

BICYCLE AND PEDESTRIAN MASTER PLAN



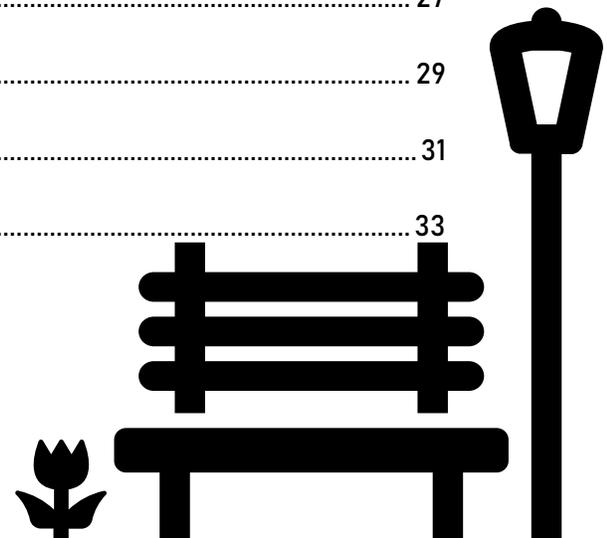
THE CITY OF VENICE



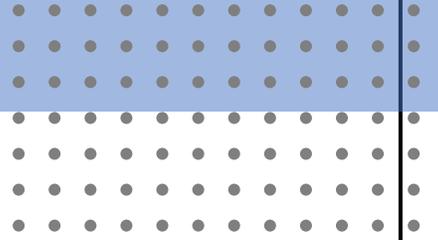
2
0
2
4

TABLE OF CONTENTS

	Page
1 INTRODUCTION EXECUTIVE SUMMARY	1
1.1 City Transition Planning.....	4
1.2 Planning Goals	5
1.3 Plan Objectives.....	6
1.4 Planning Documents	7
2 EXISTING FACILITY NETWORK	8
2.1A MCT Confluence Trail.....	8
2.1B MCT Confluence Trail Extension within Venice, Madison, & Granite City, Illinois.....	8
2.1C Chouteau Island Nature Trail.....	9
2.1D Old Chain of Rocks Bridge & Park.....	9
2.1E McKinley Bridge over the Mississippi.....	9
2.2 Currently Planned Facility Upgrades	11
2.2A Proposed Bicycle Routes	12
3 COMMUNITY POINTS OF INTEREST	13
3.1 Madison County Transit District Interconnections.....	17
3.2 Retail Centers within the Corporate Boundary.....	19
3.3 Venice School District Educational Facilities	20
4 EVALUATION CRITERIA	21
4.1 Evaluation Matrix.....	22
4.2 Evaluation Results	25
5 SOCIAL MEDIA SURVEY RESULTS	26
6 SURVEY SUMMARY	27
7 FUTURE PLANS AND RECOMMENDATIONS	29
8 POTENTIAL FUNDING SOURCES	31
9 ACKNOWLEDGEMENTS	33



FIGURES



1 MCT Trail Map.....Page 18

2 Evaluation Matrix of Potential Projects.....Page 25



APPENDICES

APPENDIX A - BICYCLE & PEDESTRIAN MASTER PLAN MAP

- A. Broadway Avenue from Market Street to Klein Avenue (Connects to routes on Madison Bike Plan)
- B. Klein Avenue from Broadway Avenue to Bissell Street (Connects to routes on Madison Bike Plan)
- C. Filmore Avenue / 7th Street
- D. Brown Street from Broadway Avenue to Klein Avenue
- E. Meredocia Avenue from Bissell Street to Rogan Street (Connections to routes on Madison Bike Plan)
- F. MCT Confluence Connector Crossing Railroad Corridor and IL State Route 3 – (Connection to existing MCT Confluence Trail)

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

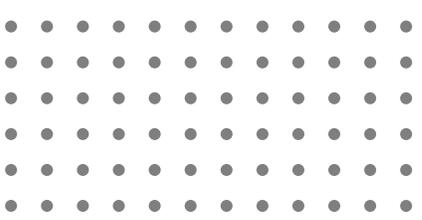
- A. Broadway Avenue from Market Street to Klein Avenue (Connects to routes on Madison Bike Plan)
- F. MCT Confluence Connector Crossing Railroad Corridor and IL State Route 3 – (Connection to existing MCT Confluence Trail)
- B. Klein Avenue from Broadway Avenue to Bissell Street (Connects to routes on Madison Bike Plan)
- E. Meredocia Avenue from Bissell Street to Rogan Street (Connections to routes on Madison Bike Plan)
- D. Brown Street from Broadway Avenue to Klein Avenue
- C. Filmore Avenue / 7th Street

APPENDIX C - SURVEY RESULTS

APPENDIX D - 2024 BICYCLE & PEDESTRIAN MASTER PLAN SEGMENT MAP

APPENDIX E - CITY OF VENICE RESOLUTION





The city of Venice, Illinois “Bicycle and Pedestrian Master Plan” is a planning document which will help guide the city’s efforts going forward to create more of a “Bedroom” community feel. The city is going through a transition from early industrial support style housing to more of a bedroom type housing stock with addition of amenities to support the bedroom style of living. The city of Venice is experiencing a new interest in development opportunities along the Madison Avenue (old US Route 66) alignment. This new development interest includes a new educational Campus along with proposed retail stores and enhancements to existing facilities.

The city of Venice was founded in 1841 as a support community for industry in the surrounding communities. Based on the 2020 census, the city of Venice has a population of 1,494 people. The city of Venice is located approximated 5 miles northeast of downtown St. Louis, Missouri in Madison County, Illinois. The proximity of Venice to St. Louis has proven to be a tremendous asset to industry as well as supporting workforce investments.

Venice is uniquely located with an interstate transportation system which transects across the corporate boundary. Several interstate highways exist in the vicinity, including I-270, I-255, I-64, and I-55/I-70. This immediate access to the major highways along with an abundant supply of available land has spearheaded the recent development of industrial parks fronting along the Interstate Highway System. In addition to the Interstate Highway Network, the city is also served by major railroad carriers which transect the community. While the Interstate Highway System and major Class 1 Railroad Carriers are an economic plus for the community, it also makes it difficult, but not impossible, to develop a coordinated bicycle and pedestrian trail system.



Madison County Transit (MCT) along with the Metro East Parks and Recreation District (MEPRD) have installed various bicycle trails which connect the city of Venice with their trail facilities located throughout Madison County, Illinois. In addition to the existing trail system, the city has various parks and recreational centers within the community, which allow the general public the opportunity to socially interact with other residents. Lee Park, for example, has gone through numerous revitalizations over the years to meet the needs of the children and senior citizens within the community. The children have been a priority for the city administration in providing assistance to the recreational centers and outdoor activities. United Way, along with The Illinois Department of Commerce Economic Opportunity (DCEO) and Madison County Community Development (MCCD), have provided a mechanism for not for profit groups to assist the city in their enhancement goals.

From a tourism point of view, the city has established itself as a destination for individuals traveling the old US Route 66 route within the St. Louis metropolitan area. The Old McKinley Bridge is one of the former railroad transportation structures across the Mississippi River to travel between the Illinois and Missouri sides.

As funding becomes available, the city addresses pedestrian access issues with sidewalks that are impacted through the Americans with Disabilities (ADA). The proposed "Bicycle and Pedestrian Master Plan" is intended to assist City Council members in prioritizing the most cost to benefit bikeway segments and more accessibility/connectivity to the existing class 1 trail network.

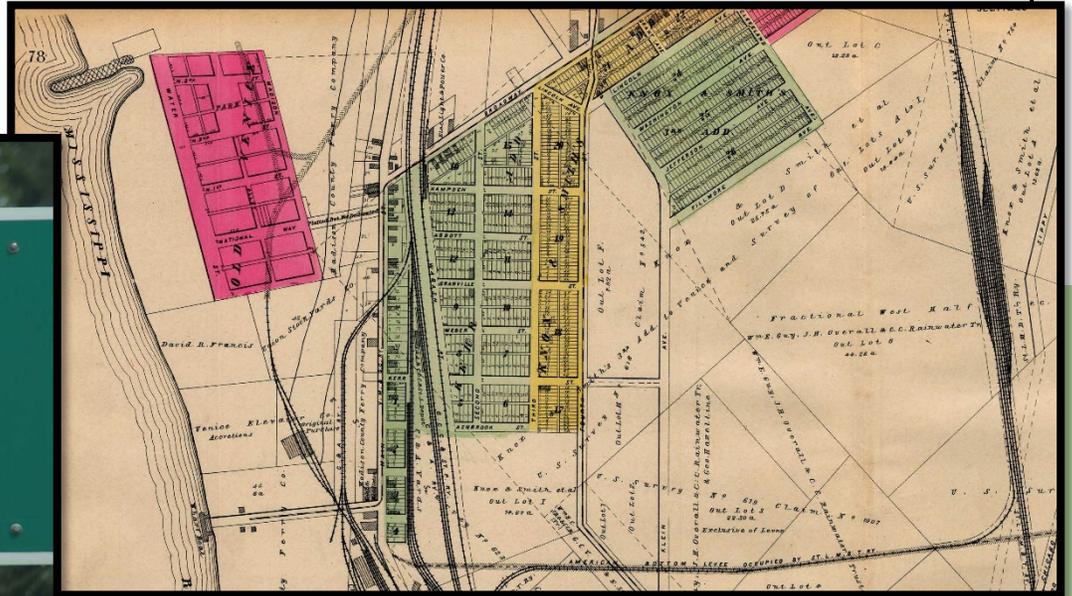
To facilitate this master planning document the city has investigated both on-street as well as off-street trail alignments as well as the associated costs. In addition, a social media survey was conducted to help obtain the public's perspective on both the positive and negative points associated with the existing facilities within the city. These results were shared with the City Council for their information and input. After completing a preliminary investigation into a master planning document as well as various enhancement projects under consideration in the city a "short list" of the potential improvement projects were developed. Upon completion of this "short list" the general public was invited to a presentation to facilitate their opinion and support to the city's master plan.

Utilizing the city's analysis along with the general public's considerations have been used to develop a short term and long-range plan with prioritized projects to assist the City Council in developing bicycle and pedestrian facilities in the



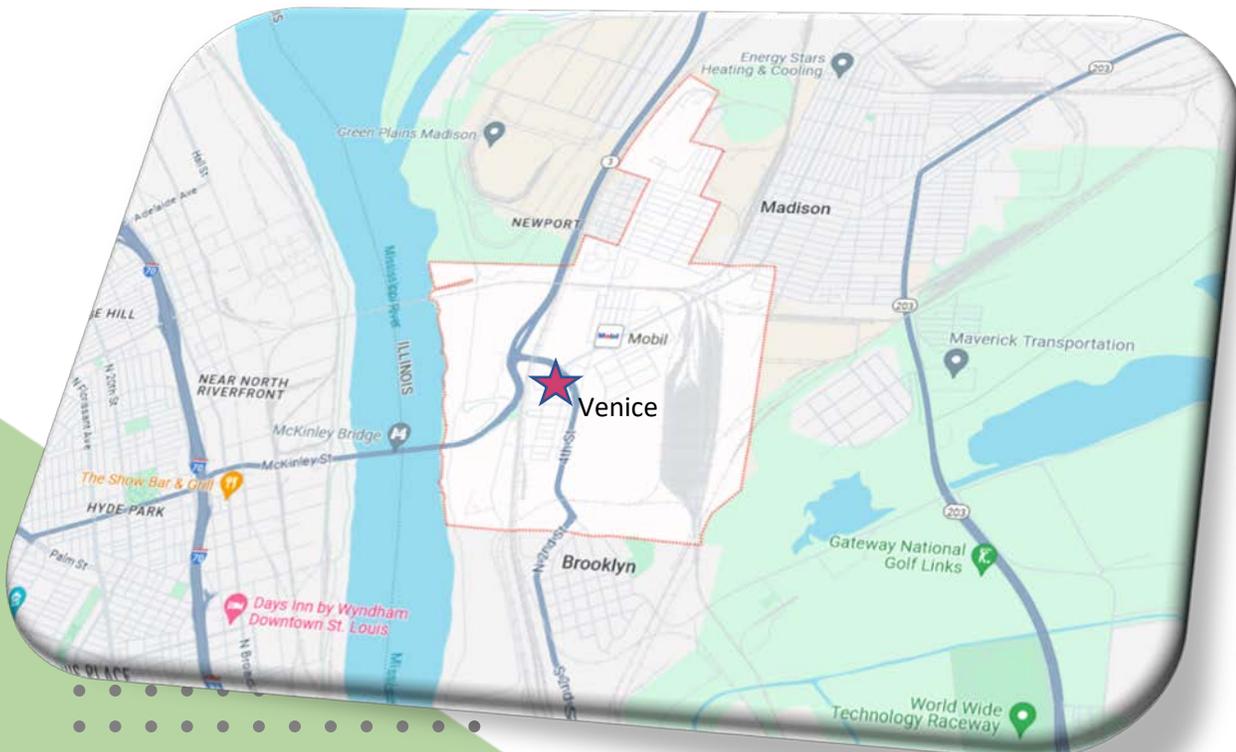
future. This plan will also assist in the solicitation of grant opportunities which may present themselves both at the City-State and federal funding levels.

In addition, as public and private investment occurs within the city corporate boundary off-street bicycle and pedestrian corridors can be enhanced and retained.



1.1 City Transition Planning

The city of Venice is a community with deep roots in industrial style housing stock and former industrial centers that are in transition. During this transition, the focus of the city officials is to develop an atmosphere more targeted to families and civic center's, which provide education and entertainment opportunities to revitalize the city. The goal of the city is to instill the life-long residency approach of years past by creating an atmosphere of community and family. Along with this transitioning the city is aggressively pursuing new businesses to support this transitioned lifestyle.



1.2 Planning Goals

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

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

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

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

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

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

Second, the bicycle enthusiast’s connection from the neighborhoods to the Class 1 bikeways offered by MCT, Trailnet, and MERPD throughout Madison County and the St. Louis metropolitan area.

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

The goal of this plan is to assist in the city and potential stake holders the opportunity to establish this program through the engagement of its civic leaders, residents, and business leaders within the city to enhance the main transportation corridors and residential areas.



1.3 Plan Objectives

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

The objective to be obtained for the bicycle enthusiasts is to provide a connection to the MCT Confluence Trail. This trail allows the bicyclists the opportunity to travel across the Mississippi River on the McKinley Bridge and along the Chain of Rocks Canal and Mississippi River northerly up to Alton, Illinois. Along the way the bicyclists can interconnect with a minimum of 3 Class 1 bikeways which are summarized as follows:

Through this interconnection of the MCT Class 1 bikeways the bicycle enthusiasts can have easy access to the remaining trails created by MCT, MEPRD in Illinois, along with Trailnet and Great Rivers Greenway on the Missouri side of the Mississippi River.

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

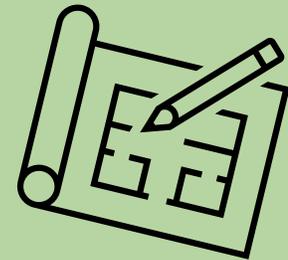
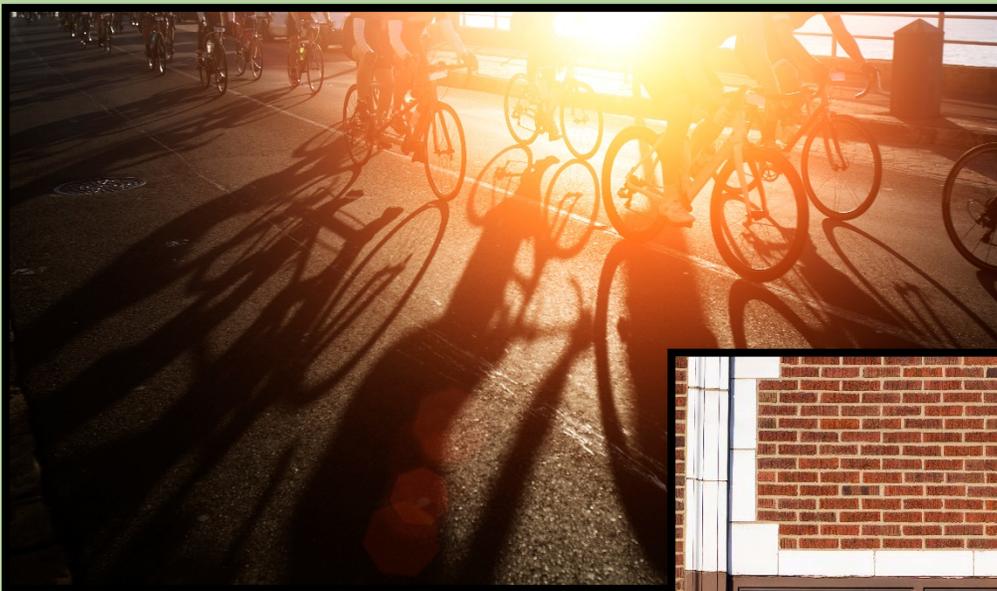
The final objective is to support the development of alternate modes of transportation within the city and surrounding communities.



1.4 Planning Documents

The Bicycle and Pedestrian Master Plan will provide the city of Venice with an updated plan that will have been approved by the City Council and have the backing of the community. Based on their involvement throughout this planning document it ensures the success of the facility plan. The planning document will provide both a short-term plan as well as a long-range plan that can assist the city in completing a smooth transition to a more vibrant revitalized community. This plan will not only improve the lifestyle of those individuals living in the city, but also those individuals utilizing the destinations established within the city of Venice.

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





2



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

2.1A MCT CONFLUENCE TRAIL

MEPRD constructed the 20.5-mile MCT Confluence Trail along an abandoned railroad corridor starting at Russell Commons Park in Alton, Illinois and connecting all the way to McKinley Bridge Roadside Park in Venice, Illinois.



MCT and MEPRD have been instrumental in providing accessibility of the bikeway system to the residents of the city of Venice. They are currently planning a connection between the MCT Confluence Trail and MCT Schoolhouse Trail that is instrumental in the overall integration of bikeway systems within Madison County, Illinois.

2.1B MCT CONFLUENCE TRAIL EXTENSION WITHIN VENICE, MADISON, & GRANITE CITY, ILLINOIS

MCT, in conjunction with MEPRD, constructed a bikeway along the Mississippi River levee system in 2010. The bikeway runs from McKinley Bridge, within the corporate limit of the city of Venice, through the city of Madison, terminating within the city of Granite City at the 20th Street intersection and Illinois State



Route 3. This section of the MCT Confluence Bike Trail extends through America's Central Port District property. This trail allows for bicyclists to connect across the McKinley Bridge in the city of Venice, to the Trailnet Mississippi Greenway Trail which is located along the Missouri side of the Mississippi River between the Chain of Rocks Bridge and downtown St. Louis.

2.1C CHOUTEAU ISLAND NATURE TRAIL

These unique nature hiking trails have recently been sculpted into the Chouteau Island wilderness just below the Old Chain of Rocks Bridge. The Chouteau Island hiking trails are completely constructed of recycled mulch from the woodlands. This eco-friendly practice prevents the disruption of wildlife and preserves the natural beauty of the forest.

The Chain of Rocks Canal Bridge is a major trail connector in the region. It connects the MCT Confluence Trail, Mississippi Greenway Trail, Great River Road Trail, National Millennium Trail, and is also a connector to the Historic Route 66 Trail, all of which parallel the river and/or connects across the Old Chain of Rocks Bridge into Missouri.

2.1D OLD CHAIN OF ROCKS BRIDGE & PARK

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

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

2.1E MCKINLEY BRIDGE OVER THE MISSISSIPPI

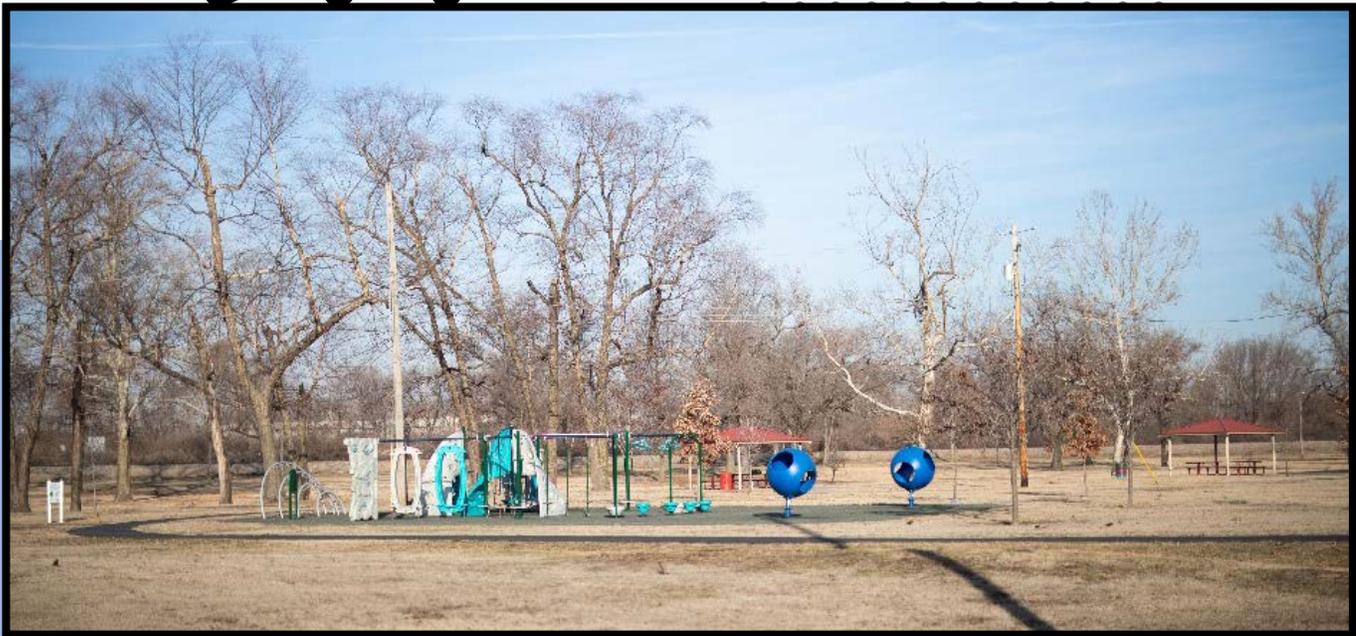
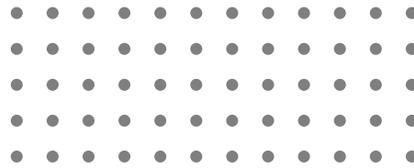
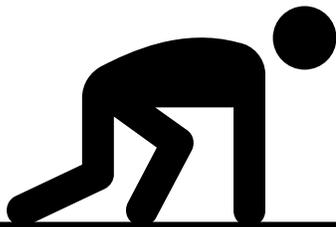
The McKinley Bridge is a steel truss bridge across the Mississippi River that opened in 1910. It connects northern portions of the city of St. Louis, Missouri with Venice, Illinois. The bridge carried both railroad and vehicular traffic



across the Mississippi River for decades. By 1978, the railroad line over the span was closed, and an additional set of lanes was opened for vehicles in the inner roadway. The bridge was taken out of service on October 30, 2001 and was reopened for pedestrian and bicyclists on November 17, 2007. Since December 2007, McKinley has been open to vehicular traffic as well.

The McKinley Bridge was the first alignment of U.S. Route 66 across the Mississippi River and was built by the Illinois Traction System an interurban electric railway which accessed St. Louis via the bridge.

This bridge is also noted to have a set of nesting peregrine falcons, which have taken residency above one of the piers. The peregrine falcon is a large and powerful bird of prey and often reported to be the fastest bird in the world. Bicyclist can observe a true force of nature with the feeding habits of the peregrine falcon along with the seasonal bald eagle presence in the region during certain times of the year.



2.2 Currently Planned Facility Upgrades

The city of Venice has been aggressively working with various agencies to construct new educational and retail centers within the community for example, Community School District No. 3 has secured funding to construct a new school campus along Broadway Avenue at 7th Street. This project is slated to break ground in the summer of 2024.

In addition, the Capitol Development Board has initiated a retail center improvement project to be located at 300 Broadway Avenue which will have a gas station/convenience store along with a grocery store and new post office building.

These are just a couple of examples of how the city of Venice has been working with the state of Illinois in securing available funding objectives associated with a designated disadvantaged community.



2.2A

Proposed Bicycle Routes

Route A Broadway Avenue

This route would connect to the city of Madison proposed bicycle facility planned at the intersection of Market and State Street intersection across the Broadway overpass facility over the Terminal Railyard complex, along Madison Avenue to the intersection of Klein Street and Madison Avenue. This route will also help facilitate the new school complex proposed at the 7th Street and Madison Avenue facility. This bicycle route will also connect to the city of Venice Lee Park recreational complex.

Route B Klein Avenue

This route would carry bicyclists from Lee Park along Klein Avenue up to the city of Madison facility along Bissell Street. This route would assist bicyclists with the opportunity to connect to the MCT Confluence bike trail within America's Central Port as well as serve the residents of the Meachum Crossing Madison County housing development.

Route C Fillmore Avenue & 7th Street

This is an interconnection bikeway connecting the subdivisions along the southerly side of Madison Avenue to the Madison Avenue Route A facility. This bikeway will travel along Klein Avenue to Fillmore Avenue to 7th Street.

Route D Brown Street

This is an interconnection bikeway system connecting the Klein Street bikeway to the Madison Avenue bikeway along Brown Street.

Route E Merodocia Avenue

This is an interconnection bikeway system along Merodocia Avenue from Bissell Street to the industrial complexes at the vicinity of College Avenue (Spectrulite light consortium complex)

Route F MCT Confluence Connector

This route is an interconnection bikeway system along Main Street to Kerr Street to 3rd Street to Madison Avenue Route A described above. In addition, this route would connect to the Trail Net facility across the McKinley Bridge structure.





The city of Venice has several locations which are of interest to historians as well as the general public.

- McKinley Bridge
- Lee Park
- Steel Tribute Park
- Library/Municipal Building Complex
- Proposed 7th Street School Complex
- Illinois Terminal Railroad Yard

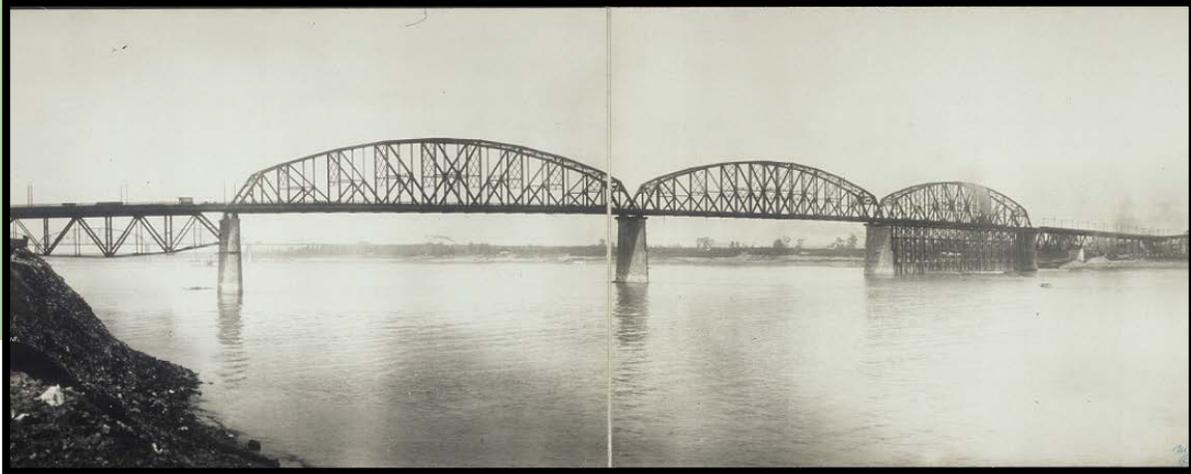


MCKINLEY BRIDGE

The McKinley Bridge is a steel truss bridge across the Mississippi River. It connects northern portions of the city of St. Louis, Missouri with Venice, Illinois. It opened in 1910 and was taken out of service on October 30, 2001. The bridge was reopened for pedestrian and bicyclists on November 17, 2007 with a grand re-opening celebration. Since December 2007, McKinley has been open to vehicular traffic as well. It is accessible from Illinois Route 3 in Illinois and from the intersection of Salisbury and North 9th Street in the city of St. Louis. The bridge carried both railroad and vehicular traffic across the Mississippi River for decades. By 1978, the railroad line over the span was closed.



The McKinley Bridge was the first alignment of U.S. Route 66 across the Mississippi. It is commonly assumed that the bridge was named for President William McKinley, but in reality, it was named for the builder, William B. McKinley, chief executive of the Illinois Traction System interurban electric railway, which accessed St. Louis via the bridge.



The city of Venice's park district facilities serve as major destination points within the city. These points are located throughout the city corporate boundary and provide synergy points for this Bicycle and Pedestrian Master Planning Documents. The Venice Park District is a separate taxing district and has an excellent relationship in working with the city. The Venice Park District continues to expand the amenities, which in turn assists in improving the quality of life within the city.

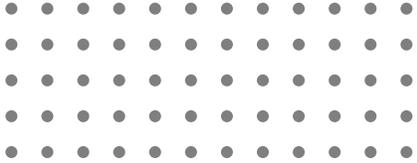
LEE PARK LOCATED BEHIND THE MUNICIPAL BUILDING OF THE CITY

Lee Park includes a large children's playground with walking trails, two pavilions and a restroom facility.

STEEL TRIBUTE PARK LOCATED NEAR THE APPROACH TO THE MCKINLEY BRIDGE

Site Amenities: Connected to the Regional Trail System, pavilion(s), Steel Tribute. This statue was constructed as a symbol of the Tri City community and their support for the steel industry. This sculpture was commissioned and constructed by volunteers within the community as a way of welcoming tourists and commuters to the state of Illinois as they cross the Mississippi River from Missouri.





LIBRARY/MUNICIPAL BUILDING COMPLEX

The city of Venice was platted as a Municipal City in 1841. The Council Chambers are located on the second floor of the municipal building which also houses the Venice police and fire departments. This facility is located at the corner of Klein and Madison Avenue.

PROPOSED 7th STREET SCHOOL COMPLEX

A proposed revitalization is underway in the city of Venice which shall include the following:

Venice CUSD #3 was awarded \$26 million in funding, provided by the Capital Development Board through an emergency school construction grant.



The school district has until 2027 to complete construction of the new elementary school. The plan is to build where the old Venice High School was located at 700 Broadway in Venice.

The historic **Rebuild Illinois (RBI) Downtowns and Main Streets Capital** program represents the largest-ever RBI investment focused on community revitalization. In addition to these grant opportunities the city of Venice will be eligible to receive a portion of The Illinois State legislature approved a plan to spend \$20 million dollars to help small local grocery stores stay open and to help new co-ops or municipal governments open grocery stores. Township of Venice could launch its own municipal-owned grocery store with funding from the state.

Illinois Route 66 travelled through the Main Street of Venice to the McKinley Bridge described above.

ILLINOIS TERMINAL RAILROAD YARD

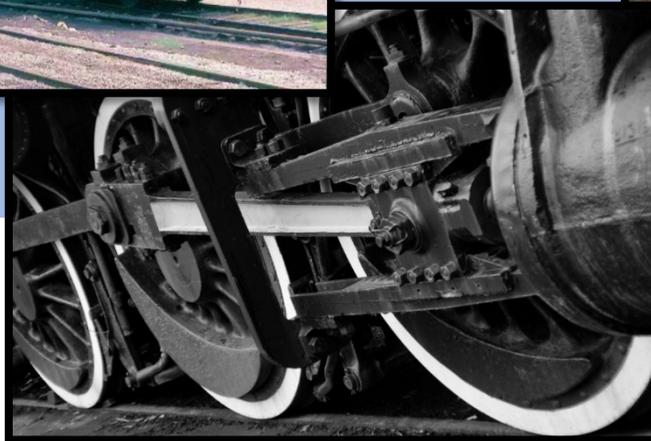
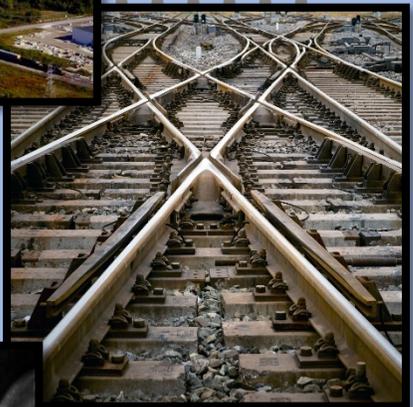
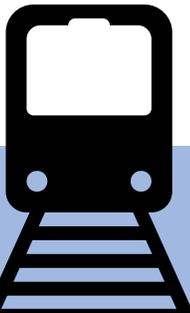
Railroad enthusiast have a tremendous opportunity to see and visit a true American Icon in the Terminal Railroad Authority. The Terminal Railroad owns and operates the Merchants Bridge, the MacArthur Bridge, a rail switching facility in Madison, Illinois, and several key railroad routes in St. Louis, Missouri, and Madison and St. Clair counties in Illinois. The company's rail switching yard



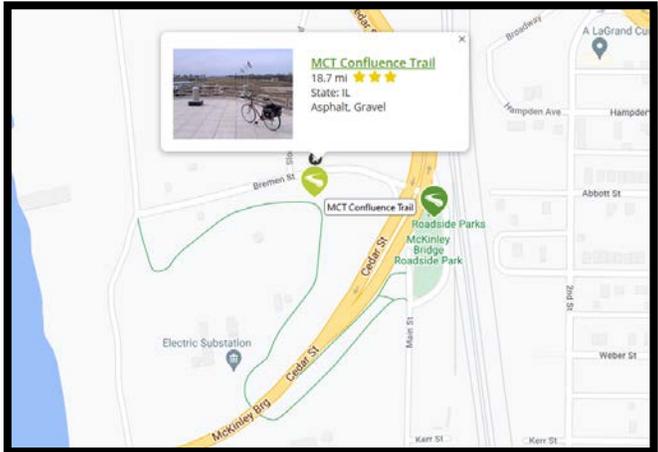
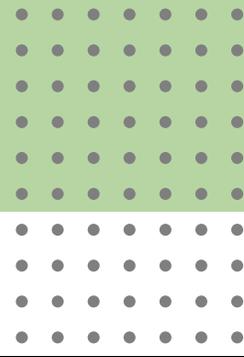
in Madison, Illinois, is the largest such facility in the region and is the heart of the company's operations. Approximately 30,000 cars pass through the company's switching facility on a monthly basis and are re-directed to other destinations. The switching yard consists of eighty in-bound, out-bound, and holding tracks with a capacity of 2,200 cars at any one time. The company operates 30 locomotives to move cars around the yard, deliver cars to local industries, and ready trains for departure.

RECENT CITY OF VENICE SIDEWALK RECONSTRUCTION PROJECTS

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



3.1 Madison County Transit District Interconnections

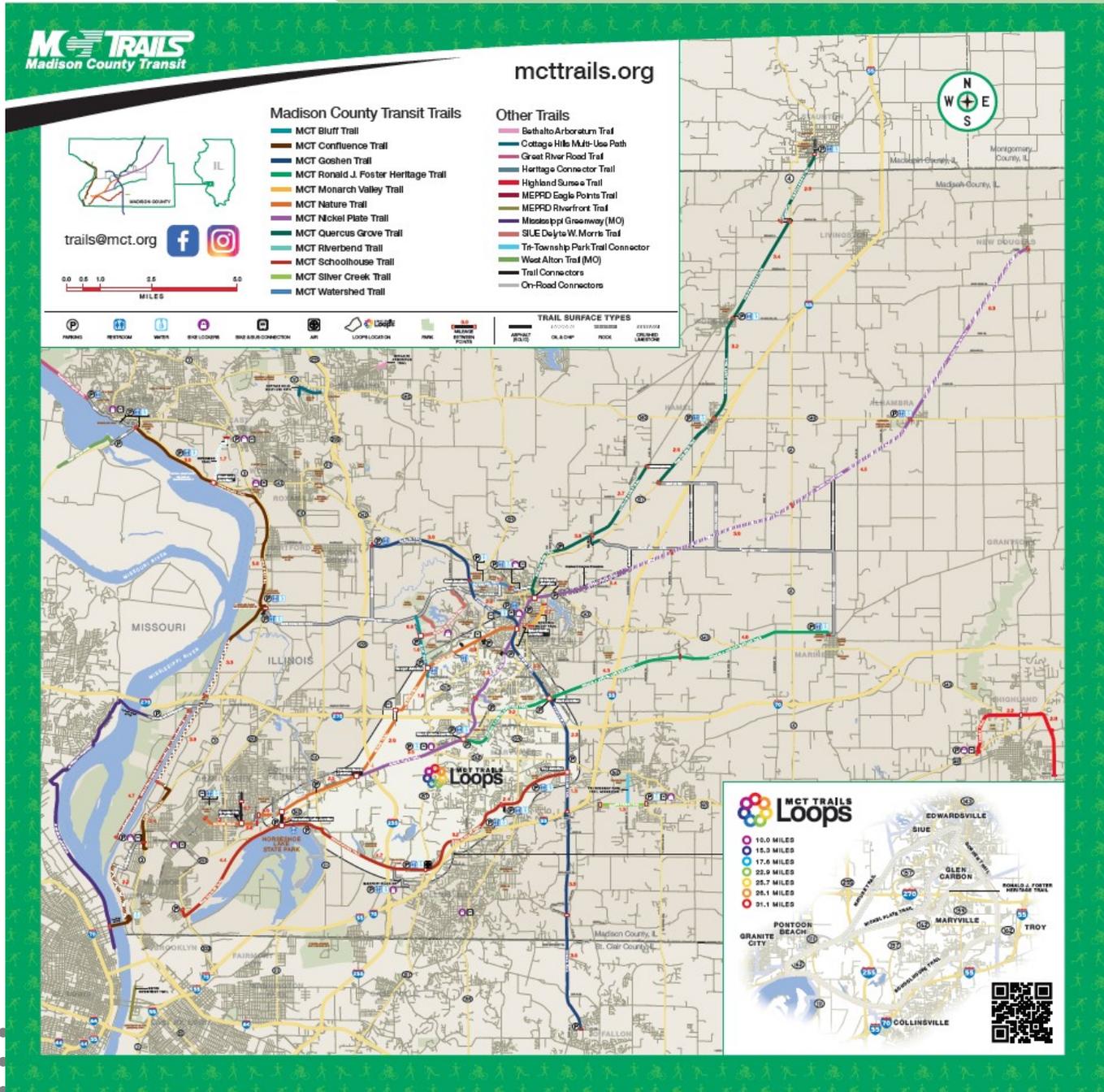


The city of Venice has worked successfully with MCT to provide a bikeway trail system that incorporates a network of Class 1 Trails throughout Madison County. MCT has been highly successful over the years in acquiring abandoned railroad corridors that span more than 135 miles within twenty separate communities. The MCT Trail System forms one of the most extensive and interconnected trail networks in the county. This system of trails is instrumental in the development of destination points of interest to bicycle enthusiasts of all ages and skill sets. (Refer to Figure 1 – MCT Trail Map on Page 18)



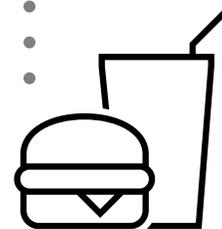
MCT TRAIL MAP

Figure 1

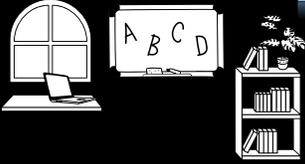


3.2 Retail Centers within the Corporate Boundary

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



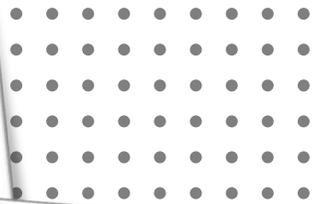
3.3 Venice School District Educational Facilities

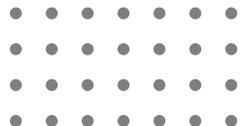


The city of Venice is served by the following Educational Facilities:

The city of Venice Community School District No. 3 (CUSD No. 3) operates one school from Pre-K through 6th Grade. The school was located at 300 South 4th Street, but was condemned in 2021 and held the elementary school in a temporary location at the Melvin Price Depot. The school district secured a 26-million-dollar emergency grant in July 2022 for the construction of a new elementary school at 700 Broadway Avenue where the old Venice High School was located. This project is estimated to be completed prior to 2027. The Venice School District Mission Statement is the following:

“Enable Every Child to Succeed”

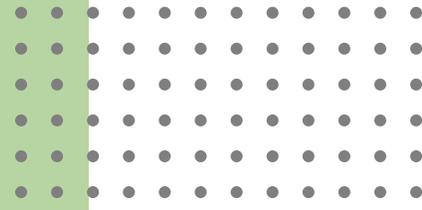




4

Evaluation

Criteria



4.1 Evaluation Matrix

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

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



(See Figure 2 on Page 25)

Connection To Existing MCT / MEPRD Bike Trail Network and Destination Points

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

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

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



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

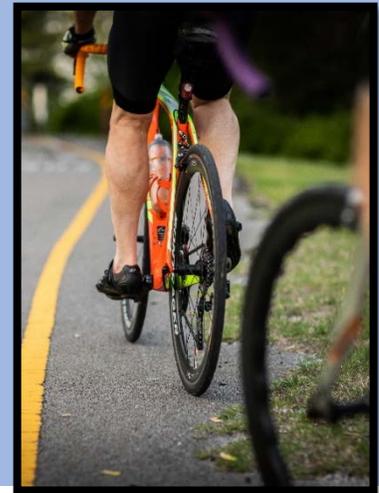


Safety Concerns

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

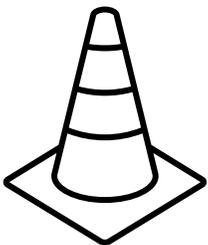
These types of situations create different levels of safety concerns. In this regard the evaluation matrix will use the following considerations:

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



Constructability

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



- Permanent right-of-way to be acquired
- Temporary construction easements to be acquired
- Potential environmental considerations, wetlands, flood zone
- Average daily traffic considerations
- Opinion of probable construction costs

Sustainability

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

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





Expansion Opportunities

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

Accessibility

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

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



4.2 Evaluation Results

The proposed bike trail segments were evaluated against the developed matrix, as described in section 4.1. Each potential project is scored between 1 and 5 for each of the categories with a maximum point total of 35. A category ranking of 1 is the lowest a potential bike trail segment can be considered and a potential of 5 is the highest a potential bike trail segment can receive. The highest scoring 6 bikeway segments are summarized below.

FIGURE 2

FIGURE 2								
Route	EVALUATION MATRIX OF POTENTIAL PROJECTS	Connection to	Safety	Constructability	Sustainability	Expansion	Accessibility	Total Score
		MCT / MEPRD Bikeway	Concerns			Opportunity		
A	Broadway Avenue	5	4	5	5	5	5	29
B	Klein Avenue	4	4	5	4	5	5	27
F	MCT Confluence Connector	5	4	3	4	5	4	25
D	Brown Street	4	4	4	5	3	4	24
E	Meredocia Avenue	4	3	4	5	3	4	23
C	Filmore Avenue and 7th Street	4	3	4	4	3	3	21



5



A public informational survey was initiated online and presented to the general public as well as bicycle enthusiasts and the Chamber of Commerce. This survey requested the respondents to rank the top 6 bikeway segments from MOST desirable to LEAST desirable.

A total of 27 survey responses were recorded. Responses and comments received from this survey provided City Officials information and direction necessary to develop the Master Bicycle and Facility Plan as presented.

The public was asked to rank the prospective routes in order of importance for improving the quality of life within the city of Venice and surrounding communities. In addition, their reasoning why they ranked the alignments the way they did. The results are listed below:

SURVEY RESULTS						
Ranking	1st	2nd	3rd	4th	5th	6th
Route A - Broadway Avenue	12	7	5	3	0	0
Route B - Klein Avenue	2	8	13	4	0	0
Route C - Filmore Avenue and 7th Street	0	1	0	2	8	16
Route D - Brown Street	1	1	1	9	10	5
Route E - Meredocia Avenue	3	1	4	8	7	4
ROUTE F - MCT Confluence Connector	9	9	4	1	2	2



6

Survey

Summary

Analyzing the results of the survey made it clear that Route A – Broadway Avenue is the most widely preferred route, receiving twelve 1st place and seven 2nd place rankings. Route F was the second most preferred route according to the survey with nine 1st place and nine 2nd places rankings, followed by Route B, Route E, Route D, and lastly Route C.

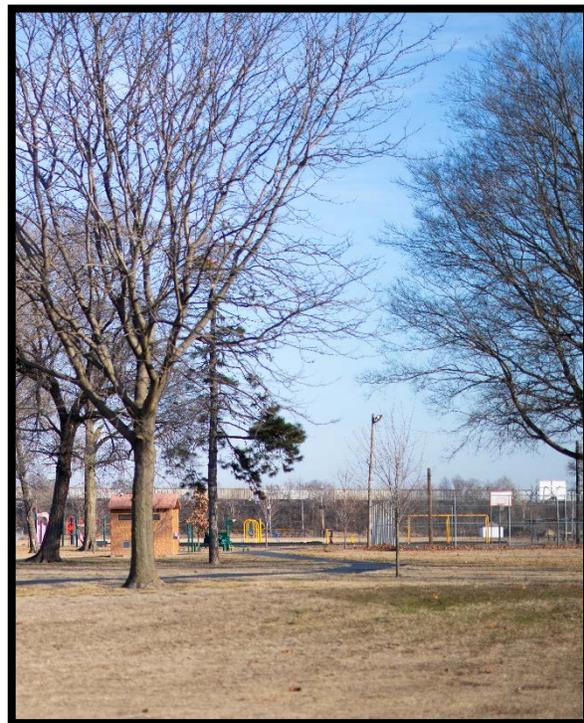
In Summary the following is the overall preferred Route Rankings:

First Route is A – Broadway Avenue • This route would Connect to the city of Madison proposed bicycle facility planned at the Intersection of Market and State Street intersection across the Broadway overpass facility over the Terminal Railyard complex, along Madison Avenue to the intersection of Klein Street and Madison Avenue.

Second Route is F – MCT Confluence Connector • This Route is an interconnection Bikeway system along Main Street to Kerr street to 3rd Street to Madison Avenue Route A.

Third Route is B – Klein Avenue • This route would carry bicyclists from Lee Park (Klein Street Madison Avenue intersection along Klein Street up to the city of Madison facility along Bissell Street.

Fourth Route is E – Meredocia Avenue • This is an interconnection bikeway system along Meredocia Avenue from Bissell Street to the industrial complexes at the vicinity of College Avenue.

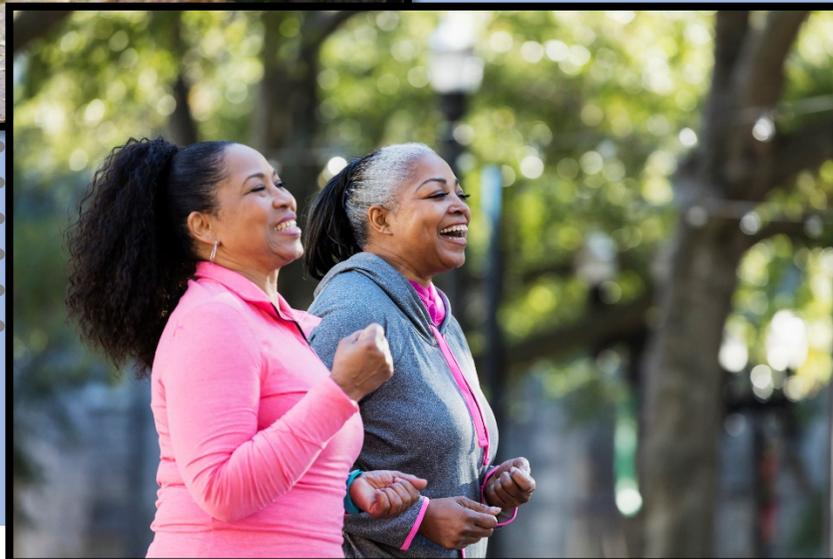
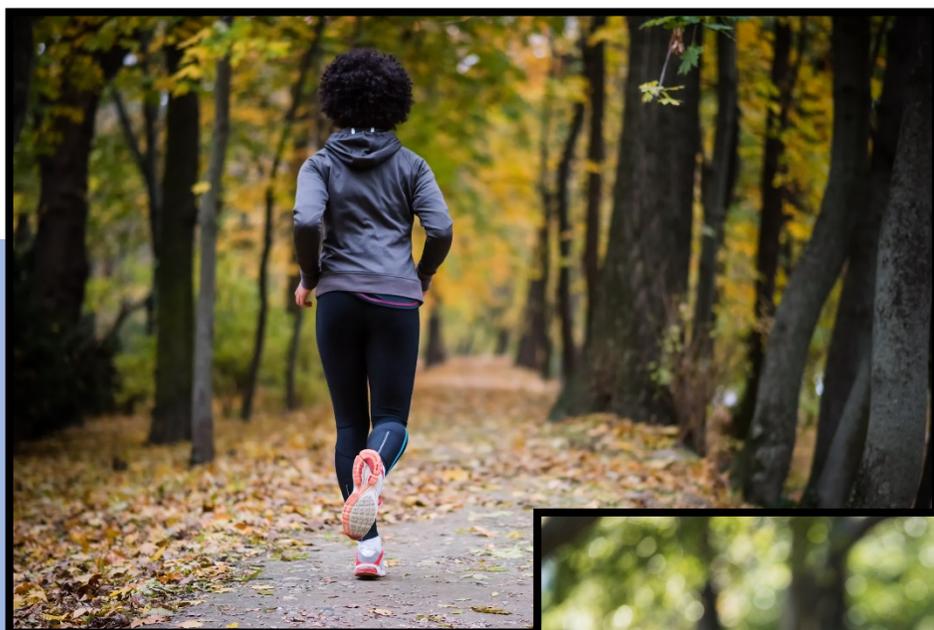




Fifth Route Is D – Brown Street • This is an interconnection bikeway system connecting the Klein Street bikeway to the Madison Avenue bikeway along Brown Street.

Sixth Route Is C – Filmore Avenue and 7th Street • This is an interconnection bikeway connecting the subdivisions along the southerly side of Madison Avenue to the Madison Avenue Route A facility.

When asked to describe how they ranked their preferred alignments, most respondents felt connecting to existing bike paths and other city landmarks should be a priority. Some also said they ranked alignments based on access to other cities and by how it would affect the community through an alternate means of Transportation.



7



Future Plans



and



Recommendations

1. **Broadway Avenue (Market Street to Klein Avenue) on-street**

When the Broadway Avenue bridge structure was originally constructed over the TRRA Madison Rail Yard the average daily traffic between the city of Madison and Venice required a 4-lane facility. Due to the current census between the communities and the volume of traffic using Illinois Route 3 as a by-pass the need for a 4 lane facility is no longer warranted. Based on this reduce volume of traffic it is proposed that the current traffic across the structure be limited to two way traffic by dedicating the outside lane in each direction to a dedicated bike lane. This will enable the bicyclist's to be allowed to cross the structure safely. In addition, the lane width will allow the bicyclists the opportunity to stop on the structure to observe the iconic mode of transportation through the Madison TRRA railyard. This bicycle route will also allow the people traveling the original Route 66 route to enjoy a safe dedicated bikeway facility.

2. **Klein Avenue (Broadway Avenue to Bissell Street) off-street**

Dedicating a bikeway along Klein Avenue from Madison Avenue to Bissell Street will allow for a safe passage from the city of Venice to the city of Madison and to

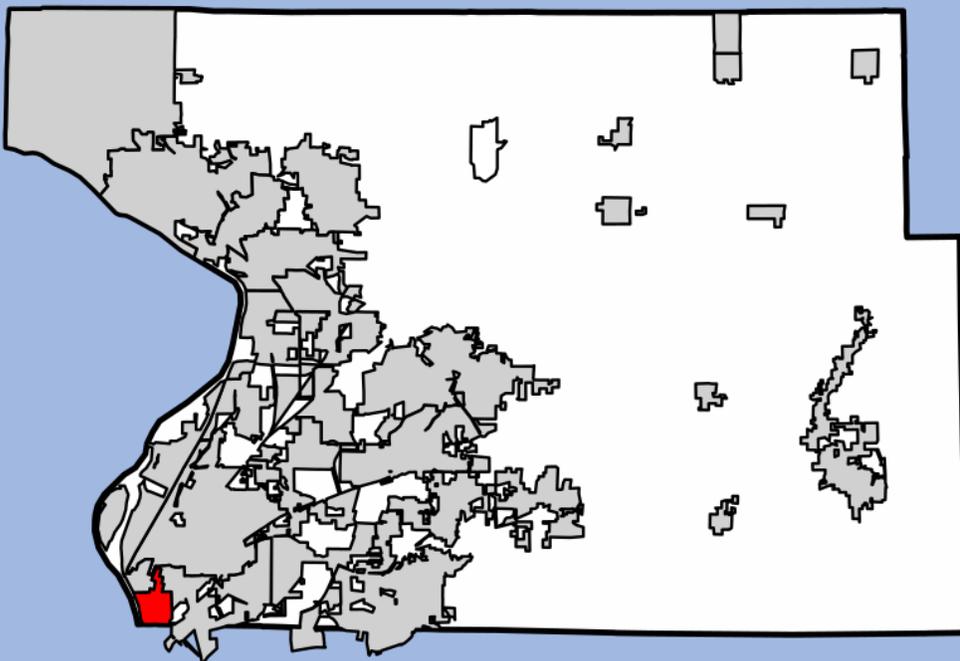


America's Central Port and the MCT Confluence Bike Trail. This will also facilitate interconnections within the city of Venice to occur which will give the residents an opportunity to have an alternative mode of transportation as well as interaction with landmarks and facilities within the city.

3. MCT Confluence Connector (Across Railroad Corridor and IL Route 3)

An overpass facility along the Southern boundary of the city of Venice will also allow bicycle enthusiasts the opportunity to interconnect with both the McKinley Bridge structure as well as the MCT Confluence Bike Trail.

This Overpass facility will also provide a means for bicyclist to travel through the city of Venice from the northern to southern boundary without being restricted from train traffic which surrounds the community. This has long proven to be an impediment, however, now can be considered an enhancement to the lifestyle within the city of Venice.





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

A. Locally Funded Improvement Projects

The city of Venice has been designated as disadvantaged community through the state of Illinois, which allows the city to be considered for various DCEO and other governmental grant funding opportunities that may become available.

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

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

In addition to the city general fund, they also have the ability to use their Motor Fuel Tax account which is administered through the Illinois Department of Transportation Bureau of Local Roads and Streets.



B. CMAQ (Congestion Mitigation and Air Quality)

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

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

C. Community Development Block Grant Funding (MCCD)

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

D. ACT Funding Administered Through Madison County Transit

E. Illinois Bicycle Path Grant Program

F. Illinois Transportation Enhancement Program (ITEP)

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

H. Safe Routes to School Program



ACKNOWLEDGEMENTS

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



A Thank you is also extended to the city of Venice City Council for their insight and guidance in adopting the Master Planning Document.

In addition, a special thank you is extended to the residents of the city of Venice who have supported the various ongoing projects within the city to improve the quality of life issues faced within the community from the revitalization program to the establishment of a new community school campus.



THANK YOU

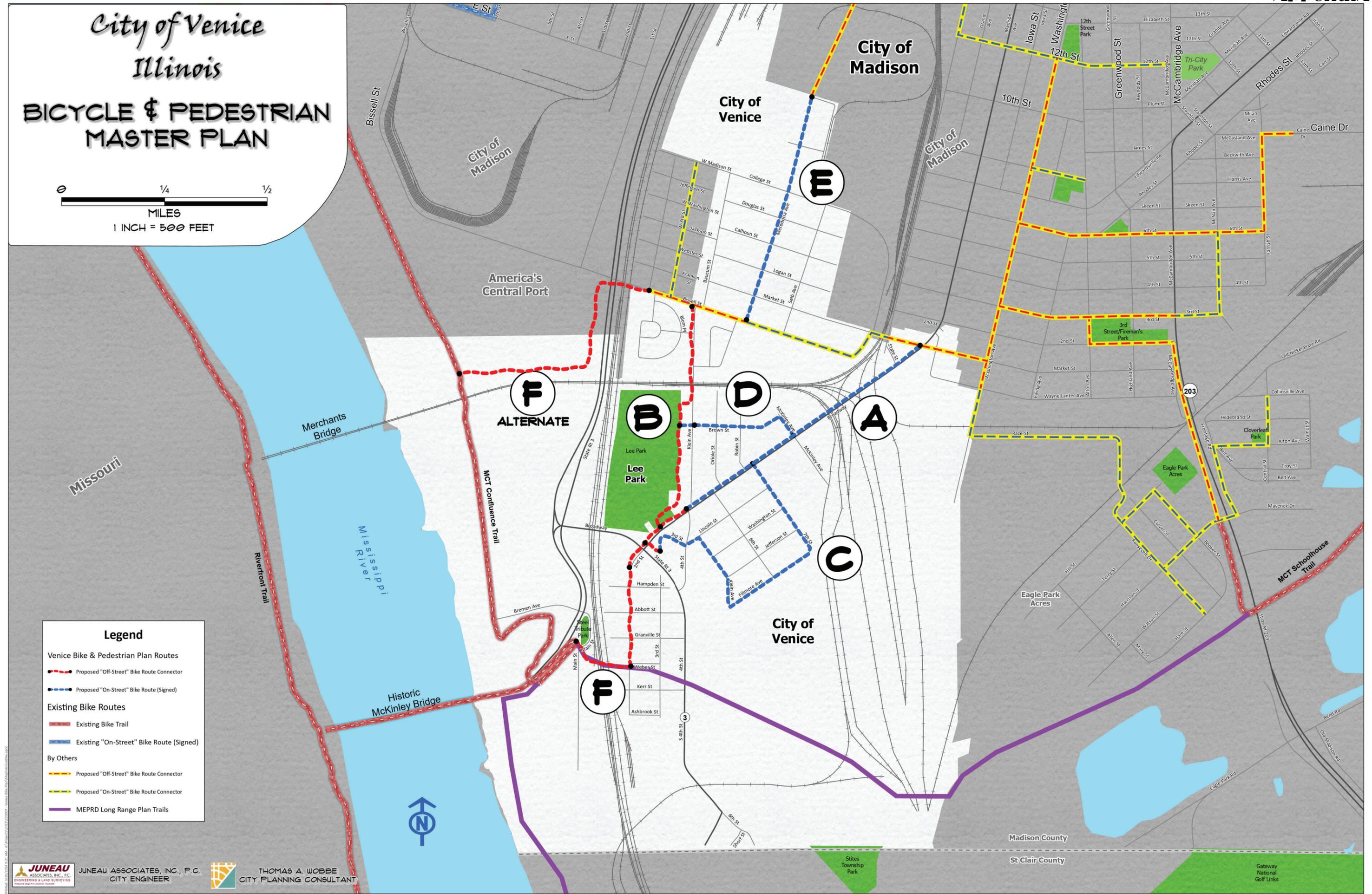
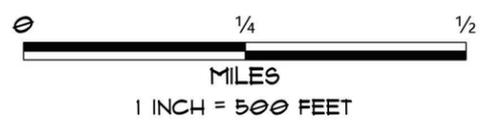
Appendix A

Bicycle & Pedestrian Master Plan Map

- A. Broadway Avenue from Market Street to Klein Avenue (Connects to routes on Madison Bike Plan)
- B. Klein Avenue from Broadway Avenue to Bissell Street (Connects to routes on Madison Bike Plan)
- C. Filmore Avenue / 7th Street
- D. Brown Street from Broadway Avenue to Klein Avenue
- E. Meredocia Avenue from Bissell Street to Rogan Street (Connections to routes on Madison Bike Plan)
- F. MCT Confluence Connector Crossing Railroad Corridor and IL State Route 3 – (Connection to existing MCT Confluence Trail)



City of Venice Illinois BICYCLE & PEDESTRIAN MASTER PLAN



Legend

Venice Bike & Pedestrian Plan Routes

- Proposed "Off-Street" Bike Route Connector
- Proposed "On-Street" Bike Route (Signed)

Existing Bike Routes

- Existing Bike Trail
- Existing "On-Street" Bike Route (Signed)

By Others

- Proposed "Off-Street" Bike Route Connector
- Proposed "On-Street" Bike Route Connector
- MEPRD Long Range Plan Trails

Appendix B

Opinions of Probable Construction Costs (In Order of Priority Routes)

- A. Broadway Avenue from Market Street to Klein Avenue (Connects to routes on Madison Bike Plan)
- F. MCT Confluence Connector Crossing Railroad Corridor and IL State Route 3 – (Connection to existing MCT Confluence Trail)
- B. Klein Avenue from Broadway Avenue to Bissell Street (Connects to routes on Madison Bike Plan)
- E. Meredocia Avenue from Bissell Street to Rogan Street (Connections to routes on Madison Bike Plan)
- D. Brown Street from Broadway Avenue to Klein Avenue
- C. Filmore Avenue / 7th Street



City of Venice Bicycle and Pedestrian Master Plan
Route Segment Details and Estimated Costs

SUMMARY (excluding Kiosk)			
Route Priority	Route ID	Trail Name	Cost Estimate
1	A	Broadway Ave. (Westbound Corridor) Broadway Ave. (Eastbound Corridor)	\$ 129,334.00
2	F	MCT Confluence Connector	\$ 342,180.00
3	B	Klein Ave. (Bissel St. to Lee Park) Klein Ave. (Lee Park to Broadway Ave.)	\$ 457,795.00
4	E	Meridocia Ave.	\$ 1,700.00
5	D	Brown Street	\$ 2,380.00
6	C	Fillmore Ave. / 7th Street	\$ 22,205.00

Route ID	Route Segment	Route Priority	Trail Name	Route Description	Trail Type	Surface Type	Length (Feet)	Easement Required	Easement Width	Easement Cost / SF	Easement Cost	Construction Type	Construction Cost / LF	Construction Cost	Pavement Mrk Cost	Number of Signs	Sign Cost	Advance Warning	Additional Comments	
A	a	1	Broadway Ave (Westbound Corridor)	Broadway from Market St to T.R.R.A. viaduct east abutment	Shared Rdwy		603				\$ -	On Street	\$ -	\$ -	\$ 2,905	3	\$ 1,020	\$ -		
	b	1		Broadway from T.R.R.A. viaduct east abutment to west abutment	Shared Rdwy		985				\$ -	On Street	\$ -	\$ -	\$ 1,089		\$ -	\$ -		
	c	1		Broadway from T.R.R.A. viaduct west abutment to McKinley Ave	Shared Rdwy		440				\$ -	On Street	\$ -	\$ -	\$ 492		\$ -	\$ -		
	d	1		Broadway from McKinley Ave to Klein Ave	Shared Rdwy		1,608				\$ -	On Street	\$ -	\$ -	\$ 2,660	1	\$ 340	\$ -		
	e	1		Broadway from Klein Ave to NE quadrant of IL Route 3	Side Path		765	Yes Partial	10	1.50	\$ 2,625	Typical Bike Trail & Agree	\$ 145.00	\$ 110,925	\$ -	2	\$ -	\$ -	State & City Owned Property partial	
												\$ 2,625		\$ 110,925	\$ 7,146	\$ 1,360	\$ -			
Route Total \$ 122,056																				

A	f	1	Broadway Ave (Eastbound Corridor)	Broadway from Klein Ave to McKinley Ave	Shared Rdwy		1,608				\$ -	On Street	\$ -	\$ -	\$ 2,600	2	\$ 680	\$ -	
	g	1		Broadway from McKinley Ave to T.R.R.A. viaduct west abutment	Shared Rdwy		440				\$ -	On Street	\$ -	\$ -	\$ 492	1	\$ 340	\$ -	
	h	1		Broadway from T.R.R.A. viaduct west abutment to east abutment	Shared Rdwy		985				\$ -	On Street	\$ -	\$ -	\$ 1,089		\$ -	\$ -	
	i	1		Broadway from T.R.R.A. viaduct east abutment to Market St	Shared Rdwy		603				\$ -	On Street	\$ -	\$ -	\$ 1,397	2	\$ 680	\$ -	
												\$ -		\$ -	\$ 5,578	\$ 1,700	\$ -		
Route Total \$ 7,278																			

B	a	3	Klein Ave (Bissel St to Lee Park)	Klein Ave from Bissel St to T.R.R.A. overpass ROW north side	Side Path		870	Yes	10	1.50	\$ 13,050	Typical Bike Trail & Agree	\$ 145.00	\$ 126,150	\$ -	3	\$ -	\$ -	
	b	3		Klein Ave from T.R.R.A. overpass ROW - north to south side	Side Path		190	Yes	10	2.00	\$ 3,800	Typical Bike Trail & Agree	\$ 145.00	\$ 27,550	\$ -		\$ -	\$ -	
	c	3		From south side of T.R.R.A. overpass to north end of Lee Park	Shared Use Path		144				\$ -	Typical Bike Trail & Agree	\$ 145.00	\$ 20,880	\$ -	1	\$ -	\$ -	City Owned Property
												\$ 16,850		\$ 174,580	\$ -	\$ -	\$ -		
Route Total \$ 191,430																			

B	d	3	Klein Ave (Lee Park to Broadway Ave)	Access Rd from North end of Lee Park to City Police Parking Lot	Shared Use Path		1,320				\$ -	Typical Bike Trail & Agree	\$ 145.00	\$ 191,400	\$ -	1	\$ -	\$ -	City Owned Property
	e	3		City Police parking lot to Park Recreation Center west parking lot	Shared Use Path		517				\$ -	Typical Bike Trail & Agree	\$ 145.00	\$ 74,965	\$ -	2	\$ -	\$ -	City Owned Property
												\$ -		\$ 266,365	\$ -	\$ -	\$ -		
Route Total \$ 266,365																			

E	a	4	Meridocia Ave	Meridocia Ave from Bissel St to Rogan St	Shared Rdwy		3,008				\$ -	On Street	\$ -	\$ -	\$ -	5	\$ 1,700	\$ -	
---	---	---	---------------	--	-------------	--	-------	--	--	--	------	-----------	------	------	------	---	----------	------	--

City of Venice Bicycle and Pedestrian Master Plan
Route Segment Details and Estimated Costs

Route ID	Route Segment	Route Priority	Trail Name	Route Description	Trail Type	Surface Type	Length (Feet)	Easement Required	Easement Width	Easement Cost / SF	Easement Cost	Construction Type	Construction Cost / LF	Construction Cost	Pavement Mrk Cost	Number of Signs	Sign Cost	Advance Warning	Additional Comments		
											\$ -		\$ -	\$ -		\$ 1,700	\$ -				
																					Route Total \$ 1,700
D	a	5	Brown Street	McKinley Ave from Broadway to Brown St to Klein Ave	Shared Rdwy		1,489				\$ -	On Street	\$ -	\$ -	\$ -	7	\$ 2,380	\$ -			
	b	5		Brown St from Klein Ave to Lee Park Shared Use Path	Shared Rdwy		176				\$ -	On Street	\$ -	\$ -	\$ -		\$ -	\$ -			
											\$ -		\$ -	\$ -		\$ 2,380	\$ -			Route Total \$ 2,380	
C	a	6	Fillmore Ave / 7th Street	7th St from Broadway to Fillmore Ave to Klein Ave to Lincoln St to 4th St	Shared Rdwy		3,822				\$ -	On Street	\$ -	\$ -	\$ -	9	\$ 3,060	\$ -			
	b	6		3rd St from 4th St to #1034 3rd St	Shared Rdwy		486				\$ -	On Street	\$ -	\$ -	\$ -	2	\$ 680	\$ -			
	c	6		From 3rd St near #1034 to SE quadrant of IL Route 3 intersect with Broadway	Shared Use Path		125				\$ -	Typical Bike Trail & Agree	\$ 145.00	\$ 18,125	\$ -	1	\$ 340	\$ -	State & City Owned Property		
											\$ -		\$ 18,125	\$ -		\$ 4,080	\$ -			Route Total \$ 22,205	
F	a	2	MCT Confluence Connector	IL Route 3 crossing NE to NW quadrant	Shared Rdwy		166				\$ -	On Street		\$ -	\$ -		\$ -	\$ -			
	b	2		Along 2nd St from IL Route 3 to Weber St	Side Path		1,505	Yes Partial	10	1.50	\$ 11,490	Typical Bike Trail & Agree	\$ 145.00	\$ 218,225	\$ -	2	\$ -	\$ -	State & City Owned Property partial		
	c	2		Just South of Weber St from 2nd St to Bridge Approach crossing I.C.G. Railway	Shared Use Path		100				\$ -	Typical Bike Trail & Agree	\$ 145.00	\$ 14,500	\$ -	2	\$ -	\$ -	City Owned Property		
	d	2		Bridge crossing I.C.G. Railway	Shared Use Path		300				\$ -	Typical Bike Trail & Agree		\$ -	\$ -		\$ -	\$ -			
	e	2		From Bridge Approach Ramp crossing I.C.G. Railway to McKinley Bridge Roadside Park	Shared Use Path		325	Yes	30+	2.00	\$ 50,840	Typical Bike Trail & Agree	\$ 145.00	\$ 47,125	\$ -	2	\$ -	\$ -			
* Alternate Route from Bissel St across IL State Route 3 through America's Central Port not studied for cost at this time											\$ 62,330		\$ 279,850	\$ -		\$ -	\$ -			Route Total \$ 342,180	
																Kiosks (\$3,500 ea)	2	\$ 7,000			
																Shared Use Path Totals		\$ 418,175			
																Side Path Totals		\$ 513,815			
																On Street Route Totals		\$ 23,604			
																All Routes - Grand Total		\$ 962,594			

Appendix C

Survey Results



SURVEY RESULTS

<p>The following 6 routes are presented in no certain order. Please rank them in order of importance for improving the quality of life within the City of Venice and surrounding communities. The City of Venice will take this ranking into consideration when soliciting project funding for a specific route. COMMENTS AS TO WHY YOU RANKED THE ALIGNMENTS AS YOU DID WILL BE COLLECTED AFTER YOU HAVE FINISHED Click here to open a detailed copy of the current draft Bike & Pedestrian Plan</p>	<p>PROVIDE COMMENTS DESCRIBING HOW YOU RANKED YOUR PREFERRED ALIGNMENTS</p>	<p>PROVIDE AN EMAIL ADDRESS IF YOU WISH TO RECEIVE FUTURE UPDATES REGARDING THE BIKE & PEDESTRIAN MASTER PLAN:</p>	<p>WHAT IS THE ZIP CODE WHERE YOU LIVE?</p>
Route_F,Route_A,Route_B,Route_E,Route_C,Route_D	Connection to Confluence Trail very important		62025
Route_A,Route_B,Route_F,Route_E,Route_C,Route_D		jjuneau@jaipc.com	62040
Route_D,Route_A,Route_E,Route_B,Route_C,Route_F	Test OK	themmel@jaipc.com	62208
Route_F,Route_B,Route_A,Route_E,Route_C,Route_D	Via my perceived impact to the community and region.		62294
Route_A,Route_B,Route_F,Route_C,Route_E,Route_D			62040
Route_A,Route_F,Route_B,Route_E,Route_D,Route_C	By which routes people would use the most		62090
Route_E,Route_A,Route_B,Route_D,Route_F,Route_C	priority should be connecting to Madison bike paths.		62060
Route_B,Route_F,Route_E,Route_A,Route_D,Route_C	Optimization overall across the area		62040
Route_E,Route_D,Route_A,Route_B,Route_C,Route_F			62061
Route_A,Route_F,Route_B,Route_D,Route_E,Route_C	Preferred Routes		62090
Route_B,Route_A,Route_F,Route_E,Route_D,Route_C	I chose the routes to Lee Park and the longer routes that connect to other proposed paths.		62040
Route_F,Route_B,Route_E,Route_A,Route_D,Route_C		orange_dart@hotmail.com	62275
Route_A,Route_F,Route_B,Route_D,Route_E,Route_C			62025
Route_A,Route_F,Route_B,Route_D,Route_E,Route_C			62090
Route_F,Route_A,Route_B,Route_E,Route_D,Route_C	To provide longest continual/semi-continual path		62208
Route_A,Route_F,Route_B,Route_D,Route_C,Route_E			62090
Route_A,Route_F,Route_B,Route_D,Route_E,Route_C			62090
Route_F,Route_A,Route_B,Route_E,Route_C,Route_D	Access to other Cities and central locations		62040
Route_F,Route_B,Route_A,Route_C,Route_D,Route_E	Route F ranked first as it connects to existing bike trail. Route B second as a continuation of Route F and its proximity to Lee Park. Route A third since it connects to Route F. Route C fourth since it connects to Route F and Route A and it looks like it would serve more residents than Route D. Route D fifth as it connects to Route A and serves residents. Route E sixth and last since it connects to a trail to be completed by others and isn't know n when or if it will be built.		62090
Route_F,Route_C,Route_A,Route_B,Route_D,Route_E	Seems most logical way to connect to the existing trail.	swadlow@jaipc.com	62234
Route_F,Route_B,Route_A,Route_E,Route_D,Route_C	Connecting to existing biketrails was a priority		62234
Route_A,Route_E,Route_B,Route_D,Route_F,Route_C			62040
Route_A,Route_F,Route_B,Route_D,Route_E,Route_C	It flowed well		62249
Route_A,Route_F,Route_B,Route_D,Route_E,Route_C			62090
Route_E,Route_B,Route_F,Route_A,Route_D,Route_C			62234
Route_A,Route_B,Route_E,Route_F,Route_D,Route_C	Liked the nice long trail to connect to previous trails.		62294
Route_F,Route_A,Route_D,Route_B,Route_C,Route_E			62234

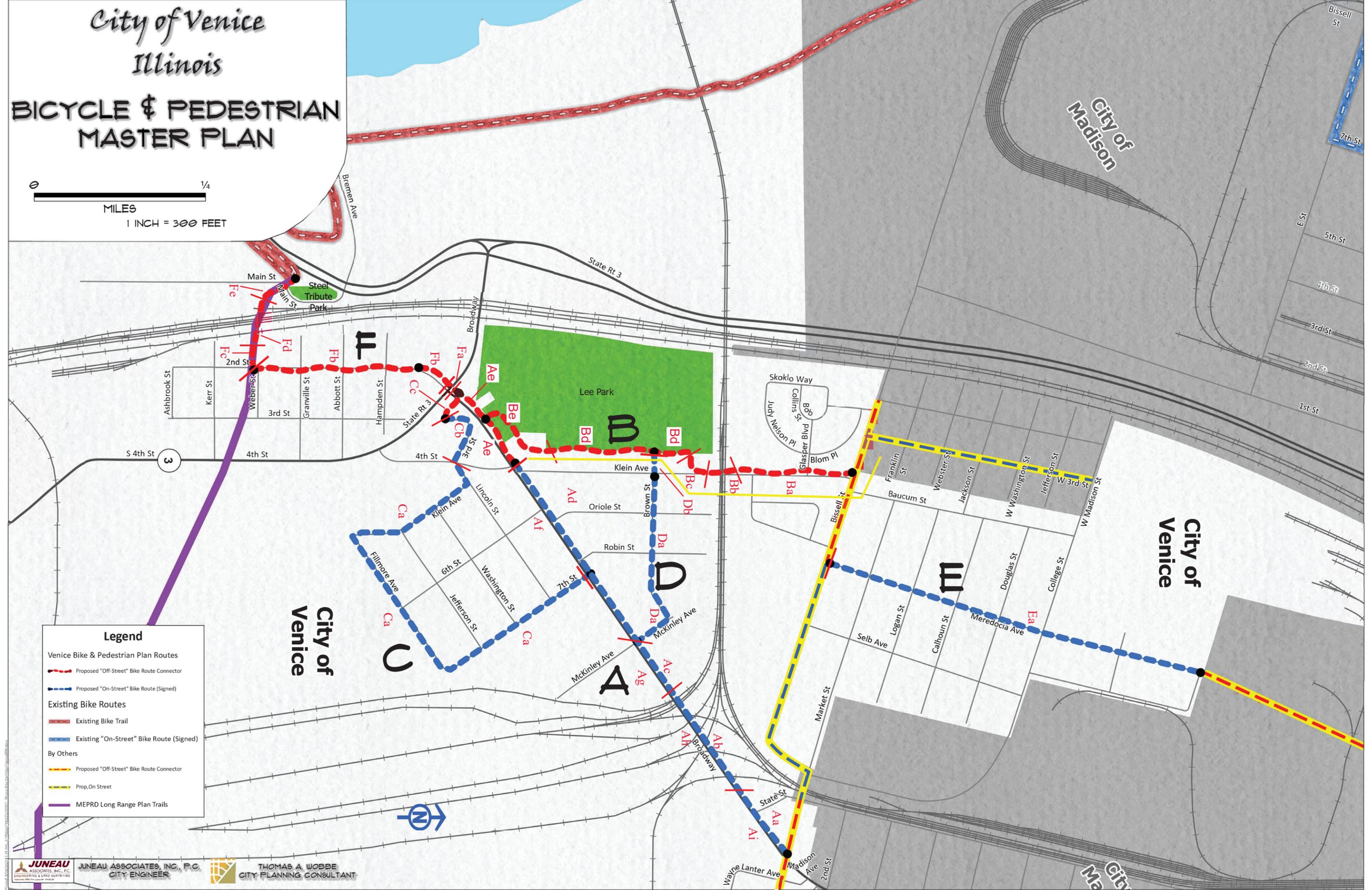
Appendix D

Bicycle & Pedestrian Master Plan Segment Map



City of Venice Illinois

BICYCLE & PEDESTRIAN MASTER PLAN



Legend

Venice Bike & Pedestrian Plan Routes

- Proposed "Off-Street" Bike Route Connector
- Proposed "On-Street" Bike Route (Signed)

Existing Bike Routes

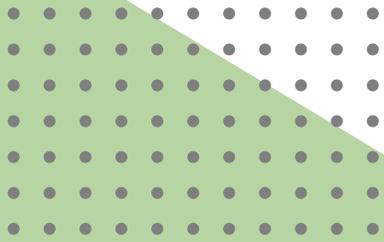
- Existing Bike Trail
- Existing "On-Street" Bike Route (Signed)

By Others

- Proposed "Off-Street" Bike Route Connector
- Prop, On Street
- MEPRD Long Range Plan Trails

Appendix E

City of Venice Resolution



RESOLUTION NO. 24-07

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

WHEREAS, THE CITY COUNCIL PASSED RESOLUTION NO. 23-04 ON JANUARY 30, 2023, AUTHORIZING AN APPLICATION FOR GRANTS TO BE SUBMITTED TO ACT COMMUNITY ACTION GRANTS PROGRAM, SEEKING FUNDING TOWARD DRAFTING A MASTER PLAN PROMOTING BICYCLE AND PEDESTRIAN CONNECTIVITY WITHIN THE CITY OF VENICE.

WHEREAS, THE CITY COUNCIL PASSED RESOLUTION NO. 23-03 ON JANUARY 30, 2023, AUTHORIZING AN APPLICATION FOR GRANTS TO BE SUBMITTED TO THE METRO EAST PARK AND RECREATION DISTRICT, SEEKING FUNDING TOWARD DRAFTING A MASTER PLAN PROMOTING BICYCLE AND PEDESTRIAN CONNECTIVITY WITHIN THE CITY OF VENICE; AND

WHEREAS, ON JANUARY 30, 2023, THE CITY OF VENICE COUNCIL PASSED RESOLUTION 23-01 AUTHORIZING THE HIRE OF JUNEAU ASSOCIATES, P.C., INC, FOR THE DRAFTING OF SUCH A MASTER PLAN PROMOTING BICYCLE AND PEDESTRIAN CONNECTIVITY FOR THE CITY OF VENICE; AND

WHEREAS, SINCE JANUARY 30, 2023, THE ENGINEERING FIRM OF JUNEAU ASSOCIATES, P.C., INC, PREPARED THE ATTACHED BICYCLE AND PEDESTRIAN MASTER PLAN FOR THE CITY OF VENICE; AND

WHEREAS, THE CITY OF VENICE CITY COUNCIL HEREBY FINDS THE ATTACHED BICYCLE AND PEDESTRIAN MASTER PLAN FOR THE CITY OF VENICE, WILL PROMOTE THE PUBLIC GOOD.

NOW THEREFORE, BE IT RESOLVED THAT THE CITY COUNCIL AND MAYOR OF THE CITY OF VENICE, ILLINOIS, THAT THE ATTACHED BICYCLE AND PEDESTRIAN MASTER PLAN FOR THE CITY OF VENICE IS HEREBY APPROVED.

BE IT FURTHER RESOLVED THAT THIS RESOLUTION MAY BE ATTACHED TO THE BICYCLE AND PEDESTRIAN MASTER PLAN AS AN APPENDIX DOCUMENT TO SAID MASTER PLAN.

THE RESOLUTION SHALL TAKE EFFECT UPON PASSAGE AND MAY BE PUBLISHED IN PAMPHLET FORM BY THE OFFICE OF THE CITY CLERK.

PASSED THIS 25th DAY OF March 2024.

APPROVED THIS 25th DAY OF March 2024.



TYRONE ECHOLS
MAYOR

ATTEST:



RUBY JOHNSON
CITY CLERK