



ALTON



PEDESTRIAN & BICYCLE PLAN



This page intentionally left blank

Table of Contents

Introduction	4
Process	5
About	
Importance of Walking and Cycling	
Planning Process	
Guiding Principles	
Existing Conditions.....	9
Data Collection	
Survey Results	
Existing Condition Analysis	
Existing Condition Map	
Current Plans & Guidelines	
Plan Principles.....	19
Types of Cyclists	
Recommended Facility Types	
Plan Map	
Education	
Enforcement	
Encouragement	
Evaluation	
Implementation.....	37
Priorities	
Funding Sources	
Appendix.....	43

Acknowledgments

City of Alton Elected Officials & Administrators
Mayor Brant T. Walker
Greg Caffey, Development and Housing Director
Michael Haynes, Director of Parks & Recreation

Community Advisory Committee
Christine Favilla Chuck Mayden Joe Pfelger James Rogalsky
Tom Harp Ron Mayhew Ally Ringhausen Larry Thompson

HeartLands Conservancy Staff
Sarah Vogt, Project Manager
Mary Vandevord, CEO

Cover Photo: Bryan Werner, Metro East Park and Recreation District

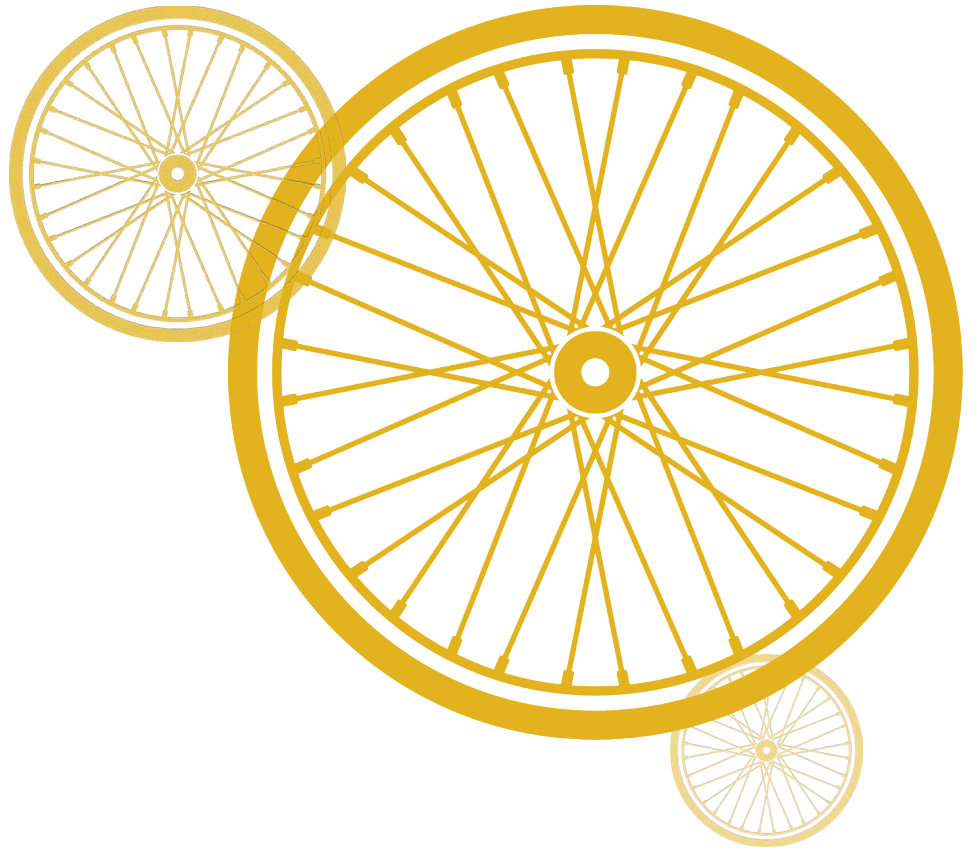


Introduction

The City of Alton Pedestrian and Bicycle Master Plan (“the Plan”) was pursued by the City of Alton to investigate and determine the most suitable and appropriate pedestrian and bicycle routes for residents and visitors of Alton. The Plan provides the City of Alton with projects and policies necessary to create a bicycle and pedestrian friendly community, reduce air pollution, encourage economic development and recreation, and plan for a well-designed, connected, and efficient multi-modal transportation system.

With an increasingly sedentary and overweight population nationwide, access to recreational facilities, including trails, is becoming more important for many people. Additionally, rising costs of fuel have inspired many to search for alternative methods of transportation.

This plan was funded, in part, by a Sustainability Grant from Madison County Planning and Development. The planning process began in 2017 and included surveys, two public open houses, and meetings with an involved Community Advisory Committee. The Alton Pedestrian and Bicycle Master Plan is a long-range, 20-year vision for enhancing biking and walking in Alton. It is meant to act as a blueprint to guide development of facilities for all types of users and create a better community.



Process



About Alton

The City of Alton is rich with history and takes pride in the part it has played through the years. Founded in 1837, Alton was the site of the final debate between Abraham Lincoln and Stephen Douglas. Robert Wadlow, the world's tallest man, was born and raised in Alton. Legendary jazz musician Miles Davis was born in Alton. Elijah P. Lovejoy died defending his rights and protecting his printing press here. Today, monuments throughout the city honor these events and others by telling the stories to new generations.

It is also well known that Alton is considered one of the most haunted places in America, with sites such as the Mineral Springs Mall, McPike Mansion, and Milton School House regularly making national ghost haunting lists.

There are many modern gems in the city as well. Alton is home to the Jacoby Arts Center, the Alton Little Theater, the Alton's Children's Theater, the Alton Museum of History and Art, and the Southern Illinois University School of Dental Medicine.

Alton was established along the banks of the Mississippi River and expanded up into the great bluffs. This makes its landscape unique from other cities in the region because of its steep inclines. However, this also provides scenic vistas and great recreation opportunities such as the Alton Marina, Riverfront Park and the Amphitheater, National Great Rivers Research and Education Center, Melvin Price Locks and Dam, the Meeting of the Great Rivers Scenic Byway, and a variety of other educational and recreational institutions.

Alton is situated 25 miles north of the City of St. Louis. One of the city's gateways is the Clark Bridge (U.S. 67) connecting Alton, IL to West Alton, MO.

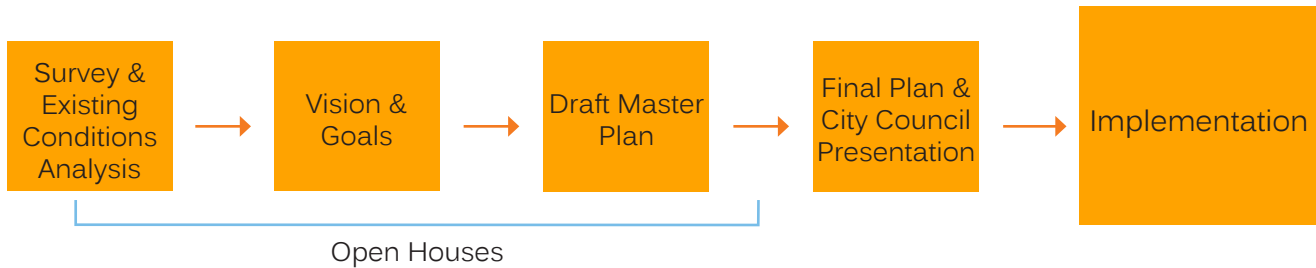


The Planning Process

This section summarizes the process used to develop the City of Alton Pedestrian and Bicycle Master Plan.

Project Management

HeartLands Conservancy worked closely with City of Alton Staff and a Community Advisory Committee appointed by the Mayor to develop the Plan. The committee met several times throughout the planning process to guide the development of the Plan. The diagram below outlines the planning process:



Public Involvement

An online survey was distributed for residents to provide opinions, habits, wants, and needs for walking and biking in Alton. The survey link was shared through social media and city, park, and school email distribution lists. Paper copies were made available at the Pedestrian & Bicycle Open House. Between August 1, 2017 and October 1, 2017, 691 surveys were collected.

Open house events were held at City Hall twice during the planning process.

The first was held September 19, 2017 from 5 to 7 pm at Alton City Hall (101 E. Third St.). It was attended by 26 citizens, two City of Alton staff, and two planning team members. Visual preference surveys allowed attendees to vote for the type of infrastructure they would like to see implemented in Alton.

Displays with maps asked people to mark specific barriers, destinations, and popular routes they would like to travel by foot or bike. The planning team listened to residents' concerns and desires regarding biking and walking and assisted residents in marking these ideas and locations on large aerial maps of the city.

The Alton Pedestrian & Bicycle Plan team also set up a booth at the Mississippi Earthtones Festival in Downtown on September 19, 2017. At the booth, residents could mark ideas and problem areas on a 10 x 13 foot map, while children rode through a small bike course learning some basic bike safety maneuvers. Paper surveys were also available at the festival.

The second open house was held on April 17, 2018, at Alton City Hall from 5 to 7 pm to receive feedback on the draft recommendations of this plan. Those who attended could also see the results of the community survey and help with prioritization by picking their favorite recommendations. The open house was attended by 40 people, including city staff. Both open houses received press coverage from many media outlets in Alton including newspaper articles and radio interviews.



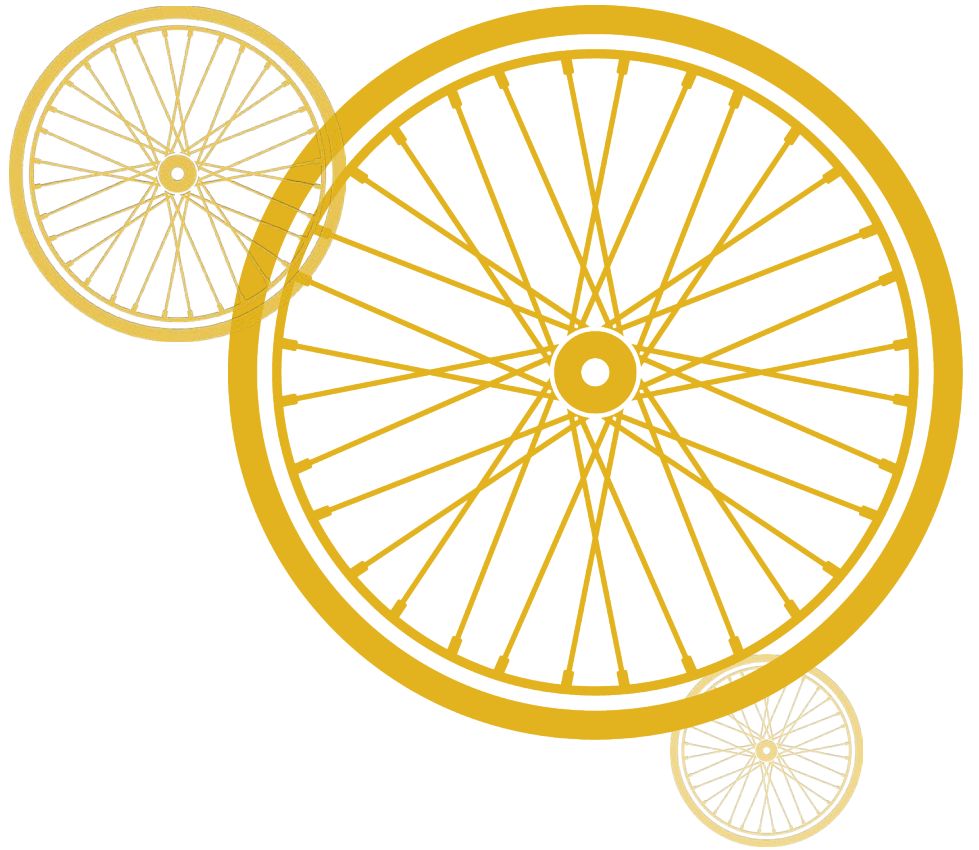
Guiding Principles

The recommendations in Alton's Pedestrian and Bicycle Master Plan are founded in the following guiding principles that were created in coordination with the Community Advisory Committee:

- 1 Safety for All Street Users**
Make Alton a safe place for all street users through coordinated efforts to educate community members, enforce rules of the road, install appropriate safety measures, and regularly evaluate safety conditions.
- 2 Complete Streets**
Make bicycling and walking safe and convenient modes of transportation for all users of all ages and ability by developing a continuous network of safe bikeways and pedestrian facilities throughout the city. Regularly evaluate and repair or replace existing sidewalks and bike facilities. Plan additional facilities where needed and implement with scheduled road work.
- 3 Connect Neighborhoods**
Create pedestrian and bicycle connections within neighborhoods to neighborhood destinations (e.g., schools, shopping, parks) and also to each other.
- 4 Connect the Regional Network**
Connect Alton to the regional system of trails, bikeways, and pedestrian routes by coordinating with neighboring communities, counties, townships, IDOT, and Madison County Transit.
- 5 Promote Economic Development and Tourism**
Create walkable business districts and bicycle and pedestrian connections to parks, the Riverfront and Downtown area, hotels, shopping areas, and other destinations in Alton. Utilize Alton's rich history and remaining historic sites to connect and complement the bike and pedestrian system.

Plan Recommendations

The Plan recommends implementing various policies and initiatives in addition to physical infrastructure improvements to create a walking and biking supportive community. The recommendations center around the "5 Es:" education, encouragement, enforcement, evaluation, and engineering.



Existing Conditions



Importance of Walking & Cycling for Alton

The City of Alton is an attractive destination for tourists, families, and business. Its location on the bluffs of the Mississippi River provides several splendid vistas with close proximity to the City of St. Louis. It was once a bustling city and can continue to grow by taking steps to improve infrastructure and create places to draw young families and businesses. It has the potential to become a destination for bike and eco-tourism with the Vadalabene Trail heading north of the city, the Confluence Trail south, and the Katy Trail beginning just miles from the Clark Bridge in Missouri.

The vast majority of the City of Alton was established before personal vehicles were readily available. Therefore, most of the city streets are laid out in a grid pattern. Some neighborhoods are divided by dead-end streets, mostly due to steep changes in topography where the road was never built through. This grid pattern makes walking more appealing because a person can reach his or her destination faster than driving in winding cul-de-sac developments. The blocks can be an advantage when trying to meander up the steep hills on a bike by using them to ride up one and over another for a brief respite between climbs.

Health

According to the County Health Rankings, a Robert Wood Johnson Foundation program, 33% of Madison County adults are obese (BMI of 30 or more). Twenty-seven percent (27%) of adults aged 20 and over report no leisure time physical activity.

Additionally, 20% of all trips taken in the U.S. are less than one mile. Which is about a five-minute bike ride or a 15 to 20 minute walk. Substituting walking or biking for the car when taking short trips could increase physical activity, while decreasing vehicle congestion and air pollution.

Demographics

In the 2010 Census, the City of Alton had a population of 27,865 people. Approximately 30% of households have children under the age of 18 and the median household income is about \$36,250. Almost a quarter (24%) of households have individuals over the age of 65. Almost 19% (18.8%) of households in Alton have an annual income below poverty level and the unemployment rate is 15.5%. Housing in Alton is about 60% owner occupied, 40% renter occupied, with 11% of houses currently vacant.

Full Demographic Report in Appendix.

Commuting in Alton

Most residents commute by vehicle (90%) either alone or with at least one other person. About 2% walk to work and only 0.1% commute by bicycle. About four percent (4.4%) of households do not have a car and 30% of households have only one vehicle.

Commute times are generally short, with 40% people commuting less than 20 minutes to work.

TRAVEL TIME TO WORK	
Less than 10 minutes	12.8%
10 to 14 minutes	20.1%
15 to 19 minutes	18%
20 to 24 minutes	15.6%
25 to 29 minutes	3.2%
30 to 34 minutes	10.1%
35 to 44 minutes	8.7%
45 to 59 minutes	7.2%
60 or more minutes	4.3%
Mean travel time to work	22.7 minutes

Destinations

Neighborhoods & Parks

The City of Alton has several distinct and well known neighborhoods. Each has opportunities and challenges for pedestrians and bicyclists. There are 16 parks totaling over 1,400 acres of public open space in the City of Alton.

Schools

Alton School District has seven schools, including the high school and a Alternative Education facility. Students and schools in Godfrey are also part of the Alton School District. The public school serves 6,391 students and 418 teachers in both Alton and Godfrey. There are a number of private schools in Alton, including Marquette Catholic High School. Alton is also home to Southern Illinois University School of Dental Medicine.

Hospitals

Alton is home to St. Anthony's Hospital and Alton Memorial Hospital, some of the only hospitals in the area. Together these hospitals have 349 beds and employ over 1,500 people.

Retail & Entertainment Centers

There are several areas in Alton where people can shop, eat, and enjoy local entertainment. Some of these areas include downtown Alton and the Riverfront, Upper Alton, North Alton, and the Homer Adams Parkway corridor.

Historic Sites

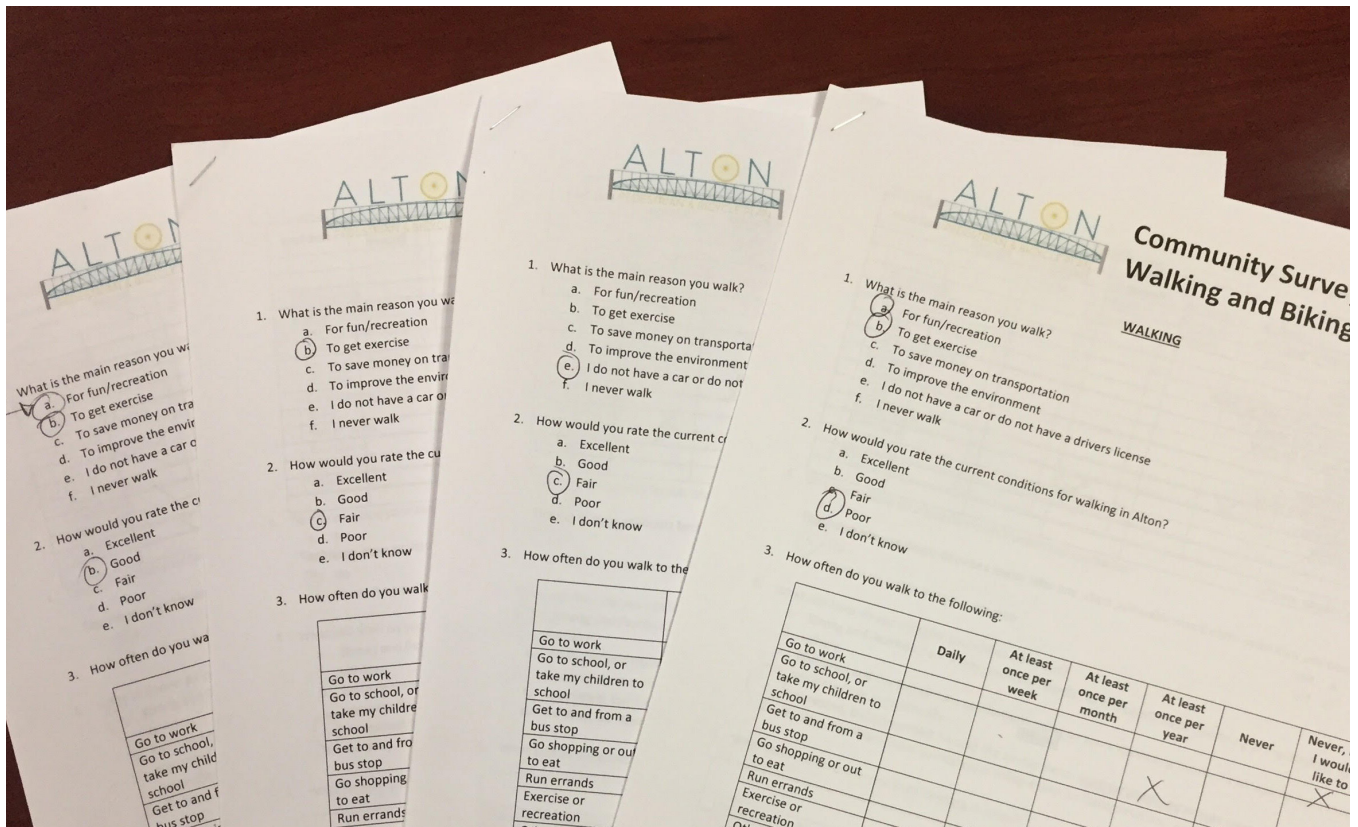
Alton has a rich history. Historic sites around town, such as the Elijah P. Lovejoy Monument, are a destination for visitors. Some other sites include the Confederate Cemetery and Memorial, Robert Wadlow Statue, and Piasa Bird.

Transportation Hub

The City of Alton is at the confluence of transportation options. A new Amtrak rail station was open in 2017, which connects Alton to St. Louis and provides high speed rail service to Chicago. Madison County Transit provides bus service in Alton via seven routes and a transit station downtown. Recently, bike sharing services have been made available in Alton, allowing visitors and residents without bikes the ability to borrow one for an hourly rate. The system is kiosk-free, and bikes are checked out using a phone application that requires a credit card.

Neighboring Communities

Surrounding communities like East Alton, Godfrey, and Wood River have many destinations that people in Alton visit frequently, including shopping, entertainment, Lewis and Clark Community College, and places of employment. Recreational areas in other communities also draw Altonians like the trails in Edwardsville and along the Great River Road.



Survey Results

The Community Survey for the Alton Pedestrian and Bicycle Master Plan was available online from August 1, 2017, to October 1, 2017. The survey link was shared through social media and school and park email distribution lists. Six hundred ninety-one (691) surveys were collected during this time.

Nearly all of the people who responded to the survey rated the walking and biking conditions in Alton in the fair to poor categories. Sixty-four percent (64%) of the respondents personally value walking and biking as very important to them. Additionally, almost 78% believe that improving walking and biking conditions should be a priority for the City of Alton.

In the city, walking and biking are popular choices for exercising, but rarely used for everyday activities like getting to work, taking kids to school, and running errands. Respondents have a desire to walk and bike more frequently. Most responded that if there were facilities which made them feel safer when walking and biking, their activity would increase. Respondents would like to reach businesses downtown and along Homer Adams Parkway, parks and trails, including the Riverfront, and even adjacent communities, by bike and foot.

Thousands of additional comments were received with survey responses. They are included in full in the Plan appendix. Many comments address the most common fears for walking and biking. There are several busy, arterial roads in the city that discourage walking and biking because they are hard to cross and feel dangerous. Many sidewalks in the city have not been maintained and are deteriorating. Problems with trash, debris on shoulders, and crime also keep people from feeling safe while walking and biking.

BICYCLING SECTION SUMMARY

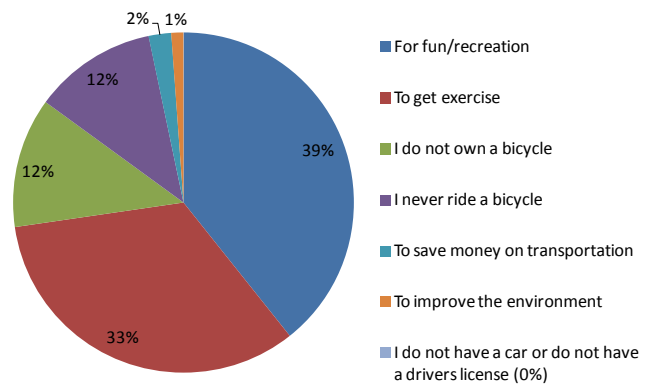
Of those surveyed, a quarter (24%) never ride bicycles or do not own a bicycle. Just over 72% bicycle around Alton.

The most common reasons for cycling are for fun/recreation (39%) and for exercise (33%). Very few surveyed bicycle as a primary form of transportation.

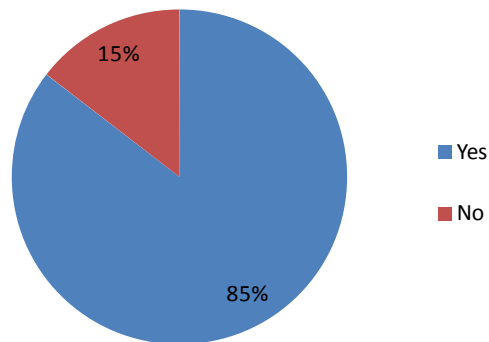
Most survey respondents (85%) said they would increase their cycling activity if more bike routes, lanes, and safer street crossings were built.

Some residents (10%) are regularly (at least once a month) biking to local destinations while running errands, to go shopping, and to restaurants. Fewer (5%) bike to work or school on a regular basis. Over 20% of people surveyed never bike, but would like to bike to run errands, go shopping, or go to restaurants. Eighteen percent (18%) would like to bike to work. Fourteen percent (14%) would like to ride more for exercise and recreation.

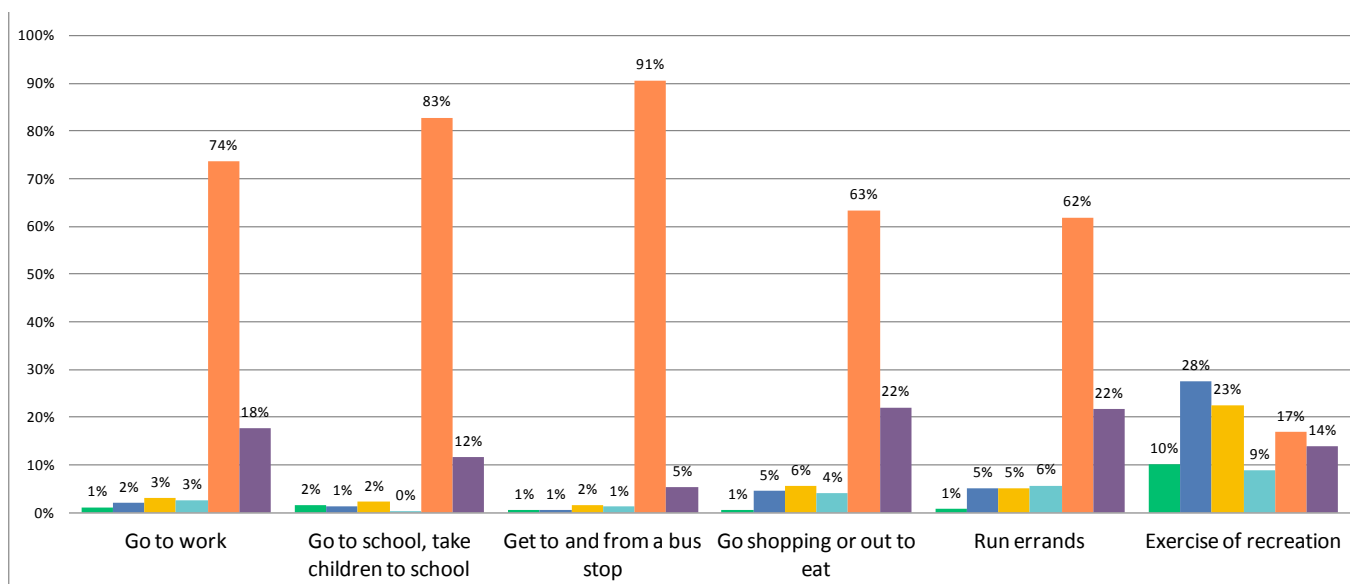
What is the main reason you ride a bicycle?



Would you bike more often in Alton if more bicycle routes, bicycle lanes, and safer street and road crossings were provided?



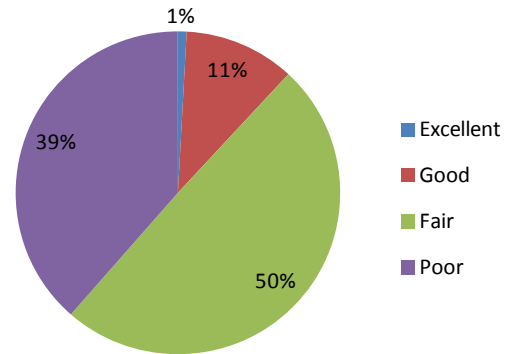
How often do you ride a bicycle to do the following?



VALUE OF WALKING & BIKING

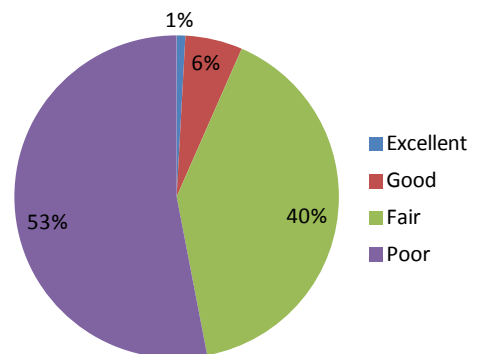
How do you rate the current conditions for walking in Alton?

Half the people surveyed (50%) consider the walking conditions in Alton fair. Another 40% rate conditions as poor. Eleven percent (11%) say walking conditions are good, and 1% would give Alton walking conditions an excellent rating.



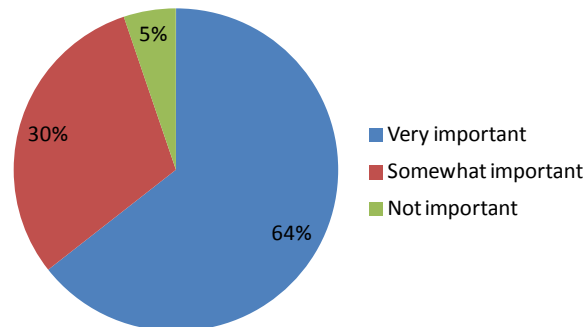
How do you rate the current conditions for bicycling in Alton?

Over half the people surveyed (53%) rated the bicycling conditions in Alton as poor. Another 40% rate conditions as fair. Less than 6% say bicycling conditions are good, and 1% rated the condition as excellent.



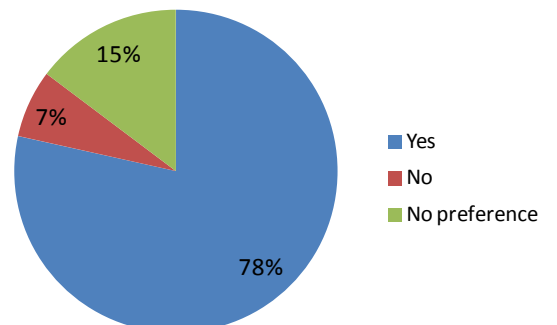
How important to you is improving walking and bicycling conditions in Alton?

The majority of respondents (64%) personally consider it very important to improve walking and biking conditions in Alton, with an additional 30% stating it is somewhat important to them.



Do you think the City of Alton should consider non-motorized transportation (i.e., walking and bicycling) as a priority?

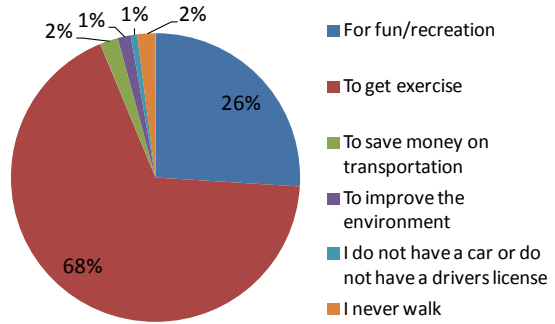
The majority of respondents (78%) believe the City of Alton should make active transportation a priority.



WALKING SECTION SUMMARY

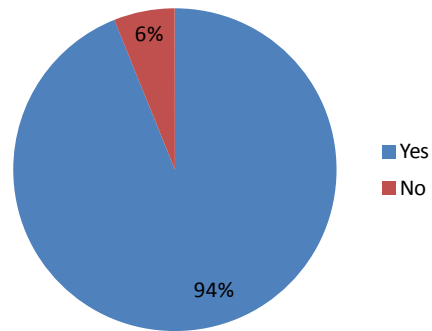
To gauge current walking habits, respondents were asked, "What is the main reason you walk?" The number one response was for exercise (68%), with an additional 26% for fun and recreation. Less than 5% of those surveyed walk out of necessity or choice for transportation to places around Alton.

What is the main reason you walk?



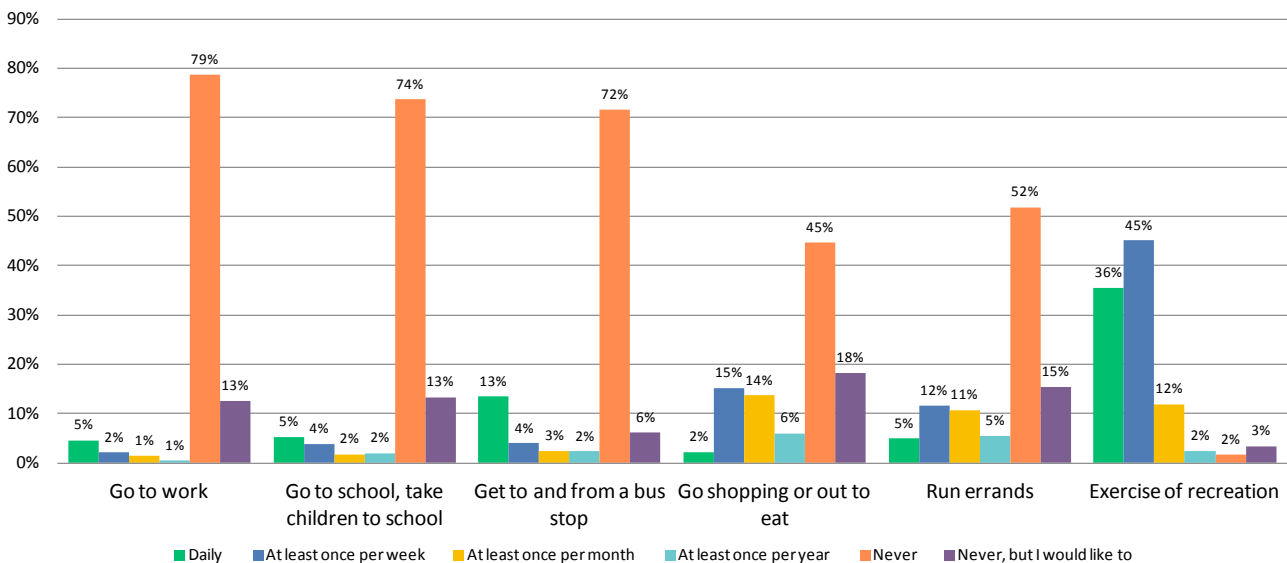
Most of the survey respondents (94%) said they would increase their walking activity if new sidewalks, trails, and safer street crossings were built.

Would you walk more often if new sidewalks, trails and safer street and road crossings were provided?



About 20% of respondents walk once a week or more for shopping, going to local restaurants, and running errands. Rarely are respondents walking kids to school or walking to work. Approximately 18% of people surveyed walk at least weekly to a bus stop. Thirteen percent (13%) to 18% of respondents said they currently never walk, but would like to walk to work, walk kids to school, walk to restaurants, and walk for errands.

How often do you walk to do the following activities?



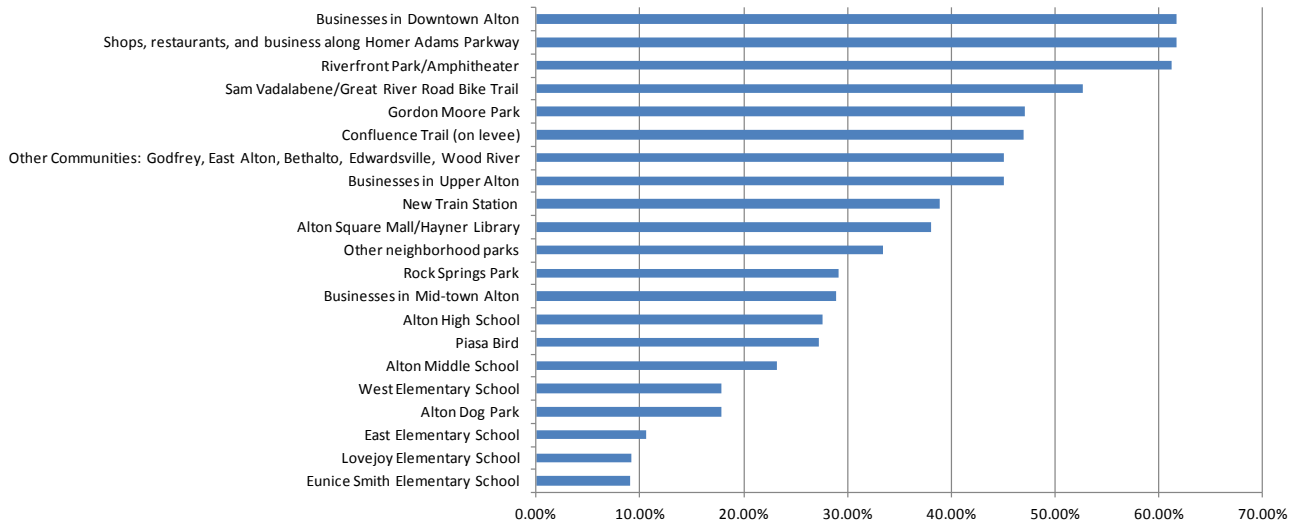
WHERE DO PEOPLE WANT TO GO?

Seventy percent (70%) of respondents want to get to Downtown Alton, including the Riverfront, by walking or biking. Likewise, 70% would like to walk or bike to businesses along Homer Adams Parkway.

Recreational areas, such as Gordon Moore Park, Riverfront Park, and regional trails received a high portion of responses (45% to 50%). Business and services in Upper Alton also ranked high as destinations, with 45% of survey responses.

Forty-five percent (45%) of respondents desire connections to surrounding communities. Many of the 'other' responses to this question were destinations in other communities, particularly Godfrey, and the trail system in Edwardsville.

What destinations in and around Alton would you most like to get to by bike or foot?

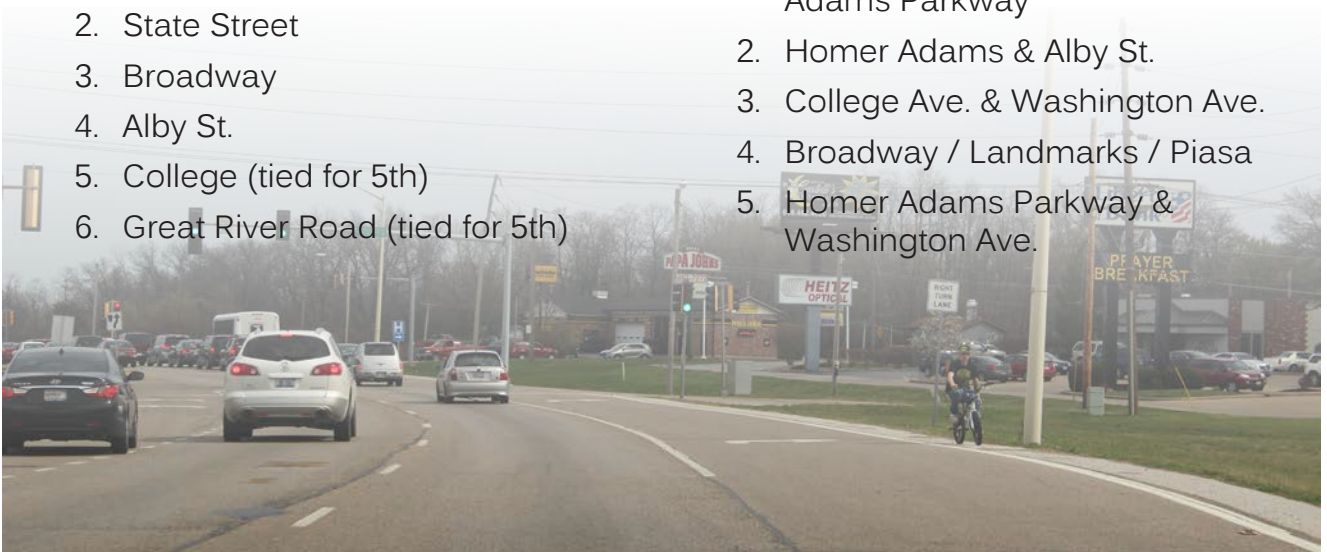


Top five roads in need of improvement for pedestrian & bicycle use:

1. Homer Adams Parkway
2. State Street
3. Broadway
4. Alby St.
5. College (tied for 5th)
6. Great River Road (tied for 5th)

Top five intersections in need of improvement for pedestrian & bicycle use:

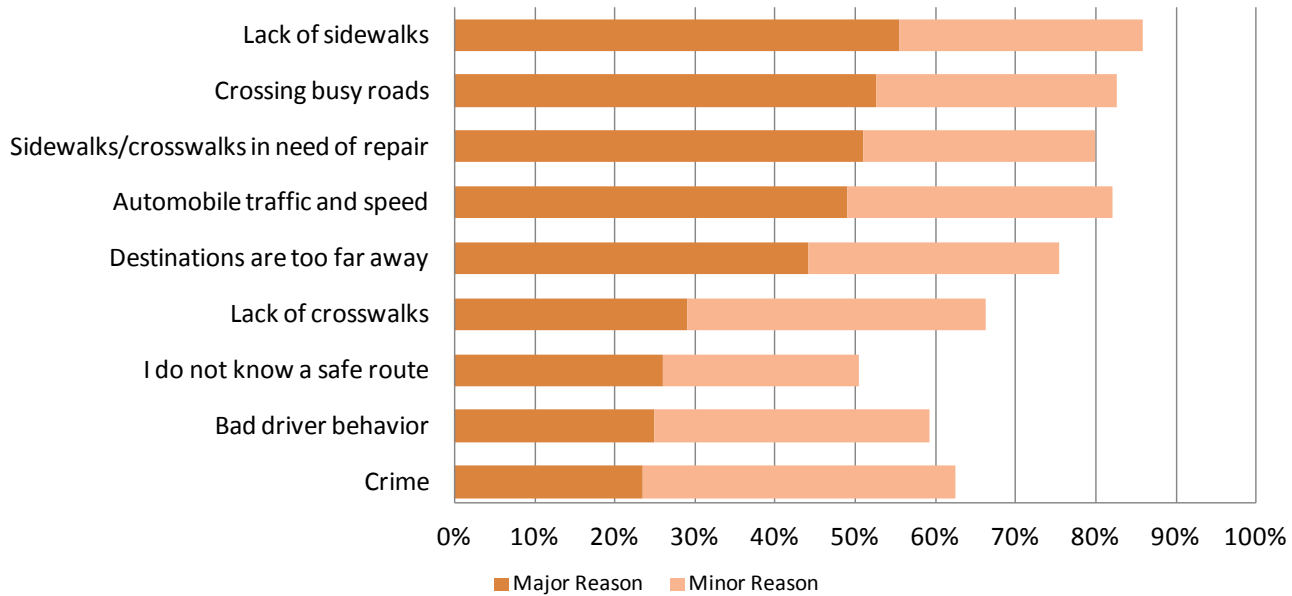
1. All intersections on Homer Adams Parkway
2. Homer Adams & Alby St.
3. College Ave. & Washington Ave.
4. Broadway / Landmarks / Piasa
5. Homer Adams Parkway & Washington Ave.



WHAT ARE THE BARRIERS

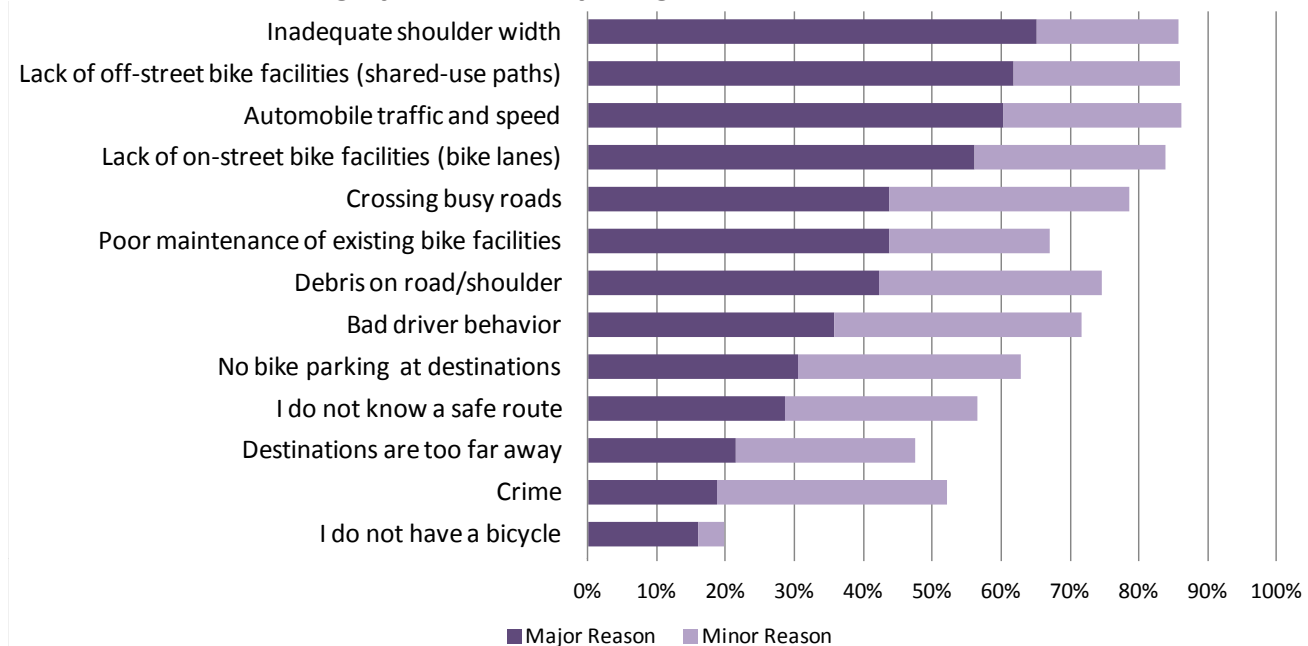
The biggest reasons respondents avoid walking are the lack of or poor condition of sidewalks, unsafe crossing of busy roads, and high automobile traffic volume and speed. Bad driver behavior and crime also ranked high as factors that deter people from walking.

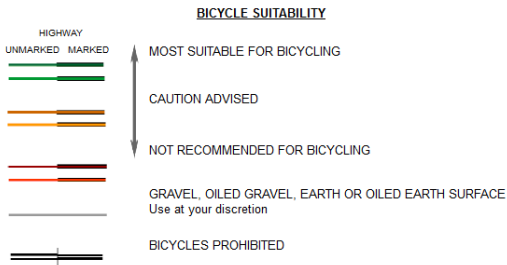
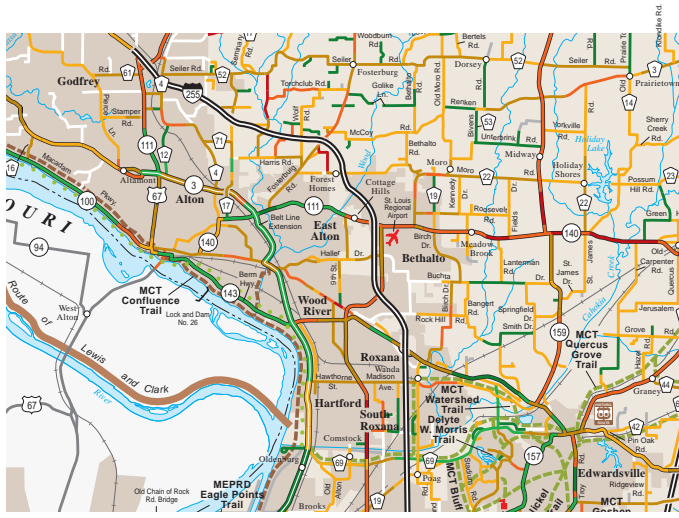
What factors discourage you from walking in Alton?



The biggest issue keeping respondents from bicycling is the lack of facilities, such as wide shoulders, separated shared-use paths, and bike lanes. Automobile traffic and speed, crossing busy roads, and bad driver behavior also ranked very highly as barriers to bicycling. Other high-ranking factors include poor maintenance of existing facilities, debris on shoulders, lack of bike parking around town, safety, and crime.

What factors discourage you from bicycling in Alton?



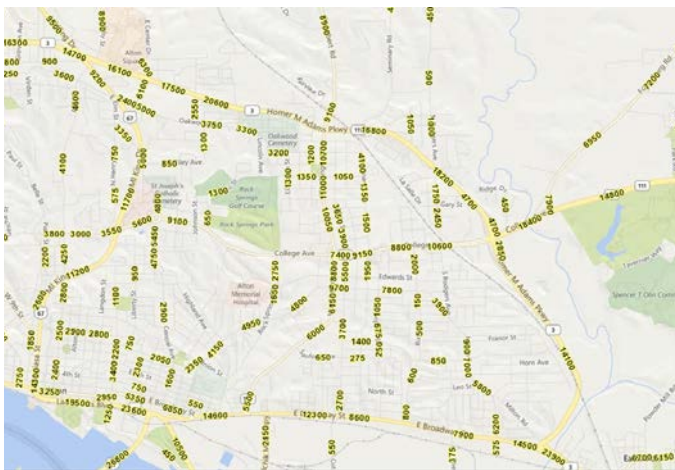


Current Traffic Patterns Illinois Department of Transportation Bicycle Level of Service

IDOT has analyzed thousands of road segments in order to calculate the Bicycle Level of Service (BLOS). The six scales of rating range from most suitable to least suitable. The BLOS rates the condition of on street cycling for experienced adult cyclists and includes the following factors:

- Traffic volumes
- Speed of traffic
- Percentage of truck traffic
- Pavement condition
- Lane and shoulder width, number of lanes
- On-street parking

The rating system does not account for vertical grade changes, which are prevalent in Alton and could be a challenge for some cyclists. Most IDOT routes in the Alton are rated Caution Advised to Not Recommended for Bicycling.

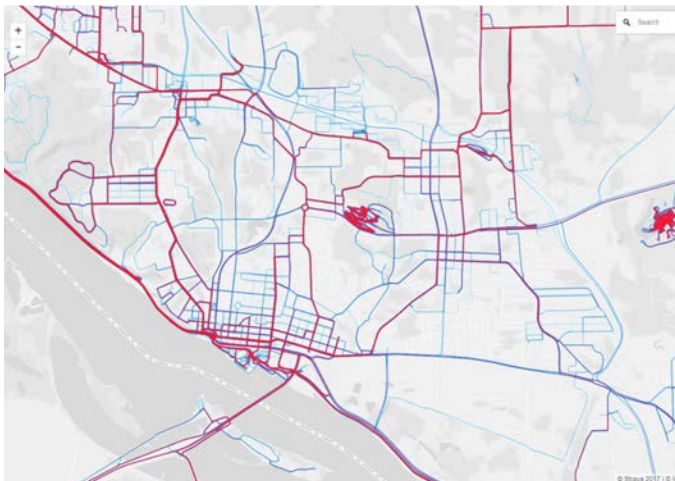


Annual Average Daily Traffic (AADT)

AADT is average number of vehicles traveling on the road each day. This count illustrates how busy roads are and is used to determine which facilities are suitable for the given amount of traffic. Similarly, the speed limit for each road is considered for bicycling and walking facility suitability.

Heat Map

Strava is a popular running and cycling social network. It allows runners and cyclists to track their routes, speeds, etc. and share them with others. Strava Labs has used the data from thousands of users to create heat maps that show where people are walking and running the most. On the map, the darker and thicker the line, the more people have used that route. This application is not a planning tool, but it shows some popular routes that could be considered as alternatives to busy arterial roads.



Existing Plans & Guidelines

FEDERAL

In March 2010 the U.S. Department of Transportation (USDOT) enacted a policy to “incorporate safe and convenient walking and bicycling facilities into transportation projects.” Recommended actions most relevant to this plan are:

- Considering biking and walking equal to cars when designing and updating infrastructure.
- Ensuring transportation options for people of all ages and abilities.
- Making biking and walking part of doing business for the agency, by collecting data on biking and walking, performing regular maintenance on biking and walking facilities, and setting mode share targets.

USDOT also recommends going beyond minimum design standards to ensure that facilities are safe, comfortable, and able to accommodate increased demand. In August 2013, USDOT showed its commitment to exceeding standards by endorsing two design guidebooks that recommend higher standards for biking and walking: the National Association of City Transportation Officials’ (NACTO) Urban Bikeway Design Guide and the Institute of Transportation Engineers’ (ITE) Designing Walkable Urban Thoroughfares: A Context Sensitive Approach.

In September 2014, USDOT announced the Safer People, Safer Streets Initiative, which seeks to improve research and data collection on pedestrian and bicycle safety and do more to encourage local government officials to improve pedestrian and bicycle infrastructure. By collecting data on pedestrian and bicycle safety, cities can better identify opportunities for infrastructure improvements. Properly planned infrastructure improvements can improve safety and encourage more people to walk or bike. Without better data

collection and infrastructure improvements, cities will remain largely unsafe for bicyclists and pedestrians.

In May of 2015, the Federal Highways Administration (FHWA) released “Separated Bike Lane Planning and Design Guide.” The guidebook notes tremendous growth in protected bike lanes throughout the country. Between 2011 and 2015 the number of protected bike lanes in the United States doubled and continue to grow in popularity. FHWA created this new design guide by surveying over 35 communities on lessons learned during the process of installing bicycle infrastructure to create a ‘menu’ of best practices for implementing bicycle lanes or cycle tracks.

In May 2016, FHWA released a statement about new street design guidelines on National Highway System (NHS) roadways with speed limits under 50 mph. The new guidelines share that 11 out of the 13 current design criteria have minimal influence on the safety or operation on urban streets and that these types of streets need to be designed differently than rural highways connecting communities. The two street design guidelines to follow on NHS roadways are design loading structural capacity and design speed. This important change will improve the safety of all modes of transportation and allow for more flexibility for communities to design streets that make sense for improving connectivity and safety.

In the 21st century, USDOT has shown a steady move towards a higher level of design standards for biking and walking. In the context of this plan, it is prudent to assume the trend will continue, and strive for design solutions that will anticipate USDOT policy through bicycle and pedestrian friendliness.

STATE

In October 2007, complete streets policy became law in Illinois. It mandates that the principles of complete streets must be incorporated into all new projects receiving state or federal monies and/or projects on state or federal roads and highways. Both requirements relate to projects in urbanized areas. On June 1, 2010, IDOT formally adopted a series of design policy changes to their Bureau of Design and Environment manual, Chapters 5 and 17, in response to the 2007 “Complete Streets” state law. These chapters are frequently updated with new techniques.



IDOT has jurisdiction on many of the roadways within Alton, including; Martin Luther King Drive (U.S. Route 67), Route 140 (Washington & College), Route 3 (Homer Adams Parkway), and Route 143 (Great River Road). However, the principles of complete streets have been applied to all plan recommendations, creating seamless integration of both pedestrian and bicycle accommodations.

In 2014, IDOT completed the Illinois Bike Transportation Plan, the first state-wide bicycle plan in Illinois history. The Plan serves as the transportation alternatives chapter of the 2012 Illinois State Long Range Transportation Plan and follows the long range plan's theme of Transforming Transportation for Tomorrow. It provides the Department with policies, best practices and strategic direction for implementing a sustainable, multimodal transportation system in Illinois.

The Plan provides over 200 recommendations and action items designed to enhance IDOT's ability to provide safe and cost-effective accommodations for cyclists across Illinois. The recommendations address a variety of topics including facility design and maintenance, network gaps, grant funding programs, safety education and enforcement, and internal governance and coordination. In addition, the Plan includes performance measures designed to evaluate progress towards implementation.

REGIONAL

Metro East Park and Recreation District Long-Range Plan (2011)

Metro East Park and Recreation District (MEPRD) is the public body responsible for the development of an interconnected system of parks, greenways, and trails in Madison and St. Clair Counties. MEPRD funds projects through a one tenth of one percent sales tax passed by voters in both counties in 2000. MEPRD often provides grants to supplement the efforts of local governments, special districts, and other jurisdictions who are already working the construction and management of bike, pedestrian, and park facilities to further their mission.



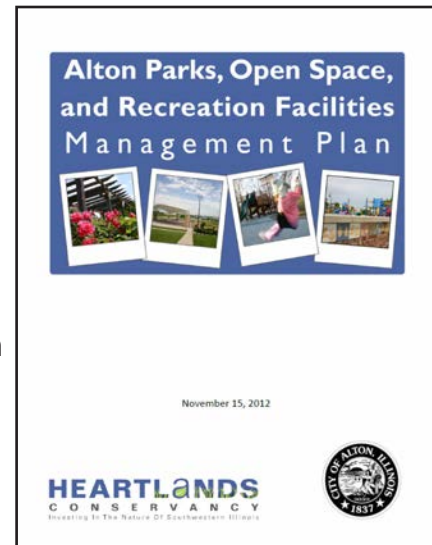
LOCAL

Alton Parks, Open Space, and Recreation Facilities Management Plan

Created in 2012, the Management Plan provided an analysis of the city's existing parks and recreation facilities and provides a vision and framework for the future of Alton Parks and Recreation. While plan focuses primarily on parks and facilities within parks, connection between and to parks is also discussed. The desire for more walking and biking trails and a connected system of trails connecting parks were among the most popular feedback comments received from residents.

The key recommendations and goals for the Plan include:

- Parks, open space, and playground facilities should be within walking distance for all residents.
- Increase paths and walking trails within existing parks.
- Focus on maintaining existing parks and facilities and not increasing parks and facilities.
- Provide bike and pedestrian connections to all parks.



Benjamin Godfrey Legacy Trail

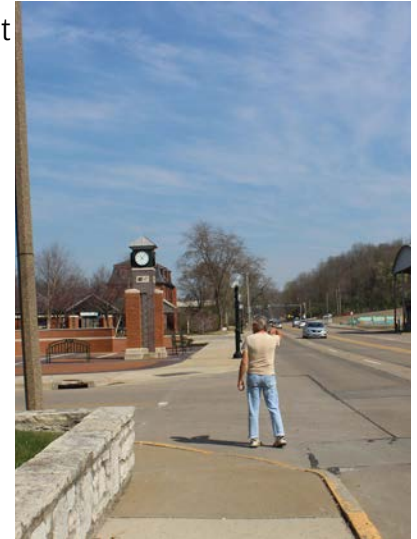
The Benjamin Godfrey Legacy Trail is a new initiative of the North Alton - Godfrey Business Council. The group, working with both Godfrey and Alton, is striving to commemorate the life of Benjamin Godfrey and history of the Alton-Godfrey area, as well as bring more tourism. The project includes creating an informative brochure, a book for third and fourth graders, and a self-guided tour of the significant historical sites. The trail is planned as an auto route; however, as it develops it could flourish into a multi-use trail.

Existing Conditions Summary

Most of Alton was developed before cars became the dominant form of transportation. Because of this, Alton's layout and infrastructure is conducive to pedestrian or bicycle traffic. Most residential areas and downtown shopping districts have grid streets with short blocks, which make walking more enjoyable and decrease distance to destinations.

Many of these streets have sidewalks; however the majority of them are in poor condition (e.g., cracked, crumbling, and covered with grass and mud). Utility poles and signs have been added to sidewalks, decreasing the usable width and therefore limiting use by wheelchairs and strollers—forcing them in the driving or parking lanes.

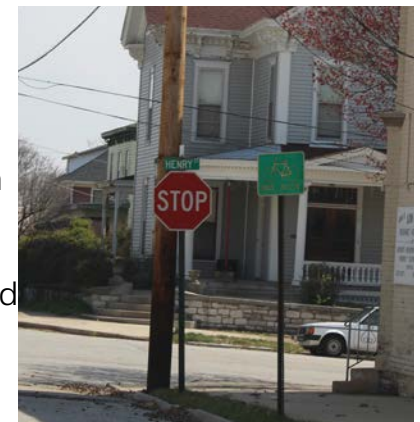
A natural challenge for walking and biking in Alton is the topography. Built on the edge of the bluff, Alton's steep streets can deter some active transportation users.



Faded crosswalk at 6th and Piasa

CURRENT AND PLANNED FACILITIES

The Alton Bike Route, established in the 1970s, is an on-road route through the city. It is marked with green 'Bike Route' signs. Much thought was given to the location of the route, as it connects many historic places in the city and winds through neighborhood streets to avoid heavy traffic and ease the intensity of steep hill climbs. However, some of the signs are faded, bent, or missing, making it hard to follow the designated route. Additionally, there is not a system map available for users to follow and no accompanying information about the sites along the way.



Alton Bike Route signs.

The Vadalabene Trail was built in the 1970s along the Great River Road, a National Scenic Byway. The historic scenic trail has fallen into disrepair for much of its length. Bicyclists will choose to ride on the shoulder on the opposite side of the road instead of the separated trail. Maintenance of the trail is the responsibility of the Illinois Department of Transportation (IDOT), although it has been neglected in recent years.

The trailhead is located at Piasa Park, less than one mile from the intersection of Broadway and State Street.

The Vadalabene Trail, has the potential to be a great recreational destination. Its use is hindered by the condition of the trail and lack of access from



Left: Vadalabene Trail condition, just north of Piasa Park.



Right: Narrow shoulder for bikes from State Street to Piasa Park/Vadalebene Trail.

downtown Alton. Connecting to the Vadalabene Trail from downtown Alton, Riverfront Park, and the Confluence Trail is challenging. The section of the trail from the intersection of State Street and Great River Road to Piasa Park is on-road, in the narrow shoulder of the four lane highway, marked with signs and paint. Traffic speeds and volumes can be very high here. The right-of-way is narrow, currently allowing no room for expansion needed to add a separated trail.

Madison County Transit maintains the Confluence Trail running through Riverfront Park and along the levee connecting Alton to Hartford and other cities and towns beyond. The trail is well maintained, but connections to trail are sometimes an issue. The pedestrian bridge over Landmarks Boulevard from Broadway to Riverfront Park provides a great, safe access for pedestrians and bicyclist to the trail. However, crossing over Landmarks at Piasa, near the casino, is not as easy or safe.



End of Confluence Trail in Riverfront Park, near casino.

The Confluence Trail abruptly ends in Riverfront Park, about 500 feet from the Argosy Casino parking lot. At the terminus there are signs directing users to the street and further to the Vadalabene Trail, but no ramp to the street or pavement markings through the parking lot.

There are bike lanes on the Clark Bridge, the only connection from Alton to Missouri, where points of interest include the Riverlands Migratory Bird Sanctuary, the Katy Trail (trailhead approximately 11 miles from Clark Bridge), and others. The bike lanes are poorly maintained with faded pavement markings. They are very narrow, making the ride uncomfortable or unappealing to any one except for very experienced cyclists. There is often debris in the bike lanes that could cause a flat tire or loss of control. On both sides of the river, the bike lanes connect to separated trails. The ramps to these trails are cracked and overgrown. There are no accommodations for pedestrians across the Clark Bridge.



Top: Faded bike lanes on Clark Bridge.
Bottom: Bike access ramp on Missouri side of bridge.

SCHOOLS

The city and School District have made pedestrian enhancements around schools a priority, utilizing Safe Routes to School funds for sidewalk and crosswalk enhancements.

Most recently they fixed sidewalks along Washington Avenue around East Elementary School. To date, not all school areas have been improved and work should continue in this direction. The Alton School District has

a Safe Routes to School Plan.

HOMER ADAMS PARKWAY

Commercial Areas along Homer Adams Parkway are one of the biggest concerns for most residents. These auto-centric commercial areas have wider lanes, higher speeds, and fewer potential crossing opportunities for people walking and bicycling. The width of the roads feel oversized or uncomfortable for people walking or bicycling. Large parking lots in front of buildings, with few sidewalks along streets and between businesses also discourage people from walking and bicycling. There are few sidewalks along streets and between businesses in this area.



Homer Adams Parkway, no sidewalks or bike facilities. Notice footpath on right side of road.

BROADWAY

Broadway, in Downtown Alton, is a prime destination for shops, restaurants, and festivals. Historically, Broadway was part of a streetcar route in Alton and therefore it is very wide. The parking and driving lanes total 60 feet wide with additional sidewalks. Angle parking is present on the north side and parallel parking on the south. The sidewalks are in good condition, however there are utility poles and traffic signs in the pedestrian zone.



Broadway sidewalks, utilities in pedestrian zone.

UPPER ALTON

A part of the city with a lot of pedestrian traffic, many bus routes, and shopping and services. Sidewalks and crosswalks make safe places for pedestrians and should be well maintained. The area is lacking bike facilities, bike parking, and bus shelters. Pedestrian signals with push buttons should be added at all signaled intersections and busy mid-block crossings should have flashing warning beacons, activated by pedestrians.



Upper Alton, faded crosswalk.

NORTH ALTON

The joining of Alton and Godfrey on the north end of State Street can be a tricky spot on foot or by bike. This is a busy area with high traffic roads, including Homer Adams Parkway, Belle Street, and State Street/Godfrey Road. Safer accommodations need to be made for bicyclists and pedestrians wishing to cross the street, especially where Bell and State meet.

Existing Conditions Map

The Alton Existing Conditions Map, page 13, includes popular destinations for walking and biking, such as parks and schools. It also includes bus stops, grocery stores, and retail centers.

Schools

Alton Middle School
East Elementary
Eunice Smith Elementary
Lovejoy Elementary
Motivational Achievement Center
West Elementary
Alton High School
St. Mary's School
St. Peter and Paul Catholic School
Marquette Catholic High School
Mississippi Valley Christian School
SIUE Alton Campus

Parks & Recreation

Gordon Moore Park	Milton Park
Riverfront Park	Northside Park
Rock Spring Park	Olin Park
Russell Commons	Riverview Park
Barth Park	James H. Killion Park (Sulu)
Dormann Park	Lincoln Douglas Square
Eunice Smith Arboretum	Piasa Park
Haskell Park	State House Square
Hellrung Park	Union Park

Trails & Bicycle Facilities

The Vadalabene Trail
Confluence Trail
Crossing Lewis and Clark Bridge
Historic Alton Bike Route
Trails within parks

Crosswalks

Crosswalks in Alton are typically parallel bar design and many are faded.

Transit

Madison County Transit Center, bus lines, and stops
Amtrak Train Station
Freight and Passenger rail lines

Railroad Crossings

There are a few railroad crossings in Alton. In these areas accommodations are needed for cyclists to cross the tracks safely at a 90 degree angle to the track.

Business Areas

Downtown
Upper Alton
North Alton/Godfrey
Homer Adams Parkway

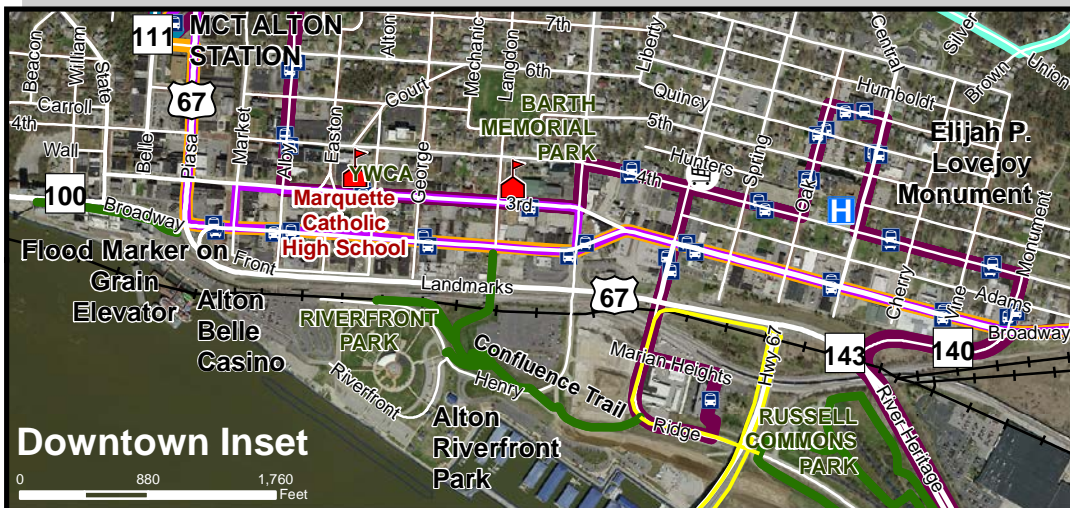
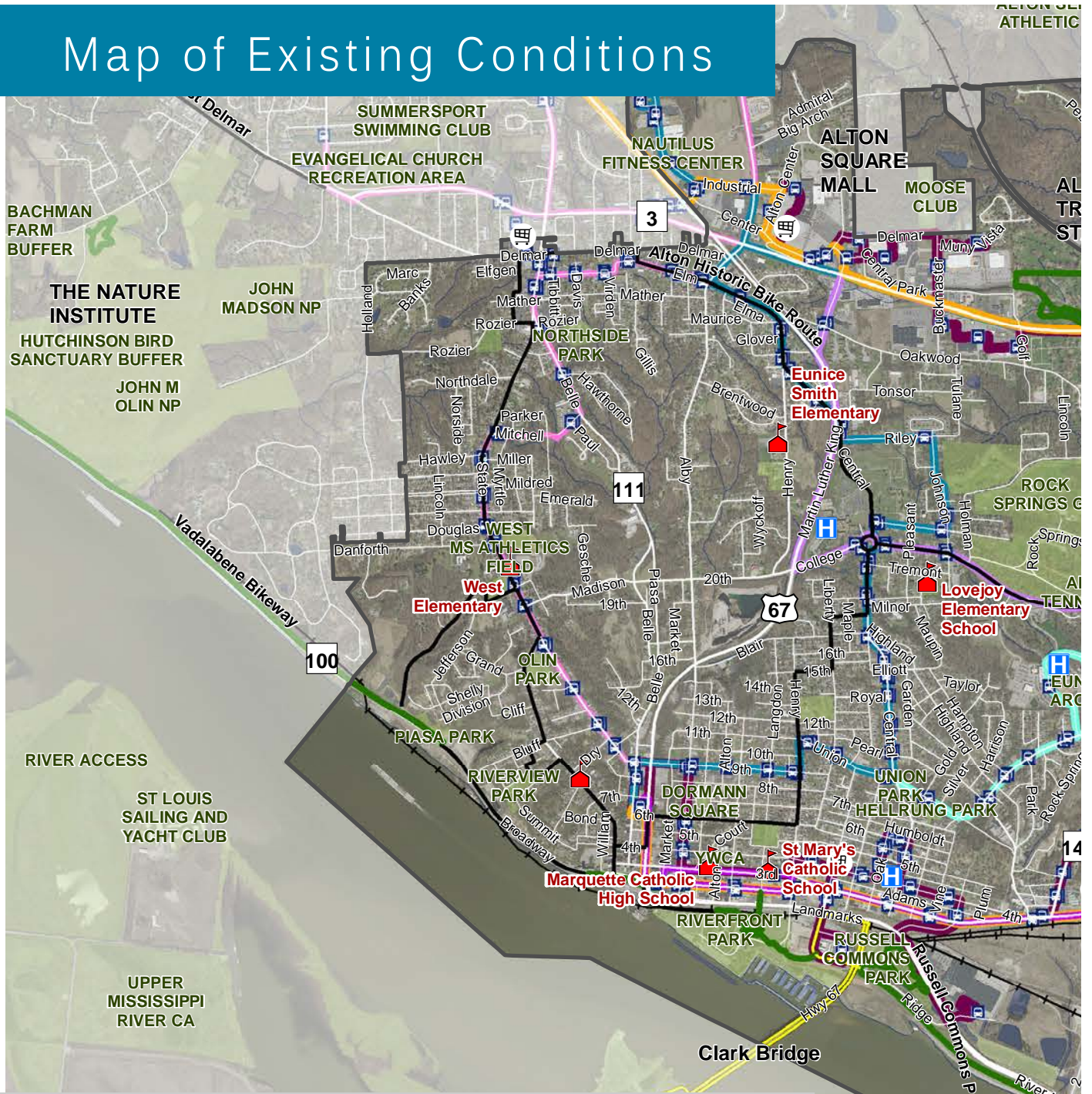
Historic Site & Points of Interest

Alton National Cemetery
Elijah P. Lovejoy Monument
North Alton Confederate Cemetery
Haskell Playhouse
Koenig House
Jacoby Arts Center
Robert Wadlow Memorial
Alton Museum of History and Art

Hospitals

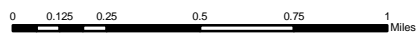
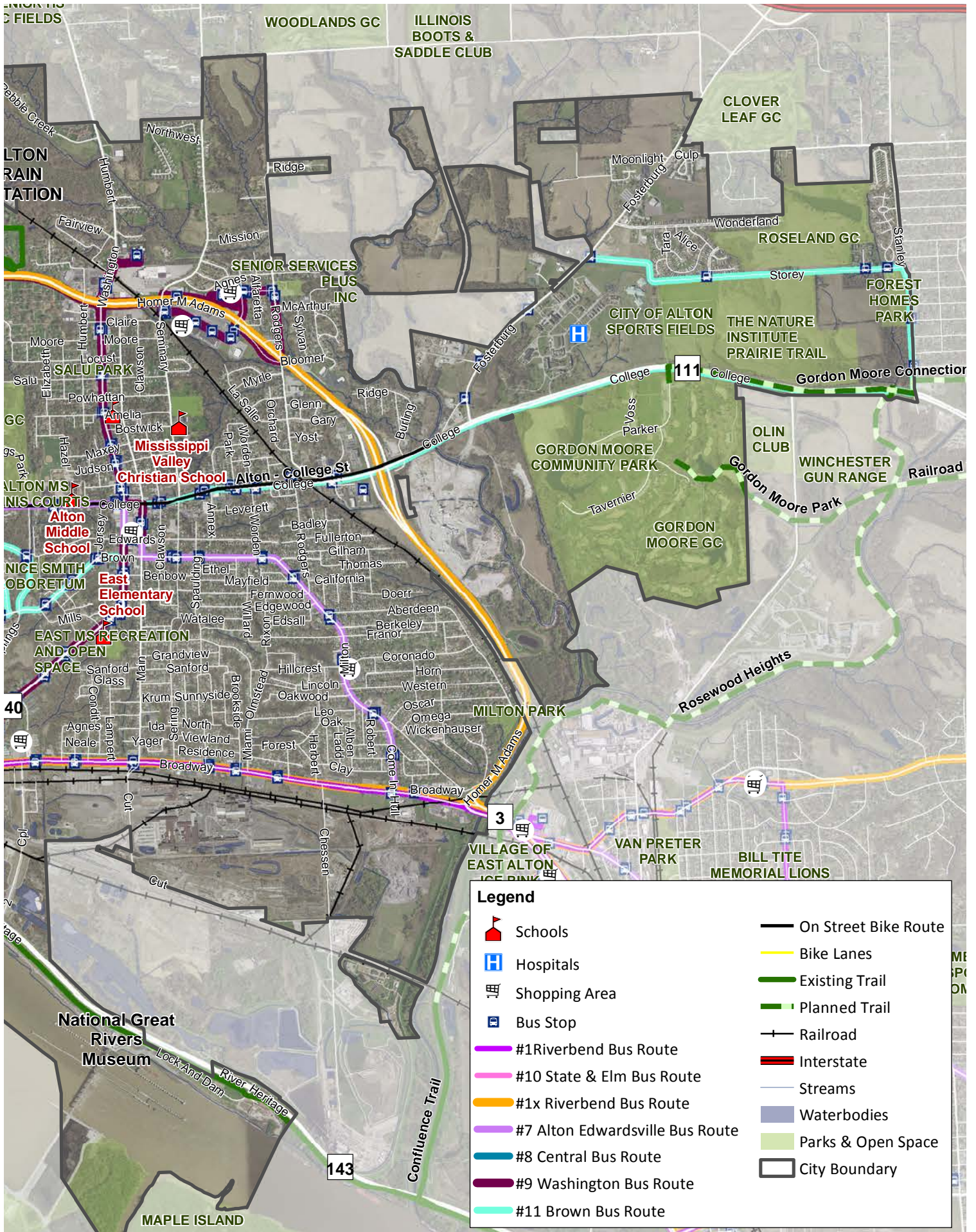
Alton Memorial
St. Anthony's

Map of Existing Conditions



IS AND

RIVERLANDS VIRONMENTAL MONSTRATION



WOODLANDS GC ILLINOIS BOOTS & SADDLE CLUB CLOVER LEAF GC ROSELAND GC FOREST HOMES PARK

SENIOR SERVICES PLUS INC CITY OF ALTON SPORTS FIELDS THE NATURE INSTITUTE PRAIRIE TRAIL

Mississippi Valley Christian School Alton - College St

Alton Middle School East Elementary School

GORDON MOORE COMMUNITY PARK GORDON MOORE GC

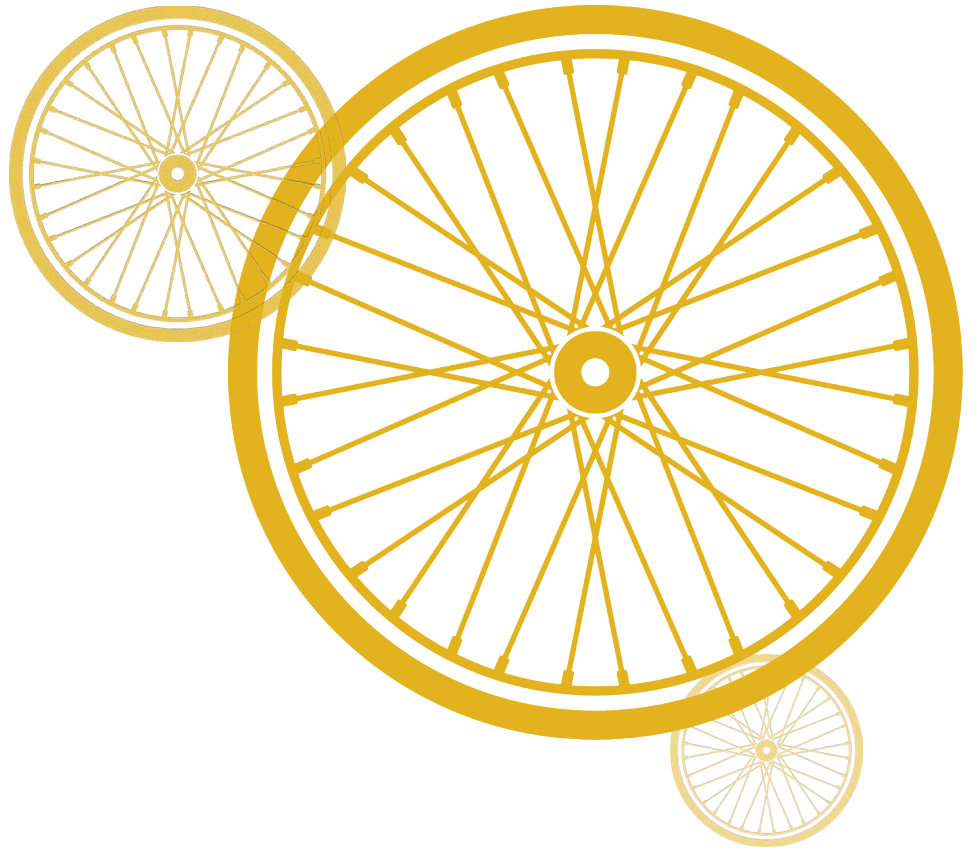
MILTON PARK

VILLAGE OF EAST ALTON VAN PRETER PARK BILL TITE MEMORIAL LIONS

National Great Rivers Museum

MAPLE ISLAND

40 111 3 143



Plan Principles



Who is this Plan for?

Generally, there are four types of bicyclists:

“**Strong and the Fearless**” cyclists will ride regardless of roadway conditions.

They are ‘bicyclists:’ riding is a strong part of their identity and they are generally undeterred by roadway conditions; however, facilities need to be made as safe as possible as they are not immune to interactions with auto traffic.

“**Enthused and Confident**” cyclists are comfortable sharing the roadway with automobile traffic, but they prefer to do so operating on separated facilities, such as bike lanes and improved shoulders. They are attracted to riding when the streets have been redesigned to make them work well for bicycling.

“**Interested but Concerned**” is the most common type of cyclist. They are curious about bicycling. They are hearing messages from a wide variety of sources about how easy it is to ride a bicycle and about the need for people to lead more active lives. They like riding a bicycle, remembering back to their youths, or to the ride they took last summer on local trails. They would like to ride more, but are afraid to ride. They get nervous thinking about riding near speeding traffic. They rarely ride for transportation—perhaps they will ride through their neighborhoods to the local park or coffee shop, but they will not venture out onto the arterials to the major commercial and employment destinations they frequent. They would ride if they felt safer on the roadways.

“**No Way, No How**” cyclists are currently not interested in bicycling at all, for reasons of topography, inability, or simply a complete and utter lack of interest.

The Alton Pedestrian and Bicycle Plan is geared towards the 60% of people who are “Interested but Concerned.” If we create places where they feel safer and more confident, they will ride more.

Generally, “Enthused and Confident” and “Interested but Concerned” bicyclists will be best-served by a network of neighborhood streets and designated bicycle facilities, which can be provided by:

- Ensuring neighborhood streets have low speed limits through effective speed enforcement or controls and/or by implementing “traffic-calming” strategies.
- Providing a network of designated bicycle facilities (e.g. bicycle lanes, separated bike paths, or side-street bicycle routes) through the key travel corridors typically served by arterial and collector streets.
- Providing usable roadway shoulders on rural highways.



Recommendations for Engineering

The recommendations made in this plan should be used as a framework for developing more detailed design-engineering plans during subsequent implementation. The recommended routes and trails are consistent with the bicycle facility design material and typical sections in the Illinois Department of Transportation's (IDOT's) Bureau of Design and Engineering Manual (See Appendix). They also reflect the guidance presented in the American Association of State and Highway Transportation Official's (AASHTO's) Guide for the Development of Bicycle Facilities and the Manual on Uniform Traffic Control Devices (MUTCD) (See Appendix). The National Association of City Transportation Officials (NACTO) have created the Urban Bikeway Design Guide and Urban Street Design Guide for use in cities.



These three documents are the current standard acceptable reference information for developing bicycle facilities. [Note: The full documents should be consulted in the design-engineering/implementation phase of this plan.]

Facility Recommendations

There are seven categories of facility types recommended for the Alton Pedestrian and Bicycle Master Plan. They are as follows (definitions and photos of the facility types are shown on the following pages):

1. Sidewalks
2. Low-Speed Shared Street
3. Neighborhood Greenways
4. Bike Lanes
5. Two-way Cycle Tracks
6. Shared-use Path

1. SIDEWALKS	
Sidewalks are elevated from the roadway by several inches, separated from the street by a curb, and made of concrete.	
Why	Sidewalks improve safety and comfort for people walking.
When	Sidewalks give people walking safe and comfortable space on virtually any roadway.

How	Sidewalks should be a minimum of 5 feet wide. Street furniture or light posts should be placed to allow at least a 48" continuous through path. Each intersection should have a sidewalk ramp (see ADA guidelines). When possible, sidewalks should be on both sides of the street. If only possible for sidewalks on one side of the street, it is important that they are continuous on the same side for the length of the street to reduce pedestrian crossing and collision points.
Resources: Urban Street Design Guide (NACTO) http://nacto.org/usdg/street-design-elements/sidewalks/	

In addition to routes identified in the Plan, all roads with a functional class above local road should have sidewalks and crosswalks. Priority should be given to areas within a half mile of schools and shopping districts where foot and bicycle traffic is increased.

2. Shared Streets	
Pedestrians, cyclists, and vehicles can comfortably share the roadway on low-traffic, low-speed streets where bicycle and pedestrian volume is similar or greater than vehicle traffic. These are best suited for small business and entertainment areas, but can sometimes occur on neighborhood streets (e.g., narrow streets with no major destinations).	
Why	To provide a space where pedestrians, cyclists, and drivers feel safe sharing the roadway by slowing traffic and using warning signs to reach destinations on both sides of the street.
When	Ideally, all shared streets should have less than 1,500 vehicles per day Annual Average Daily Traffic (AADT) and the speed should be 10 mph.
How	Shared Streets can be achieved by using a variety of traffic calming techniques to reduce automobile speeds, discouraging through vehicle traffic, and/or prioritizing pedestrians and bicyclists at intersections. Directional markings and wayfinding signage provide riders with intuitive, coherent routing.
Resources: Urban Bikeway Design Guide, Second Edition (NACTO) http://nacto.org/cities-for-cycling/design-guide/bicycle-boulevards/	



3. Neighborhood Greenways

Sometimes called “shared lanes” or “bicycle boulevards” are denoted by sharrows, a white bicycle and two chevron arrows painted in the middle of the traffic lane, and accompanied by sidewalks for pedestrians. These are ideal for residential streets.

Why For slightly higher traffic areas, shared lane markings alert people driving to the presence of people on bikes. The markings indicate proper lane position for people biking.

When Shared lane markings should be used on streets with speeds under 30 mph and with less than 3,000 AADT.

How Shared lane markings should be placed every 100 to 250 feet along a street. More frequent placing is used to guide people biking along higher traffic routes or as wayfinding along routes with frequent turns. People who drive should give people on bikes room to operate safely. If there is no opposing traffic, people driving may pass on the left, giving people biking at least 3 feet of passing distance. People biking should position themselves over the shared lane markings to increase safety, visibility, and predictability. Greenways should include even and continuous sidewalks for pedestrians, wheel-chairs, and strollers with crosswalks painted at all intersections.

Resources: Manual on Uniform Traffic Control Devices, 2009 (US Department of Transportation Officials) Small Town and Rural Design Guide (NACTO + Alta Planning) <http://ruraldesignguide.com/mixed-traffic/bicycle-boulevard>; Urban Street Design Guide (NACTO) <http://nacto.org/cities-for-cycling/bike-lanes/bikeway-signing-marking/shared-lane-markings>.



Illustration shows neighborhood greenway with sharrows and sidewalk, optional speed tables for increased traffic calming on busier streets.

Photo shows neighborhood greenway in Arcata, CA.

Wayfinding signs can help people navigate to popular destinations.

4. Bike Lane & Sidewalks

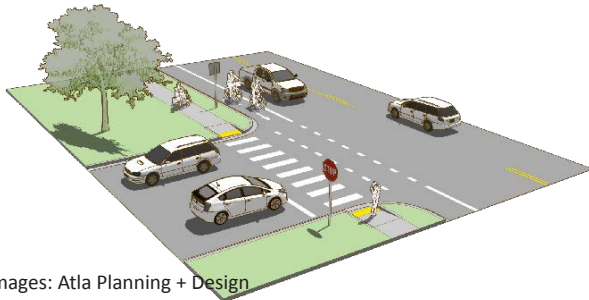
Bike lanes are defined by solid white lines 5' or more from the edge of the roadway. Bike lane markings on pavement indicate the lane is to only be used by cyclists. They are accompanied by sidewalks for pedestrian use. **If street width allows bike lanes may be buffered with paint to provide extra separation from vehicles.**

Why	Bike lanes improve safety and create a comfortable space for people biking at all levels. Cities in the United States with more developed bike lane networks tend to have higher rates of cycling and lower bicycle crash rates.
When	Bike lanes are most useful on streets with volumes over 3,000 ADT and speed limits less than 35 mph. They should not be placed to the right of right turn lanes.
How	Bike lanes should be 5' or wider. Solid white lines with bicycle markings and directional arrows placed in the lanes define them. Bike lanes can be continued through intersections using dotted lines. They should not be placed to the right of right turn only lanes. Bike lanes can be retrofitted onto existing streets that are below capacity through narrowing traffic lanes (a lane diet), or removing traffic lanes (a road diet). In some cases parking may be removed on one side of the street to allow space for bike lanes.

Resources:

Manual on Uniform Traffic Control Devices, 2009 (U.S. Department of Transportation Officials)
 BDE Design Guidelines. (Illinois Department of Transportation)
 Urban Bikeway Design Guide, Second Edition (National Association of City Transportation Officials) <http://nacto.org/cities-for-cycling/bike-lanes/conventional-bike-lanes>

CONVENTIONAL BIKE LANE



Images: Atla Planning + Design



Chapel Hill, NC
 Photo: www.pedbikeimages.org - L. Irvy Thomas

BUFFERED BIKE LANE

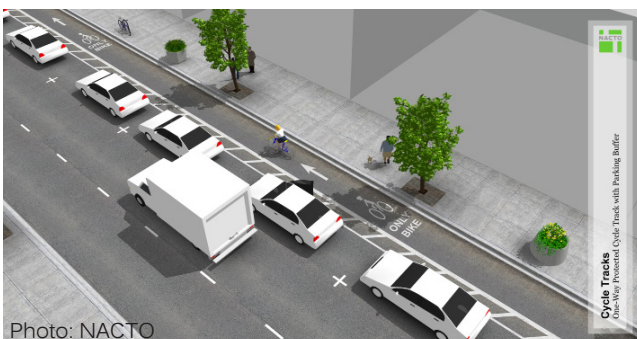


Photo: NACTO

Cycle Tracks
 One-Way Protected Cycle Track with Parking Buffer



6. Two-Way Cycle Track & Sidewalks

Two-way cycle tracks provide both bike lanes on one side of the street. They are separated from traffic by a buffer zone and/or parallel parking.

Why	Provides a greater space for bicycling still within the footprint of the roadway. Appeals to a wide range of cyclists. Limits conflicts with vehicles in areas with high parking turnover.
When	Can be used anywhere a conventional bike lane is being considered. Particularly helpful on streets with high volume and speed, high truck traffic, and/or multiple lanes.
How	Cycle track should be at least 10' wide and denoted by the bike lane pavement markings in each direction with a center line in the middle. They can be painted green for increased visibility.

Resources:

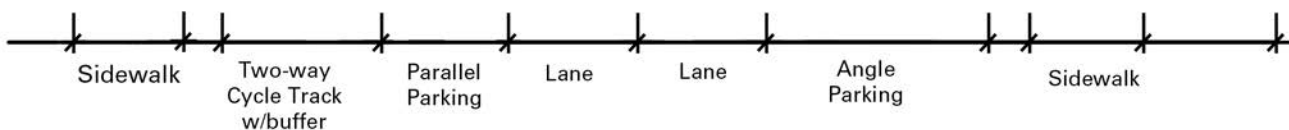
Manual on Uniform Traffic Control Devices, 2009 (US Department of Transportation Officials)

Urban Street Design Guide (National Association of City Transportation Officials)

<http://nacto.org/cities-for-cycling/bike-lanes/buffered-bike-lanes>



Proposed Broadway Cross-Section



7. Shared-Use Path

Shared-use paths are for people walking, bicycling, skating, or using other forms of non-motorized transportation. Paths can be in a separated right-of-way or adjacent to a roadway, such as the Vadalabene Trail.

Why

Shared-use paths create dedicated space for people walking and biking. Shared-use paths complement the on-street system by providing connectivity to destinations and sense of safety for many users.

When

Shared-use paths can be used to provide convenient access to destinations, such as parks and schools. Paths can be popular recreation destinations as well. However, acquiring the right-of-way and funding needed for paths can be quite challenging.

How

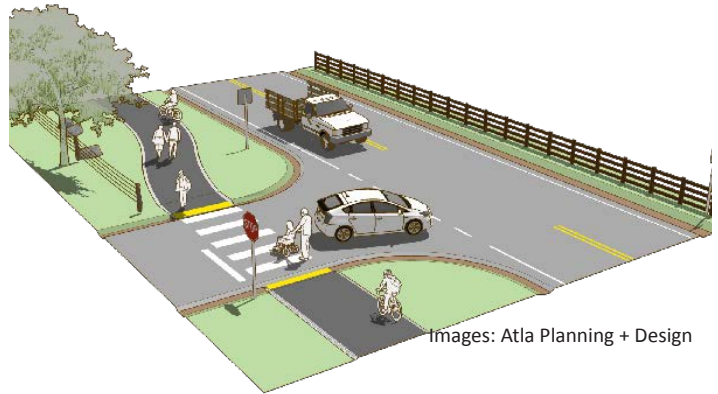
Shared-use paths are 10-12 feet wide (or greater) with a continuous smooth paved surface such as asphalt or concrete, and accommodate bi-directional flow on one side of the roadway. The design of the path should be based on the expected users and should be compliant with the Americans with Disabilities Act (ADA). For paths that are adjacent to a roadway, the path can follow the slope of the roadway. Proper crossings should be used at all intersections.

Resources:

Guide for the Development of Bicycle Facilities, Fourth Edition (AASHTO)



Typical multi-use trail along roadway.



Images: Atla Planning + Design



Multi-use trail on bridge.



Multi-use trail adjacent to highway in Kansas City.

Special Considerations

INTERSECTION TRAFFIC STUDIES

There are several intersections in Alton where further traffic studies would be beneficial to develop alternate designs to improve traffic flow and increase pedestrian and bicycle safety. These studies would need to be completed with cooperation from IDOT.

- Landmarks, Broadway, and Piasa
Repeatedly mentioned by residents and visitors of Alton during the planning process as a dangerous and confusing intersection. At minimum, pedestrian crossings should be added on all legs of the intersection. Consider use of a scramble light (traffic stops in all directions and pedestrians can cross anyway they choose).
- Bell, State, and Godfrey Road
Intersection is not designed well for bicycle use and pedestrian crossing. Consider use of roundabout.
- College, from Evergreen Ave. to Homer Adams Parkway
Road is very wide with many traffic lanes. Consider reducing number of lanes and adding crosswalks and sidewalks.
- Piasa and 3rd Street
Piasa is a busy street with many vehicles and 4 traffic lanes. However, it is also a heavily traveled pedestrian area with shop and restaurants on either side of Piasa Street. Consider use of a high intensity activated crosswalk (HAWK) to aid pedestrians in crossing the busy street.

HOMER ADAMS PARKWAY RETAIL AREAS

For all retail areas around Homer Adams Parkway, sidewalks and crosswalks should be built along all roads to connect shopping destinations. Safe crosswalks with pedestrian activated crossing signals should be added at each intersection along Homer Adams Parkway.

CONNECTION DOWNTOWN TO THE VADALABENE TRAIL

In the short term, discuss shrinking the width of travel lanes on the River Road to increase bike lane width for cyclists. Reduce and enforce speed limits from Landmarks to Piasa Park and paint the bike lane green to increase visibility.

Work with state legislatures to allocate funding for improvements and maintenance of the existing separated path.

In the medium term, repave McInerney Street corridor as a shared-use trail to connect Piasa Park and the Vadalabene Trail to Upper Alton, near the Catholic Children's Home. Another trail connection can be made through existing right-of-way from Olin Park to refurbished McInerney Trail.

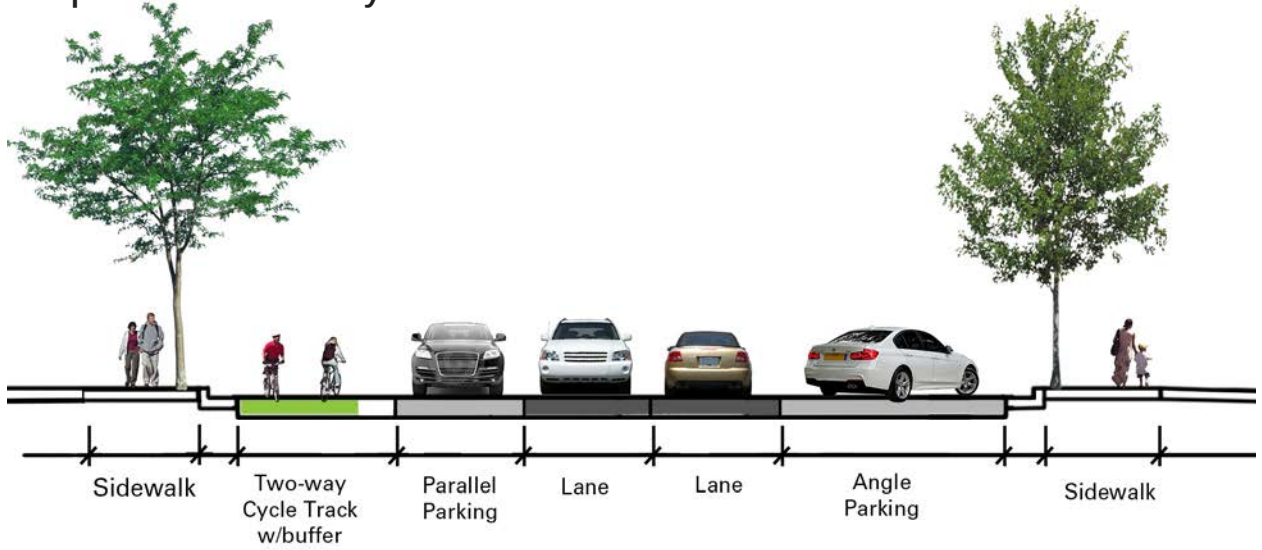
In the long term, work with IDOT and other stakeholders, including the mill to investigate and acquire right of way needed to extend separated shared-use path along the River Road to downtown area.

BROADWAY

Current Broadway



Proposed Broadway Cross-Section



Broadway's wide travel lanes provide the perfect opportunity to create a two-way cycle track for bikes without losing any parking. At 60 feet from curb to curb, enough width is available in the existing street footprint to add a dedicated place for bicycles, separated from traffic by the parking lane (and optional bollards).



ENTERTAINMENT AREA BETWEEN STATE AND PIASA

In this area, filled with shops and restaurants, pedestrians and cyclist should be given priority. Discouraging through traffic can be done with a variety of traffic calming techniques such as curb extensions, chicanes, vegetation, raised crosswalks/speed tables, and painted roads or crosswalks. This will allow pedestrians to cross the street frequently and visibly and increase safety for bicyclist while still allowing vehicle access.

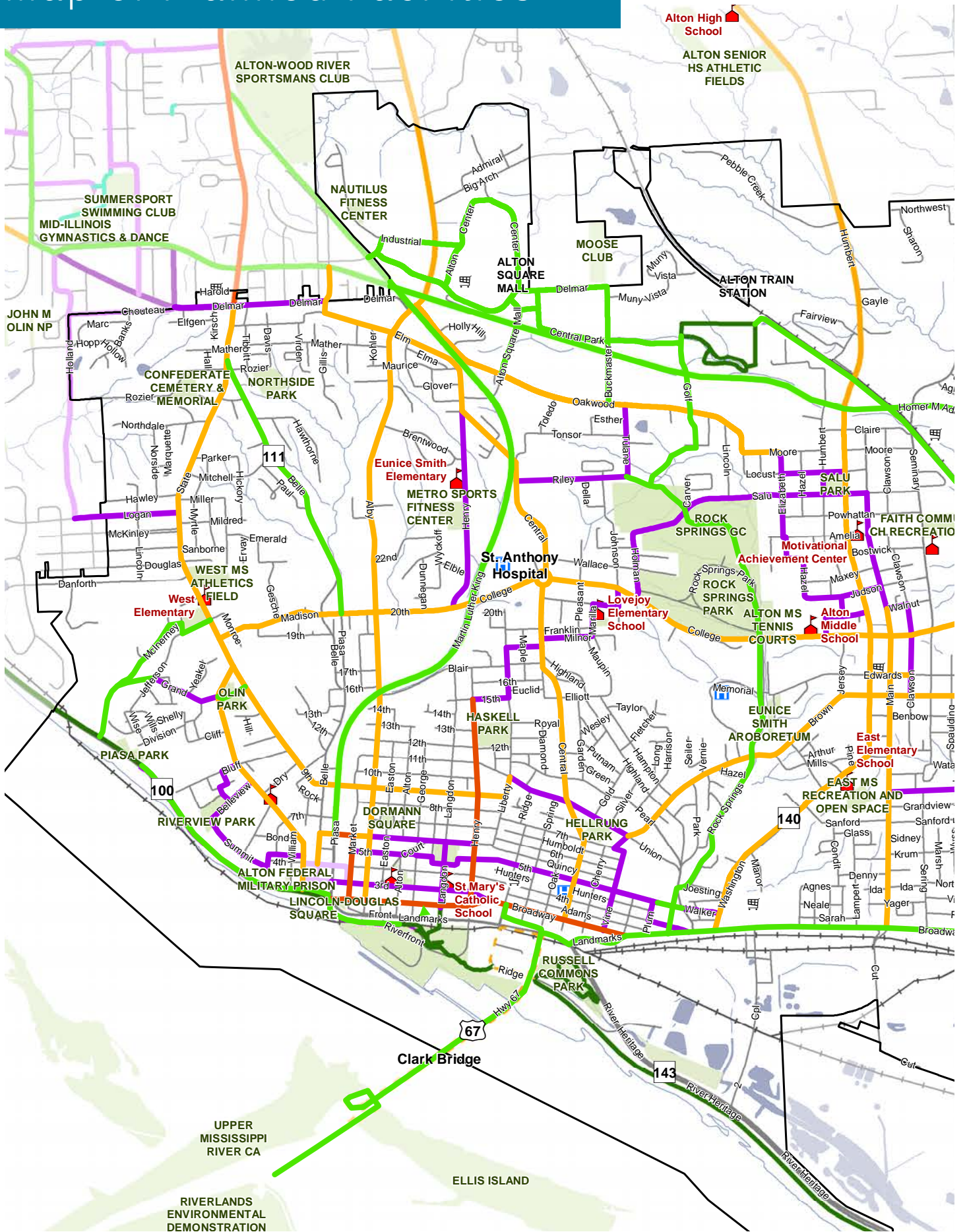


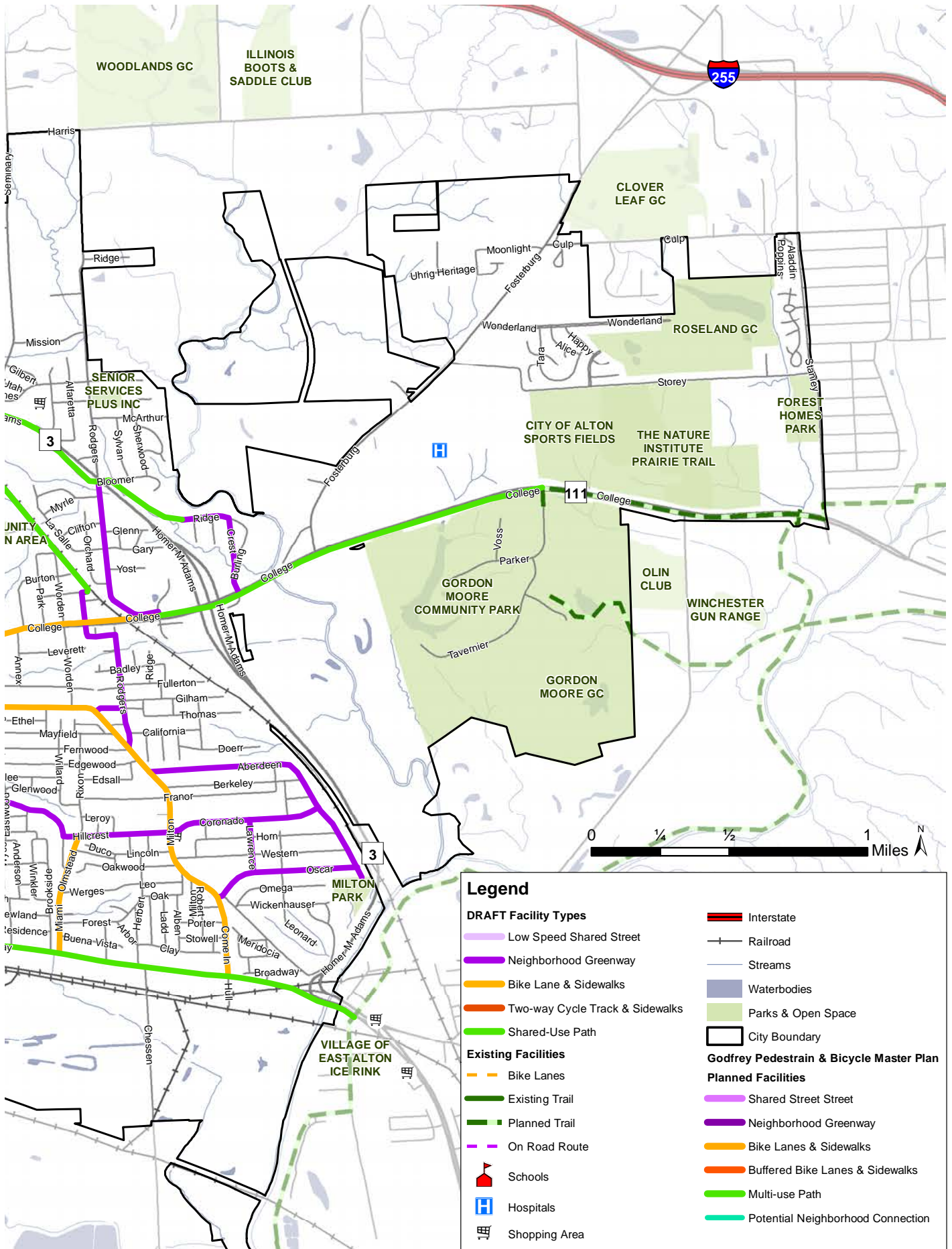
RESTORE PEDESTRIAN AND BICYCLE CONNECTIONS

Repair old staircases and open new ones to connect blocks separated by elevation grade. Connect dead end streets with multi-use paths. Open streets that have been closed to vehicle traffic for bicycles and pedestrians. Decreasing the distance people have to travel to get to their destination will encourage people to walk and bike more.



Map of Planned Facilities





Legend

DRAFT Facility Types

- Low Speed Shared Street
- Neighborhood Greenway
- Bike Lane & Sidewalks
- Two-way Cycle Track & Sidewalks
- Shared-Use Path

Existing Facilities

- Bike Lanes
- Existing Trail
- Planned Trail
- On Road Route
- Schools
- Hospitals
- Shopping Area

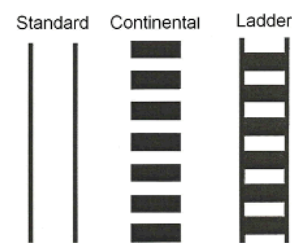
- Interstate
- Railroad
- Streams
- Waterbodies
- Parks & Open Space
- City Boundary
- Godfrey Pedestrian & Bicycle Master Plan**
- Planned Facilities
- Shared Street
- Neighborhood Greenway
- Bike Lanes & Sidewalks
- Buffered Bike Lanes & Sidewalks
- Multi-use Path
- Potential Neighborhood Connection

Intersection Design

Safety of street crossings could be improved by making a few uniform design changes to already existing infrastructure.

Unsignalized Intersections

Update crosswalks throughout the city to Continental or Ladder style to increase visibility. When possible, mark all legs of the intersection. Marked crosswalks increase safety for pedestrians by alerting approaching vehicles that pedestrians may be present in the area. Crosswalks also direct pedestrians to legal, desirable crossing points.



High visibility crosswalk designs, such as continental and ladder, are recommended because they are easily seen by drivers and those with vision impairments. Spacing the lines to avoid normal wheel paths will increase the longevity of the crosswalk.

Branded crosswalks, in certain locations, are a viable option for vibrant, high pedestrian-traffic areas. Branded crosswalks bring beauty to the street and a sense of community pride.



Signalized Intersections

Update crosswalks to same high-visibility marking. It is important to provide crosswalks at each leg of the intersection and a WALK/DON'T WALK pedestrian signal with button to activate. Crossing time is important to consider and should be adequate length for all persons to reach the other side of the intersection safely.

When adding bicycle accommodation, such as bike lanes, it is important to mark bicycle facilities through the intersections in accordance with the applicable guidelines.

Intersection Design Guidelines

The following are suggestions for type of improvement that could be used to serve pedestrian and/or bicycle needs. The city should use engineering judgment and treatments from the IDOT BDE, NACTO, and AASHTO guides to finalize appropriate facilities.

① Unsignalized Intersection Crosswalks

While it is recommended all intersections should have marked crosswalks, intersections along routes designated in this plan and within one mile of a school, park, or retail area and should be made a priority.



② Crosswalk Enhancements

Crosswalks at unsignalized intersections with a high number of users or along busier roadways may permit the use of additional safety measures to increase the visibility of the crosswalk and encourage vehicle traffic to stop. Some examples include rectangular rapid flashing beacons (RRFB), high intensity activated crosswalk (HAWK), or refuge islands in the median.



Rectangular rapid flashing beacon



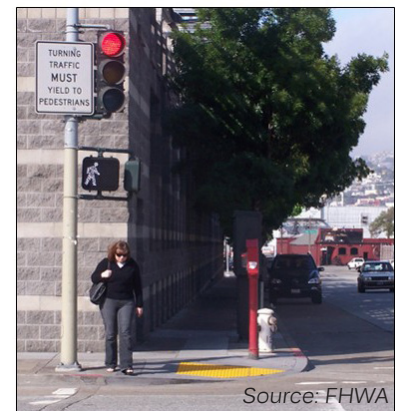
Refuge island in median



High intensity activated crosswalk

③ Signalized Intersection Enhancements

Upgrade existing signalized intersections to include marked crosswalks on all legs of the intersection with the same high visibility crosswalk design, and provide a WALK/DON'T WALK pedestrian signal with button to activate. Crossing time is important to consider and should be adequate length for all persons to reach the other side of the intersection safely.



Source: FHWA

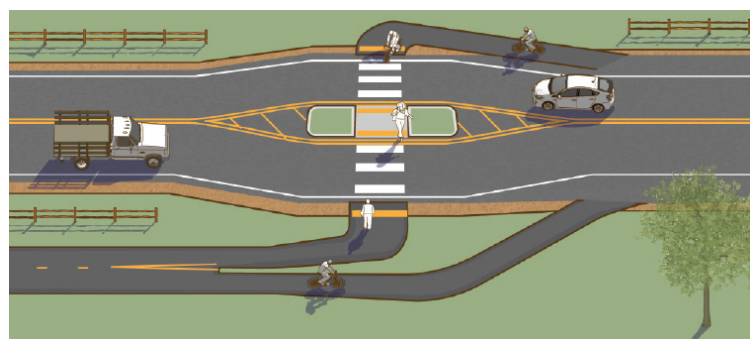
④ Pedestrian Signal

Pedestrian signals look like standard traffic signals, but are only activated by pedestrians wishing to cross the street. A red light stops traffic in all directions while the pedestrian crosses. Whenever possible, the sidewalk around the intersection should be made wider and bike ramps from the lanes added. This will allow cyclists making left turns to use the signal (protected intersection).

⑤ Sidepath to Bike Lane or Wide Shoulder

When a sidepath terminates and users need to transition to an on-road bikeway, it is necessary to provide a crossing to facilities on the opposite side of the road and ramps for bicycles. The figure to the right illustrates a crosswalk (median optional) for this purpose.

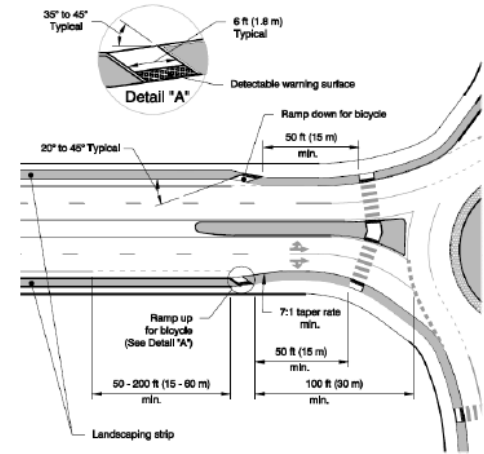
Source: FHA Small Towns & Rural Multimodal Networks, U.S. Department of Transportation



6 Bike Travel at Roundabouts

At roundabouts, bicycle ramps should be installed to allow riders to navigate on the outside of traffic flow with pedestrians. More experienced riders may merge with traffic instead. At Pierce Lane, bicycle ramps should be used to transition riders from the bike lane to shared-use path.

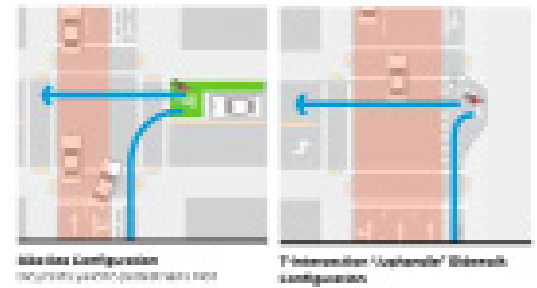
Source: IDOT BDE Section 17-2.04



7 Two Stage Queue

Two-stage turn queue boxes offer bicyclists a safe way make left turns at multi-lane signalized intersections from a right side bike lane without having to merge into the center turn lane. Multiple positions are available for queuing boxes, depending on intersection configuration.

Source: NACTO/ FHA Separated Bike Lane Planning & Design Guide, U.S. Dept. of Transportation

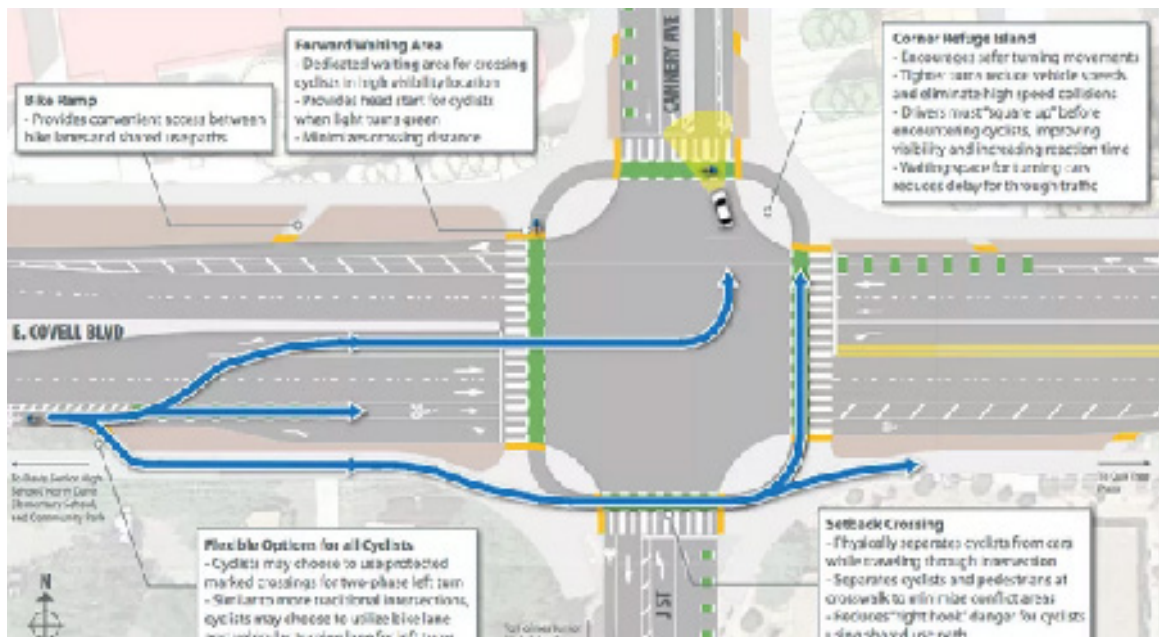


For busy thoroughfares, access to the pedestrian signal button to stop traffic at peak times would provide an added level of protection and convenience for cyclists.

8 Protected Intersection

Allows cyclists making a left turn from bike lane to transition onto side path to cross traffic parallel to the crosswalk. Some cyclists would prefer this method over merging into the left lane and traveling as a car would.

Source: City of Davis, CA



Education

Education is a major component of successful integration of pedestrians and cyclists into daily traffic. There are a number of short- and long-term items that can help the city create a welcoming environment for pedestrians and bicyclists:

Short Term

- Increase the number of bicycle education classes offered in the City of Alton.

There are a few organizations in the area providing bicycle safety courses. Here is a brief overview of each:

Bike Smart

Trailnet, a St. Louis-based nonprofit cycling advocacy organization, offers a three- or five-hour hands-on class on how to ride as visibly, predictably, and safely as possible. The classes also include some basic bike maintenance, such as changing a flat tire, adjusting dérailleurs, and adjusting brakes. The classes are led by a League of American Bicyclists certified cycling instructor (www.bikeleague.org) and cover what to check on your bike before a ride, riding safely in traffic, common avoidance maneuvers, and much more.

CyclingSavvy

CyclingSavvy is a tailored program for YOUR community offering a three-part class for residents and visitors teaching and demonstrating “best practices” for on-road cycling. Graduates of the class become predictable and cooperative users of the roadway, encouraging both rider and drivers to truly share the road.



Local Bike Shops

Some local bike dealers offer classes that could be advertised in the city.

- Organize group rides for beginners.
- Offer walking and biking safety brochure at local licensing facilities.
- Include walking and bicycling safety information in city newsletter or local media.
- City offer to host bicycle education session through the Parks & Recreation Department.

Medium Term

- Host Walk (or Bike) to School Days at local schools.
Safe Routes to School (SRTS) is more than just a grant offered through the Illinois Department of Transportation. It is a national and international movement to create safe, convenient, and fun opportunities for children to bicycle and walk to and from schools. Bike or Walk to School Days can be held semesterly, quarterly, monthly, or even weekly. The program has been designed to reverse the decline in

SafeRoutes
National Center for Safe Routes to School



Many resources can be found for SRTS on these organizations' websites.

children walking and bicycling to schools. Safe Routes to School can also play a critical role in reversing the alarming nationwide trend toward childhood obesity and inactivity.

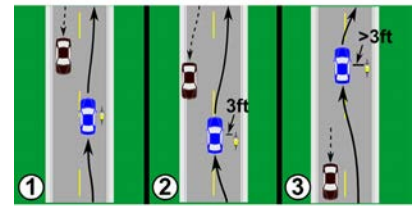
SRTS resources and activities to help communities:

- Build sidewalks, bicycle paths, and pedestrian-friendly infrastructure;
- Reduce speeds in school zones and neighborhoods;
- Address distracted driving among drivers of all ages; and
- Educate generations on pedestrian & bicycle safety.

- Establish parent-led walking 'school buses' where parents meet kids at specific stops along their route and safely escort them to school.

- Integrate bicycle safety curriculum into local schools.

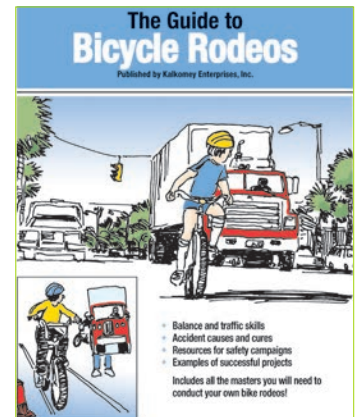
Ride Illinois has created a Bicycle Safety Quiz that is a one-of-a-kind interactive teaching tool for how to safely share the road. There are versions available for Child Bicyclist, Adult Bicyclist, Motorists, and for Driver's Education Students. These could be implemented into classrooms, particularly driver's education.



www.bikesafetyquiz.com
www.rideillinois.org

Ride Illinois has many other resources on their website, including bike safety sheets and riding tips.

- Hold bicycle rodeos at local festivals and events that draw children.



Use education campaigns like the League of American Bicyclists' National Bike Month to promote walking and biking around Alton and educate students and parents.



National Bike to Work Day:
Third Friday of May

National Bike to School Day:
Second Wednesday of May

International Walk to School Day:
First Wednesday of October

There are a number of resources that can aid the city in creating a welcoming environment for walking and cycling:

- League of American Bicyclists (bikeleague.org)
- Ride Illinois (rideillinois.org)
- CyclingSavvy (cyclingsavvy.org)
- Trailnet (trailnet.org)
- National Center for Bicycling & Walking (bikewalk.org)
- National Center for Safe Routes to Schools (saferoutesinfo.org) Information and resources still available online but not updated.
- Safe Routes to School National Partnership (saferoutespartnership.org)
- International Walk to School Day (iwalktoschool.org)
- National Bike to School Day (walkbiketoschool.org)
- Yield to Life Driver's Education Program (yieldtolife.org)
- Commute By Bike: Commuting 101 (<http://www.commutebybike.com/cats/commuting-101/>)
- AARP Livable Communities (www.aarp.org/livable-communities)

Enforcement

Knowledge and enforcement of bicycling laws is crucial for increasing cycling in communities. Law enforcement officials should be knowledgeable on bicycle safety and bicycle-relevant laws, and should issue tickets to both cyclists and motorists not adhering to these laws. Enforcement can also be used as an opportunity to educate.

Short Term

- Holding a training session for law enforcement officials. Some examples of training sessions other communities have used including Ride Illinois' "Safe Roads for Bicycling" training resources and PedNet's POST-Certified Law Enforcement Training in Bicycle Issues.
- Distribute cards outlining the rights and responsibilities of people walking, cycling, and driving. When a rider or motorist is issued a

Safe Roads for Bicycling
EDUCATE and ENFORCE
 To prevent crashes, injuries and deaths

KNOW THE DANGER ZONES

BICYCLISTS	MOTORISTS
Run stop signs, red lights	Fail to scan for bicyclists at crosswalks, fail to stop at line
Ride against traffic	Fail to pass bicyclist with at least 3 feet of space
Illegally block traffic on busy road	Open car door into traffic
No headlight or reflector at night	Turn left in front of bicyclist with right of way
Failure to signal	Pass bicyclist, then turn right into path of bicyclist

Educate motorists & bicyclists: Use the traffic violation warning pamphlet*
 Enforce the law: Issue citations for serious infractions

* Pamphlets, "Share the Road" video and other safety materials are available from the League of Illinois Bicyclists at www.bikeill.org/getforevent or by calling 847-241-1213

League of American Bicyclists | Illinois Department of Transportation

Certain illustrations copyright 2007 by Wordpress Press (www.wordpresspress.com) and used here under license.

warning or a ticket, the officer should educate them on what they did wrong and share a bicycle law card or pamphlet with them explaining the rules of the road. Enforcing the laws will raise awareness, increase knowledge, and reduce crashes. This information can also be distributed at community events and educational events related to walking and cycling.

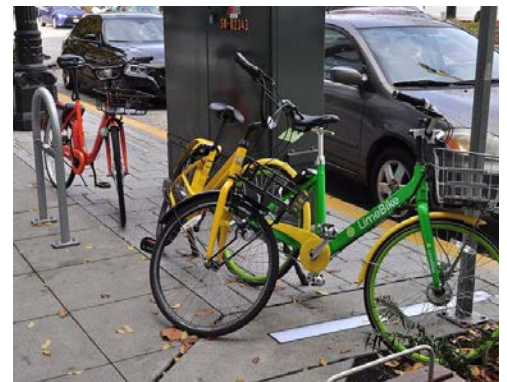
Medium Term

- Increase use of police officers on bicycles.
Having a patrol officer on a bicycle can be a way to set a good example of how cyclists should behave and might even make timid riders feel more comfortable knowing there is an officer on a bike as well.
- Reduce Speed Limits
On designated routes it may be practical to implement and enforce a speed limit reduction for the safety of walkers and cyclists. Alton roads to be considered for speed reductions include all neighborhood shared streets, West Broadway/Great River Road from Landmarks to Piasa Park, and Piasa Street.
- Implement Traffic Calming Techniques
In some scenarios it is effective to use physical elements to decrease drivers speed.

Encouragement

Short Term

- Publicize National Bike to Work Day in Alton.
Offer break stations with coffee and snacks for people on bikes that morning.
- Continue to pursue dock-less bike share in the City of Alton through services provided entirely by businesses such as Limebike and Ofo. This would increase residents' and visitors' access to bicycle to ride around Alton at minimal costs to riders and no cost for the city.



Medium Term

- Create a network of bicycle and pedestrian wayfinding signs to help people discover desirable routes and popular destinations.
Branding the facilities will produce multiple benefits: recognition, awareness, wayfinding, and community identity. When signing the routes, personalized signs should be used both on the roadside signs and on the pavement markings. Pocket-sized maps can be produced showing the recommended routes along with popular destinations or stops along the way to increase ridership. Both Madison County Transit and Bike St. Louis use these techniques to great success.



- Volunteer-Led Community Programs
 - Walking Groups; especially for seniors
 - City-Wide Couch to 5K Program
 - Community Bike Rides—community rides would help foster a sense of community pride in bicycling and get more people comfortable biking on streets.
 - Bike-valet service to community events
- Increase the amount of bike parking and storage in Alton.

Place bike racks at local destinations such as parks, schools, near bus stops, and historical sites. Build long-term, covered storage around transit stops and the train station. Encourage businesses to install bike racks by creating a bike friendly business recognition program, offering to offset part of the costs, or reducing vehicular parking requirements per number of bike racks installed. Businesses can encourage employees to ride and walk to work by providing a place to shower and/or change clothes.
- Partner with local businesses.

There are a few businesses in the Alton area that would be great partner and advocates for these programs. Reach out to these organizations and work together to create a Bike and Walk Friendly Alton.

Long Term

- Consider potential locations for future trailheads.

Trailheads provide parking for visitors and families. They could also include amenities such as bike parking, drinking fountains, bicycle fix station, restrooms, and a shady spot to rest.

Evaluation

Short Term

- Create a Bicycle and Pedestrian Advisory Committee (BPAC)

The Community Advisory Committee used in the preparation of this Plan could transition into this role. This group would oversee the implementation of the Plan and push progress.
- Publish an Annual Report on Biking and Walking

Produced by the BPAC, the report would review the progress of the Plan implementation throughout the city in the last year for each principle (Engineering, Education, Enforcement, and Encouragement)

Medium Term

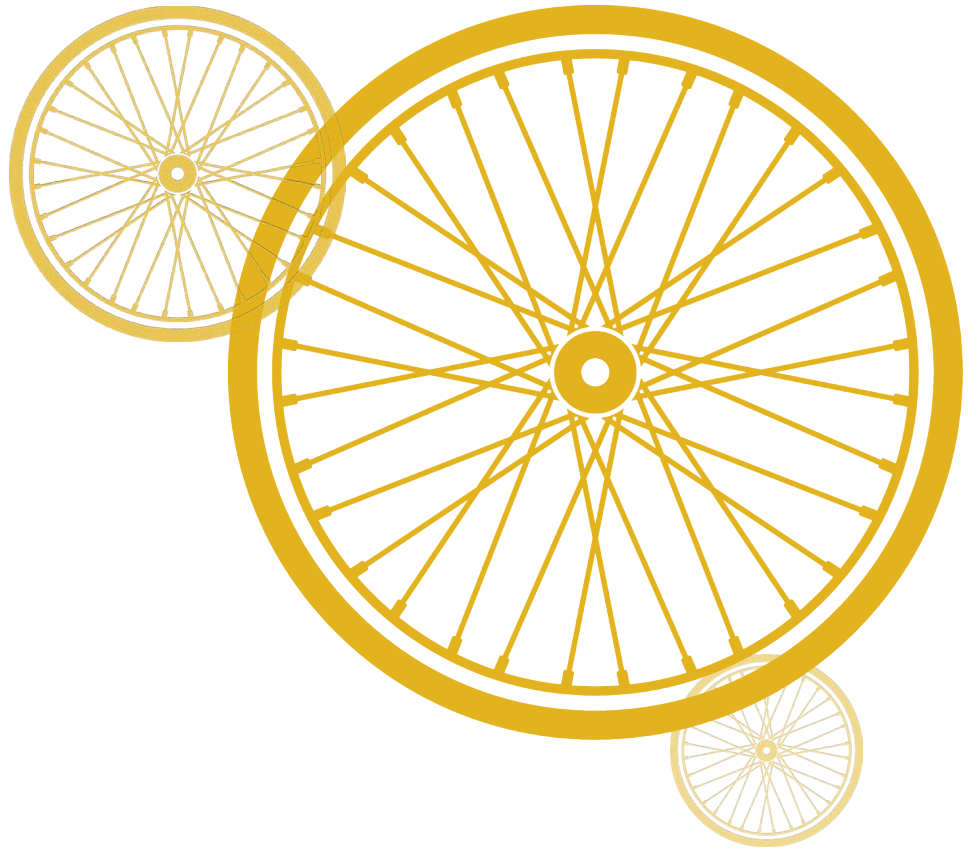
- Include questions about bicycling and walking on community surveys to assess if development is moving in the right direction and meeting the needs of residents and visitors.

- Designate a staff person to be in charge of bicycle and pedestrian issues to ensure the Plan moves forward, not sit on a shelf.
- Review existing policies and implement new policies to further biking and walking, such as:
 - Complete Street Policy to formalize the city's commitment to improving walking and biking and ensure they will be considered in all future development. More information about writing a Complete Street Policy can be found in the appendix.
 - Bicycle Parking Policy, which would increase bike parking at a low cost to the city by ensuring bike parking is provided just as car parking is provided by the developer.
 - Adopt Traffic Calming Policy to create a system for installing traffic calming techniques to improve safety and reduce speeds. This would be particularly useful to neighborhood shared streets, as designated previously, but would be a beneficial addition to any of the recommendations.

- Seek a Bike Friendly Community Designation. The League of American Bicyclists has a recognition program with levels: platinum, gold, silver and bronze, that offer recognition and a structure for future efforts. Their program, Bicycle Friendly America, also includes awards recognizing Bicycle Friendly Businesses and Bicycle Friendly Universities.



- Seek a Walk Friendly Community Designation. Established in 2011, Walk Friendly Communities are evaluated on their commitment to improving and sustaining pedestrian safety through comprehensive programs, plans, and policies. Qualifying communities receive recognition in the form of Bronze, Silver, Gold, or Platinum designation.



Implementation



Priorities

There are a total of 37 recommendations for improving walking and biking in the City of Alton Plan. Once implemented, the facilities will cover over 60 miles. The table below groups facility recommendations together by geographical location and priority.

A combination of sources was used to create a “priority matrix” including on-line and paper survey responses, comments provided open houses, guiding principles of this Plan, estimated cost, and proximity to schools, parks, and existing facilities. Through inter-jurisdictional cooperation, the city can achieve a 20-year implementation time line.

In the priority matrix, trails and bike lanes that connect many parts of the city rose to the top of the list. Major thoroughfares such as Homer Adams Parkway, College, Broadway, Landmarks, State, and Washington also ranked highly. All these will connect people from around the city to downtown and the riverfront.

Neighborhood greenways and bike trails to connect people to parks, schools, and retail near them are medium priority. Longer trails requiring right of way acquisition are lower priority.

	Project	Recommended Facility	Road(s)	Feet	Miles	Jurisdiction
1	Riverfront Connection (Argosy Parking)	Multi-use Path	Riverfront Parking Lot	1,627	0.3	Multiple
2	Homer Adams	Multi-use Path	Homer Adams	12,279	2.3	IDOT
3	Alton to East Alton Trail	Multi-use Path	E. Broadway	3,286	2.5	Alton
		Multi-use Path	Landmarks	1,788	0.3	IDOT
4	Downtown Broadway Streetscape	Two-way Cycle Track & Sidewalks	E. Broadway	5,974	1.1	Alton
5	State Street	Bike Lane & Sidewalks	State	2,369	2.3	Alton
6	Vadalabene Trail Connection	Multi-use Path	W. Broadway/ Great River Road	4,645	0.9	IDOT
7	College Ave. (west of Rodgers St.)	Bike Lane & Sidewalks	College	3,355	2.5	IDOT
8	College Ave. (east of Rodgers St.)	Multi-use Path	College	7,765	1.5	IDOT
9	Washington	Bike Lane & Sidewalks	Washington	1,489	2.2	IDOT
10	Upper Alton Neighborhood Greenway	Neighborhood Greenway	Humbert	429	0.1	Alton
		Neighborhood Greenway	Humbert	371	0.1	Alton
		Neighborhood Greenway	Main	2,294	0.4	Alton
		Neighborhood Greenway	Bostwick	307	0.1	Alton
		Neighborhood Greenway	Crawford	806	0.2	Alton
		Neighborhood Greenway	Hazel	790	0.1	Alton
		Neighborhood Greenway	Holman	1,274	0.2	Alton
		Neighborhood Greenway	Jersey	375	0.1	Alton

	Project	Recommended Facility	Road(s)	Feet	Miles	Jurisdiction
		Neighborhood Greenway	Locust	1,240	0.2	Alton
		Neighborhood Greenway	Salu	4,716	0.9	Alton
		Neighborhood Greenway	Clawson	1,777	0.3	Alton
		Neighborhood Greenway	Elizabeth	1,711	0.3	Alton
		Neighborhood Greenway	Rockwell	414	0.1	Alton
		Neighborhood Greenway	Walnut	412	0.1	Alton
		Neighborhood Greenway	Judson	1,462	0.3	Alton
11	MLK Trail	Multi-use Path	Martin Luther King	12,888	2.4	IDOT
12	Henry Street	Two-way Cycle Track & Sidewalks	Henry	4,018	0.8	
13	Brown-Milton-ComeIn	Bike Lane & Sidewalks	Brown	9,075	1.7	Alton
		Bike Lane & Sidewalks	Milton	4,480	0.8	Alton
		Bike Lane & Sidewalks	Come In	1,536	0.3	Alton
14	Midtown Neighborhood Greenway	Neighborhood Greenway	Henry	3,912	0.7	Alton
		Neighborhood Greenway	15th-Liberty-Grove	2,358	0.4	Alton
		Neighborhood Greenway	Milnor-Tremont-Johnson	2,484	0.5	Alton
		Neighborhood Greenway	Riley	2,137	0.4	Alton
		Neighborhood Greenway	Tulane	1,403	0.3	Alton
15	Elm Street	Bike Lane & Sidewalks	Elm	6,038	1.1	Alton
16	North Alton Neighborhood Greenways	Neighborhood Greenway	Delmar	2,934	0.6	Alton
		Neighborhood Greenway	Logan	2,007	0.4	Alton
17	Milton Neighborhood Greenways	Neighborhood Greenway	Brown	563	0.1	Alton
		Neighborhood Greenway	Rodgers (north of College)	3,314	0.6	Alton
		Neighborhood Greenway	Rodgers (south of College)	2,202	0.4	Alton
		Neighborhood Greenway	Hillcrest	4,744	0.9	Alton
		Neighborhood Greenway	Aberdeen	5,248	1.0	Alton
		Neighborhood Greenway	Orchard	710	0.1	Alton
		Neighborhood Greenway	Oscar	2,861	0.5	Alton
		Neighborhood Greenway	Coronado	2,920	0.6	Alton
		Neighborhood Greenway	Jackson	777	0.1	Alton
		Neighborhood Greenway	Lawrence	1,012	0.2	Alton
18	Oakwood to Midtown	Bike Lane & Sidewalks	Oakwood	7,450	1.4	Alton
		Bike Lane & Sidewalks	Moore	672	0.1	Alton
19	Downtown Bike Lanes	Bike Lane & Sidewalks	Belle	603	0.1	Alton
		Bike Lane & Sidewalks	6th	316	0.1	Alton
		Bike Lane & Sidewalks	6th	287	0.1	Alton

	Project	Recommended Facility	Road(s)	Feet	Miles	Jurisdiction
20	Central Avenue	Bike Lane & Sidewalks	Central	6,721	1.3	Alton
		Bike Lane & Sidewalks	Central	2,348	0.4	Alton
21	Midtown Bike Lanes	Bike Lane & Sidewalks	Main	6,198	1.2	Alton
		Bike Lane & Sidewalks	Edwards	792	0.1	Alton
22	Belle Street Trail	Multi-use Path	Belle	5,486	1.0	Alton
23	Downtown Pedestrian Shopping & Dinning	Shared Street	Belle	320	0.1	Alton
		Shared Street	4th	1,152	0.2	Alton
		Shared Street	3rd	562	0.1	Alton
24	Christian Hills Neighborhood Greenway	Neighborhood Greenway	Bluff - Lohr - Foulds - Angle - Belleview - Summit - Mill - 4th	4,601	0.9	Alton
25	Downtown Neighborhood Greenways	Neighborhood Greenway	Union	2,578	0.5	Alton
		Neighborhood Greenway	3rd	3,072	0.6	Alton
		Neighborhood Greenway	4th	813	0.2	Alton
		Neighborhood Greenway	5th	6,269	1.2	Alton
		Neighborhood Greenway	6th	2,045	0.4	Alton
		Neighborhood Greenway	Langdon	1,284	0.2	Alton
		Neighborhood Greenway	Vine	2,148	0.4	Alton
		Neighborhood Greenway	Plum	388	0.1	Alton
		Neighborhood Greenway	Walker	729	0.1	Alton
26	Alby Street	Bike Lane & Sidewalks	Alby	12,054	2.3	Alton
27	Alton Mall & Retail Area Multi-use Paths	Multi-use Path	Alton Mall & Surrounding Retail Areas	18,811	3.6	Multiple
28	Transit Station - Broadway Connector	Two-way Cycle Track & Sidewalks	Market	1,236	0.2	Alton
		Two-way Cycle Track & Sidewalks	6th	367	0.1	Alton
29	Rock Springs Trail	Multi-use Path	Rock Springs Trail (College to Brown)	2,331	0.4	Alton
		Multi-use Path	Rock Springs Trail (Riley to College)	4,685	0.9	Alton
		Multi-use Path	Rock Springs Trail (Brown to Broadway)	3,988	0.8	Alton
		Multi-use Path	5th (Connection to Rock Springs Trail)	497	0.1	Alton
30	Ninth Street Bike Lane	Bike Lane & Sidewalks	9th	2,945	0.6	Alton
		Bike Lane & Sidewalks	9th-Liberty	3,933	0.7	Alton

	Project	Recommended Facility	Road(s)	Feet	Miles	Jurisdiction
31	Clark Bridge	Short-term: re-paint lanes and lane markings, keep clear of debris	Clark Bridge	9,767	1.8	IDOT
		Long-term: Multi-use Path (two-way path on one side with barrier)	Clark Bridge	9,767	1.8	IDOT
32	McInerney Street Connection to Vadalabene Trail	Multi-use Path	McInerney	3,704	0.7	Alton
		Multi-use Path	Grand	721	0.1	Alton
		Multi-use Path	Olin Park	602	0.1	Alton
		Neighborhood Greenway	Grand	1,369	0.3	Alton
33	State to MLK Connection	Bike Lane & Sidewalks	Madison	2,097	0.4	
		Bike Lane & Sidewalks	20th	2,917	0.6	
34	Homer Adams to College Connection	Multi-use Path	Bloomer	3,263	0.6	Alton
		Neighborhood Greenway	Ridge-Crest	2,334	0.4	Alton
35	Train Station to Rock Springs Park	Multi-use Path	Train Station to Rock Springs Park	3,469	0.7	Multiple
36	Amtrak Rail to Trail	Multi-use Path	Rail-with-Trail	7,666	1.5	Multiple
37	Broadway to Hillcrest	Bike Lane & Sidewalks	Miami	1,157	0.2	Alton
		Bike Lane & Sidewalks	Olmstead	1,138	0.2	Alton

What to Focus on First

Short Term

- Appoint a Bicycle and Pedestrian Committee to assist with implementation. Implementation of this plan will only be possible through collaboration.
- Adopt a Complete Streets Ordinance.
- Begin working with IDOT to improve intersection crossings along major roads, particularly Homer Adams Parkway, College, and Piasa.
- Identify any right-of-way that might be needed to implement the recommended facilities.
- Create timeline for making sidewalk repairs and connecting sidewalk gaps during street resurfacing, repair, utility work, or construction.
- Improve crosswalks under Alton's jurisdiction.
- Talk with local legislators about the condition and safety of the Vadalabene Trail. Emphasize the increased benefit the trail could bring to the region, in terms of promoting health, tourism, and boosting the economy, if funding were appropriated to properly maintain, connect, and improve the trail.

On-Going: Apply for grants for right-of-way acquisition, engineering, and construction.

QUICK WINS

{Projects that can be completed quickly to build momentum.}



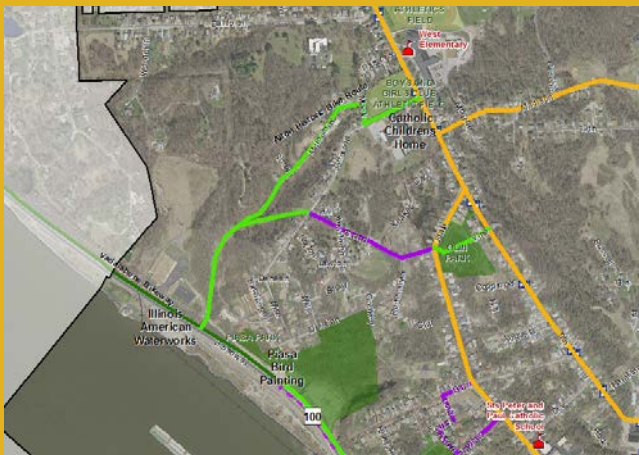
Fill the Gap

Continue efforts to connect the Confluence Trail the bike lanes on Broadway (beginning at State Street) through the Argosy parking lot.



Alton Bike Route

Replace signs along existing Bike Route, include arrows when route changes streets and add pavement markings. Create a logo and map for the route. Make available online, at local shops and restaurants, and at the visitors center.



Create Another Access Option

Currently the only trail connection to the Vandalabene Trail is in LaVista Park in Godfrey. Repave McInerney Street as an access trail to the Vandalabene Trail. Sign the route from State Street to create another option for people to access the trail.

Medium and Long Term

- Work with engineers and appropriate jurisdictions to refine planned facilities.
- Apply for grants for right-of-way acquisition and facility implementation.
- Create and implement a streetscape design for Broadway through downtown and College through midtown. Incorporate facilities in this plan and add design elements such as street lighting, branding, crosswalks, traffic calming, parking, plants, and building facades. Apply for East-West Gateway's Great Streets Initiative.
- Secure right-of-way, funding, and engineering design Rock Springs Trail, Rail-with-Trail, and Amtrak Station to Rock Springs Trail.

Potential Funding Sources

Bicycle and pedestrian improvements can be funded through a variety of federal, local, and private sources. Federal funds are well suited for higher cost infrastructure projects, such as sidewalks or shared-use paths. Improvements that involve mainly paint, such as shared lane markings, could be implemented through routine maintenance, set-aside funds, or grouped as one federal funding application. The City of Alton, county, and IDOT should plan for the cost of ongoing maintenance as part of capital improvements planning, as grants for maintenance are rare.

Federal Funding Sources

The current transportation bill, Fixing America's Surface Transportation (FAST) Act, provides federal transportation policy and funding for five years (FY 2016-2020). In addition to funding sources through the FAST Act, there are other federal funding sources which are described in the table below.

	Grant Program	Type	Match Needed	Website:
Regional MPO (East - West Gateway Council of Governments)	Congestion Mitigation & Air Quality (CMAQ)	Engineering Construction Right of way acquisition (ROW)	20%	http://www.fhwa.dot.gov/environment/air_quality/cmaq/ http://www.ewgateway.org/trans/TIP/CMAQ/cmaq.htm
	Surface Transportation Program (STP)	Construction	25%	http://www.ewgateway.org/trans/TIP/STP/stp.htm
	Transportation Alternatives Program (TAP)	Engineering Construction ROW	20% 50%	http://www.ewgateway.org/trans/TIP/TAP/tap.htm
	Great Streets Initiative	Planning	20%	http://www.ewgateway.org/GreatStreets/greatstreets.htm

Illinois Department of Transportation	Illinois Transportation Enhancements Program (ITEP)	Engineering Construction ROW	20%	www.dot.state.il.us/
	Highway Safety Improvement Program (HSIP)	Engineering Construction	10%	www.dot.state.il.us/
	Safe Routes to School (SRTS)	Engineering Construction Encouragement, Enforcement, and Evaluation Programs	20%	www.dot.state.il.us/
	Scenic Byways	Engineering Construction ROW	20%	www.dot.state.il.us/
	Injury Prevention Program	Education Only		www.dot.state.il.us/
	Grade Crossing Protection	Engineering Construction ROW	15% - 40%	www.dot.state.il.us/
IDNR	Bike Path Grant Program	Acquisition & Construction		dnr.state.il.us/
	Open Space Lands Acquisition & Development (OSLAD)	Acquisition & Construction	min. 51%	dnr.state.il.us/
	Recreational Trails Program	Acquisition & Construction	20%	dnr.state.il.us/
Metro East Park & Recreation District	Park & Trail Grant	Acquisition Construction	60%	meprd.org/PDFs/MEPRD-FY18-Park-and-Trail-Grant-Program.pdf
	Event Sponsorship	Events	75%	meprd.org/PDFs/MEPRD-FY18-Event-Sponsorship-Grant-Program.pdf
Madison County	Park Enhancement Program	Acquisition Construction		www.co.madison.il.us
	Sustainability Grant	Planning Construction Programs		www.co.madison.il.us
Illinois Dept. of Commerce	Tourism Attraction Development Grant (TAP)	Construction	min. 51%	www.commerce.state.il.us/
	Community Development Assistance Program	Construction		www.commerce.state.il.us/
National Park Service	Land & Water Conservation Fund (LWCF)	Construction	min. 51%	www.nps.gov/ subjects/lwcf
	Preserve America Grant	Construction		www.nps.gov/preservation-grants/PreserveAmerica/

USDOT	Transportation Investment Generating Economic Recovery (TIGER)	Planning Construction	20%	www.transportation.gov/ tiger
Private Foundations	People for Bikes Community Grants	Construction & Programs	min. 51%	www.peopleforbikes.org/
	Robert Wood Johnson Foundation	Various Grants		www.rwjf.org/en/how-we-work/grants-and-grant-programs.html
	American Hiking Society's National Trails Fund			www.americanhiking.org/ national-trails-fund/
	Walmart Foundation	\$250 - 2,500 through local stores		http://giving.walmart.com/ foundation

Please Note: The grant sources administered by the Illinois Department of Transportation are now part of a single supply of funding that IDOT can participate/allocate on an optional basis due to the federal transportation bill MAP-21. Availability will be determined annually by the state. All grants, regardless of source, can fluctuate from year-to-year based on annual budgets and fund availability. This list is current as of July 2018.

Local Funding Source Ideas

Many grants require local match. It is important to consider sources of match before applying for grant funding. The following are some ideas other cities are using throughout the region:

Capital Improvement Budget Set-Aside: The City of Alton could make a policy decision to set-aside a percentage of capital improvement budgets to fund bicycle and pedestrian projects. These projects could be incorporated into scheduled road work to be stand alone projects. These funds can be leveraged as local match to secure federal funds.

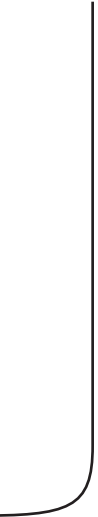
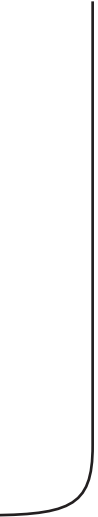
Partnerships:

One of the strongest funding and implementation strategies for the Bike and Pedestrian Plan is by working with the many great organizations in the City that are working to improve quality of life for residents. They will be vital in raising matching funds, bringing awareness to the plan, organizing volunteers and community events, and so much more. These organizations could adopt this plan as their own and work together with the City towards implementation.

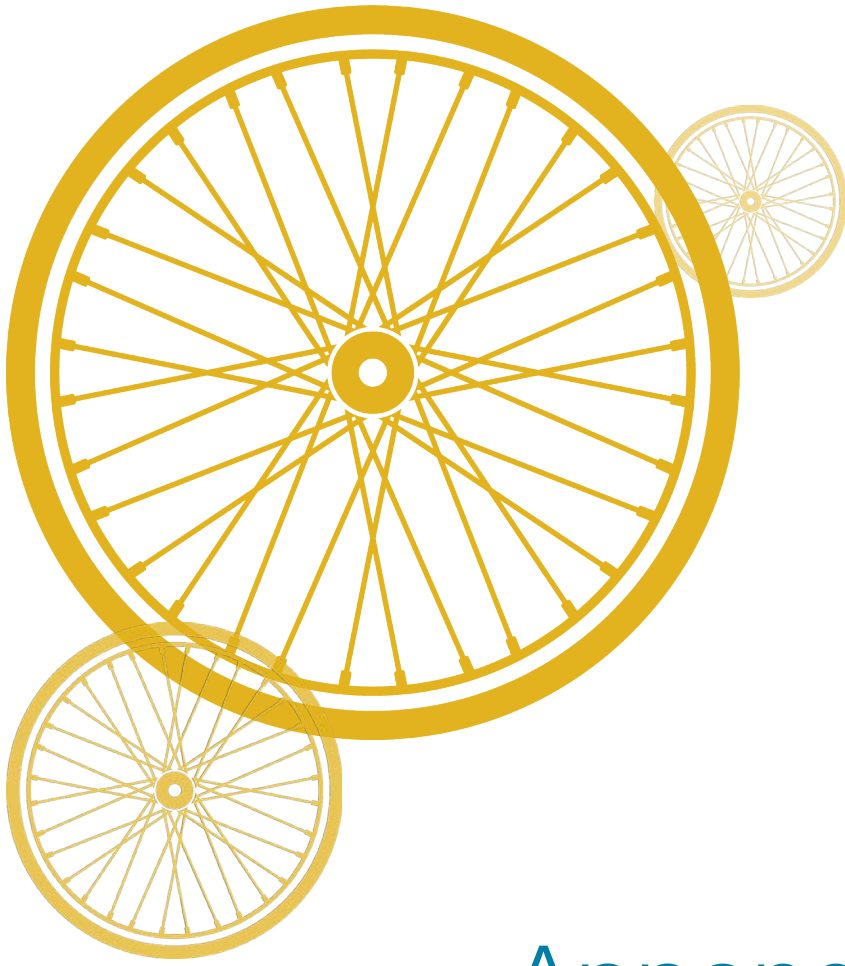
Forming a Bicycle and Pedestrian Advisory Committee that meets at least quarterly, with Representatives from the different organizations along with the City will keep the plan moving forward and make sure everyone is working towards the same goals. Some of these organizations include:

- Alton Convention and Visitors Bureau
- Alton Main Street
- Alton School District
- Great Rivers Land Trust
- Lewis and Clark College
- Madison County Transit

- North Alton - Godfrey Business Council
- Principia College
- Rotary Clubs
- Sierra Club - Piasa Pallisades Group
- Upper Alton Business Council



Page intentionally left blank



Appendix

All related documents are included on the attached CD along with electronic copies of this plan, map images and plan map data. Please reference this material for all future planning and implementation efforts.



HEARTLANDS

C O N S E R V A N C Y

Investing In The Nature Of Southwestern Illinois

Our Mission is to conserve, connect and restore the diverse natural and cultural resources that sustain the communities of Southwestern Illinois



We envision a future for southwestern Illinois where people, wildlife, and natural habitats thrive together because the community - private citizens, businesses, nonprofit organizations, and governments - has invested in the conservation of our natural places and resources.

406 East Main Street
Mascoutah, Illinois 62258
www.HeartLandsConservancy.org