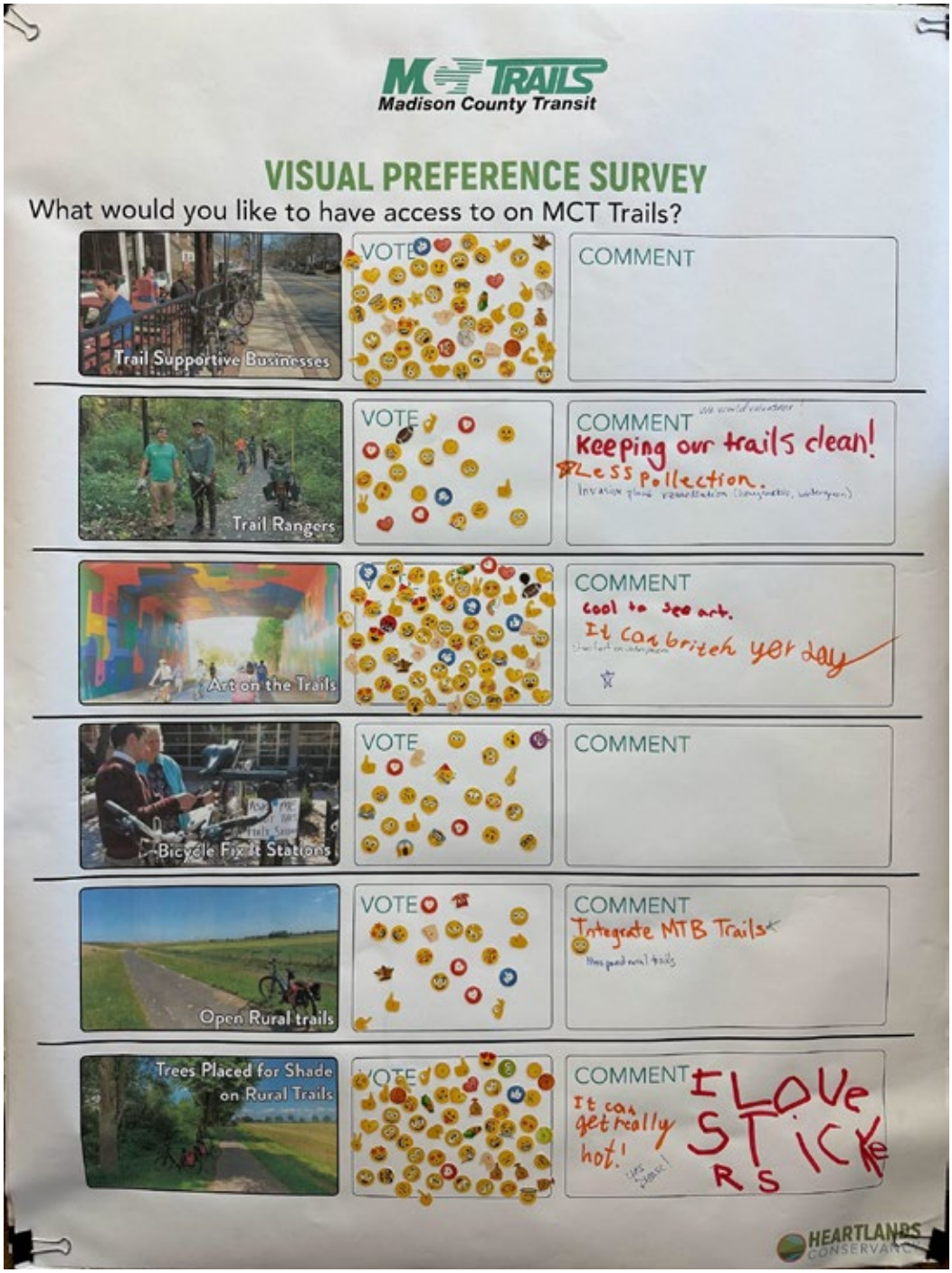

MCT TRAILS
Madison County Transit
VISUAL PREFERENCE SURVEY
What would you like to have access to on MCT Trails?
MCT/ACT Events
VOTE
COMMENT
NCDA&CS
PLANT
CONSERVATION
PRESERVE
NO
TRESPASSING
Trails as Conservation Corridors
VOTE
COMMENT
This is the best idea!!
VOTE
COMMENT
Lighting in City cores
VOTE
COMMENT
Trail Gateways
VOTE
COMMENT
Electric Bike Trails
A Bike Sharing Program
VOTE
COMMENT
More renting bikes like can't afford
Youth Bike Programs
VOTE
COMMENT
HEARTLANDS
CONSERVANCY


MCT TRAILS
Madison County Transit
VISUAL PREFERENCE SURVEY
What would you like to have access to on MCT Trails?
More Bike/Bus Connections
VOTE
COMMENT
More Historic Interpretive Panels
VOTE
COMMENT
Stormwater Integration
VOTE
COMMENT
Trail Amenities: water, air pumps, bike racks, etc.
COMMENT
Trail Oriented Development
COMMENT
Places to gather along trail
VOTE
COMMENT
no RV Parking
HEARTLANDS CONSERVANCY


MCT TRAILS
Madison County Transit
VISUAL PREFERENCE SURVEY
What would you like to have access to on MCT Trails?
Trail Supportive Businesses
VOTE
COMMENT
Trail Rangers
VOTE
COMMENT
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Less Pollection.
Art on the Trails
VOTE
COMMENT
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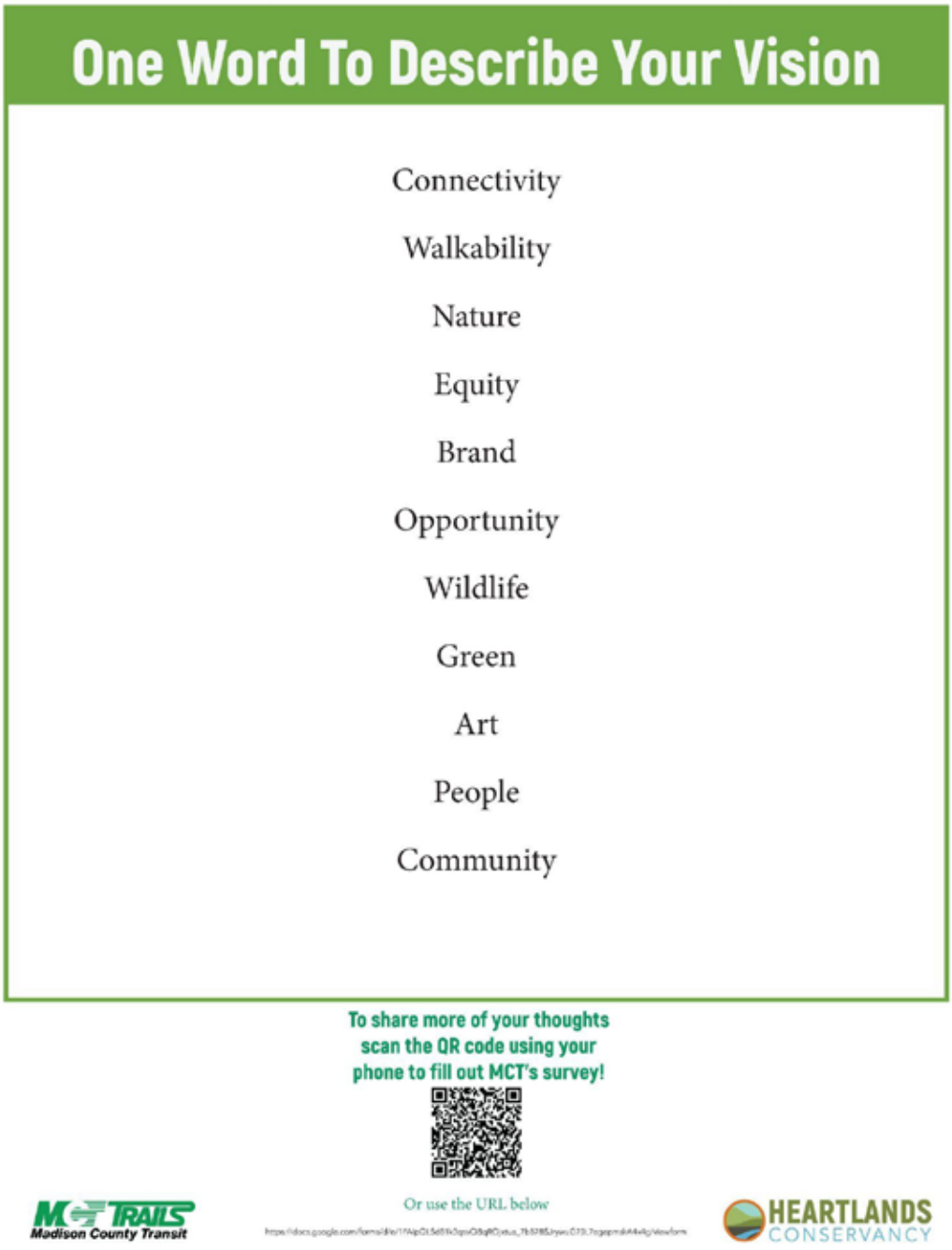
It can bricth yet day
Bicycle Fix-it Stations
VOTE
COMMENT
Open Rural trails
VOTE
COMMENT
Integrate MTB Trails
Trees Placed for Shade on Rural Trails
VOTE
COMMENT
It can get really hot!
I LOVE STICKERS
HEARTLANDS CONSERVANCY


One Word To Describe Your Vision
Connectivity
Walkability
Nature
Equity
Brand
Opportunity
Wildlife
Green
Art
People
Community
To share more of your thoughts scan the QR code using your phone to fill out MCT's survey!
Or use the URL below
MCT TRAILS
Madison County Transit
HEARTLANDS CONSERVANCY

One Word To Describe Your Vision
Connectivity
me too
Community
Walkability
MCT
art
NATURE!!
people
GREEN
EQUITY
Wildlife
BRAND
opportunity
To share more of your thoughts scan the QR code using your phone to fill out MCT's survey!
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HEARTLANDS CONSERVANCY

MCT TRAILS
Madison County Transit

ISSUES & IDEAS

What are OPPORTUNITIES and/or CHALLENGES for MCT Trails?

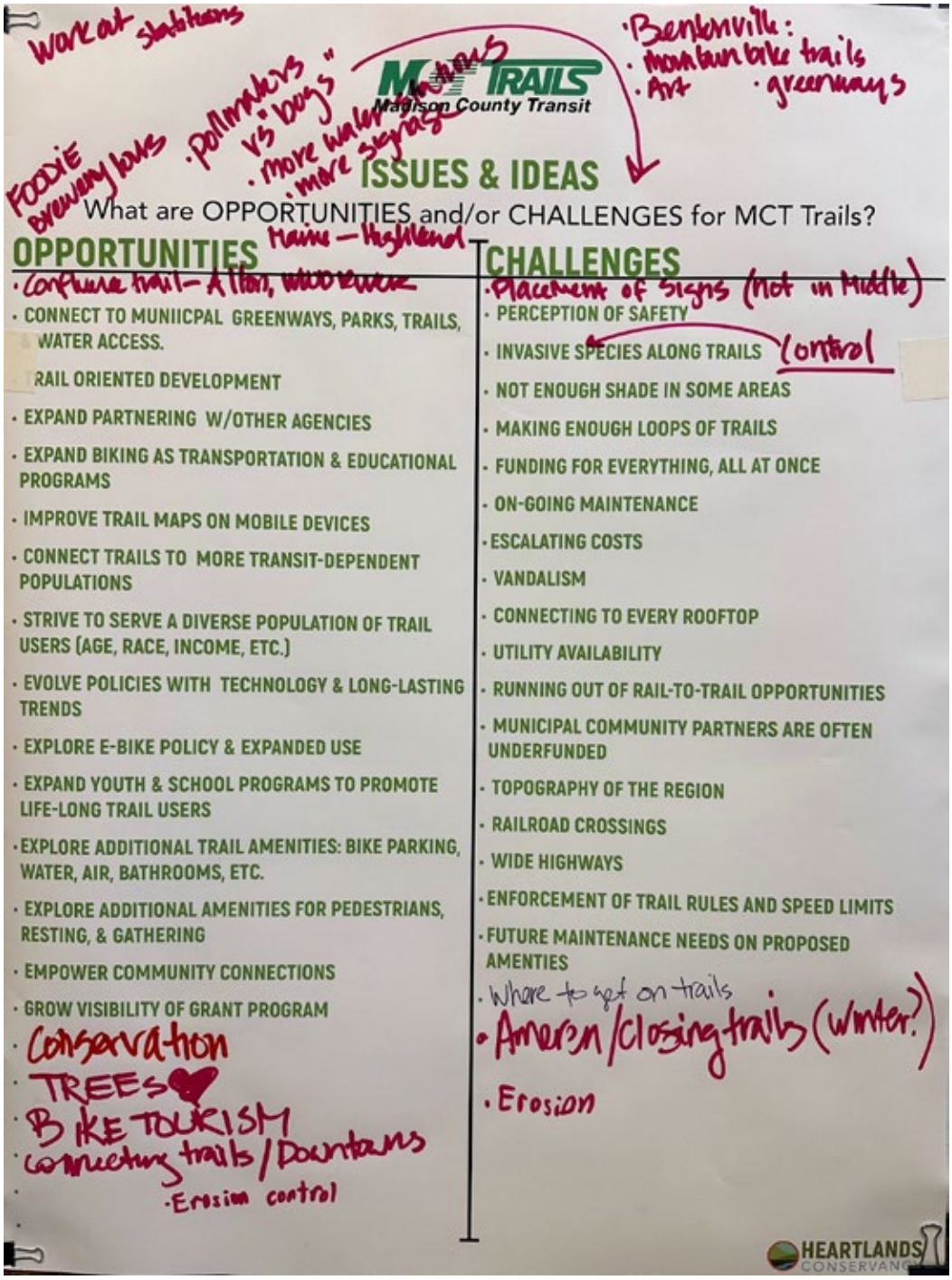
OPPORTUNITIES

- CONNECT TO MUNIICPAL GREENWAYS, PARKS, TRAILS, & WATER ACCESS.
- TRAIL ORIENTED DEVELOPMENT
- EXPAND PARTNERING W/OTHER AGENCIES
- EXPAND BIKING AS TRANSPORTATION & EDUCATIONAL PROGRAMS
- IMPROVE TRAIL MAPS ON MOBILE DEVICES
- CONNECT TRAILS TO MORE TRANSIT-DEPENDENT POPULATIONS
- STRIVE TO SERVE A DIVERSE POPULATION OF TRAIL USERS (AGE, RACE, INCOME, ETC.)
- EVOLVE POLICIES WITH TECHNOLOGY & LONG-LASTING TRENDS
- EXPLORE E-BIKE POLICY & EXPANDED USE
- EXPAND YOUTH & SCHOOL PROGRAMS TO PROMOTE LIFE-LONG TRAIL USERS
- EXPLORE ADDITIONAL TRAIL AMENITIES: BIKE PARKING, WATER, AIR, BATHROOMS, ETC.
- EXPLORE ADDITIONAL AMENITIES FOR PEDESTRIANS, RESTING, & GATHERING
- EMPOWER COMMUNITY CONNECTIONS
- GROW VISIBILITY OF GRANT PROGRAM
- WORKOUT STATIONS
- CONFLUENCE TRAIL - ALTON, WOOD RIVER, MARINE, HIGHLAND
- MORE WATER STATIONS
- MORE SIGNAGE
- CONSERVATION
- TREES
- BIKE TOURISM
- CONNECTING TRAILS/DOWNTOWN
- EROSION CONTROL

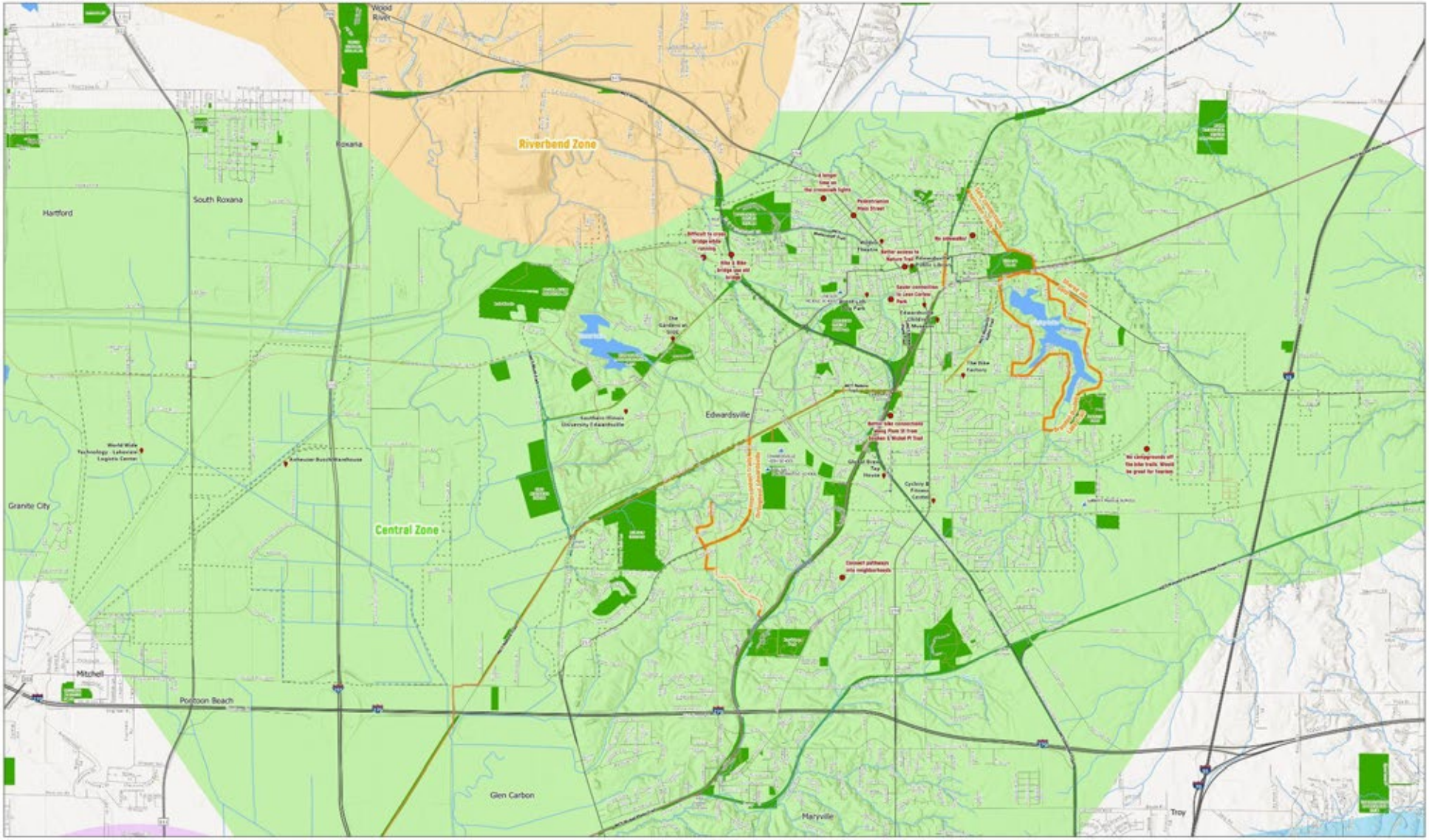
CHALLENGES

- PERCEPTION OF SAFETY
- CONTROL INVASIVE SPECIES ALONG TRAILS
- NOT ENOUGH SHADE IN SOME AREAS
- MAKING ENOUGH LOOPS OF TRAILS
- FUNDING FOR EVERYTHING, ALL AT ONCE
- ON-GOING MAINTENANCE
- ESCALATING COSTS
- VANDALISM
- CONNECTING TO EVERY ROOFTOP
- UTILITY AVAILABILITY
- RUNNING OUT OF RAIL-TO-TRAIL OPPORTUNITIES
- MUNICIPAL COMMUNITY PARTNERS ARE OFTEN UNDERFUNDED
- TOPOGRAPHY OF THE REGION
- RAILROAD CROSSINGS
- WIDE HIGHWAYS
- ENFORCEMENT OF TRAIL RULES AND SPEED LIMITS
- FUTURE MAINTENANCE NEEDS ON PROPOSED AMENTIES
- POLLINATORS VS "BUGS"
- BENTENVILLE: MOUNTAIN BIKE TRAILS, ART, GREENWAYS
- WHERE TO GET ON TRAILS
- AMEREN/CLOSING TRAILS(WINTER?)
- EROSION

HEARTLANDS CONSERVANCY


Workout stations
Bentonville:
· mountain bike trails
· Art
· greenways
FOODIE Brewery bikes
· pollinators vs bugs
· more water
· more signage
MCT TRAILS
Madison County Transit
ISSUES & IDEAS
What are OPPORTUNITIES and/or CHALLENGES for MCT Trails?
Maine — Highland
OPPORTUNITIES
· Confluence trail — Alton, Wood River
· CONNECT TO MUNIICPAL GREENWAYS, PARKS, TRAILS, WATER ACCESS.
· RAIL ORIENTED DEVELOPMENT
· EXPAND PARTNERING W/OTHER AGENCIES
· EXPAND BIKING AS TRANSPORTATION & EDUCATIONAL PROGRAMS
· IMPROVE TRAIL MAPS ON MOBILE DEVICES
· CONNECT TRAILS TO MORE TRANSIT-DEPENDENT POPULATIONS
· STRIVE TO SERVE A DIVERSE POPULATION OF TRAIL USERS (AGE, RACE, INCOME, ETC.)
· EVOLVE POLICIES WITH TECHNOLOGY & LONG-LASTING TRENDS
· EXPLORE E-BIKE POLICY & EXPANDED USE
· EXPAND YOUTH & SCHOOL PROGRAMS TO PROMOTE LIFE-LONG TRAIL USERS
· EXPLORE ADDITIONAL TRAIL AMENITIES: BIKE PARKING, WATER, AIR, BATHROOMS, ETC.
· EXPLORE ADDITIONAL AMENITIES FOR PEDESTRIANS, RESTING, & GATHERING
· EMPOWER COMMUNITY CONNECTIONS
· GROW VISIBILITY OF GRANT PROGRAM
· Conservation
· TREES
· BIKE TOURISM
· connecting trails / Downtowns
· Erosion control
CHALLENGES
· Placement of signs (not in middle)
· PERCEPTION OF SAFETY
· INVASIVE SPECIES ALONG TRAILS (control)
· NOT ENOUGH SHADE IN SOME AREAS
· MAKING ENOUGH LOOPS OF TRAILS
· FUNDING FOR EVERYTHING, ALL AT ONCE
· ON-GOING MAINTENANCE
· ESCALATING COSTS
· VANDALISM
· CONNECTING TO EVERY ROOFTOP
· UTILITY AVAILABILITY
· RUNNING OUT OF RAIL-TO-TRAIL OPPORTUNITIES
· MUNICIPAL COMMUNITY PARTNERS ARE OFTEN UNDERFUNDED
· TOPOGRAPHY OF THE REGION
· RAILROAD CROSSINGS
· WIDE HIGHWAYS
· ENFORCEMENT OF TRAIL RULES AND SPEED LIMITS
· FUTURE MAINTENANCE NEEDS ON PROPOSED AMENITIES
· Where to get on trails
· Amerin / closing trails (winter?)
· Erosion
HEARTLANDS CONSERVANCY

Trails and Destinations in Edwardsville, IL



- Destinations
- Public Middle Schools and High Schools
- Comments
- Stakeholder Proposed Trails
- Open Spaces
- Edwardsville Boundary

MCT Trails

- MCT Bluff Trail
- MCT Confluence Trail
- MCT Goshen Trail
- MCT Nature Trail
- MCT Nickel Plate Trail
- MCT Quercus Grove Trail
- MCT Ronald J. Foster Heritage Trail
- MCT Schoolhouse Trail
- MCT Watershed Trail
- MCT Silver Creek Trail
- MCT Riverbend Trail
- MCT Monarch Valley Trail
- MCT Trails Junctions

MEPRD Trail System

- Existing
- In Progress

MCT Project Corridors

- Southwest Zone
- East Zone
- Riverbend Zone
- Central Zone

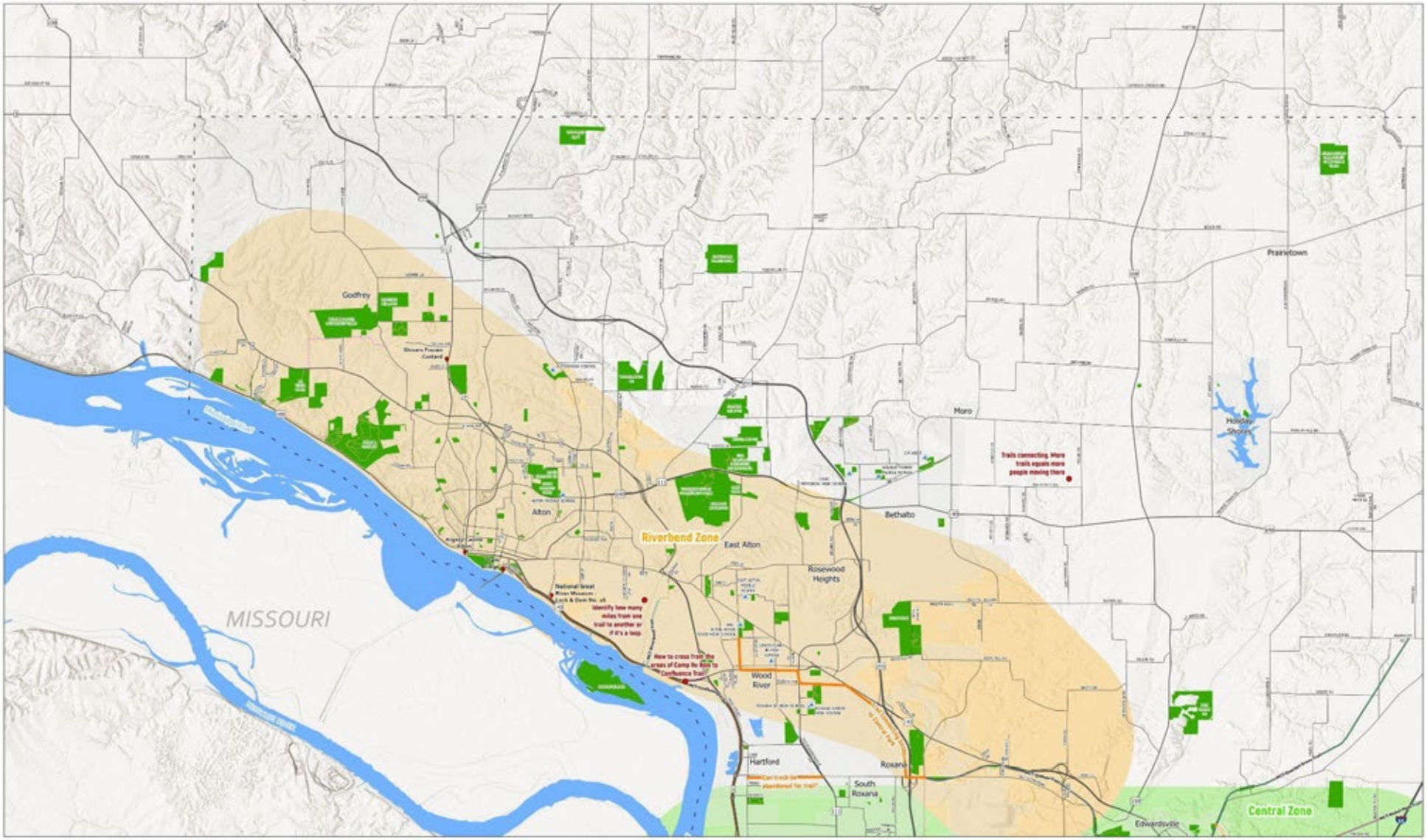
0 ½ 1 2 Miles

MCT TRAILS Madison County Transit

HEARTLANDS CONSERVANCY

MCT Community Engagement Event Summary - Edwardsville Bike & Hike

Trails in Madison County, IL - Map 1 of 4



- Destinations
- Public Middle Schools and High Schools
- Comments
- Stakeholder Proposed Trails
- Open Spaces
- Municipalities
- Madison County Boundary

MCT Trails

- MCT Bluff Trail
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- MCT Schoolhouse Trail
- MCT Watershed Trail
- MCT Silver Creek Trail
- MCT Riverbend Trail
- MCT Monarch Valley Trail
- MCT Trails Junctions

MEPRD Trail System

- Existing
- In Progress

MCT Project Corridors

- Southwest Zone
- East Zone
- Riverbend Zone
- Central Zone

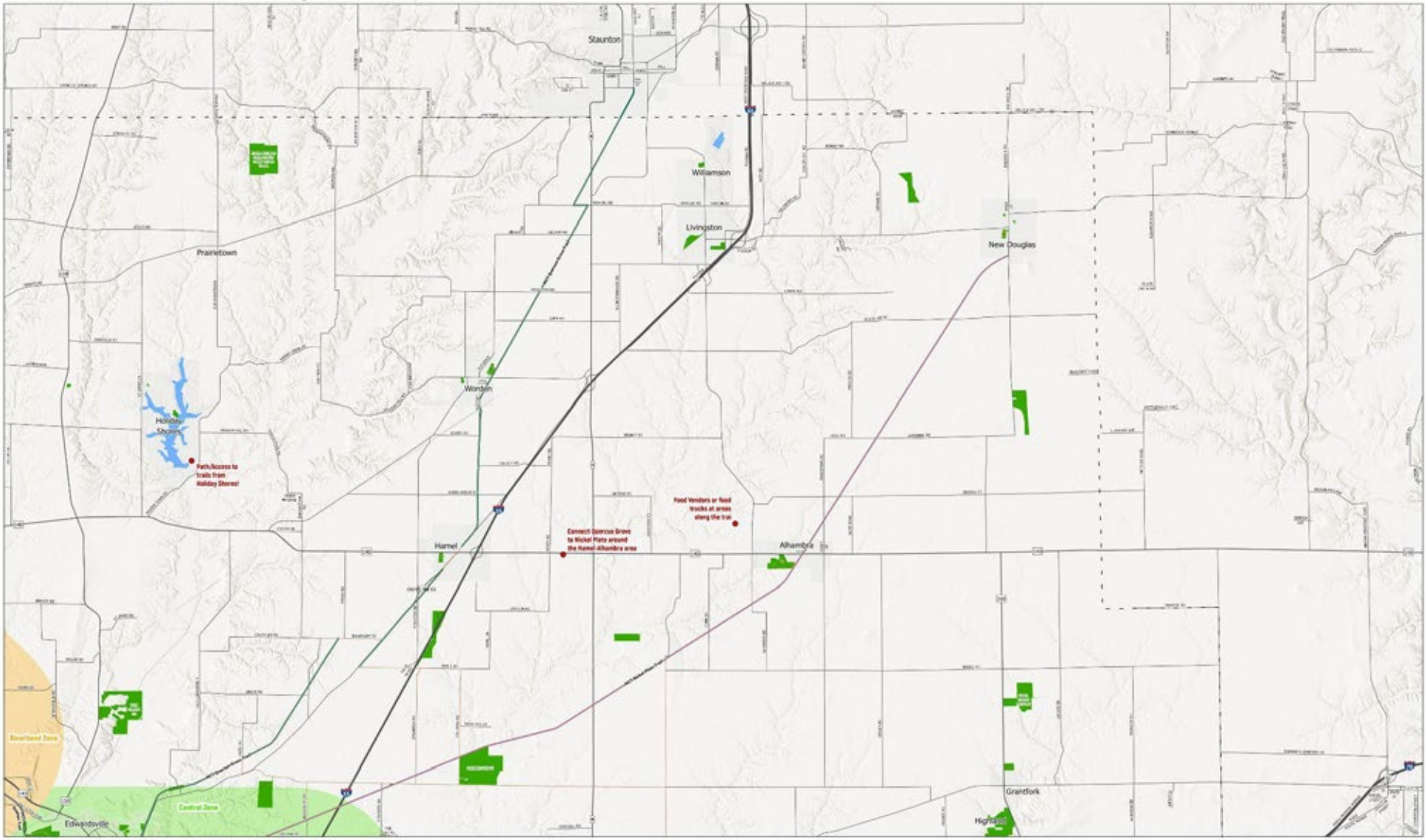
0 1 2 3 Miles

MCT TRAILS Madison County Transit

HEARTLANDS CONSERVANCY

MCT Community Engagement Event Summary - Edwardsville Bike & Hike

Trails in Madison County, IL - Map 2 of 4



- Destinations
- Public Middle Schools and High Schools
- Comments
- Open Spaces
- Municipalities
- Madison County Boundary

MCT Trails

- MCT Bluff Trail
- MCT Confluence Trail
- MCT Goshen Trail
- MCT Nature Trail
- MCT Nickel Plate Trail
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- MCT Ronald J. Foster Heritage Trail
- MCT Schoolhouse Trail
- MCT Watershed Trail
- MCT Silver Creek Trail
- MCT Riverbend Trail
- MCT Monarch Valley Trail
- MCT Trails Junctions

MEPRD Trail System

- Existing
- In Progress

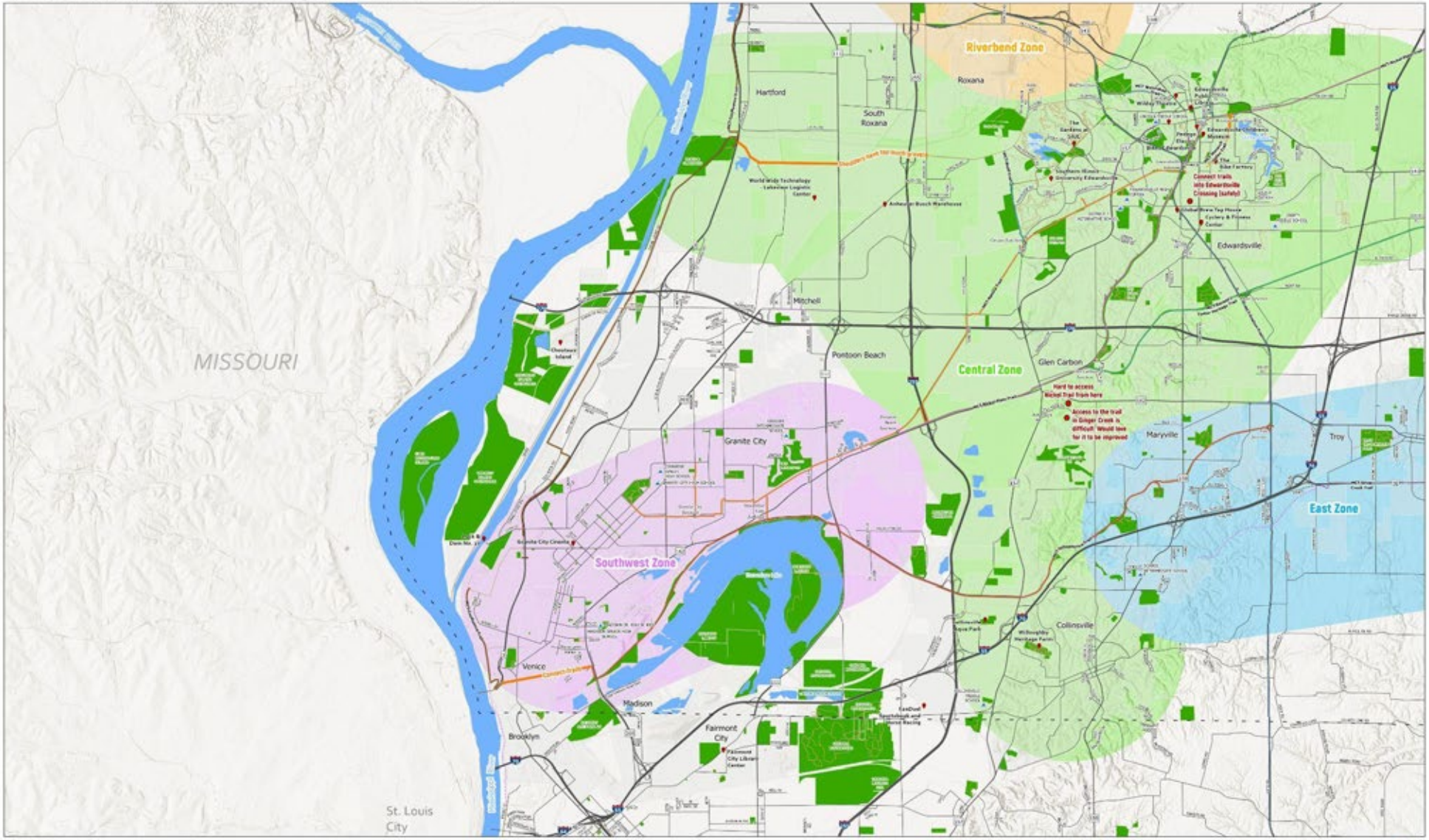
MCT Project Corridors

- Southwest Zone
- East Zone
- Riverbend Zone
- Central Zone

0 1 2 3 Miles

MCT Community Engagement Event Summary - Edwardsville Bike & Hike

Trails in Madison County, IL - Map 3 of 4



- Destinations
- Public Middle Schools and High Schools
- Comments
- Stakeholder Proposed Trails
- Open Spaces
- Municipalities
- Madison County Boundary

MCT Trails

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- MCT Watershed Trail
- MCT Silver Creek Trail
- MCT Riverbend Trail
- MCT Monarch Valley Trail
- MCT Trails Junctions

MEPRD Trail System

- Existing
- In Progress

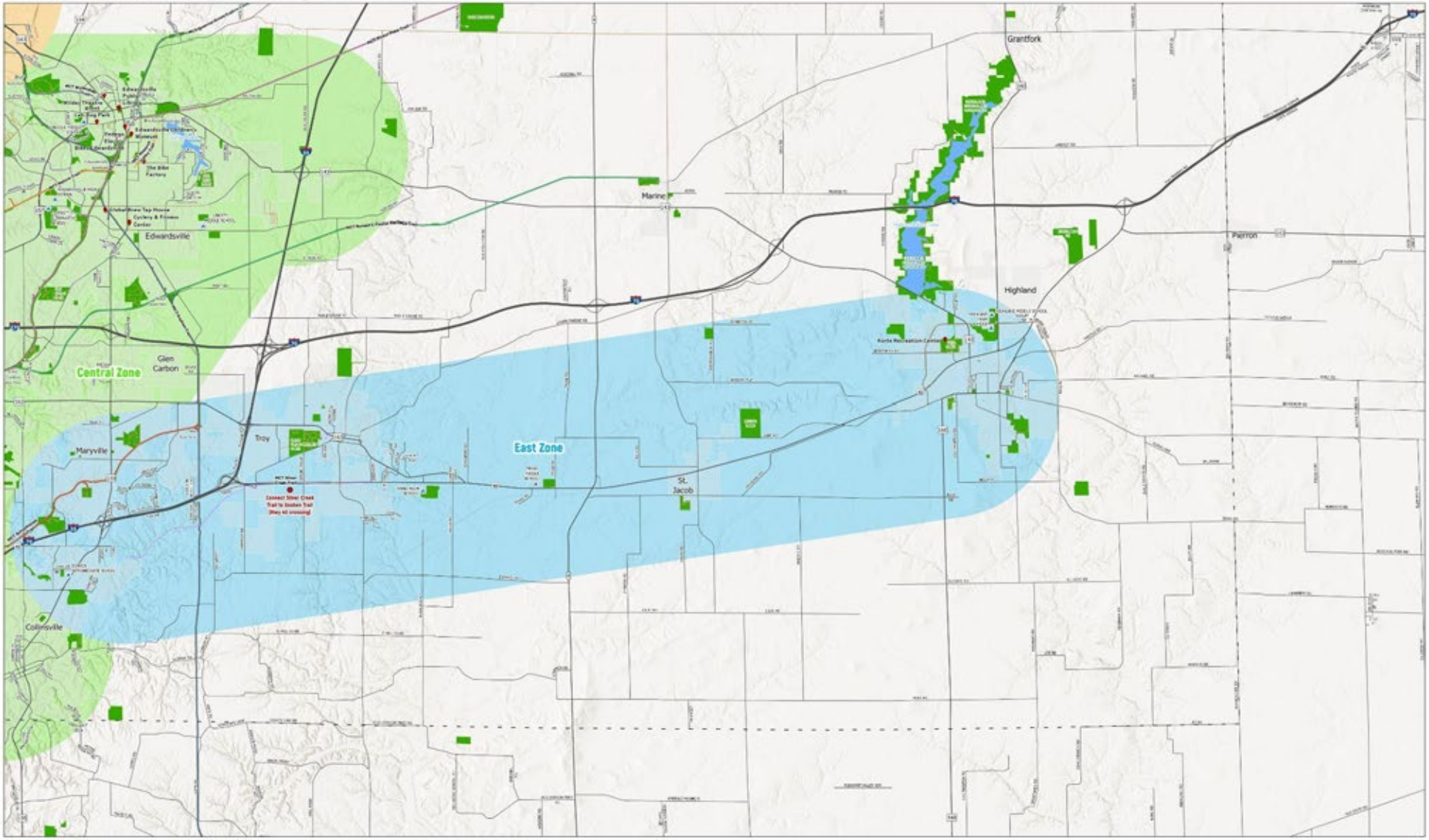
MCT Project Corridors

- Southwest Zone
- East Zone
- Riverbend Zone
- Central Zone

0 1 2 3 Miles

MCT Community Engagement Event Summary - Edwardsville Bike & Hike

Trails in Madison County, IL - Map 4 of 4



- Destinations
- Public Middle Schools and High Schools
- Comments
- Open Spaces
- Municipalities
- Madison County Boundary

MCT Trails

- MCT Bluff Trail
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- MCT Trails Junctions

MEPRD Trail System

- Existing
- In Progress

MCT Project Corridors

- Southwest Zone
- East Zone
- Riverbend Zone
- Central Zone

0 1 2 3 Miles

MCT TRAILS Madison County Transit

HEARTLANDS CONSERVANCY

MCT Community Engagement Event Summary - Edwardsville Bike & Hike

MCT Community Engagement Event Summary - Edwardsville Bike & Hike

Summary of MCT Community Engagement at Mississippi Earthtones Festival in Alton, IL

Saturday, September 16, 2023 10:00 a.m. - 6:00 p.m.
Prepared by HeartLands Conservancy
September 19, 2023

Overview

The 17th annual Mississippi Earthtones Festival was jointly sponsored by Main Street Alton, Sierra Club Illinois Chapter and Jacoby Arts Center. The event was held on September 16, 2023 at Liberty Bank Amphitheater in Alton. The event ran from noon to 10 p.m. HeartLands Conservancy gathered attendee input at the event until 6 p.m. The event poster is attached for reference on page 18. A summary of the input received begins below, with event photos included on pages 19-20.

Visual Preference Survey Summary:

Participants were asked to vote on the features and amenities they would like to see on MCT Trails. Participants marked their preferences by placing a sticker in the “Vote” box next to a photo depicting a specific type of feature. There was also a comment box to provide additional feedback. Stickers were not used to indicate a “no” vote. Rather, negative comments were counted as “no” votes. Comments can be viewed beginning on page 3. The 5 most preferred features were:

1. Trees placed for shade on rural trails (28 votes in favor, 1 vote against)
2. Art on the trails (26 votes in favor, 1 vote against)
3. Stormwater integration (24 votes in favor, 0 votes against)
4. Trails as conservation corridors (23 votes in favor, 0 votes against)
5. Trail oriented development (23 votes in favor, 0 votes against)

For more selections and more details refer to the Visual Preference Survey on page 3.

One Word to Describe Your Vision:

Participants were asked to write down one word to describe their vision of MCT Trails. Items written in were: safety, accessibility, wider trails, and wild.

For more details refer to the One Word To Describe Your Vision board on page 9.

Issues and Ideas:

Due to lack of available space in the booth, this board was not used for the Earthtones event. Pages 11-12 show the board and results from a previous event held in Edwardsville.

MCT District Maps for Written Comments (Marker Maps):

Participants were invited to provide any comments about existing MCT Trails or propose their ideas for new routes on a series of maps. These include any route extensions or improvements they might want, along with notes regarding conditions, obstacles, and other comments.

Comments:

- Pave MCT Riverbend Trail in asphalt.
- Wider trails for handicapped riders and 3-wheelers.
- Horses should be allowed on unpaved trails (verbal comment from Legendary Mustang Sanctuary owner).
- The segment of MCT Confluence Trail south of Hartford has cracked pavement.
- Improve the condition of the River Road Trail (not an MCT facility).
- The segment of MCT Confluence Trail near Discovery Pkwy. needs to be better protected from motor vehicle use.
- The ESIC bike crossing in Edwardsville needs to be restriped.
- The MCT online trail system map does not accurately depict the MCT Monarch Valley Trail in Edwardsville.

Stakeholder Proposed Trails:

- Connection between the MCT Confluence Trail and River Road Trail to Pere Marquette (multiple written and verbal comments).
- More connections between MCT Confluence Trail and other trails and bike routes (multiple written and verbal comments). Specific locations mentioned connecting to Edwardsville and connecting to the MCT Nickel Plate Trail in Granite City.
- More trails through Alton and Godfrey.

For more details refer to the Marker Maps board on page 13.

MCT TRAILS
Madison County Transit

VISUAL PREFERENCE SURVEY

What would you like to have access to on MCT Trails?

MCT ACT Events	VOTE 0	COMMENT What does this look like? What is ACT?
Trails as Conservation Corridors	VOTE 23	COMMENT Interpretive learning ☺
Lighting in city cores	VOTE 10	COMMENT
Trail Gateways	VOTE 9	COMMENT
A Bike Sharing Program	VOTE 16	COMMENT Yes please!
Youth Bike Programs	VOTE 13	COMMENT

HEARTLANDS CONSERVANCY

MCT TRAILS
Madison County Transit

VISUAL PREFERENCE SURVEY

What would you like to have access to on MCT Trails?

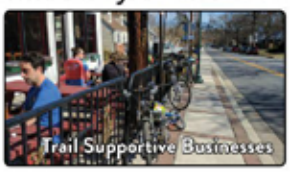
More Bike/Bus Connections	VOTE 7	COMMENT More alternative transit
More Historic Interpretive Panels	VOTE 5	COMMENT Learning + Nature = Awesome!
Stormwater Integration	VOTE 24	COMMENT It looks beautiful! This can include interpretive learning experiences. Perhaps consider building an "in-stream" whitewater feature when stormwater is surging (See S20 Engineering on the web).
Trail Amenities: water, air pumps, bike racks, etc.	VOTE 16	COMMENT This is essential. Bathrooms too.
Trail Oriented Development	VOTE 23	COMMENT This would be awesome! This would be cool! Bike lanes to connect trails. I would use the trails so much more!
Places to gather along trail	VOTE 17	COMMENT Drinking fountains where feasible. Picnic tables

HEARTLANDS CONSERVANCY

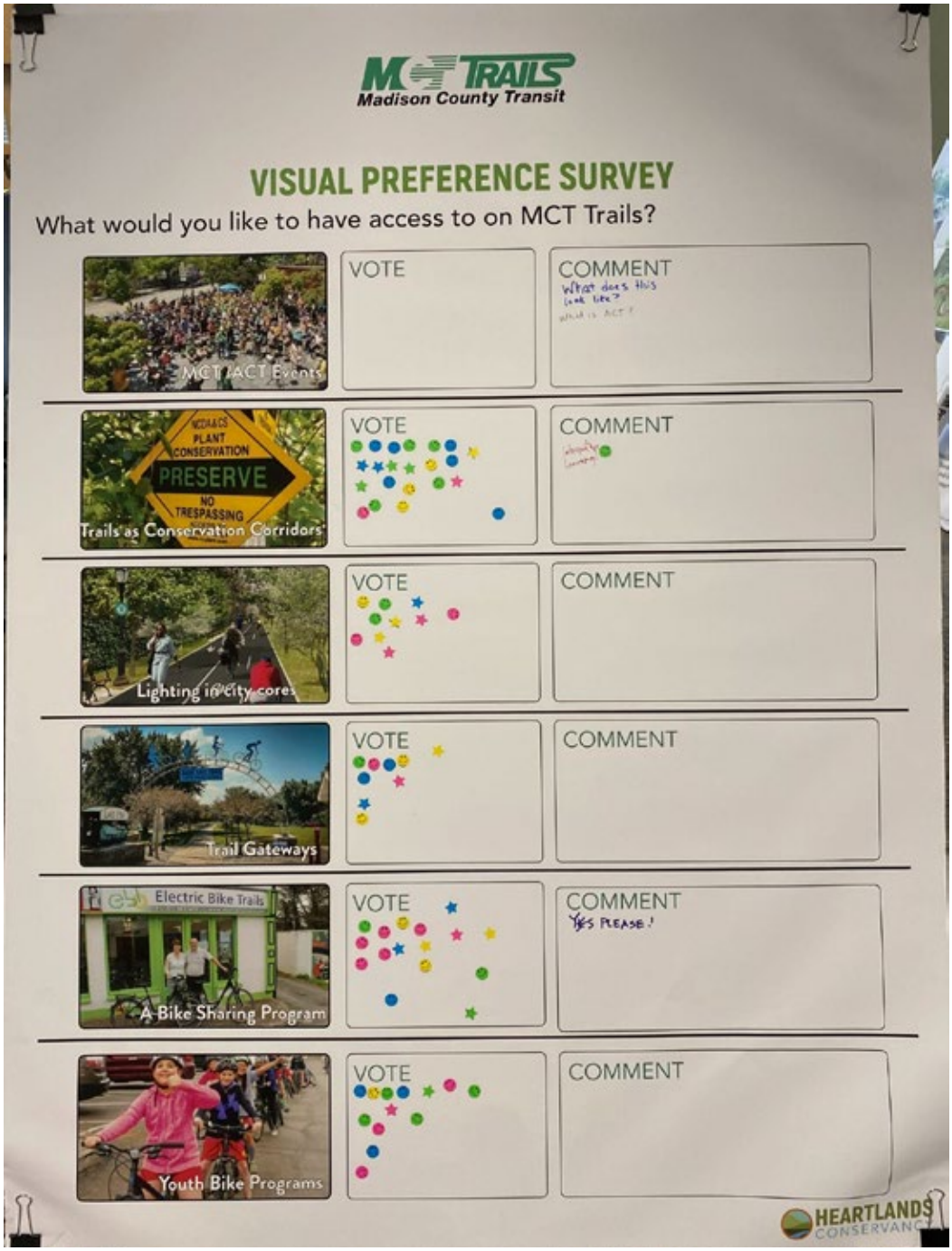
MCT TRAILS
Madison County Transit

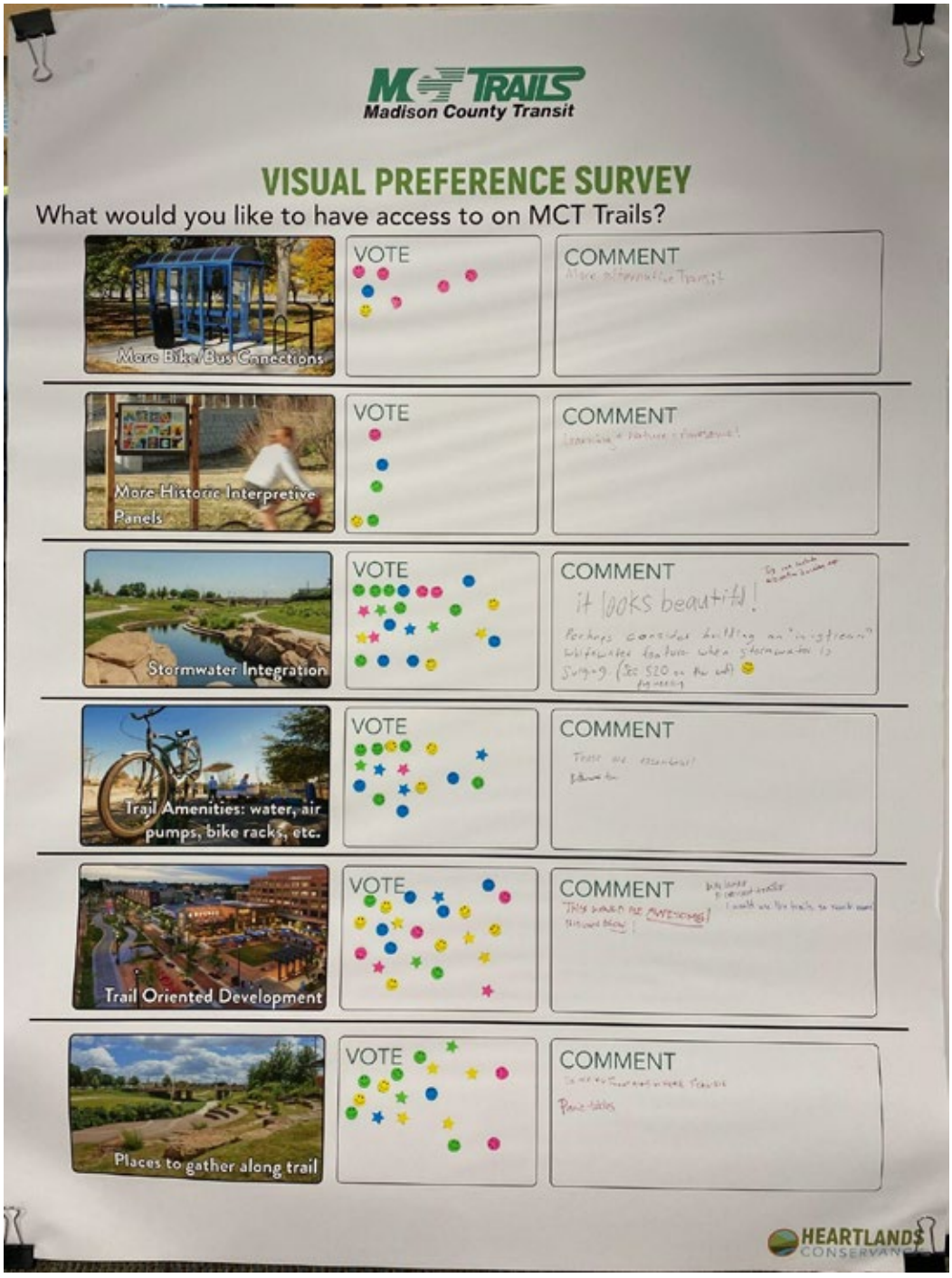
VISUAL PREFERENCE SURVEY

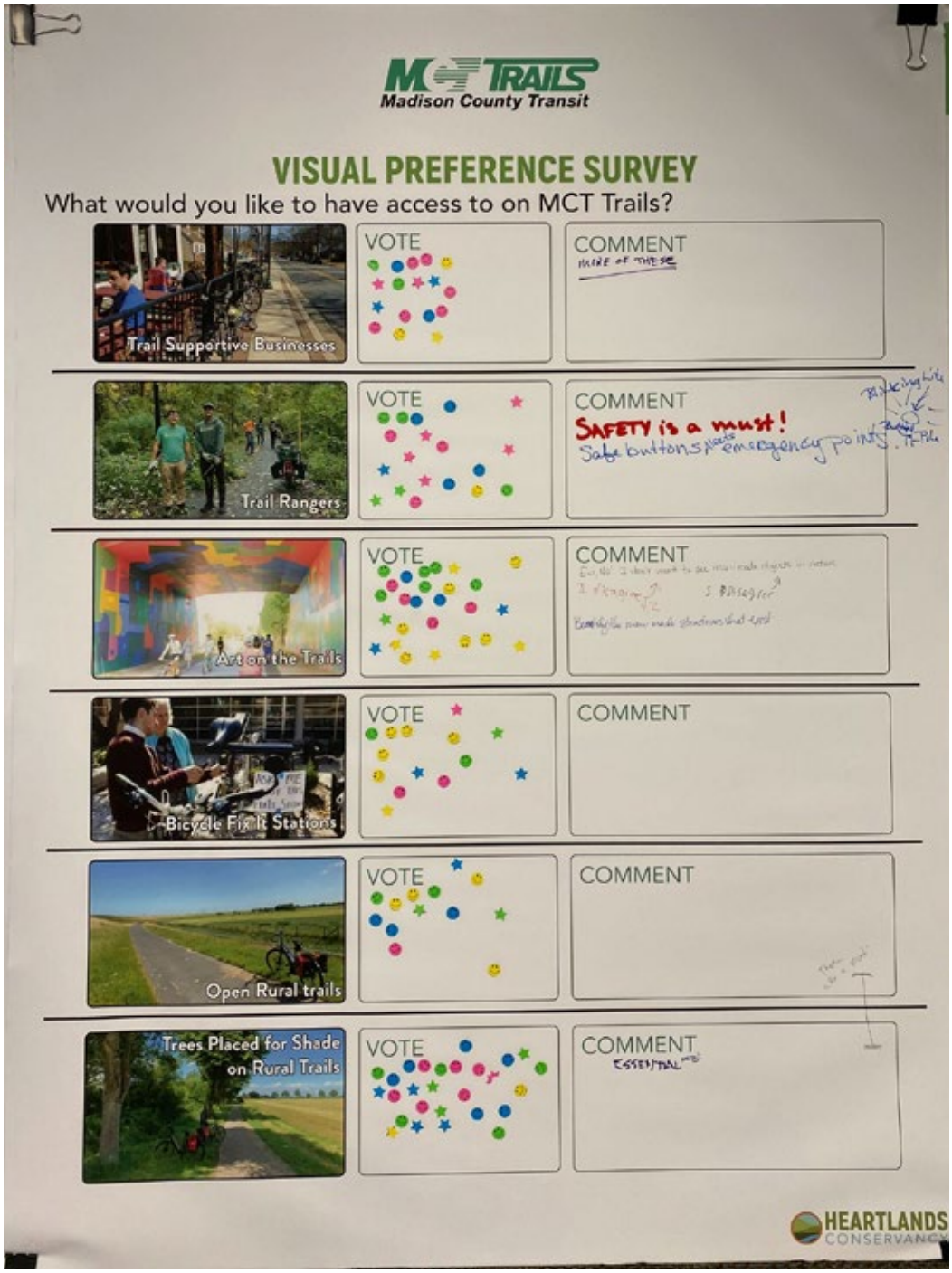
What would you like to have access to on MCT Trails?

	VOTE	COMMENT
 Trail Supportive Businesses	17	More of these.
Trail Rangers	19	Safety is a must! (Bollard-mounted) Safety buttons/alerts at emergency points.
Art on the Trails	26 1	Ew, no! I don't want to see man-made objects in nature! 3 "I disagree" with above. Beautify the manmade structures that exist.
Bicycle Fixit Stations	14	
Open Rural trails	13	
Trees Placed for Shade on Rural Trails	28	These are a must. Essential Me too! (in response to "Essential")

HEARTLANDS CONSERVANCY


MCT TRAILS
Madison County Transit
VISUAL PREFERENCE SURVEY
What would you like to have access to on MCT Trails?
MCT ACT Events
VOTE
COMMENT
What does this look like?
PLANT CONSERVATION
PRESERVE
NO TRESPASSING
Trails as Conservation Corridors
VOTE
COMMENT
Lighting in city cores
VOTE
COMMENT
Trail Gateways
VOTE
COMMENT
Electric Bike Trails
A Bike Sharing Program
VOTE
COMMENT
YES PLEASE!
Youth Bike Programs
VOTE
COMMENT
HEARTLANDS CONSERVANCY


MCT TRAILS
Madison County Transit
VISUAL PREFERENCE SURVEY
What would you like to have access to on MCT Trails?
More Bike/Bus Connections
VOTE
COMMENT
More Historic Interpretive Panels
VOTE
COMMENT
Stormwater Integration
VOTE
COMMENT
it looks beautiful!
Trail Amenities: water, air pumps, bike racks, etc.
VOTE
COMMENT
Trail Oriented Development
VOTE
COMMENT
Places to gather along trail
VOTE
COMMENT
HEARTLANDS CONSERVANCY


MCT TRAILS
Madison County Transit
VISUAL PREFERENCE SURVEY
What would you like to have access to on MCT Trails?
Trail Supportive Businesses
VOTE
COMMENT
Trail Rangers
VOTE
COMMENT
SAFETY is a must!
Art on the Trails
VOTE
COMMENT
Bicycle Fix It Stations
VOTE
COMMENT
Open Rural trails
VOTE
COMMENT
Trees Placed for Shade on Rural Trails
VOTE
COMMENT
HEARTLANDS CONSERVANCY

One Word To Describe Your Vision
Wild
Safety
Accessibility
Wider trails
Connectivity
Walkability
Nature
Equity
Brand
Opportunity
Wildlife
Green
Art
People
Community
* Items in gray text are from previous events.
To share more of your thoughts scan the QR code using your phone to fill out MCT's survey!
Or use the URL below
MCT TRAILS
Madison County Transit
HEARTLANDS CONSERVANCY

One Word To Describe Your Vision
Wild
Safety
Accessibility - Wider Trails - Sidewalks
Connectivity
Me too
Community
MCT
Walkability
art
people
NATURE!!
GREEN
EQUITY
Wildlife
BRAND
opportunity
To share more of your thoughts
scan the QR code using your
phone to fill out MCT's survey!
Or use the URL below
MCT TRAILS
Madison County Transit
HEARTLANDS
CONSERVANCY

MCT TRAILS
Madison County Transit

ISSUES & IDEAS

What are OPPORTUNITIES and/or CHALLENGES for MCT Trails?

OPPORTUNITIES

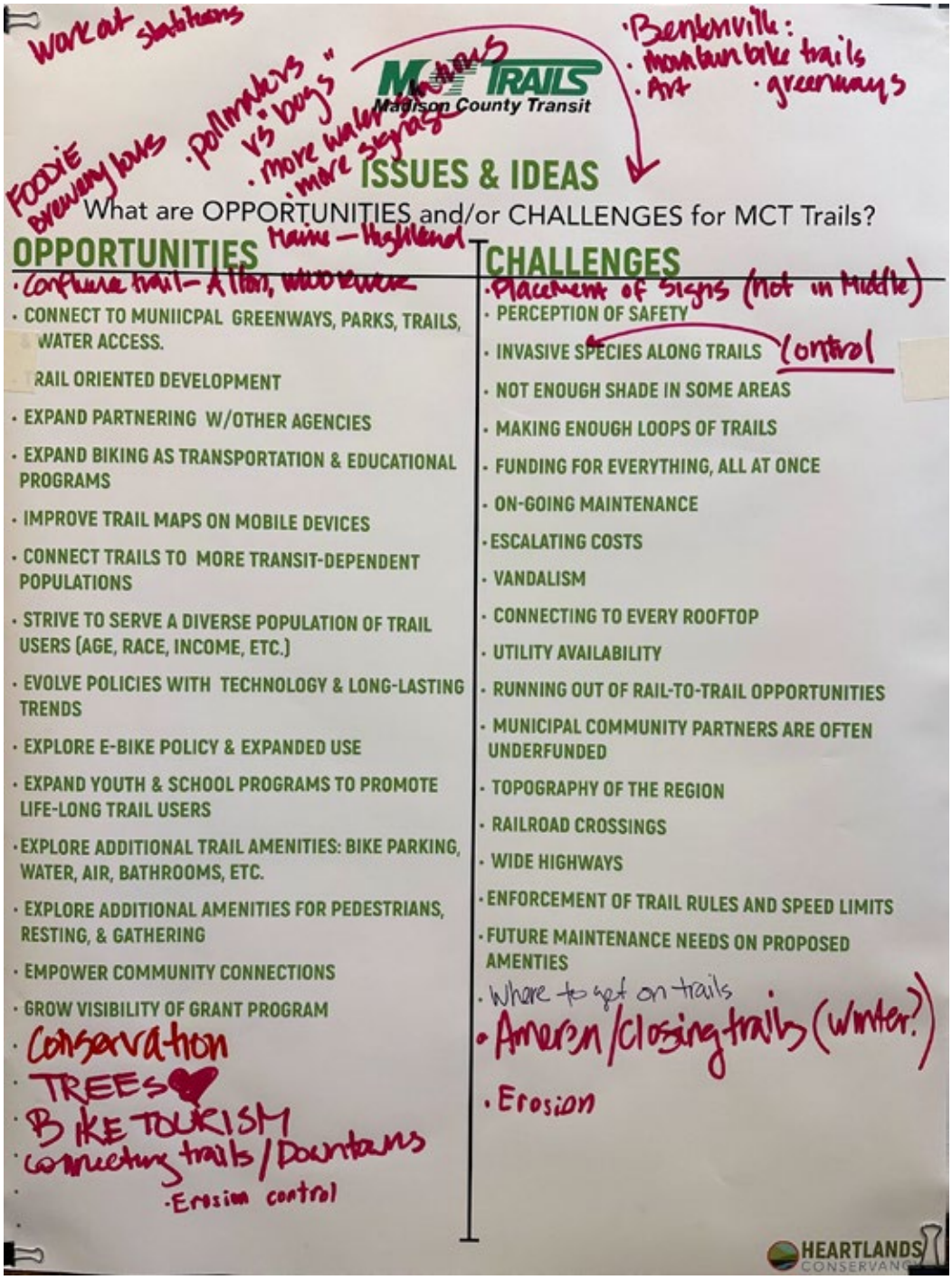
- CONNECT TO MUNIICPAL GREENWAYS, PARKS, TRAILS, & WATER ACCESS.
- TRAIL ORIENTED DEVELOPMENT
- EXPAND PARTNERING W/OTHER AGENCIES
- EXPAND BIKING AS TRANSPORTATION & EDUCATIONAL PROGRAMS
- IMPROVE TRAIL MAPS ON MOBILE DEVICES
- CONNECT TRAILS TO MORE TRANSIT-DEPENDENT POPULATIONS
- STRIVE TO SERVE A DIVERSE POPULATION OF TRAIL USERS (AGE, RACE, INCOME, ETC.)
- EVOLVE POLICIES WITH TECHNOLOGY & LONG-LASTING TRENDS
- EXPLORE E-BIKE POLICY & EXPANDED USE
- EXPAND YOUTH & SCHOOL PROGRAMS TO PROMOTE LIFE-LONG TRAIL USERS
- EXPLORE ADDITIONAL TRAIL AMENITIES: BIKE PARKING, WATER, AIR, BATHROOMS, ETC.
- EXPLORE ADDITIONAL AMENITIES FOR PEDESTRIANS, RESTING, & GATHERING
- EMPOWER COMMUNITY CONNECTIONS
- GROW VISIBILITY OF GRANT PROGRAM
- WORKOUT STATIONS
- CONFLUENCE TRAIL - ALTON, WOOD RIVER, MARINE, HIGHLAND
- MORE WATER STATIONS
- MORE SIGNAGE
- CONSERVATION
- TREES
- BIKE TOURISM
- CONNECTING TRAILS/DOWNTOWN
- EROSION CONTROL

CHALLENGES

- PERCEPTION OF SAFETY
- CONTROL INVASIVE SPECIES ALONG TRAILS
- NOT ENOUGH SHADE IN SOME AREAS
- MAKING ENOUGH LOOPS OF TRAILS
- FUNDING FOR EVERYTHING, ALL AT ONCE
- ON-GOING MAINTENANCE
- ESCALATING COSTS
- VANDALISM
- CONNECTING TO EVERY ROOFTOP
- UTILITY AVAILABILITY
- RUNNING OUT OF RAIL-TO-TRAIL OPPORTUNITIES
- MUNICIPAL COMMUNITY PARTNERS ARE OFTEN UNDERFUNDED
- TOPOGRAPHY OF THE REGION
- RAILROAD CROSSINGS
- WIDE HIGHWAYS
- ENFORCEMENT OF TRAIL RULES AND SPEED LIMITS
- FUTURE MAINTENANCE NEEDS ON PROPOSED AMENTIES
- POLLINATORS VS "BUGS"
- BENTENVILLE: MOUNTAIN BIKE TRAILS, ART, GREENWAYS
- WHERE TO GET ON TRAILS
- AMEREN/CLOSING TRAILS(WINTER?)
- EROSION

HEARTLANDS CONSERVANCY

**These results are from a previous event. The "Issues & Ideas" board was not used at the Earthtones event.*



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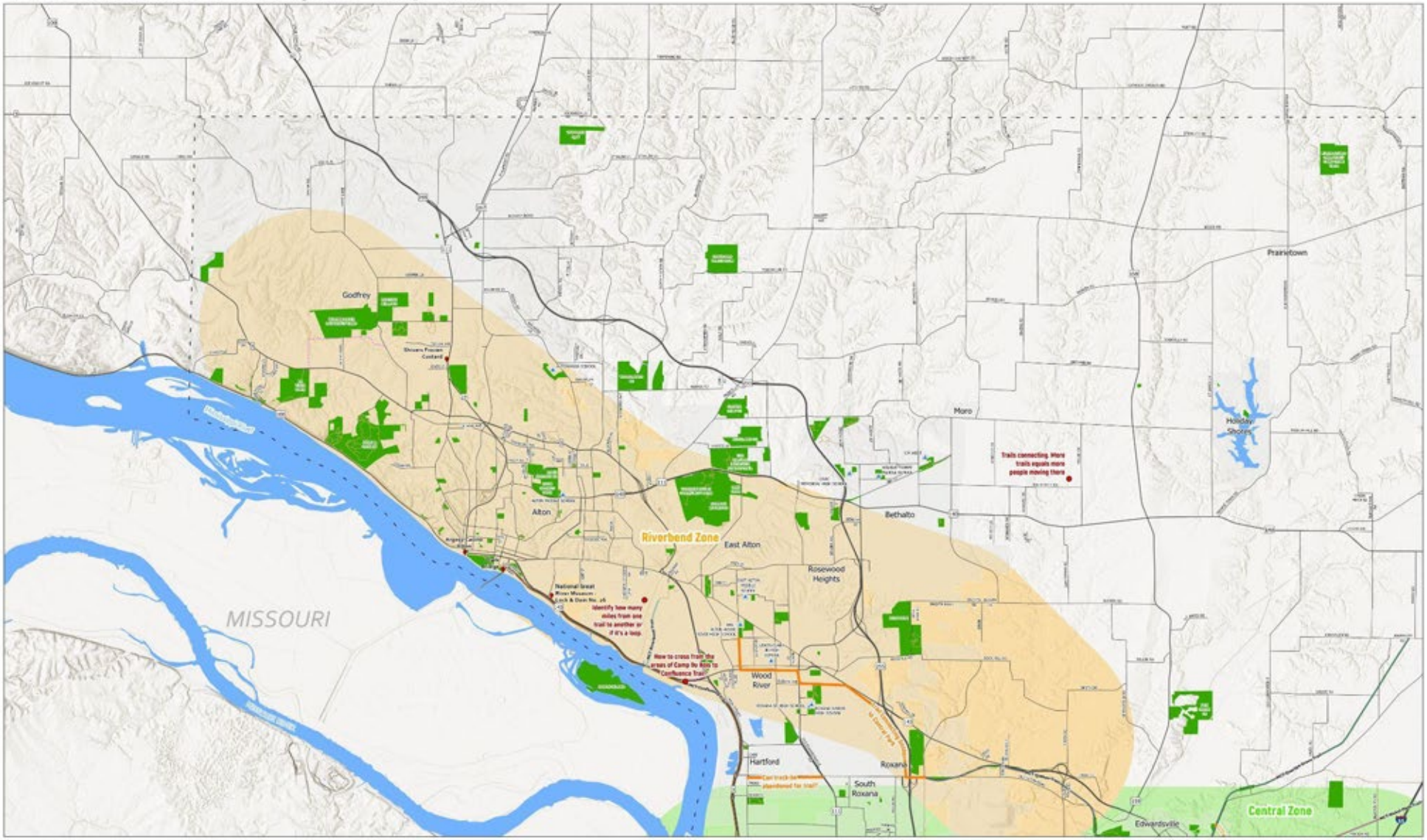
Trails in Madison County, IL - Map 1 of 4



- Destinations
- Public Middle Schools and High Schools
- Comments
- Stakeholder Proposed Trails
- Open Spaces
- Municipalities
- Madison County Boundary

MCT Trails

- MCT Bluff Trail
- MCT Confluence Trail
- MCT Goshen Trail
- MCT Nature Trail
- MCT Nickel Plate Trail
- MCT Quercus Grove Trail
- MCT Ronald J. Foster Heritage Trail
- MCT Schoolhouse Trail
- MCT Watershed Trail
- MCT Silver Creek Trail
- MCT Riverbend Trail
- MCT Monarch Valley Trail
- MCT Trails Junctions

MEPRD Trail System

- Existing
- In Progress

MCT Project Corridors

- Southwest Zone
- East Zone
- Riverbend Zone
- Central Zone

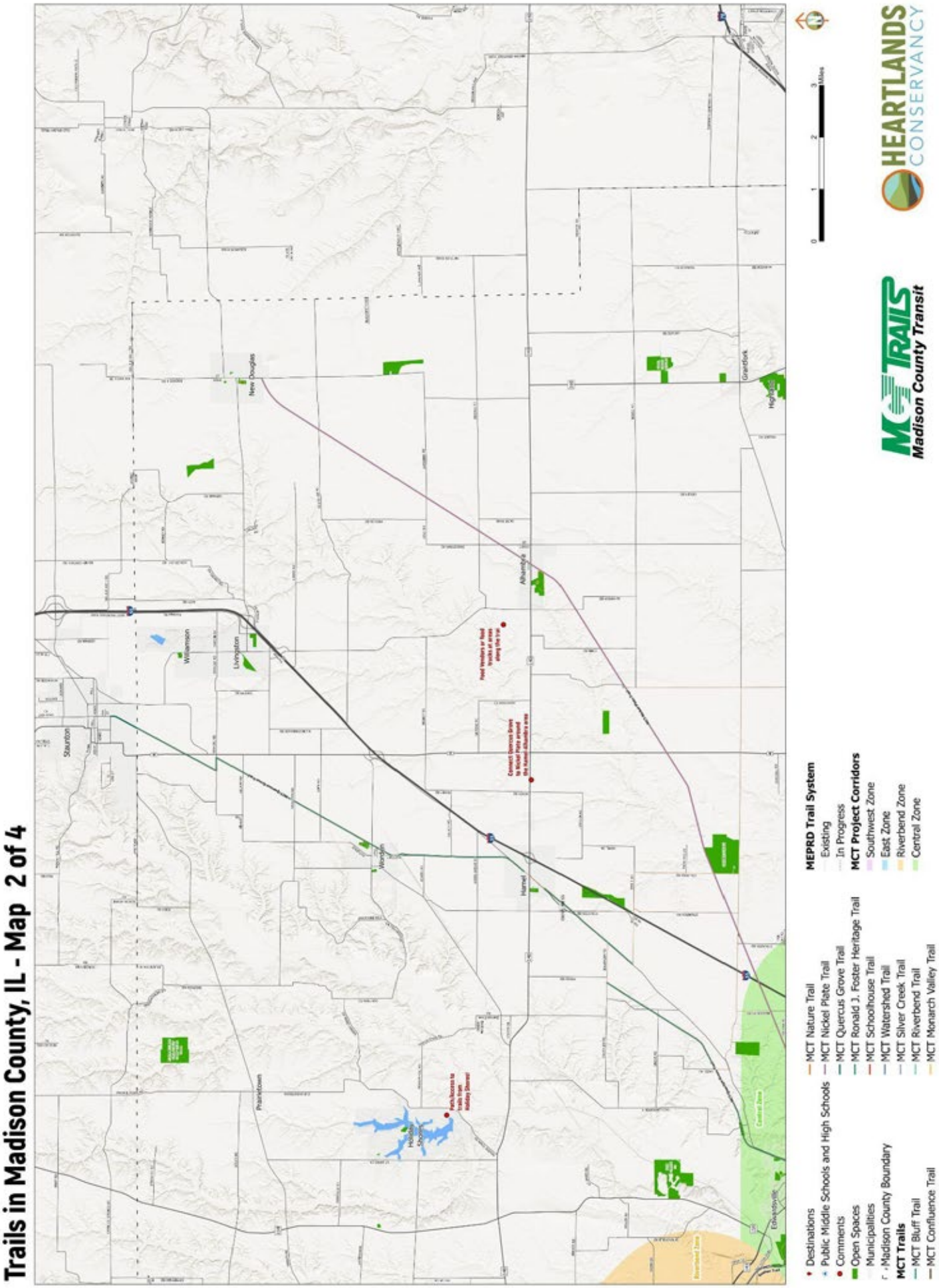
0 1 2 3 Miles

MCT TRAILS Madison County Transit

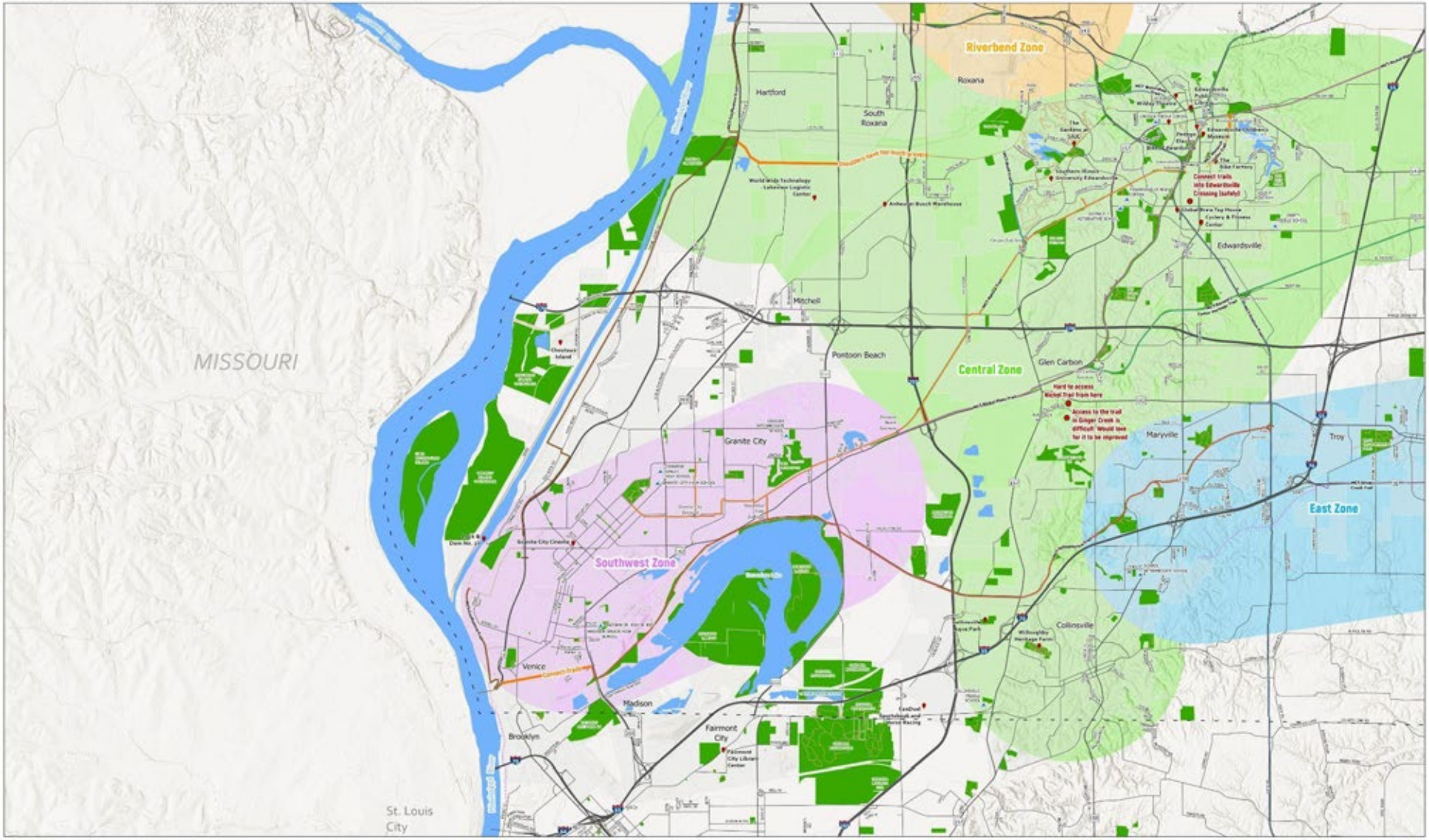
HEARTLANDS CONSERVANCY

MCT Community Engagement Event Summary: Mississippi Earthtones Festival

MCT Community Engagement Event Summary: Mississippi Earthtones Festival



Trails in Madison County, IL - Map 3 of 4



- Destinations
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- Comments
- Stakeholder Proposed Trails
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MCT Trails

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- MCT Trails Junctions

MEPRD Trail System

- Existing
- In Progress

MCT Project Corridors

- Southwest Zone
- East Zone
- Riverbend Zone
- Central Zone

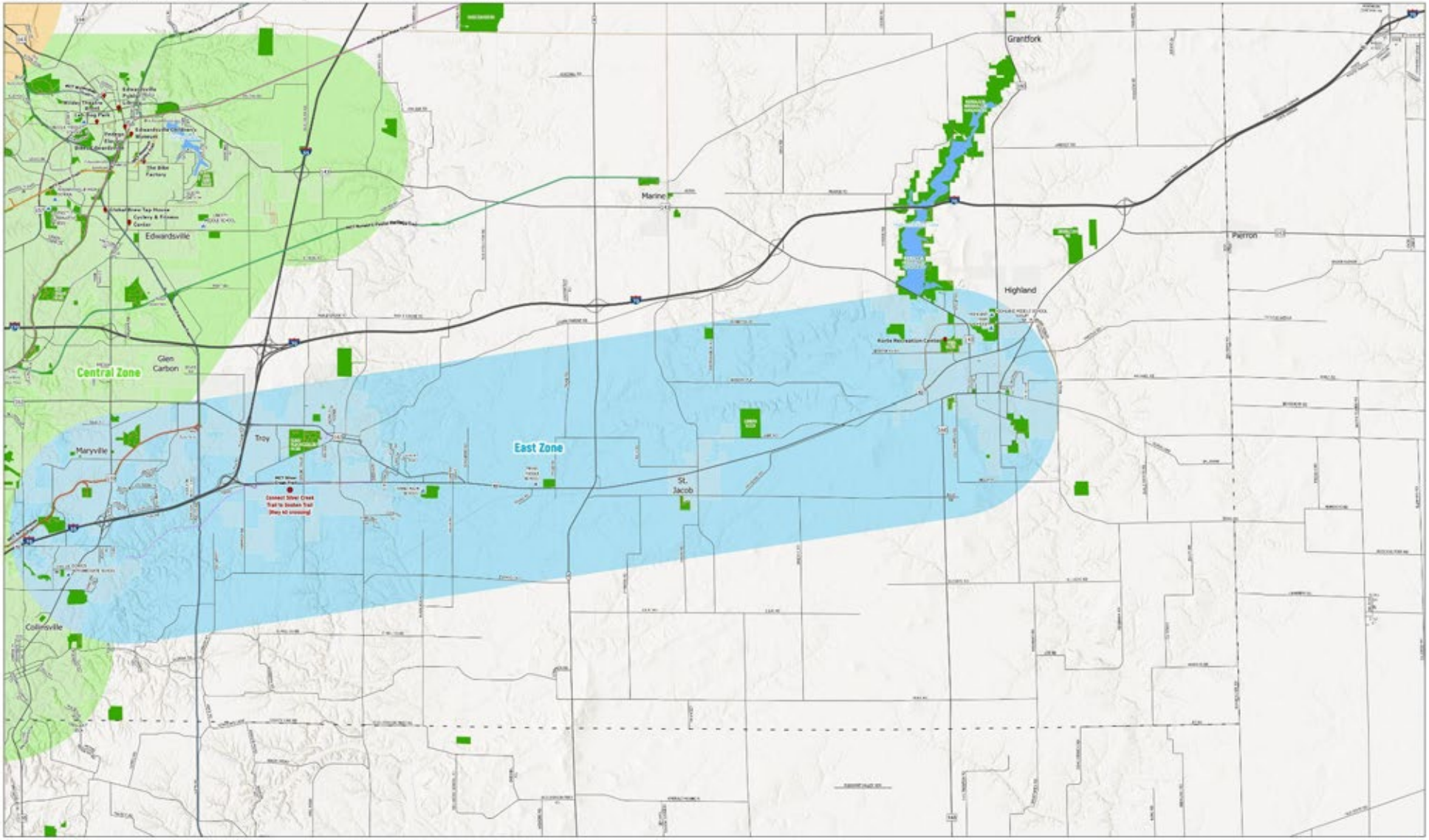
0 1 2 3 Miles

MCT TRAILS Madison County Transit

HEARTLANDS CONSERVANCY

MCT Community Engagement Event Summary: Mississippi Earthtones Festival

Trails in Madison County, IL - Map 4 of 4



- Destinations
- Public Middle Schools and High Schools
- Comments
- Open Spaces
- Municipalities
- Madison County Boundary

MCT Trails

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0 1 2 3 Miles

MCT TRAILS Madison County Transit

HEARTLANDS CONSERVANCY

MCT Community Engagement Event Summary: Mississippi Earthtones Festival

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MCT Community Engagement Event Summary: Mississippi Earthtones Festival

Summary of MCT Community Engagement Workshop at Metro East Park & Recreation District (MEPRD) in Collinsville, IL

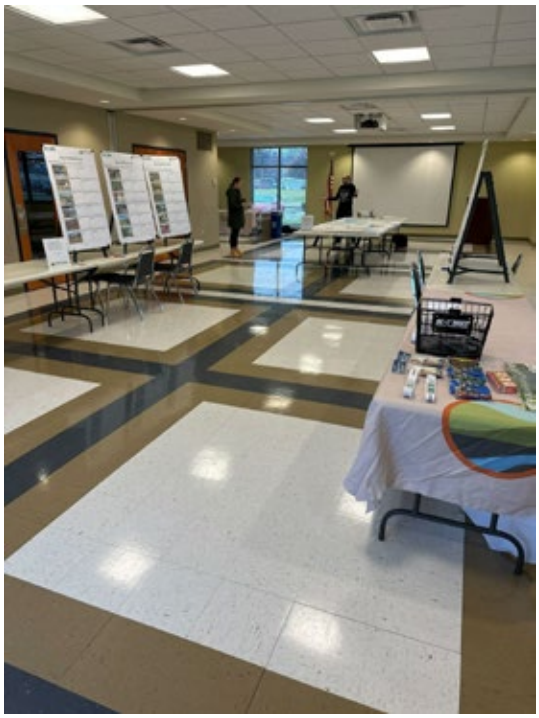
Saturday, December 16, 2023 10:00 a.m. - 2:00 p.m.
Prepared by HeartLands Conservancy
December 18, 2023

Overview

HeartLands Conservancy planned and conducted a Community Engagement Workshop on December 16, 2023 at the Metro East Park & Recreation District (MEPRD) offices in Collinsville. HeartLands Conservancy staffed the event from 10 a.m. to 2 p.m. Unfortunately, weather did not cooperate. It was rainy with temperatures in the upper 30s to lower 40s for the entire event. As a result, there were no attendees for the event and no input was received.

The photos below and on the following page show the on-site promotional signage and venue set up.

MCT Community Engagement Workshop December 2023



Date: May 9, 2023

To: MCT Project Team
From: HeartLands Project Team

MEMORANDUM

RE: Summary of Stakeholder Input

Summary of items recorded from stakeholder interviews, observations, and feedback to date. Ongoing additions will be made as stakeholder interviews continue. These are recorded under our Six P's process, categories of opportunities and challenges are put under Programs, Policies, Projects, Promotion, People, and Partnerships.

We also have been collecting names of other trail systems (listed on the last page) that are case studies to be reviewed.

Programs

- Plan event/outings/programs
- Use the open house event for the new MCT building as a milestone/opportunity to share the plan and kickoff new programs [November-ish]
- Adopt-a-Trail program
- Bike share program
- Enable not-for-profit organizations to hold fundraisers (e.g, 5K runs) safely on the trails
- Create a program to recognize communities connect to the MCT Trail system and support MCT's mission
- Safety training, helmet fittings

Policies

- Make safety a priority
- Increase public input on trail system investments
- Advocate for enforcement of automobiles yielding to pedestrians in crosswalks
- Distribute trail investments evenly across the county [concern that Edwardsville gets more than their share]

- Build the “backbone” of the system before the “ribs”; encourage communities to build their own connections to the MCT Trails “backbone”
- Reduce the number of signs (clutter, maintenance costs, etc.)
- Consider expanding the MCT district to Pin Oak Township
- Transportation should be the primary focus
- E-bike policy - allow on trails & connections. Charging stations @transit centers, trailheads, MCT headquarters, etc.

Projects

- Water Trails on segments of Wood River Creek and/or Cahokia Creek
- Create destination points along the trails
- Increase safety by using bridges and tunnels for separated grade crossings
- Enhance trails with trees and landscaping, especially in windy, exposed corridors (e.g., to Highland)
- Support the inclusion of arts in transit investments by partnering with art students and colleges
- Develop recreational trails, such as mountain biking trails
- Provide more parking areas to reduce the number of vehicles that park on shoulders
- Develop trails on levees
- Add safety call boxes along trails
- Add benches along trails
- Upgrade trail surface of Confluence Trail
- Develop access points as amenities/destinations
- Extend trails and create new connections
    - Schoolhouse Trail/Eagle Park Acres (Madison) to Venice/McKinley Bridge
    - Confluence Trail
    - Cahokia Mounds
    - Eads Bridge to Fairview Heights
    - Goshen Trail to Scott AFB
    - Fix the trail gap in downtown Alton
    - Highland
    - Northern part of county
    - Poag to Confluence Trail
    - Lebanon Road (Collinsville)
    - Riverbend area; Godfrey/Alton
    - MEPRD system
    - Troy to high school
    - Edwardsville High School to SIUE
    - Godfrey to Vadalabene
    - Kyle Road - O’Fallon
    - Venice to Granite City (Walmart)

Promotion

- Increase publicity to inform the public and gather feedback
- Develop messaging about the MCT Trails' contributions to quality of life (environment, health, appeal to potential residents) in Madison County
- Promote trail use as a portion of a multi-modal commute
- Promote MCT Trails at cycling events/races
- Improve website accessibility for mobile devices and build an app for trail users
    - Provide closure notices (e.g., construction)
- Rebrand MCT to reduce confusion with Madison County government

People

- Connect with elected officials; highlight the value of the trail system
- Form partnerships with Madison County corporations to profind funding for additional amenities along the trails
- Connect trails to the transit-dependent populations
- Strive to serve a population of trail users that are diverse in age, race, income, etc.
- Seek feedback from local leaders and city managers
- Support the creation of a Bike-Ped Coordinator position at the county level
- Provide support and outreach to underserved communities.
- Education Programming with School Districts, Library Districts, and Senior Serivices.

Partnership

- Coordinate with MEPRD's plans - develop connected greenway program.
- Coordinate with Levee Districts and MEPRD to develop blueways.
- Coordinate with Madison County Highway Department to address concerns about conflicting grades (prefer road grades to be prioritized in rural areas), traffic calming measures that "generate negative feelings for MCT" (speed tables), etc.
- Partner with IDOT
- Support Trail-Oriented Development. Work with Communiies, Developers, and Business Owners.
- Partner to St. Clair County Transit trails
- Develop opportunities to use the trail system to drive tourism
- Support Transit-Oriented Development (TOD). Work with Communiies, Developers, and Business Owners.
    - Daycare facility and food truck parking at Logistics Valley Transit Center
    - Food vendors (ice cream/snacks) near Schoolhouse Trail/Horseshoe Lake (small business incubators)

Systems to look at for benchmarks/case studies that were mentioned in stakeholder interviews:

- Oregon - statewide
- Davis, California
- GRG Brickline in St. Louis, Missouri
- Miami Valley Trails, Ohio
- Benton, Arkansas
- Madison, Wisconsin
- Indianapolis Cultural Trail, Indianna
- Victoria Island, Canada
- Tulsa, Oklahoma
- Others?

Summary of MCT Community Engagement
MCT Draft Master Plan Review Webinar

Monday, January 29, 2024 11:30 a.m. - 12:20 p.m.
Prepared by HeartLands Conservancy
January 29, 2023

Overview

A webinar was held virtually on January 29, 2024 to review the draft Master Plan. This session presented highlights of the draft Master Plan and allowed participants to comment and ask questions. The webinar was announced on the MCT Trails social media, with meeting information, plan information, and the Executive Summary published on the MCT Trails website. HLC hosted the webinar on their Zoom® account, with HLC Project Manager, Scott Dunakey presenting the materials and Dave Cobb representing MCT as a panelist. Provided below is a summary of the questions received along with the responses provided during this Draft Master Plan review session.

Question & Answer Summary

Question 1
As residents who frequently utilize the MCT Trails, connecting to the nearby Nickel Plate Trail is common for my husband and myself. Presently, the available options include navigating a narrow sidewalk along N. Meridian Rd. or heading south on equally narrow sidewalks leaving to the trail entry at Glen Crossing Rd. I have observed some cyclists opting for the road due to the inadequacy of the sidewalks.

There is a path that has been cleared during the recent sewer line construction projected from N. Meridian Rd. to the Nickel Plate Trail, just north of Meridian Oaks Dr.

I'm curious to know if there are plans to designate the cleared path as an access point to the trail. If this has not been explored, I kindly request that you take this into consideration.

> **Answer 1:** There are no plans to make this a connection at the moment. This was done for clearing so that the sewer line projects could be installed. MCT Trails act as more of a backbone trail system. This would be a great project for your local community or park district.

Question 2
Where is the planned route for the Godfrey Trail? Anticipated timing for this project? Thank you!

> **Answer 2:** The alignment has not been identified for this trail yet. So, a specific road or location cannot be provided. Work is still ongoing at MCT for final program costs and scopes. The alignment will most likely be within the corridor shown on the projects map.

Question 3
Is there a list of new study areas around Granite City and details on them? Looks like two areas on each side of the bend on Madison Ave. I joined late so not sure if I missed it.

> **Answer 3:** Yes. Through community engagements and the survey, it has been shown that connections to the Confluence Trail from the broader system are highly desired.

Question 4
When will the bridge be built at Pleasant Ridge Rd? This affects our access to the Schoolhouse Trail. We have been accessing this trail for 20 years at this location. Will there still be access when the bridge is in place?

> **Answer 4:** There is no draft plan or finalized plan for the design of this bridge. When the time comes it will be needed to adjust the alignment of the trail as it crosses Pleasant Ridge Rd. Space around the trail and crossing will be looked at to see how the alignment can be temporarily adjusted.

Question 5
Is there a long-term plan to eventually connect the MCT trails system to the Belleville Bike trail system?

> **Answer 5:** Currently, the Goshen Trail extends into St. Clair County and it has been recognized that there are opportunities to further connect adjacent trail systems in different jurisdictions to the MCT Trails system. This has been identified as a recommendation.

Question 6
This is a follow-up the the Schoolhouse Trail access after the bridge is cobstructed. If there is no access this affects two very large subdivisions that access Pleasant Ridge. This will force these trail users to use busy Main St to access the trail. So we need access.

> **Answer 6:** It will be noted that lack of access to the trail at this location is of concern and that residents of the area desire access to be provided when the project is designed and constructed.

With no further questions, the webinar concluded at approximately 12:20 p.m.

MCT Trails Rules

Availability

The Madison County Transit (MCT) Trails shall be operated and utilized in such a manner as to maximize the intended benefits to and for the general public. The MCT Trails shall be maintained in a manner as to promote the safe and enjoyable use of the facilities by the public. The MCT Trails shall be open to the public for use and enjoyment without regard to race, color, disability, creed, or national origin. The MCT Trails are open to the public from Sunrise (Dawn) to Sunset (Dusk). Portions of the MCT Trails may be closed from time to time for maintenance.

Permitted Uses

- Walking, running, rollerblading, skating, skateboarding, bicycling, including pedal assist electric bicycles, and bicycle trailers.
- Electric scooters, segways, hover boards, and “one wheel” devices are permitted, so long as the 15 mph speed limit is observed.
- The MCT Trails are accessible to persons using walkers and wheelchairs, including motorized wheelchairs.
- Leashed pets are permitted but must be controlled on leashes six feet long or less and must remain within their caretakers designated lane. Caretakers are responsible for cleaning up after their pet and properly disposing of pet waste.
- Authorized Events are subject to an approved application:
  1. An Application for Use of MCT Trails must be submitted to the Madison County Mass Transit District at least sixty days prior to the event by the Lead Event Host. The Lead Event Host is defined as an Illinois unit of local government or a tax-exempt organization under section 501(c)(3) of the Internal Revenue Code, and must be organized and operated exclusively for exempt purposes as set forth in section 501(c)(3). The Lead Event Host must have an approved application if it intends to use any portion of the MCT Trails and/or a MCT Park & Ride Lot for a publicized organized event (run, walk, bike ride, trail cleanup event, or similar event). The Lead Event Host must be openly advertised as such at the event.
  2. Due to safety concerns, all events held on MCT Trails are only allowed under the following conditions:
     a. Event start line and finish line cannot be on MCT Trails. Participants must travel an adequate distance before entering MCT Trails to prevent congestion on MCT Trails.
     b. Event must have a rolling start or wave start and must allow sufficient time and distance between participants entering the event course. Mass starts are not allowed.
  3. The MCT Trails must remain open to the public during organized events. No area of MCT Trails/MCT Park & Ride Lots may be fenced, blocked, or otherwise made inaccessible to the public.
  4. If event is approved, Lead Event Host shall provide a Certificate of General Liability Insurance that names Madison County Mass Transit District as an additional insured for no less than $1,000,000 per occurrence. The required insurance shall be submitted to MCT no later than 10 days prior to the event. The event will not be held on MCT property without an acceptable certificate of insurance.
  5. Lead Event Hosts must review and sign an MCT Trails Use Terms & Conditions document prior to the event to indicate that they are aware of MCT’s rules and guidelines.

Prohibited Uses and Activities

- No unauthorized motor vehicles, gasoline powered bicycles, internal combustion engine powered vehicles of any kind, or all-terrain vehicles (ATVs) are allowed on the MCT Trails at any time.
- No horses or horseback riding allowed.
- No hunting allowed.
- No alcoholic beverages, illegal drugs, fireworks of any kind, or firearms are allowed.
- No dumping of any kind, including grass clippings, branches or yard waste.
- No unauthorized marking or signage permitted on MCT Trails for any reason.
- Commercial use of MCT property is not allowed, except as provided in Permitted Uses and Authorized Events sections above.
- Bicycle races and/or peloton bicycle riding are never allowed on MCT Trails.

Speed Limit

Maximum speed is 15 mph. Please travel at a reasonable speed, in a consistent and predictable manner. Always slow down when approaching maintenance crews.

MCT TRAILS
Madison County Transit

mcttrails.com/master_plan