

BICYCLE AND PEDESTRIAN MASTER PLAN

 **JUNEAU**
ASSOCIATES, INC., P.C.
ENGINEERING & LAND SURVEYING



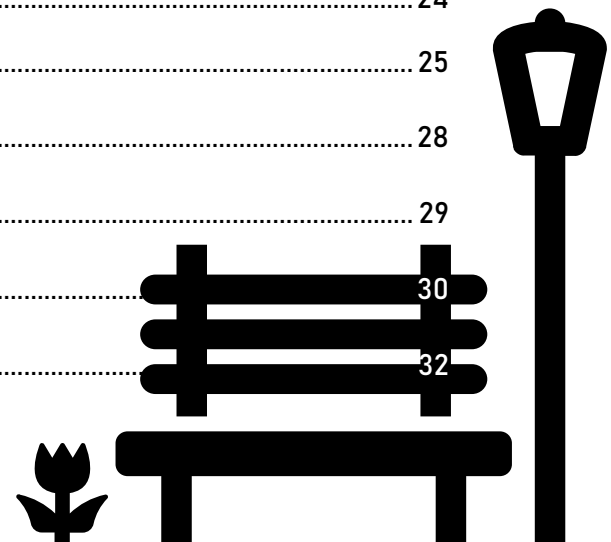
THE CITY OF MADISON



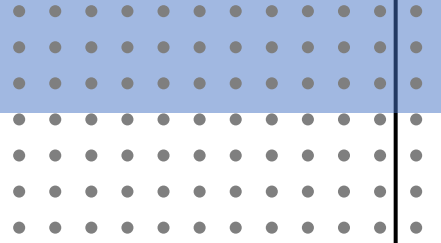
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- B. East/West Fireman's Park Connector - 3rd Street from Washington Avenue to IL Route 203
- C. Fireman's Park to High School & Elementary School - Enhance the Pedestrian Access Route to School

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

- A. Southwest Madison - Connects Bissell St./Route 3 Area to Madison Avenue and Washington Avenue
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The city of Madison, Illinois “Bicycle and Pedestrian Master Plan” is a planning document which will help guide the city efforts going forward to enhance the “Bedroom” community feel. The city is going through a transition from early industrial support style housing to more of a bedroom type housing stock with amenities to support more of the bedroom style of living.

The city of Madison was founded in 1891 as a support community for industry in the surrounding communities with a population of 1,979. Based on the 2020 census, the city of Madison has a population of 3,171 people. The city of Madison is located approximated 10 miles northeast of downtown St. Louis, Missouri in Madison County, Illinois. The city is in the heartland of the Midwest and is within the St. Louis metropolitan area.

Madison is uniquely located with an interstate transportation system which transects across the corporate boundary. Several interstate highways bisect the community, including I-270, I-255, and I-55/I-70. This immediate access to the major highways along with an abundant supply of available land has spearheaded the recent development fronting along the interstate highway system. In addition to the interstate highway network, the city is also served by major railroad carriers, which also transect the community. While the interstate highway system and major Class 1 railroad carriers are an economic plus for the community, it also makes it difficult, but not impossible, to develop a coordinated bicycle and pedestrian trail system.

Madison County Transit (MCT) along with the Metro East Parks and Recreation District (MEPRD) have installed various bicycle trails that connect Madison with trail facilities located throughout Madison County, Illinois. In addition to the existing trail system, the city has established a priority in supporting the children in the area with the establishment of multiple parks throughout the city for their entertainment. These parks include 3rd Street and Fire Department Park, 8th and



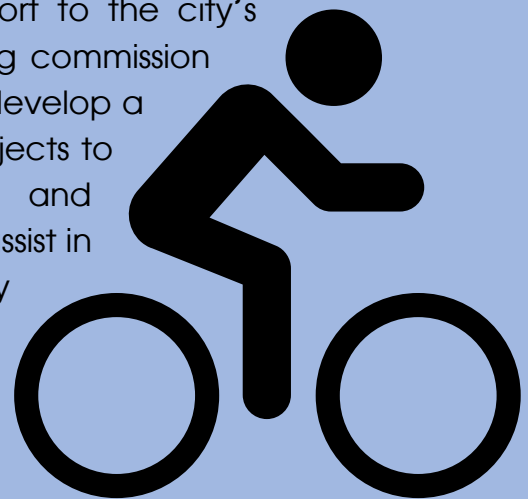


Alton Park, and 7th and Lee Park. There is also the John W. Hamm III Municipal Complex and the various Madison baseball diamonds to allow for additional outdoor locations for the children to have a safe and fun place to run off steam.

From a tourism point of view, the city has established itself as a place to enjoy good food, music, and racing with NHRA drag strip racing and oval track racing at World Wide Technology Raceway. World Wide Technology Raceway and the city of Madison have secured a deal with NASCAR to host the Enjoy Illinois 300, Formula Drift, IndyCar Series, and the Trans Am Series. These weekend events bring in top named bands and draw thousands of people to attend this event annually.

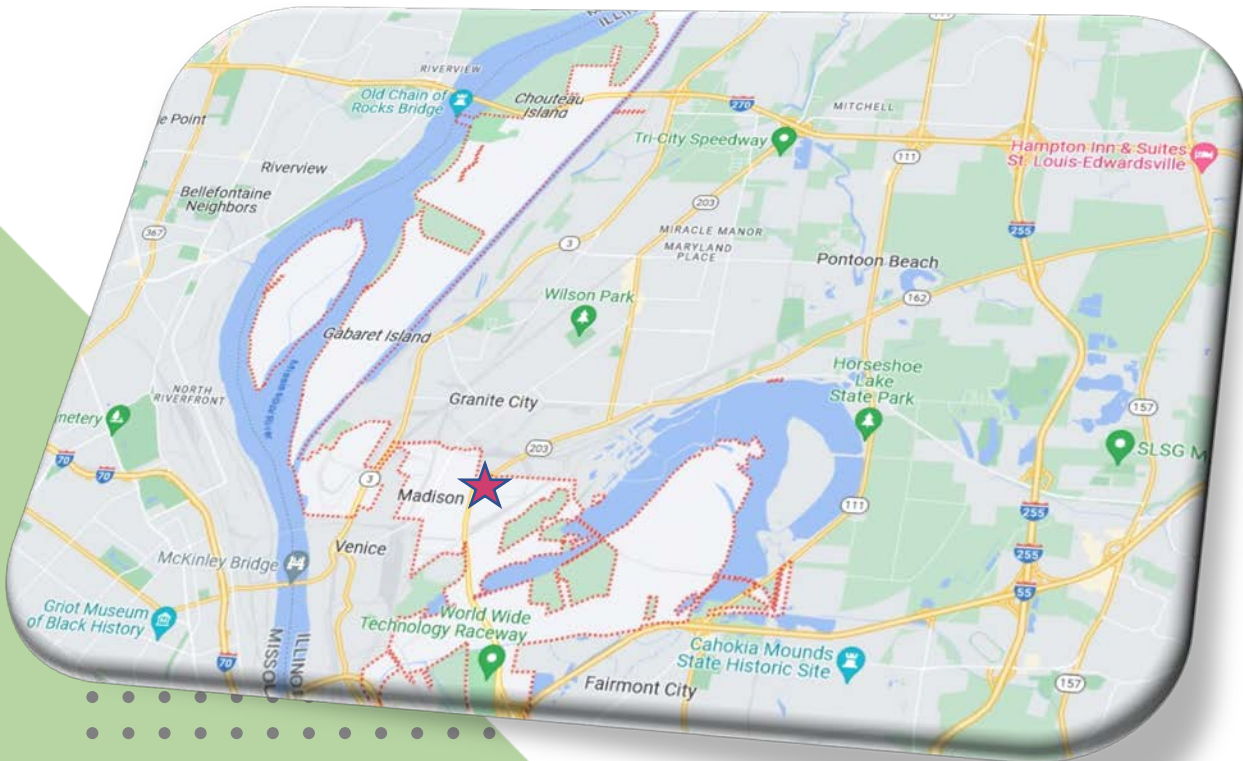
The city addresses issues with sidewalks impacted through the Americans with Disabilities Act (ADA) relating to pedestrian access within the city as funding becomes available. The proposed “Bicycle and Pedestrian Master Plan” is intended to assist city council members in prioritizing the most cost to benefit bikeway segments and more accessibility/connectivity to the existing Class 1 trail network.

To facilitate this master planning document, the city has investigated potential trail alignments, both on-street as well as off-street alignments, along with the associated costs. In addition, a social media survey was conducted to help obtain the public’s perspective of both the positive and negative points associated with the existing facilities within the city. These results were shared with the city council for their information and input. After completing a preliminary investigation into a master planning document, The City’s Planning and Zoning Committee was asked to develop a “short list” of the potential improvement projects. Upon completion of this “short list” the general public was invited to a presentation to facilitate their opinion and support to the city’s master plan. Upon completion of the city planning commission and public meeting, feedback has been used to develop a short term and long-range plan with prioritized projects to assist the city council in developing bicycle and pedestrian facilities in the future. This plan will also assist in the solicitation of grant opportunities which may present themselves both at the city-state and federal funding levels. In addition, as potential development occurs within the city corporate boundary, off-street bicycle and pedestrian corridors can be retained.



1.1 City Transition Planning

The city of Madison is a community with deep roots in industrial style housing stock and is transitioning into more of a “Bedroom Community.” During this transition, the focus of the city officials is developing an atmosphere more targeted to families and entertainment to revitalize the city. The goal of the city is to instill the life-long residency approach of years past by creating an atmosphere of community and family. Along with this transitioning the city is aggressively pursuing new businesses to support this transitioned lifestyle.



1.2 Planning Goals

The goal of the city is to create a source of synergy between the alternative modes of transportation versus the traditional ways of moving around the city between the various destination points the city has to offer.

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

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

“**Bicycle Trails**” can be designed in many ways such as the following:

Class 1 bikeways provides bicycle travel on a paved right-of-way completely separated from any street or highway.

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

First, the bicycle enthusiast’s connection from the neighborhoods to the Class 1 bikeways offered by MCT and MEPRD throughout Madison County.

Second, the connection of sidewalks and bicycle facilities to neighborhoods and destination points.

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

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



1.3 Plan Objectives

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



The first objective to be obtained for the bicycle enthusiasts, is to provide the opportunity to travel along the MCT and MEPRD bikeway trails between the MCT "Nature Trail" and the MCT "Schoolhouse Trail." This will allow access to the remaining trails created by MCT, MEPRD, SCCTD, and Trailnet on the Missouri side of the Mississippi River.

The second objective is to enhance the walkability within the city by creating safe routes as well as developing ADA accessibility corridors throughout the city.

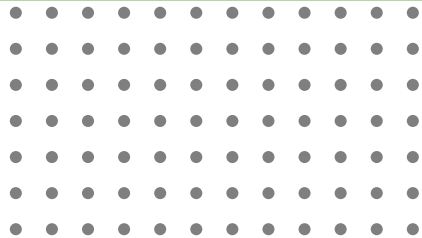
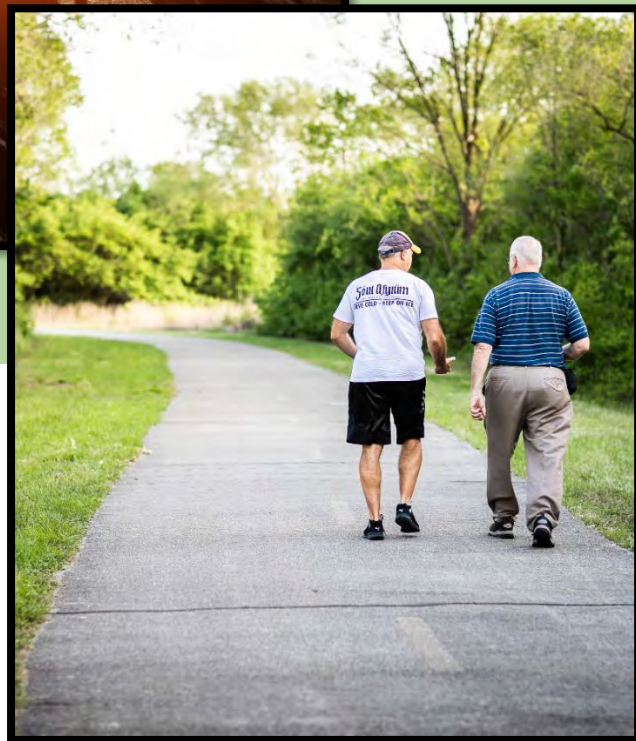
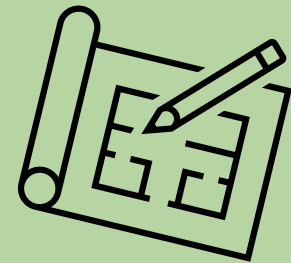
The final objective is to support the development of alternate modes of transportation within the city and surrounding communities.



1.4 Planning Documents

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

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





2



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

2.0 (A) MCT SCHOOLHOUSE TRAIL

MEPRD constructed the 15.5-mile School House Trail along an abandoned railroad corridor starting at Harrison Street in Madison, Illinois and connecting all the way to Illinois Route 162 and Old Troy Road intersection in Troy, Illinois.

2.0 (B) MCT CONFLUENCE TRAIL EXTENSION WITHIN VENICE, MADISON, & GRANITE CITY, IL

In 2010 MCT, in conjunction with MEPRD, constructed a bikeway along the Mississippi River levee system that runs from McKinley Bridge, within the corporate limit of the city of Venice, through the city of Madison terminating within the city of Granite City at 20th Street intersection and Illinois State Route 3. This section of the MCT Confluence Bikeway extends through America’s Central Port District property. This trail allows for bicyclists to connect across the McKinley Bridge in the city of Venice to the Mississippi Greenway Trail, which is located along the Missouri side of the Mississippi River, between the Chain of Rocks Bridge and the McKinley Bridge.



2.0 (C) CHOUTEAU ISLAND NATURE TRAIL

These unique nature hiking trails have recently been sculpted into the Couteau Island wilderness just below the Old Chain of Rocks Bridge. The Chouteau Island hiking trails are completely constructed of recycled mulch from the woodlands.

This eco-friendly practice prevents the disruption of wildlife and preserves the natural beauty of the forest.

The Madison Chain of Rocks Canal Bridge is a major trail connector in the region. It connects the MCT Confluence Trail, MRT (Mississippi River Trail), Great River Road Trail, National Millennium Trail, and is also a connector to the Rout 66 Trail, all of which parallel the river and/or connects across the Chain of Rocks Bridge into Missouri. Also, a special note, when you cross the Chain of Rocks Bridge you can look up and down the river and observe the Lewis and Clark Historic National Trail.

2.0 (D) OLD CHAIN OF ROCKS BRIDGE & PARK

The Old Chain of Rocks Bridge, at 5,353 feet long, is one of the world's longest bicycle and pedestrian bridges. The bridge spans the Mississippi River and provides a vital link in the bi-state trail system, connecting to the St. Louis Riverfront Trail in Missouri and the MCT Confluence Trail in Illinois. The Bridge, once part of the beloved Route 66, has a rich history and is on the National Register of Historic Places.

As indicated above, MCT and MEPRD have been instrumental in providing accessibility of the bikeway system to the residents of the city of Madison. Creating the connection between the MCT School House Trail and the MCT Confluence Bike Trail is instrumental in the overall integration of bikeway systems within Madison County Illinois.

RECENT CITY OF MADISON SIDEWALK RECONSTRUCTION PROJECTS

The city of Madison, in conjunction with recent funding opportunities, has been reconstructing street radius returns and sidewalks to become ADA compliant throughout the corporate boundary of the city. These improvement projects are important to ensure a safe route for pedestrians of all ages and skill levels to travel within the community.

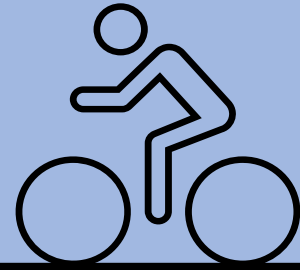


2.1 Currently Planned Bicycle Facility Upgrades

A

MCT/City of Madison Joint Use Facilities

The city of Madison was successful in entering into an Intergovernmental Agreement with Madison County Transit (MCT) for the construction of four (4) new style solar bus shelters located at strategic locations in the city to facilitate MCT ridership. These new style bus shelters will provide added safety features for the residents and ridership benefit. This will add a significant number of potential riders to utilize the services MCT offers, which includes buses with bicycle carrying capabilities.

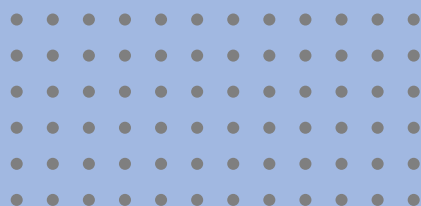


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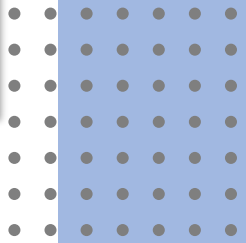
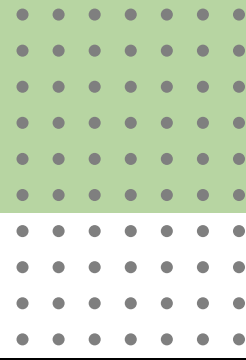
Proposed Bicycle Routes Along Madison Avenue and McCambridge Avenue to Connect to Existing Madison County Transit Facilities

The city of Madison is proposing to make a connection from the Eagle Park entrance trailhead along the west side of McCambridge Avenue to the 3rd Street/Fire Department Park and amenities. This phase of a Class 1 Bikeway facility will open up additional ridership within the residential areas. The next phase would be to extend this bikeway from Third Street over to the terminus within America's Central Port District property.





3.1 Madison County Transit District Interconnections

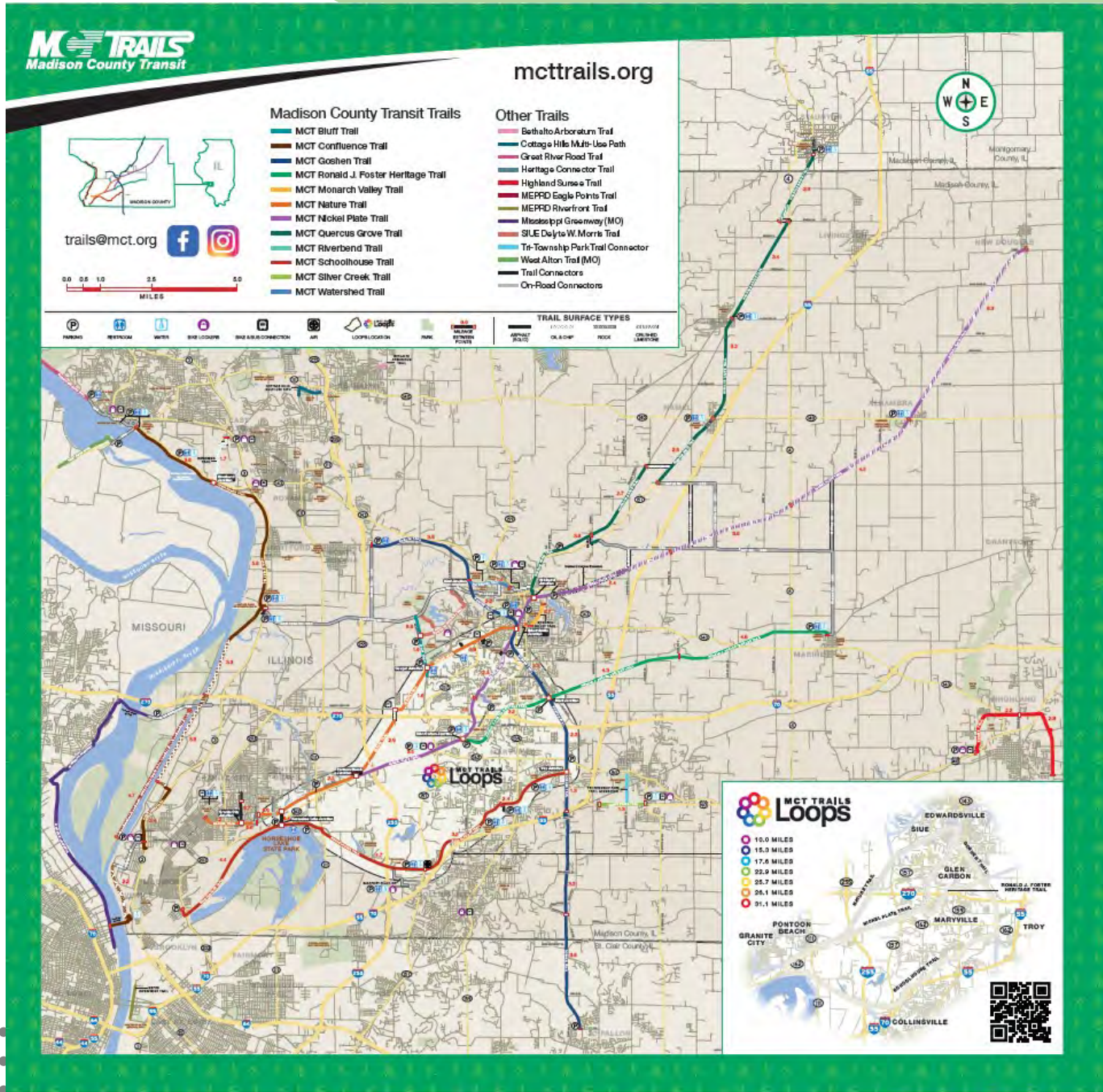


The city of Madison has worked successfully with MCT to provide a bikeway trail system that incorporates a network of Class 1 trails throughout Madison County. MCT has been highly successful over the years in acquiring abandoned railroad corridors that span more than 135 miles within twenty separate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



MCT TRAIL MAP

Figure 1

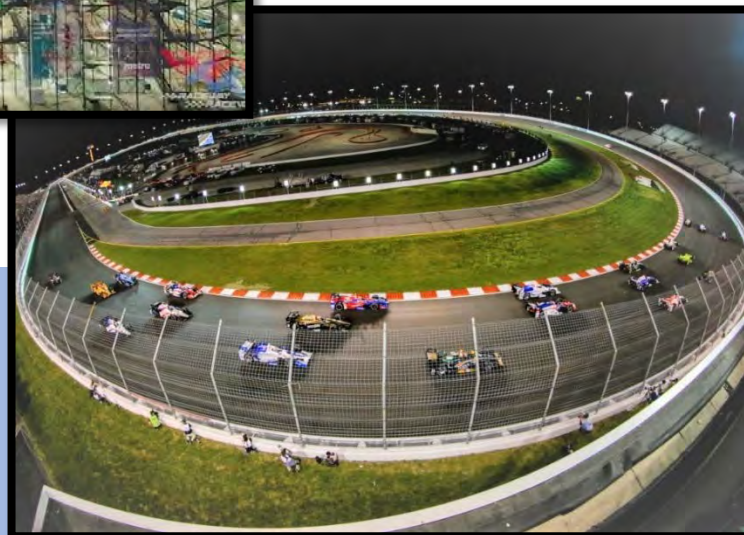


3.2 World Wide Technology Raceway

World Wide Technology Raceway is the only raceway in the country to host the premier series for each of the three preeminent racing organizations; NASCAR, INDYCAR, and NHRA. The city has established itself as a place to enjoy good food, music, and racing with NHRA drag strip racing and oval track racing at World Wide Technology Raceway. World Wide Technology Raceway and the city of Madison have secured a deal with NASCAR to host the Enjoy Illinois 300, Formula Drift, IndyCar Series, and the Trans Am Series. These weekend events bring in top named bands and draw over 83,000 NASCAR fans to the southwest Illinois region to attend this event annually.



World Wide Technology Raceway is located five minutes from downtown St. Louis and covers more than 380 acres. The raceway is the largest outdoor entertainment facility in the area. The raceway's facilities include a ¼-mile drag strip, 1.25-mile superspeedway, recently enlarged 2.0-mile road course, a state-of-the-art karting facility, and a 14-acre, multi-purpose dirt off-road venue.



3.3 Gateway National Golf Links



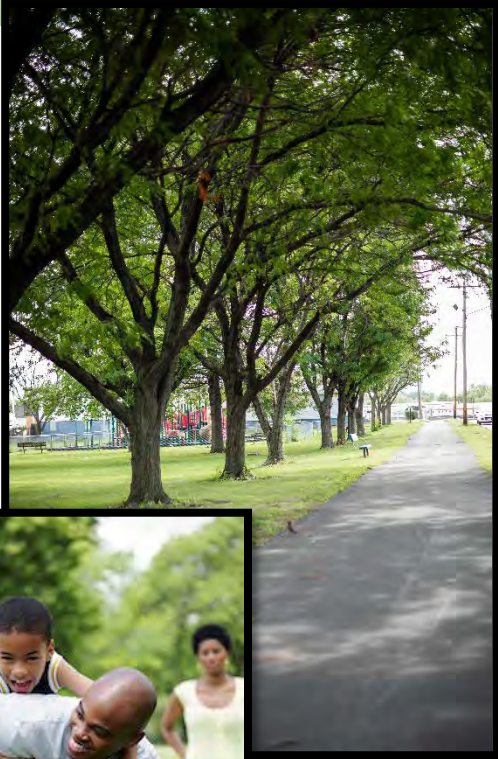
Gateway National Golf Links was designed by renowned golf course architect, Keith Foster. It is the only true links-style course in the St. Louis area and is the only public access course in the region to feature bent grass fairway. Walters Golf Management has overseen the property from the construction phase in 1997, through its present-day operation.



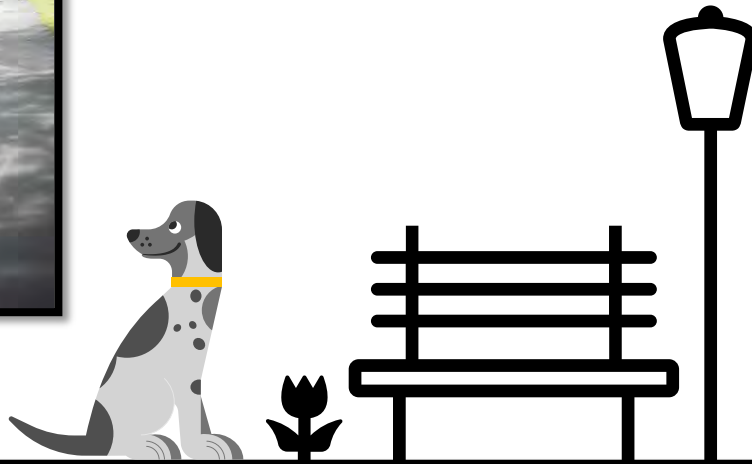
Gateway National offers golfers the rare opportunity to return to the rich traditions of the game. Rolling links are separated by gentle mounds as you meander through lush, green pasturelands. Tall grasses, lakes, wood-tie bunkers, and occasional giant cottonwoods complete the landscape. In view of the magnificent Gateway Arch, you will cross occasional stone bridges and glide on raised boardwalks through quiet wetlands during your 18-hole experience.



3.4 3rd Street and Fire Department Park

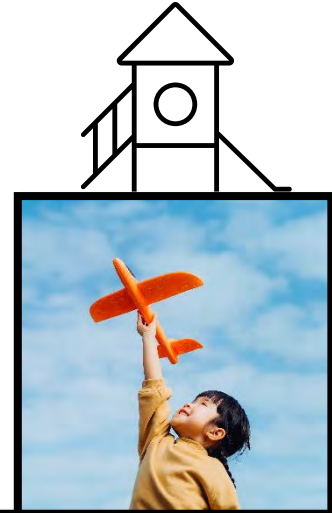


A great place for gathering! The 3rd Street/Fire Department Park is fully equipped with a pavilion for shade, a playground for the kids, and plenty of picnic tables. Host a party or event in this great outdoor space.



3.5 8th and Alton Park

Bring the kids out to play! This park consists of a huge fenced in playground that is catered for children of all ages. It is centrally located and fun for the children of the community to enjoy.



3.6 7th Street and Lee Park



Enjoy the outdoors at the 7th & Lee public park! This convenient location offers a covered pavilion and a playground for entertaining the children of the community. You can host birthday parties, baby showers, anniversaries, and much more!

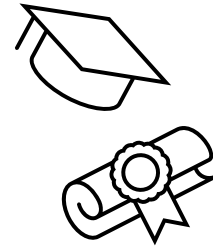


3.7 Retail Centers within the Corporate Boundary

There are currently numerous restaurants, entertainment centers, and convenient stores throughout the city of Madison and surrounding communities of Granite City and Pontoon Beach.



3.8 Madison School District Educational Facilities



The city of Madison is served by the following Educational Facilities:

The city of Madison Community School District No.12 (CUSD No.12) operates a series of schools from Pre-K through High School. The schools are located throughout the community at specific destinations. The Madison School District mission statement is the following:

Maximize all student's potential to be successful in the world.

BELIEFS AND PHILOSOPHY

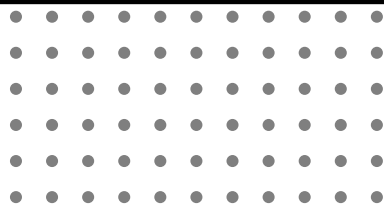
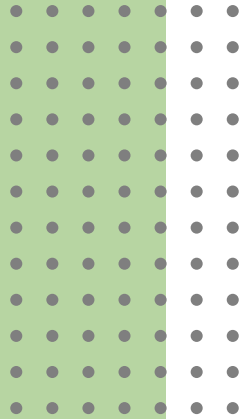
The overall principles that guide the operation of MSSC are respect and accountability. Other underlying principles and standards at MSSC include:

- Each student will be respected and has the responsibility to respect others.
- Each student has value and will be actively involved in the planning for his/her future.
- Each student's plan will address four critical components: academics, the need for behavioral/therapeutic supports, career planning, and transition to adulthood.
- Each student will have a school environment that is supportive, challenging, and incorporates problem-solving and higher-order thinking.
- Each student has the ability to learn to become a life-long learner.
- Each student benefits when parents, teachers, and students work together for common goals and communicate frequently on progress toward goals.

The following schools are identified within the Madison School District:

- Bernard Long Elementary School (Pre-K through 5th)
- Madison Junior High School (6th Through 8th)
- Madison Senior High School (9th through 12th)





4.1 Evaluation Matrix

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

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



(See Figure 2 on Page 23)

Connection To Existing MCT / MEPRD Trail Network and Destination Points

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

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

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



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

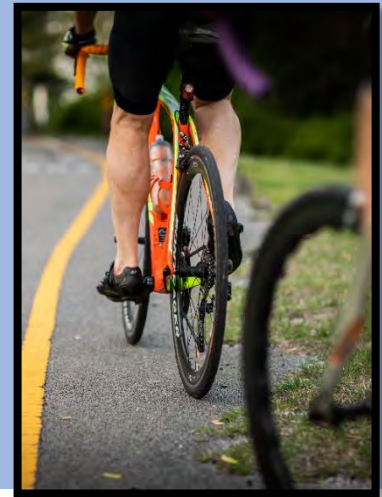


Safety Concerns

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

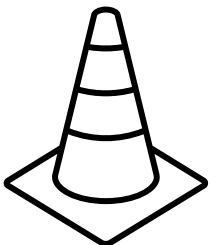
These types of situations create different levels of safety concern. In this regard the evaluation matrix will use the following considerations:

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



Constructability

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



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

Sustainability

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

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





Expansion Opportunities

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

Accessibility

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

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

FIGURE 2

Route ID	EVALUATION MATRIX OF POTENTIAL PROJECTS	Connection to	Bikeway Safety	Concerns	Constructionability	Sustainability	Expansion Opportunity	Accessibility	Total Score
		MCT / MEPRD						Accessibility	
1	Chain of Rocks Bridge	5	5	4	3	5	4	26	
2	Southwest Madison	4	4	5	5	4	4	26	
3	East / West Fireman's Park Connector	3	4	5	4	5	4	25	
4	Eagle Park Spur	5	4	3	4	4	4	24	
5	MCT Schoolhouse Trail Head to Cloverleaf Park	5	4	4	4	4	3	24	
6	North / South MCT Schoolhouse Trail to 12th Street via Washington Ave	3	4	5	5	3	3	23	
7	Granite City Connector	2	3	4	5	4	3	21	
8	Lee & Alton Park Spur	1	4	4	4	3	5	21	
9	East / West High School Connector	2	4	3	4	3	4	20	
10	Tri - City Park Spur	1	3	4	3	4	4	19	
11	Fireman's Park to High School & Elementary School	1	3	4	3	3	4	18	



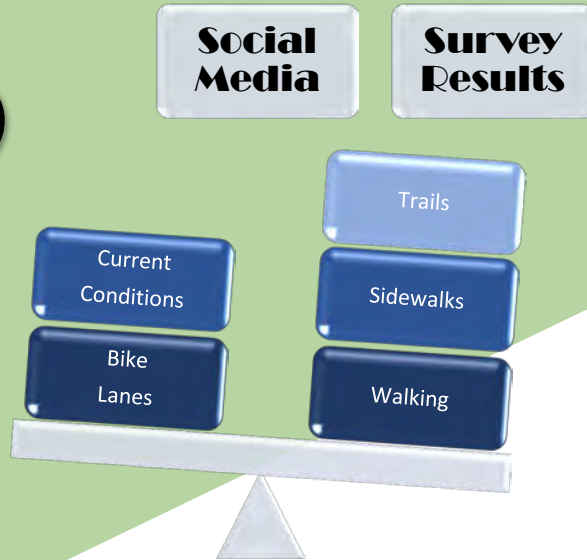
4.2 Evaluation Results

The proposed bike trail segments were evaluated against the developed matrix, as described in section 4.1. Each potential project is scored between 1 and 5 for each of the categories with a maximum point total of 35. A category ranking of 1 is the lowest a potential bike trail segment can be considered and a potential of 5 is the highest a potential bike trail segment can receive. The highest scoring and complete summary of all bike trail segments are summarized in Figure 2 on page 23.

During the public meeting on March 6, 2023, the attendees were asked to rank the top 4 bikeway segments described above from MOST desirable to LEAST desirable.



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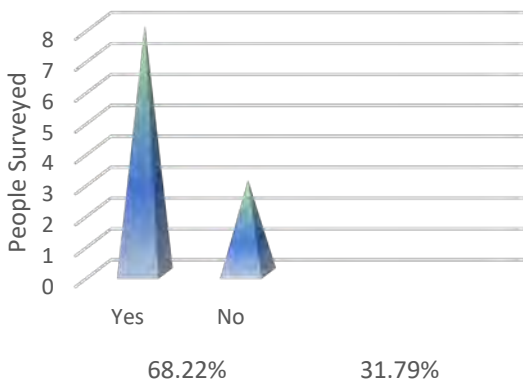
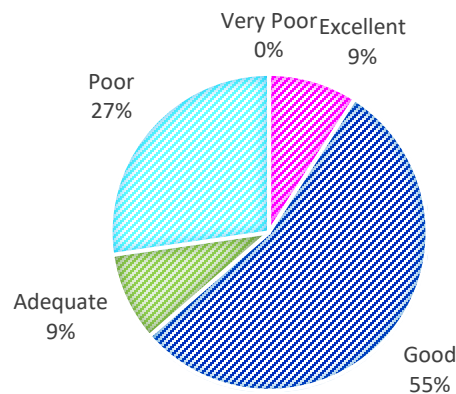
A social media survey was initiated through the social media site “Survey Monkey” as well as on the city of Madison and Chamber of Commerce websites. The survey asked a series of nine questions that were used to help guide and prioritize the recommendations of the Bike and Pedestrian Plan.

Of the 11 respondents to the survey, the following conclusions can be derived:

Q1 How Do You Rate the Current Conditions of Bike Lanes, Sidewalks, And Trails for Walking and Bicycling in Madison?

Most of the respondents (55%) rated the condition of bike lanes, sidewalks, and trails within Madison as GOOD. A total of 27% of the respondents rated the system as Poor. Only 1 individual rated the system as Adequate.

■ Excellent ■ Good ■ Adequate ■ Poor ■ Very Poor



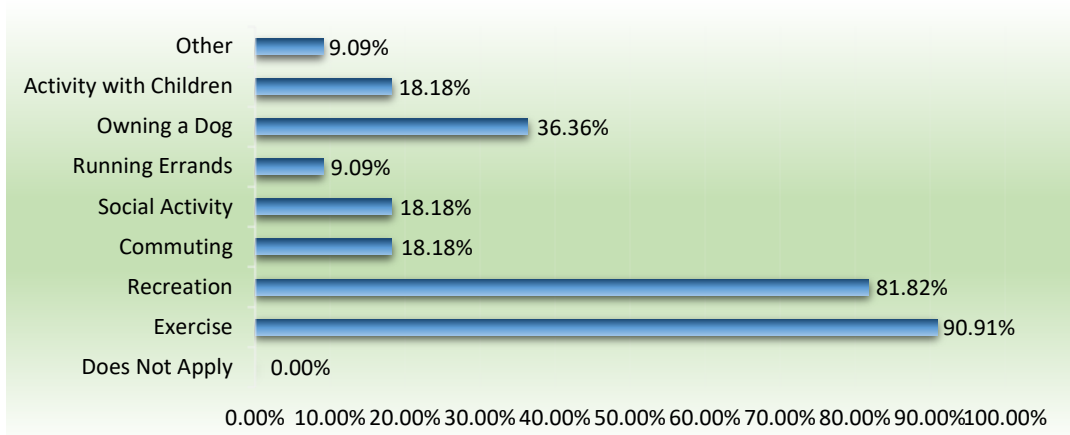
Q2 Do You Think Madison Should Consider Walking and Bicycling as Priorities for Means of Transportation?

A total of 68.22%, nearly three-quarters of the respondents, responded with a “Yes.” A total of 31.79% responded with a “No.”



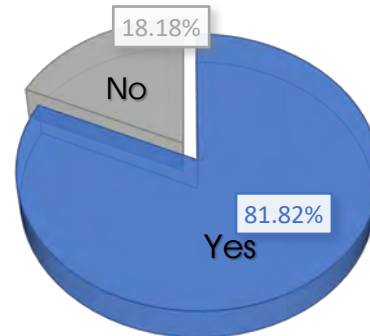
Q3 What Are Your Top Reasons for Walking or Bicycling? Please Check All That Apply.

Exercise, with a total of 90.91% and recreation at a total of 81.82% were the top two answers to this question. Owning a dog was rated third at 36.36%.



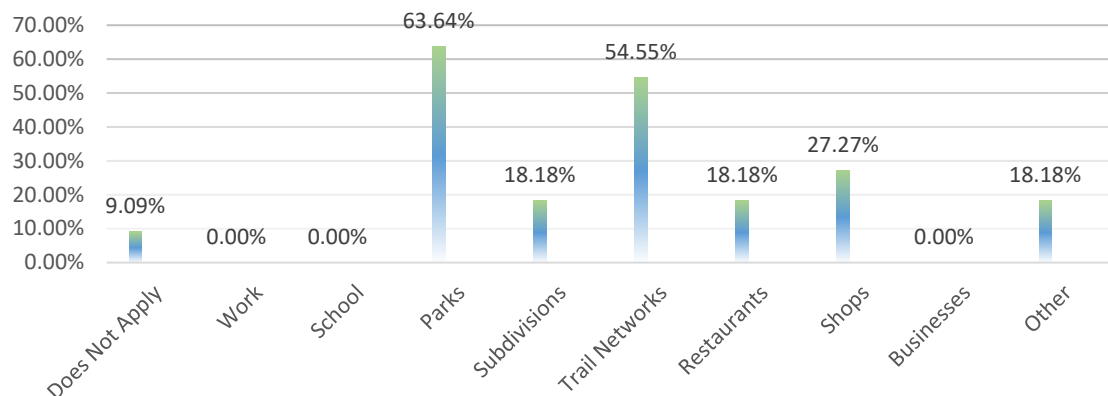
Q4 Would You Ride Your Bike in Madison More Often If More Bicycle Lanes and Safer Street and Road Crossings Were Implemented?

A total of 81.82% of the respondents said "Yes" to this question. Only 18.18% said "No."



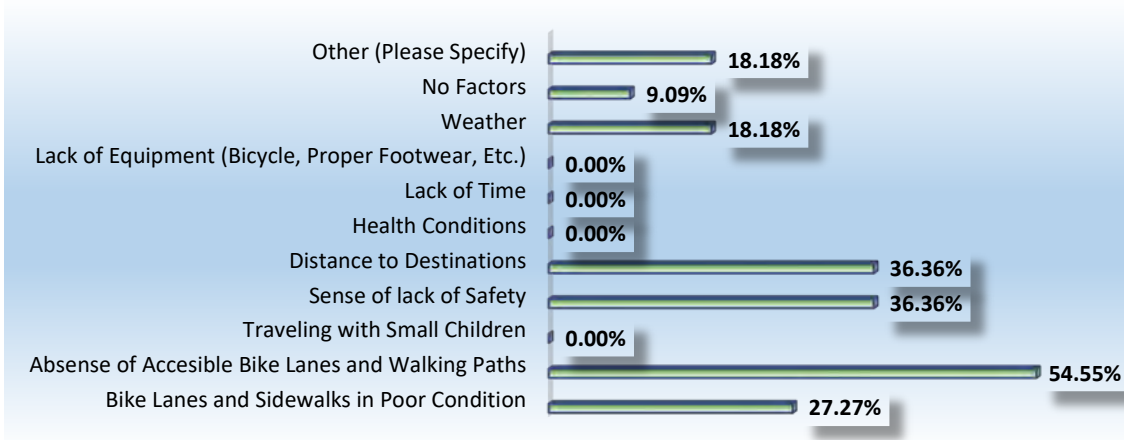
Q5 What Are the Main Destinations You Walk or Bike to Within Madison? Please Select All That Apply.

Access to parks (63.64%) and Trail Networks (54.55%) were the top destinations identified by the respondents to this question.



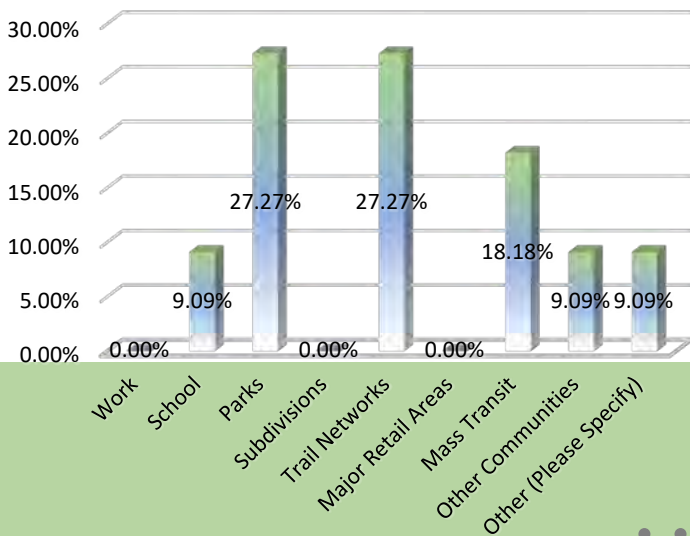
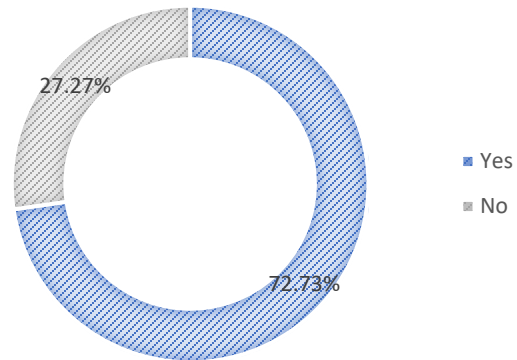
Q6 What Factors Prevent You from Walking or Bicycling Within Madison? Please Check All That Apply. (If There Are No Factors That Prevent You Walking or Bicycling, Select “No Factors.”)

The number one answer to this question was absence of accessible bike lanes and walking paths at 54.55%. The sense of lack of safety and distance to destinations tied for second at 36.36%. Bike lanes and sidewalks in poor condition at 27.27% came in fourth.



Q7 Do You Utilize the Current Trail System in Madison?

A total of 72.73%, almost three quarters of the respondents, responded with “Yes.” A total of 27.27% responded with a “no.”



Q8 If Madison Were to Add More Walking or Bicycle Routes in The City, Which of The Following Would You Prefer They Better Connect To?

Access to the Trail Network and parks at 27.27% each were the preferred connections for new walking and bicycle routes. Listed next at 18.18% was Mass Transit.



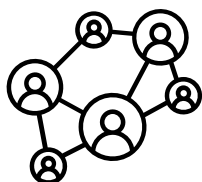
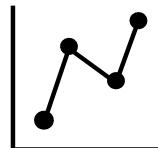
6

Survey

Summary

Listed below is a summary of the major recommendations from each survey questions.

- Most of the respondents rated the condition of the existing bike/pedestrian facilities in Madison as Good
- Almost three quarters of the respondents think that walking and bicycling should be a priority in Madison
- Exercise and recreation are identified as the top reason for walking and bicycling
- Over 80% of the respondents would ride their bikes more often if more bike lanes and safer street facilities were provided
- Access to parks and trail networks were identified as the main destinations within the city
- Absence of accessible facilities, distance to designations, and sense of lack of safety prevent many people from using facilities in Madison
- Over 70% of the respondents utilize the current trail system
- Respondents would like more connectivity to parks and Trail Networks



7



Future Plans



and



Recommendations

1. McCambridge Bicycle Class 1 Route from the Eagle Park Acres Trail Head to the city of Madison Fire Department and Third Street Park.
2. Madison Avenue shared use plan over the Illinois Terminal Railyard (TRRA) between The city of Madison and the city of Venice.



3. Maintaining a bicycle facility across the Chain of Rocks Canal Bridge structure.
4. Developing a shared use path along 3rd Street westerly connecting to Bissell Street onto America's Central Port District property (this route will need to be a phased approach as crossing the railroad tracks at State Street will be a challenge.)
5. Interconnecting with proposed bicycle facilities within the city of Granite City and the city of Venice, Illinois.
6. Developing a long-range plan to interconnect a facility within America's Central Port, which will be used as a viewing station in the future for watching Class 1 rail cars.





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

A. Locally Funded Improvement Projects

The city has funding that is targeted through Tax Increment Financing (TIF) districts. These districts are established by the city to assist in development in documented blighted areas. These districts allow for the increment in taxes between pre-development and post-development periods to be used to help offset capital improvement projects.

Outside of TIF district funding the city can use its General Fund dollars which are based on property tax revenue received within the city.

B. CMAQ (Congestion Mitigation and Air Quality)



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

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



C. Community Development Block Grant Funding (MCCD)

These funds are administered on behalf of the city through Madison County. These funds are slated to be used to benefit low to moderate income areas and people.

D. Act Funding Administered Through Madison County Community Development

E. Illinois Bicycle Path Grant Program

F. Illinois Transportation Enhancement Program (ITEP)



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

H. Safe Routes to School Program



ACKNOWLEDGEMENTS

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

In addition, a group of local individuals met to provide guidance to the development of the master planning documents for the Tri-Cities area. The following individuals met and discussed the existing system and provided guidance moving forward:

- MR. DENNIS WILMSMEYER.....AMERICA'S CENTRAL PORT DISTRICT
- MR. MIKE WEAVER.....BICYCLE ENTHUSIAST
- MR. DAVID AMES.....BICYCLE ENTHUSIAST

A thank you is also extended to the City Council of the city of Madison and their department heads for their insight and guidance in adopting the Master Planning Document.



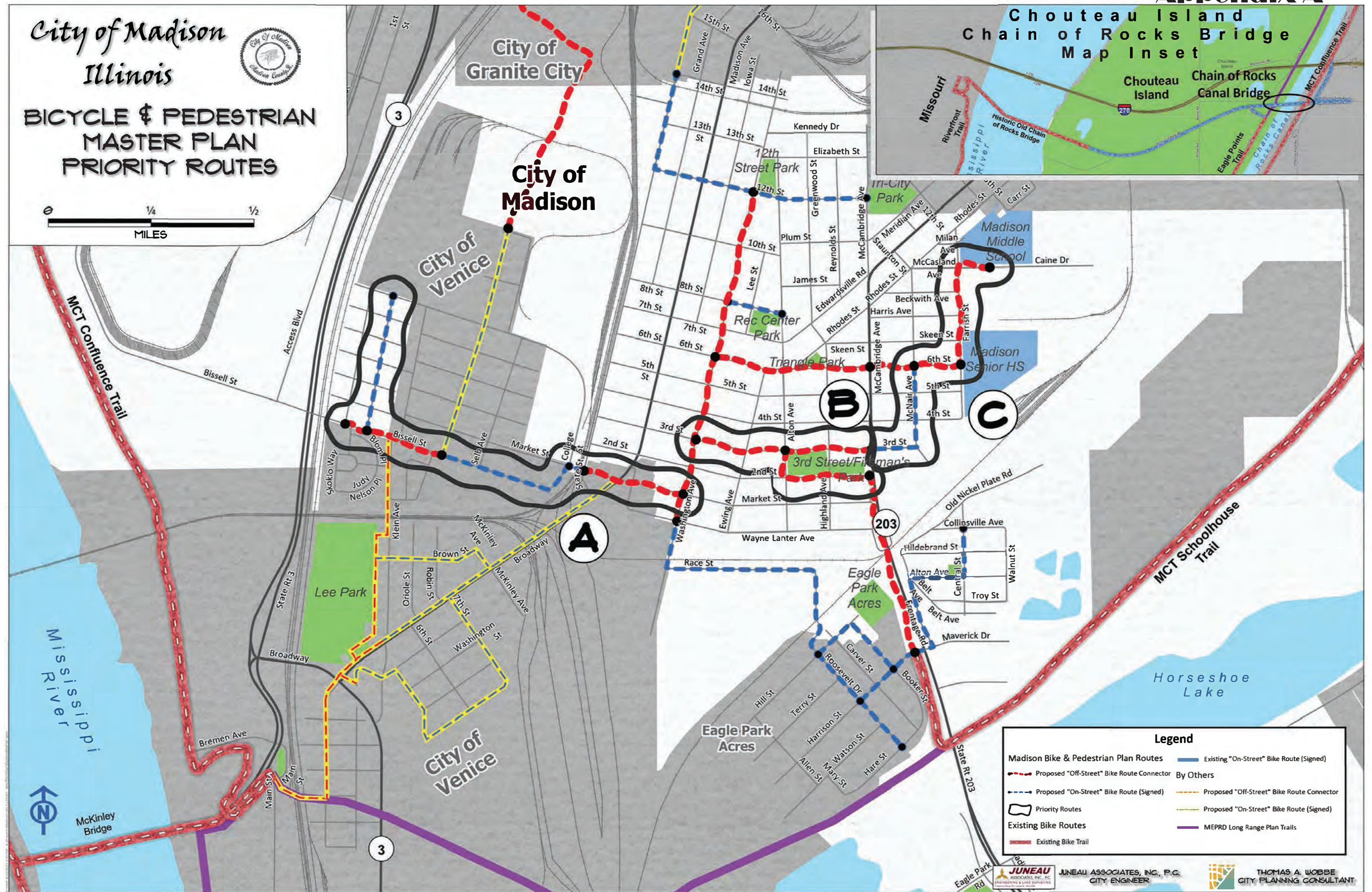
Appendix A

2023 Bicycle & Pedestrian Master Plan Map with Priority Routes

- A. Southwest Madison – Connects Bissell Street/ Route 3 Area to Madison Avenue and Washington Avenue
- B. East/West Fireman’s Park Connector – 3rd Street from Washington Avenue to IL Route 203
- C. Fireman’s Park to High School & Elementary School – Enhance the Pedestrian Access Route to School



City of Madison
 Illinois
**BICYCLE & PEDESTRIAN
 MASTER PLAN
 PRIORITY ROUTES**



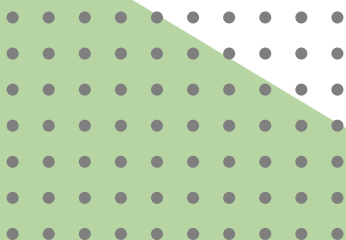
Legend

	Existing "On-Street" Bike Route (Signed)
	Proposed "Off-Street" Bike Route Connector
	Proposed "On-Street" Bike Route (Signed)
	Priority Routes
	Existing Bike Routes
	Proposed "Off-Street" Bike Route Connector
	Proposed "On-Street" Bike Route (Signed)
	MEPRD Long Range Plan Trails

Appendix B

Opinions of Probable Construction Costs (Priority Routes)

- A. Southwest Madison – Connects Bissell Street/ Route 3 Area to Madison Avenue and Washington Avenue
- B. East/West Fireman’s Park Connector – 3rd Street from Washington Avenue to IL Route 203
- C. Fireman’s Park to High School & Elementary School – Enhance the Pedestrian Access Route to School



City of Madison Bike Plan
Route Segment Details and Estimated Costs (Sorted by Priority Route ID)

Priority Route	Route ID	Route Segment	Trail Name	Route Description	Trail Type	Length (Feet)	Easement Required	Easement Cost	Construction Type	Construction Cost	Number of Signs	Sign Cost	Advance Warning
A	9	A	West Madison	Market St from Washington Ave to State St	Side Path	1,301	Yes	\$ 19,515	Typical Bike Trail & Agree	\$ 188,645	1	\$ -	\$ -
A	9	B		Market St from State St to Bissel St	Shared Rdwy	220					1	\$ 340	\$ -
A	9	C		Bissel St from Market St to Meredocia St	Shared Rdwy	1,830					2	\$ 680	\$ -
A	9	D		Bissel St from Meredocia St to Alice Hayes St	Side Path	1,251	Yes	\$ 18,765	Typical Bike Trail & Agree	\$ 181,395	4	\$ -	\$ -
A	9	E		West 3rd St from Bissel St to Madison St	Shared Rdwy	1,764		\$ -	On Street	\$ -	2	\$ 680	\$ -

\$ 38,280 **\$ 370,040** **\$ 1,700** **\$ -**
\$ 410,020

B	3	A	East / West Fireman's Park Connector	3rd St from Washington Ave to McCambridge	Side Path	2,281	Yes	\$ 34,215	On Street	\$ 330,745	4	\$ -	\$ -
B	3	B		Alton Ave from 3rd St to 2nd St and 2nd St from Alton Ave to 100' East of IL Rte 203	Side Path	1,356		\$ -	On Street	\$ 196,620	4	\$ -	\$ -

\$ 34,215 **\$ 527,365** **\$ -** **\$ -**
\$ 561,580

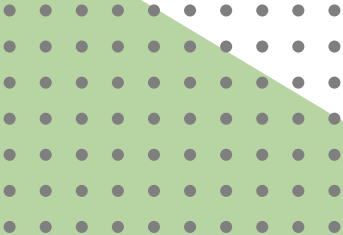
C	5	A	Fireman's Park to High/Elementary Schools	3rd St from McCambridge Ave to McNair Ave to 6th St	Shared Rdwy	1,712		\$ -	On Street	\$ -	4	\$ 1,360	\$ -
C	5	B		6th St from McNair Ave to Farrish St	Side Path	630	Yes	\$ 9,450	Typical Bike Trail & Agree	\$ 91,350	2	\$ -	\$ -
C	5	C		Farrish St from 6th St to Caine Dr to East Entrance of Bernard Long Elementary School	Side Path	1,680	Yes	\$ 25,200	Typical Bike Trail & Agree	\$ 243,600	5	\$ -	\$ -

\$ 34,650 **\$ 334,950** **\$ 1,360** **\$ -**
\$ 370,960

Kiosks (\$3,500 ea)	1	\$ 3,500
Shared Use Path Totals		\$ -
Side Path Totals		\$ 1,339,500
On Street Route Totals		\$ 3,060
All Routes - Grand Total		\$ 1,346,060

Appendix C

Meeting Sign in Sheet, Comments, & Public Meeting



Project: City of Madison : Master Plan Bicycle Paths

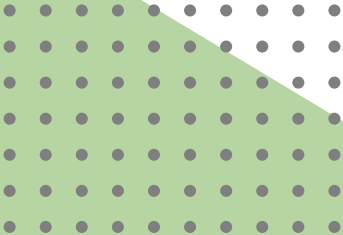
Date: March 9, 2023

SIGN-IN SHEET

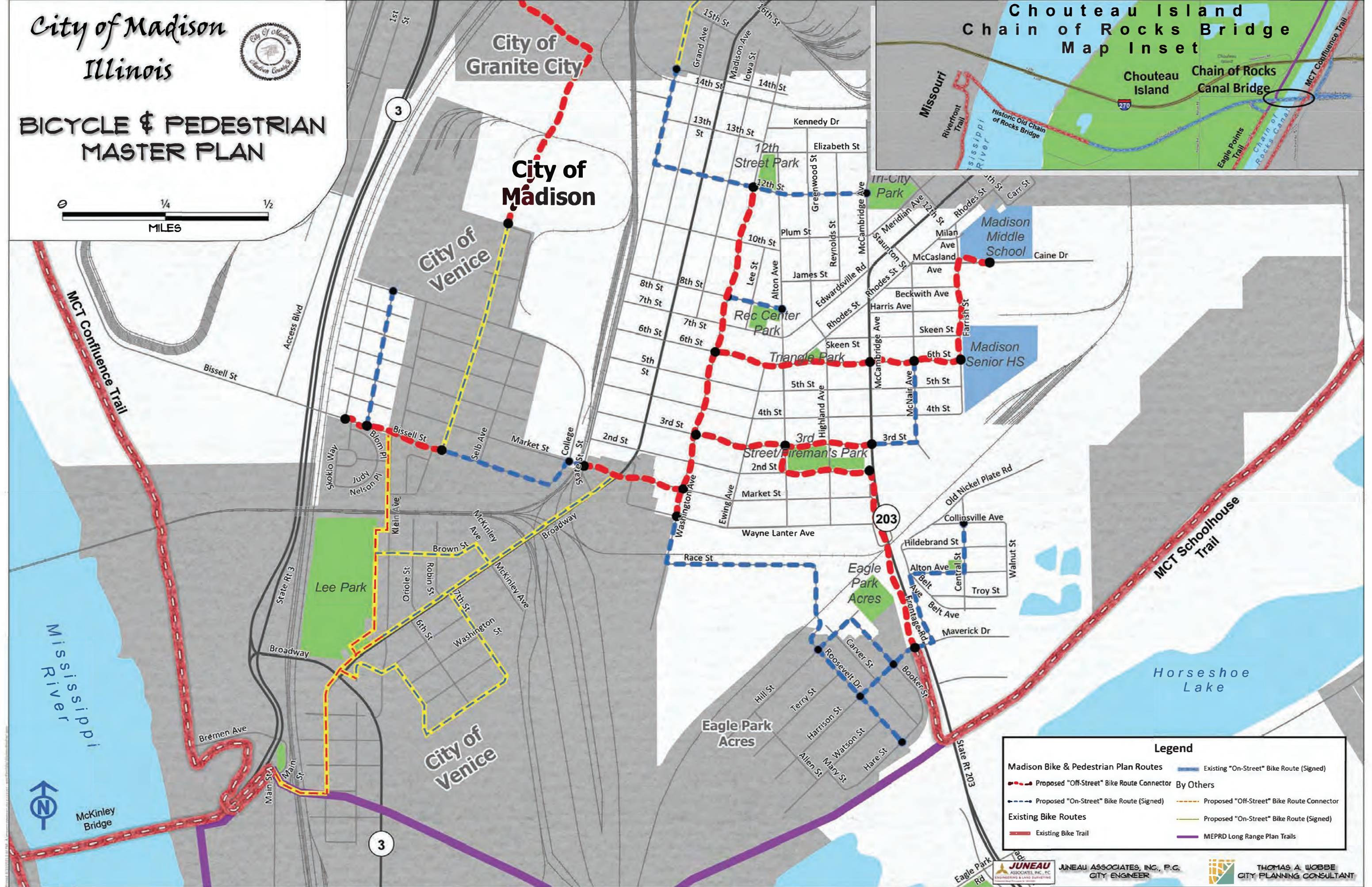
<u>No.</u>	<u>Name</u>	<u>Company Name</u>	<u>Phone</u>	<u>Email</u>
1	Joe Juneau	Juneau Associates, Inc., P.C.	(618) 877-1400	jjuneau@jaipc.com
2	Chad Juneau	Juneau Associates, Inc., P.C.	(618) 877-1400	chad.juneau@jaipc.com
3	HARVEY HAYNES	ALDERMAN	618-976-6268	_____
4	Doree Vandewo	Alderwoman	618-451-9242	
5	Cassandra Johnson	Alderman	314-482-4438	Casmil195@gmail.com
6	John W. Hornum	ALDERMAN		
7	Cynthia Nixon	Alderwoman ward - 4	618-972-9478	CYN9D.03@gmail.com
8				
9				
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Appendix D

2023 Bicycle and Pedestrian Master Plan Map



City of Madison
 Illinois
**BICYCLE & PEDESTRIAN
 MASTER PLAN**



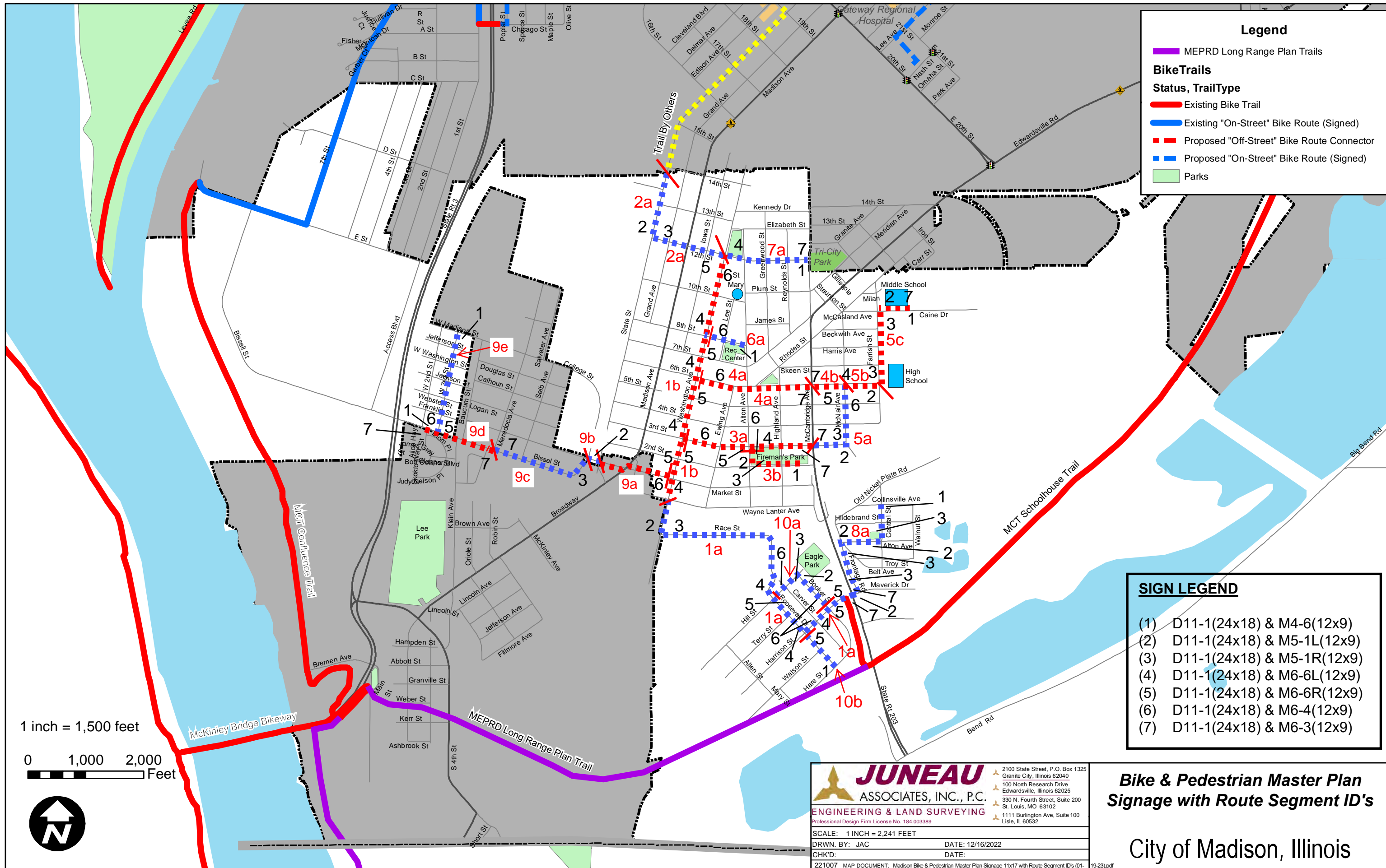
Legend

Madison Bike & Pedestrian Plan Routes	Existing "On-Street" Bike Route (Signed)
Proposed "Off-Street" Bike Route Connector	By Others
Proposed "On-Street" Bike Route (Signed)	Proposed "Off-Street" Bike Route Connector
Existing Bike Routes	Proposed "On-Street" Bike Route (Signed)
Existing Bike Trail	MEPRD Long Range Plan Trails

Appendix E

2023 Bicycle and Pedestrian Master Plan Segment & Signage Map





Legend

- MEPRD Long Range Plan Trails
- BikeTrails**
- Status, TrailType**
- Existing Bike Trail
- Existing "On-Street" Bike Route (Signed)
- Proposed "Off-Street" Bike Route Connector
- Proposed "On-Street" Bike Route (Signed)
- Parks

SIGN LEGEND

- (1) D11-1(24x18) & M4-6(12x9)
- (2) D11-1(24x18) & M5-1L(12x9)
- (3) D11-1(24x18) & M5-1R(12x9)
- (4) D11-1(24x18) & M6-6L(12x9)
- (5) D11-1(24x18) & M6-6R(12x9)
- (6) D11-1(24x18) & M6-4(12x9)
- (7) D11-1(24x18) & M6-3(12x9)

1 inch = 1,500 feet
 0 1,000 2,000 Feet



JUNEAU
 ASSOCIATES, INC., P.C.
 ENGINEERING & LAND SURVEYING
 Professional Design Firm License No. 184.003389

2100 State Street, P.O. Box 1325
 Granite City, Illinois 62040
 100 North Research Drive
 Edwardsville, Illinois 62025
 330 N. Fourth Street, Suite 200
 St. Louis, MO 63102
 1111 Burlington Ave, Suite 100
 Lisle, IL 60532

SCALE: 1 INCH = 2,241 FEET
 DRWN. BY: JAC DATE: 12/16/2022
 CHKD: DATE:

221007 MAP DOCUMENT: Madison Bike & Pedestrian Master Plan Signage 11x17 with Route Segment ID's (01-19-23).pdf

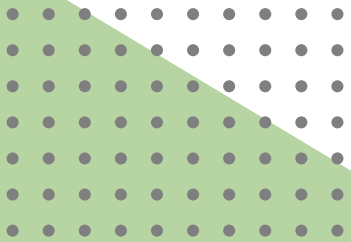
**Bike & Pedestrian Master Plan
 Signage with Route Segment ID's**

City of Madison, Illinois

Appendix F

Opinions of Probable Construction Cost (All Routes)

1. Route Segment Details and Estimated Cost
2. Master Plan Signage
 - A. Sign Legend
 - B. Signs (White and Green)



City of Madison Bike Plan
Route Segment Details and Estimated Costs

Route ID	Route Segment	Priority Route ID	Trail Name	Route Description	Trail Type	Length (Feet)	Easement Required	Easement Cost	Construction Type	Construction Cost	Number of Signs	Sign Cost	Advance Warning
1	A		North / South MCT Schoolhouse Trail to 12th St via Washington Ave	Harrison St from MCT Schoolhouse Trail to Roosevelt Dr to Race St to Washington Ave to Wayne Lanter Ave	Shared Rdwy	5,455		\$ -	On Street	\$ -	10	\$ 3,400	\$ -
	B			Washington Ave from Wayne Lanter Ave to 12th St	Side Path	4,348	Yes	\$ 65,220	Typical Bike Trail & Agree	\$ 630,460	9	\$ -	\$ -
								\$ 65,220		\$ 630,460		\$ 3,400	\$ -
												Route Total	\$ 699,080
2	A		Granite City Connector	12th St from Washington Ave to State St to 14th St	Shared Rdwy	2,635		\$ -	On Street	\$ -	3	\$ 1,020	\$ -
								\$ -		\$ -		\$ 1,020	\$ -
												Route Total	\$ 1,020
3	A	B	East / West Fireman's Park Connector	3rd St from Washington Ave to McCambridge	Side Path	2,281	Yes	\$ 34,215	On Street	\$ 330,745	4	\$ -	\$ -
	B	B		Alton Ave from 3rd St to 2nd St and 2nd St from Alton Ave to 100' East of IL Rte 203	Side Path	1,356		\$ -	On Street	\$ 196,620	4	\$ -	\$ -
								\$ 34,215		\$ 527,365		\$ -	\$ -
												Route Total	\$ 561,580
4	A		East / West High School Connector	6th St from Washington Ave to McCambridge Ave	Side Path	2,014	Yes	\$ 30,210	Typical Bike Trail & Agree	\$ 292,030	2	\$ -	\$ -
	B			6th St from McCambridge Ave to Farrish St	Side Path	564	Yes	\$ 8,460	Typical Bike Trail & Agree	\$ 81,780	2	\$ -	\$ -
								\$ 38,670		\$ 373,810		\$ -	\$ -
												Route Total	\$ 412,480
5	A	C	Fireman's Park to High School & Elementary School	3rd St from McCambridge Ave to McNair Ave to 6th St	Shared Rdwy	1,712		\$ -	On Street	\$ -	4	\$ 1,360	\$ -
	B	C		6th St from McNair Ave to Farrish St	Side Path	630	Yes	\$ 9,450	Typical Bike Trail & Agree	\$ 91,350	2	\$ -	\$ -
	C	C		Farrish St from 6th St to Caine Dr to East Entrance of Bernard Long Elementary School	Side Path	1,680	Yes	\$ 25,200	Typical Bike Trail & Agree	\$ 243,600	5	\$ -	\$ -
								\$ 34,650		\$ 334,950		\$ 1,360	\$ -
												Route Total	\$ 370,960
6	A		Lee & Alton Park Spur	8th St from Washington Ave to Alton Ave	Shared Rdwy	701		\$ -	On Street	\$ -	2	\$ 680	\$ -
								\$ -		\$ -		\$ 680	\$ -
												Route Total	\$ 680

City of Madison Bike Plan
Route Segment Details and Estimated Costs

Route ID	Route Segment	Priority Route ID	Trail Name	Route Description	Trail Type	Length (Feet)	Easement Required	Easement Cost	Construction Type	Construction Cost	Number of Signs	Sign Cost	Advance Warning		
7	A		Tri-City Park Spur	12th St from Washingt Ave to McCambridge Ave (Tri-City Park)	Shared Rdwy	1,472		\$ -	On Street	\$ -	3	\$ 1,020	\$ -		
								\$ -		\$ -		\$ 1,020	\$ -		
												Route Total	\$ 1,020		
8	A		MCT Schoolhouse Trail Head to Cloverleaf Park	Harrison St from MCT Schoolhouse Trail Head to Maverick Dr to Frontage Rd to Alton Ave to Central St to Collinsville Ave	Shared Rdwy	2,485		\$ -	On Street	\$ -	8	\$ 2,720	\$ -		
								\$ -		\$ -		\$ 2,720	\$ -		
												Route Total	\$ 2,720		
9	A	A	Southwest Madison	Market St from Washington Ave to State St	Side Path	1,301	Yes	\$ 19,515	Typical Bike Trail & Agree	\$ 188,645	1	\$ -	\$ -		
	B	A		Market St from State St to Bissel St	Shared Rdwy	220			On Street			1	\$ 340	\$ -	
	C	A		Bissel St from Market St to Meredocia St	Shared Rdwy	1,830			On Street			2	\$ 680	\$ -	
	D	A		Bissel St from Meredocia St to Alice Hayes St	Side Path	1,251	Yes	\$ 18,765	Typical Bike Trail & Agree	\$ 181,395			4	\$ -	\$ -
	E	A		West 3rd St from Bissel St to Madison St	Shared Rdwy	1,764			On Street	\$ -			2	\$ 680	\$ -
								\$ 38,280		\$ 370,040		\$ 1,700	\$ -		
												Route Total	\$ 410,020		
10	A		Eagle Park Spur	Booker St from Harrison St to Hill St to Roosevelt Dr	Shared Rdwy	1,384		\$ -	On Street	\$ -	4	\$ 1,360	\$ -		
	B			Roosevelt Dr from Harrison St to Hare St	Shared Rdwy	787		\$ -	On Street	\$ -	2	\$ 680	\$ -		
								\$ -		\$ -		\$ 2,040	\$ -		
												Route Total	\$ 2,040		
											Kiosks (\$3,500 ea)	1	\$ 3,500		
											Shared Use Path Totals		\$ -		
											Side Path Totals		\$ 2,447,660		
											On Street Route Totals		\$ 13,940		
											All Routes - Grand Total		\$ 2,465,100		

APPENDIX F.2

MASTER PLAN SIGNAGE

SIGN LEGEND

- (1) D11-1(24X18) & M4-6(12x9)
- (2) D11-1(24X18) & M5-1L(12X9)
- (3) D11-1(24X18) & M5-1R(12X9)
- (4) D11-1(24X18) & M6-6L(12X9)
- (5) D11-1(24X18) & M6-6R(12X9)
- (6) D11-1(24X18) & M6-4(12X9)
- (7) D11-1(24X18) & M6-3(12X9)
- (8) D11-1(24X18) & M6-1L(12X9)
- (9) D11-1(24X18) & M6-1R(12X9)
- (10) D11-1(24X18) & M6-2L(12X9)
- (11) D11-1(24X18) & M6-2R(12X9)
- (12) D11-1(24X18) & M5-2L(12X9)
- (13) D11-1(24X18) & M5-2R(12X9)
- (14) D11-1(24X18) & M6-7L(12X9)
- (15) D11-1(24X18) & M6-7R(12X9)
- (16) D11-1(24X18) & M6 5L(12X9)
- (17) D11-1(24X18) & M6-5R(12X9)
- (18) D11-1(24X18) & M6-3(12X9)
& M6-4(12X9)
- (19) D11-1(24X18) & M6-7L(12X9)
& M6-7R(12X9)
- (20) D11-1(24X18) & M6-2L(12X9)
& M6-2R(12X9)
- (21) D11-1(24X18) & M6-1(12X9)
& M6-2R(12X9)

1



D11-1 (24x18)



M4-6 (12x6)

2



D11-1 (24x18)



M5-1L (12x9)

3



D11-1 (24x18)



M5-1R (12x9)

4



D11-1 (24x18)



M6-6L (12x9)

5



D11-1 (24x18)



M6-6R (12x9)

6



D11-1 (24x18)



M6-4 (12x9)

7



D11-1 (24x18)



M6-3 (12x9)

8



D11-1 (24x18)



M6-1 (12x9)

9



D11-1 (24x18)



M6-1 (12x9)

10



D11-1 (24x18)



M6-2L (12x9)

11



D11-1 (24x18)



M6-2R (12x9)



12



D11-1 (24x18)



M5-2L (12x9)

13



D11-1 (24x18)



M5-2R (12x9)

14



D11-1 (24x18)



M6-7L (12x9)

15



D11-1 (24x18)



M6-7R (12x9)

16



D11-1 (24x18)



M6-5L (12x9)

17



D11-1 (24x18)



M6-5R (12x9)

18



D11-1 (24x18)



M6-3 (12x9)



M6-4 (12x9)

19



D11-1 (24x18)



M6-7L (12x9)



M6-7R (12x9)

20



D11-1 (24x18)



M6-2L (12x9)



M6-2R (12x9)

21



D11-1 (24x18)



M6-2L (12x9)



M6-1 (12x9)



W11-1 (30x30)



W16-1P (18x24)



W11-2 (30x30)



W16-7PL (24x12)



W16-7PR (24x12)



HW11-1P (24x18)



Appendix G

City of Madison Resolution



RESOLUTION NO. 2325

A RESOLUTION TO APPROVE THE CITY OF MADISON BICYCLE AND PEDESTRIAN MASTER PLAN

WHEREAS, on October 24, 2022, the City of Madison Council passed a resolution authorizing an application for grants to be submitted to the Metro East Park and Recreation District, seeking funding toward drafting a master plan promoting bicycle and pedestrian connectivity within the City of Madison; and

WHEREAS, on October 24, 2022, the City of Madison Council passed a resolution authorizing the hire of Juneau & Associates, for the drafting of such a master plan promoting bicycle and pedestrian connectivity for the City of Madison; and

WHEREAS, since October 24, 2022, the Engineering Firm of Juneau & Associates prepared the attached Bicycle and Pedestrian Master Plan for the City of Madison; and

WHEREAS, the City of Madison Council hereby finds the attached Bicycle and Pedestrian Master Plan for the City of Madison, will promote the public good.

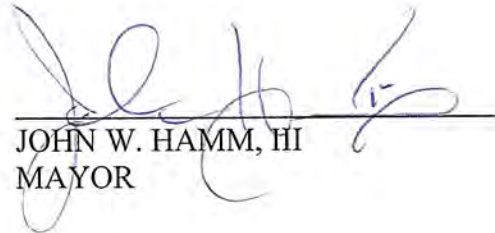
NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL AND MAYOR OF THE CITY OF MADISON, ILLINOIS, that the attached Bicycle and Pedestrian Master Plan for the City of Madison is hereby approved.

Be it further hereby resolved that this Resolution may be attached to the Bicycle and Pedestrian Master Plan as an appendix document to said Master Plan.

This Resolution shall take effect upon passage and may be published in pamphlet form by the Office of the City Clerk.

PASSED this 5th day of September, 2023.

APPROVED this 5th day of September, 2023.



JOHN W. HAMM, III
MAYOR

ATTEST:



CITY CLERK

