



WOOD RIVER

Bicycle & Pedestrian Plan





Acknowledgments

Special thanks to the residents, City of Wood River and their leaders and stakeholders, for without their insight, support, and enthusiasm, this project could not have been completed.

With gratitude to Agency for Community Transit (ACT) and Metro East Park and Recreation District (MEPRD) for their generous support throughout this process. This Plan was funded entirely by ACT and MEPRD through their grant programs to assist communities.

Wood River Elected Officials & Administrators

Mayor Tom Stalcup
Steve Palen, City Manager
Brad Wells, Chief of Police, and Building and Zoning Administrator
Jason Woody, Parks & Recreation Director
Wade Stahlhut, Fire Chief
Danielle Sneed, City Clerk

Community Advisory Committee

Kimberly Angleton
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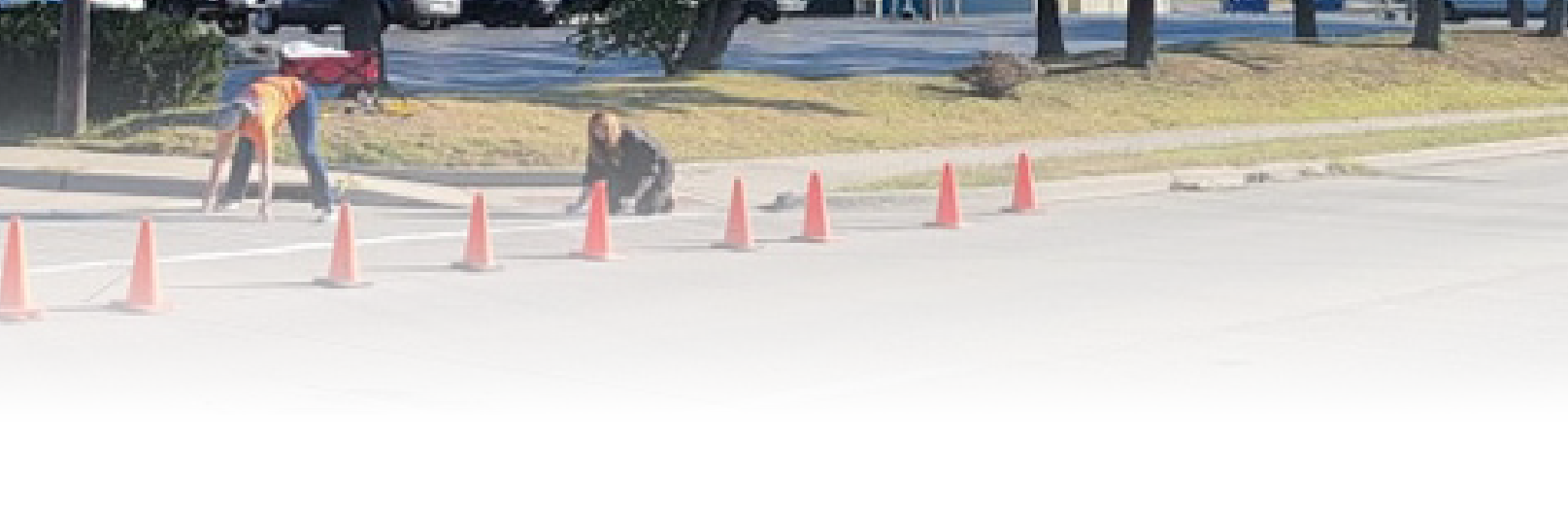
Project Team

HeartLands Conservancy (HLC)
Oates Associates

The proposed improvements/developments identified in the Wood River Bike & Pedestrian Plan were reviewed by Oates Associates and determined to be feasible. Oates developed the opinion of probable construction costs in conjunction with HeartLands Conservancy.

Adopted February 7, 2023

Cover Photos: Kristen Burns and HeartLands Conservancy



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Introduction

The Plan

The Wood River Pedestrian and Bicycle Master Plan, “the Plan” is a long-range, 20-year, vision for enhancing biking and walking in Wood River. It is meant to act as a blueprint to guide development of facilities for all types of users and create a better community.

The City of Wood River initiated this Plan in 2021 to investigate and determine the most appropriate pedestrian and bicycle routes for residents and visitors of Wood River. Wood River’s location near several major regional trails is ideal for developing connections that bring visitors in to explore the City.

The Plan provides the City of Wood River 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 to work and for shopping.

This plan was funded by grants from two funding organizations. The Metro East Parks and Recreation District (MEPRD) provided a grant for Community Planning for Bicycle/ Pedestrian Infrastructure. The Agency for Community Transit (ACT) provided funds through the Community Action Grants Program. The combination of these two grants was sufficient to cover the costs of the planning process with no additional cash expenditures from the City of Wood River.

Plan Organization

The Plan first provides a summary profile of the City’s characteristics, which helps to inform potential future community needs. Using this information, stakeholders and residents developed a vision and the goals for a community-wide pedestrian and bicycle system.

Priority routes were then developed based on connectivity, safety, and access to services, schools, parks, and recreation.

Next the community addressed the need for linkages to the regional network to the City’s pedestrian and bicycle system.

Finally, an action strategy for implementation was outlined and linked to related funding opportunities.

Purpose

This Plan is a document based on analysis and public engagement that will guide pedestrian and bicycle planning, development, facilities, amenities, and resources over the next 5 to 10 years. Through the planning process, the City is able to:

- Assess current connectivity, facilities and identify mobility needs in the community;
- Leverage road and infrastructure planning;
- Develop a strategic plan of action, priority routes, and capital projects; and
- Identify potential costs and sources of funding.

Importance of Walking & Cycling for Wood River

The City of Wood River has the potential to be a highly walkable community if they update essential pedestrian facilities and address opportunities to connect key destinations.

The City of Wood River is a hub to connect existing and planned regional trails. To the west is the Madison County Transit (MCT) Confluence Trail that runs along the Mississippi River. To the southeast is the MCT Watershed Trail which connects to the network of trails centered on Edwardsville. MCT Trails is planning a north-south connection on the eastern edge of Wood River, connecting the MCT Watershed Trail (in the vicinity of Wanda) to Kendall Hill, Belk Park, and Bethalto.

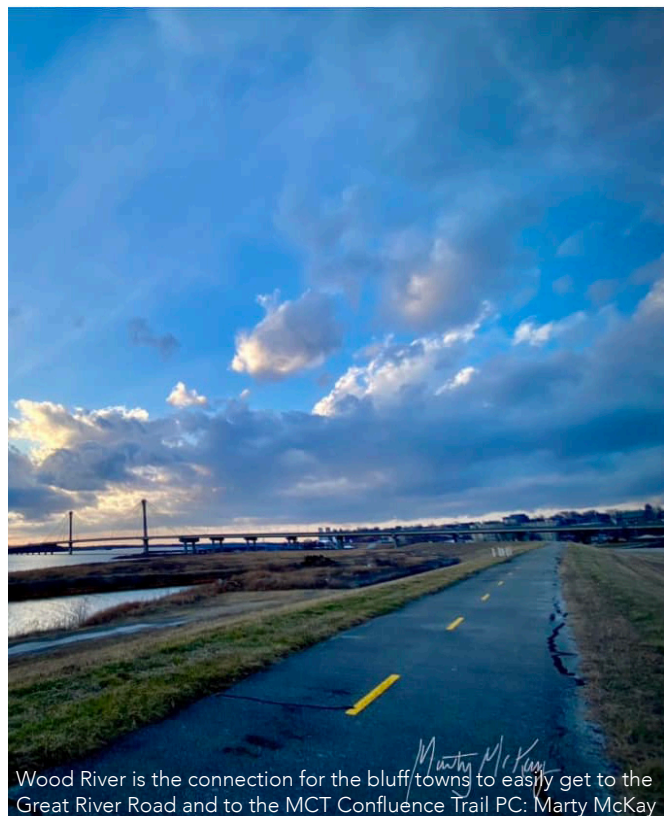
Wood River has the potential to provide the necessary east-west connection between the MCT Trails alignments, granting residents safe and convenient access to the regional network of trails while also bringing visitors into Wood River to enhance tourism and provide a boost to the local economy.

At a community and neighborhood level, Wood River has an excellent foundation for walkability built into the city's historic gridded form and access to public transit through the Madison County Transit bus station on West Ferguson Avenue. The city has already invested in enhanced pedestrian amenities for a section of the historic downtown commercial corridor on Ferguson Avenue adjacent to the transit center.

One of the greatest obstacles to pedestrians is the extensive complex of railway lines just west of downtown Wood River and the MCT transit center. Another is Edwardsville Road. It is a primary corridor, but also a barrier to pedestrian circulation due to heavy traffic, lack of sidewalks, and signalized pedestrian crossings, and oblique intersecting streets. Neighborhoods located northeast of Edwardsville Road generally lack sidewalks. Illinois Route 255 limits opportunities for connections between the traditional core of Wood River and newer developments on the eastern side of the City. The plan addresses these opportunities and challenges to guide Wood River for the next 5 to 10 years.

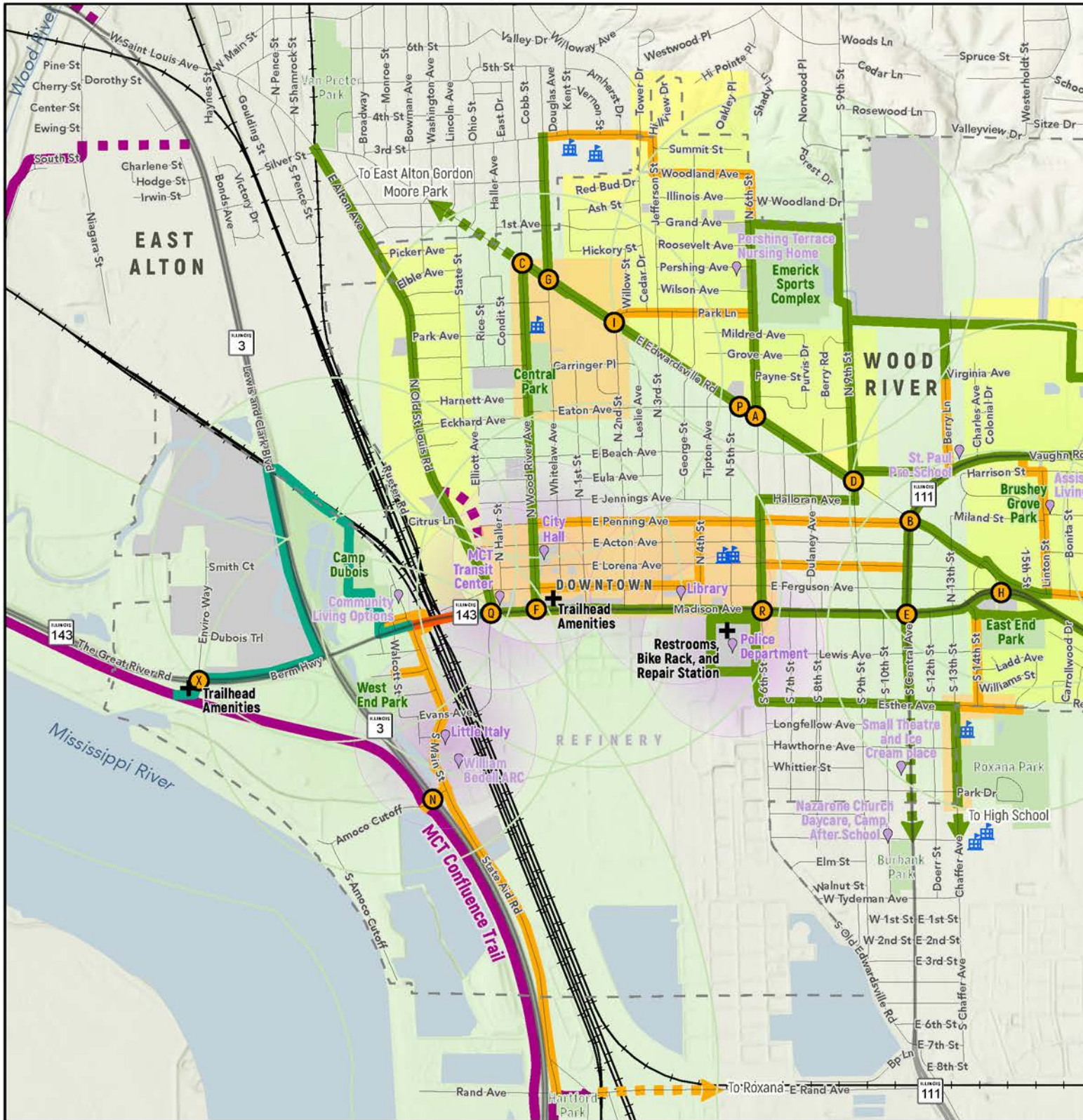
Vision:

Wood River welcomes all to a safe, vibrant, and inclusive hub for residents and visitors, providing accessibility to destinations within the city and region to encourage healthy, active living and improve quality of life for all.

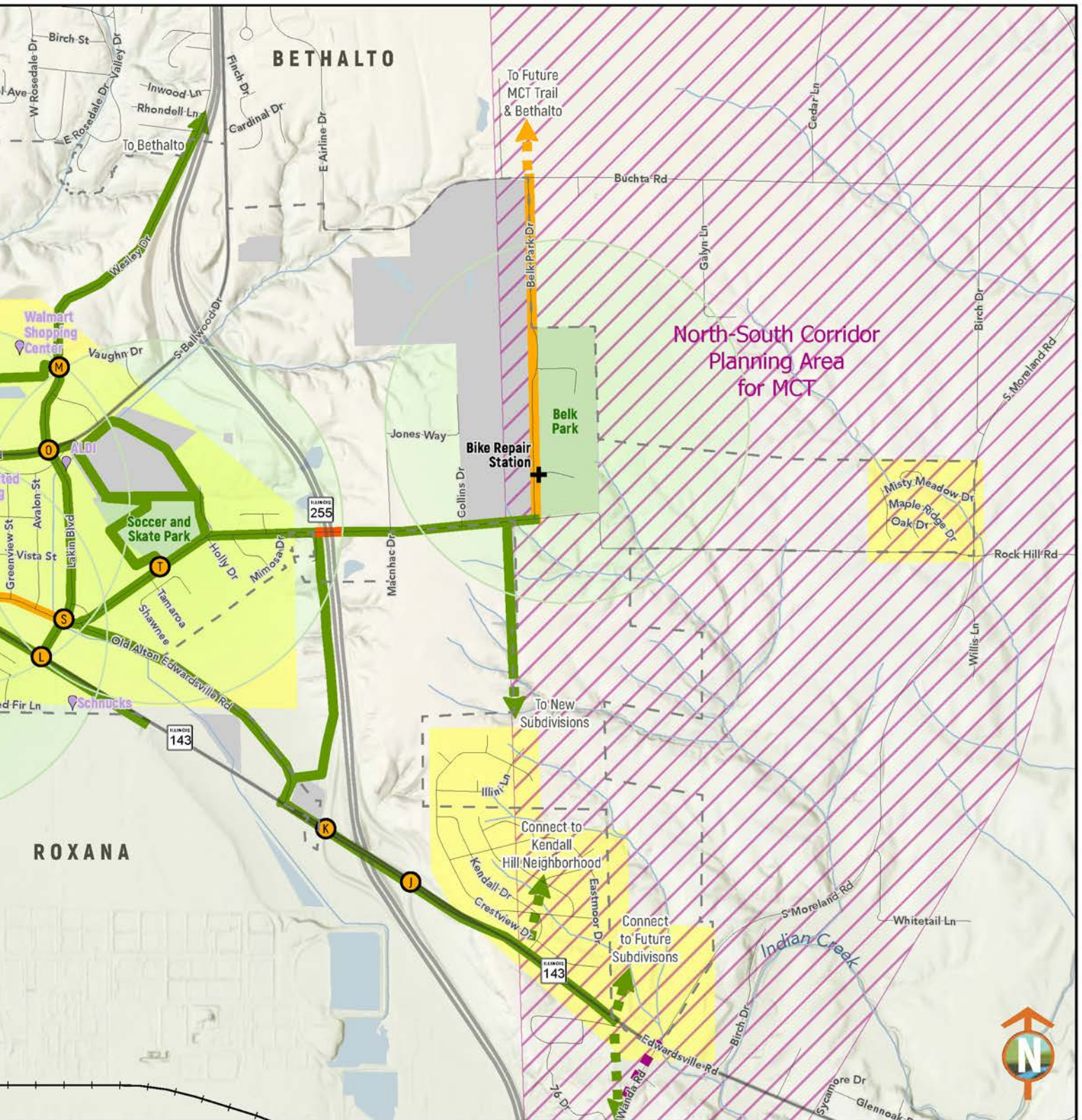


Wood River is the connection for the bluff towns to easily get to the Great River Road and to the MCT Confluence Trail PC: Marty McKay

Proposed Routes and Improvements



- | | | | |
|--|---|--|-----------------------------------|
| | Proposed Intersection Improvement | | Proposed Amenity Improvement |
| | Proposed Bridge Widening | | Destination |
| | Proposed Separated Bike Trail (Shared-use path) | | Public School |
| | Proposed Bike Lane or Shared Road | | Wood River Boundary |
| | Separated Bike Trail (Funding Pending) | | Civic Destination Radius 1/4 mile |
| | Pedestrian Priority Area | | Park & Trail Radius 1/2 mile |
| | Neighborhood Without Sidewalks | | Owned by City of Wood River |
| | | | Park |
| | | | Water |



The Wood River Bicycle & Pedestrian Plan proposed routes and improvements are noted on this map. The following sections of this document shares the community's goals, recommendations, and strategies to implement and meet the vision for the community and region. Wood River has an amazing foundation of traditional walkable blocks connecting Downtown to the neighborhoods. It is perfect community to become a hub for regional bicycling, connecting communities from bluff to the Mississippi River.



Open Houses

1 Planning Process

Planning Process

The Project Team worked closely with City of Wood River staff and officials and a Community Advisory Committee (CAC) appointed by the City.

The Committee met throughout the planning process to guide the development of the Plan. The City Council received updates from the Project team and staff throughout the process.

The planning process included: surveying existing conditions and community needs; conducting community outreach and engagement throughout the process; creating a vision and goals; and developing a city-wide Bicycle and Pedestrian Plan with strategies for implementation and funding.

The participation of residents, community leaders, business owners, elected officials, and City staff brought many issues and ideas to the table and guided the development of the plan.

The appointed Community Advisory Committee and City held meetings throughout the process.

Stakeholder interviews were also conducted. The City Project Team provided continuous review and input. Through interviews, community engagement, a pop-up demonstration, and meetings, the community shared their perceptions visions for the pedestrian and bicycle network for Wood River.





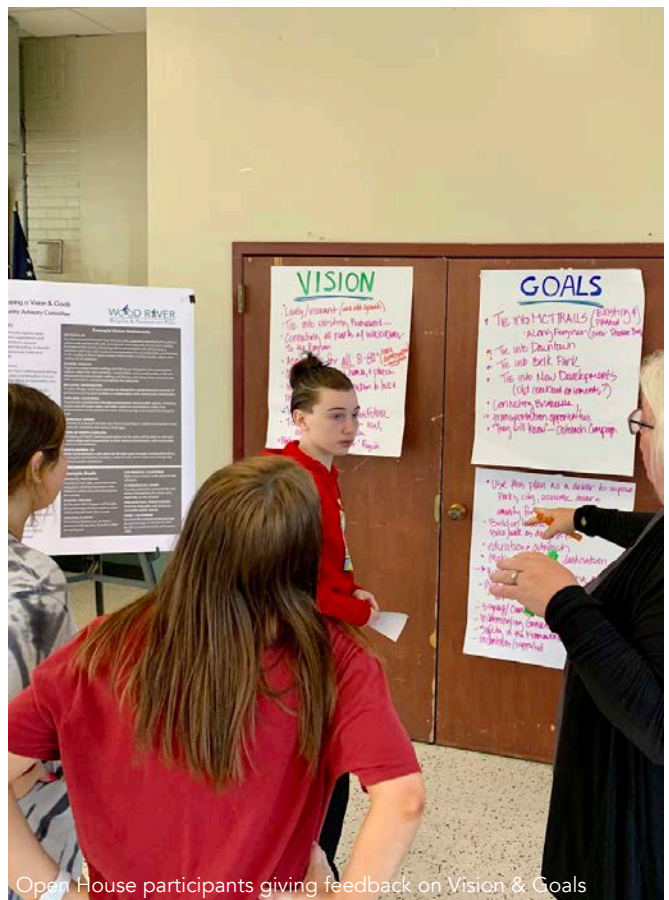
HLC explaining the community survey results at the Open House #1



Bike Ramblers finding where they live and locating key destinations.



Using a business owner's plants to demonstrate street beautification



Open House participants giving feedback on Vision & Goals

Who is a pedestrian?

For the purposes of this plan, a pedestrian is any person who is traveling on the public right-of-way without using an automobile, bicycle, or e-bike.

This includes people who walk or run, people who use manual or electric wheelchairs, people who use strollers, roller skaters, children on scooters, etc.

Who is a cyclist?

Cyclists or bicyclists may be serious riders who ride dozens or hundreds of miles on regional trails, or they may be casual riders or children who are new to riding a bike. A cyclist may also be a person who relies on a bicycle or e-bike, combined with public transportation, instead of a personal vehicle. For the purpose of this plan, the team also considered electric tricycles, motorized scooters and other non-automobile mobility tools.

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”** cyclists 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. 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. Most people in Wood River are in this category.
- **“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.

Who is this Plan for?

The Federal Highway Administration (FHWA) calls Interested but Concerned users “Group B/C Bicyclists”, basic bicyclists and children.

They are described as the following in the FHWA’s document “Selecting Roadway Design Treatments to Accommodate Bicycles” (FHWA-RD-92-073):

Group B – Basic Bicyclists: Casual or new adult and teenage riders who are less confident of their ability to operate in traffic without special provisions for bicycles. Some will develop greater skills and progress to the advanced level, but there will always be many millions of basic bicyclists. They prefer:

- *Comfortable access to destinations, preferably by a direct route, using either low-speed, low traffic-volume streets or designated bicycle facilities.*
- *Well-defined separation of bicycles and motor vehicles on arterial and collector streets (bike lanes or shoulders) or separated bike paths.*

Group C – Children: These are pre-teen riders whose roadway use is initially monitored by parents. They and their parents prefer the following:

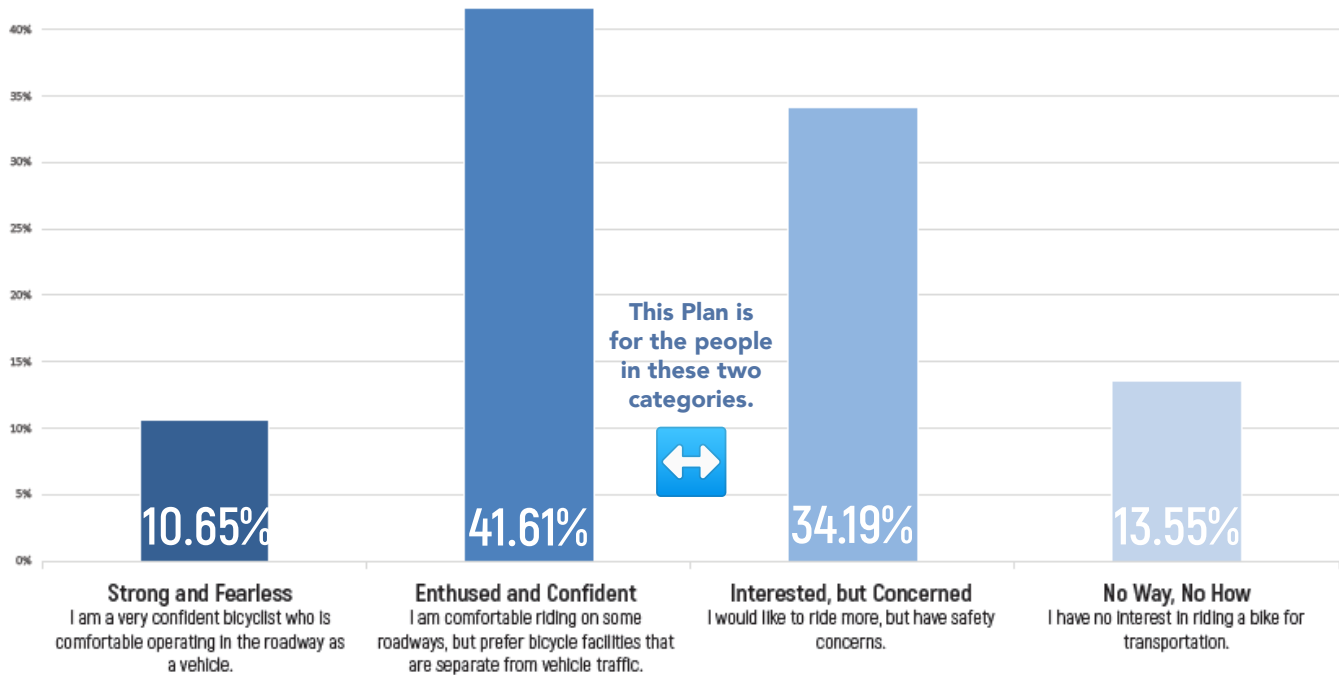
- *Access to key destinations surrounding residential areas, including schools, recreation facilities, shopping, or other residential areas.*
- *Residential streets with low motor vehicle speed limits and volumes.*
- *Well-defined separation of bicycles and motor vehicles on arterial and collector streets or separate bike paths.*

Why Not Group A? The Enthused and Confident and Strong and Fearless are classified as Advanced Bicyclist by FHWA (Group A). These users already ride multiple times a week, if not daily. They are comfortable riding near traffic, in bike lanes, on shoulders, and in the whole traffic lane. Improving bicycle facilities is not necessary for them to continue riding, but they will benefit from the increased safety these facilities will provide.

This Plan is for primarily those who are “Interested but Concerned.” However using the definitions to the left and the community survey, the recommendations for bicycling facilities were developed with a more holistic approach.

The Wood River Bicycle & Pedestrian Plan recommendations are geared towards the approximate 76% of people who identified as “Enthused and Confident” and “Interested but Concerned.”

Participants of the community survey chose the group they most identified: **BICYCLIST SKILLS AND INTEREST LEVEL**



Community Engagement

The results of community engagement, combined with data analysis, set the primary corridors and priority projects for the plan. See more information in the Appendix.

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

- Encourage walkability and a more lively downtown;
- Connect pedestrians, bicyclists, and mobility to Belk Park by improving Rock Hill Road;
- Connect downtown to the riverfront and the MCT Confluence Trail, and to adjacent communities;
- Support multi-use sidewalks in new neighborhoods connecting to the larger system;
- Increase walkability across Edwardsville Road and State Route 111 (Vaughn Road).
- Connect schools, parks, and destinations to neighborhoods via pedestrian and bicycle facilities; and
- Capital resources for needed improvements, staff, and stewardship.

Community Advisory Committee

Throughout the planning process the planning team met with the Community Advisory Committee (CAC) comprised of residents appointed by the Mayor, as well as community stakeholders. This group also assisted in conducting the Walk Audit.

This was an extremely engaged group. The Planning Team recommends that they be transitioned into the Bicycle Pedestrian Advisory Action Committee to assist in implementation of the Wood River Bicycle and Pedestrian Plan.

The CAC provided insight on the public outreach, social media plan, and the materials as they met throughout the planning process.

Stakeholder Interviews

Individual interviews were conducted with 8 key stakeholders identified by the project team. These interviews provided qualitative assessments of Wood River's strengths, weaknesses and priorities for bicycle and pedestrian improvements.

Public Workshops

Walk Audit June 16, 2022

A walking audit was conducted on June 16, 2022. The project team met with residents at Russel's Corner

Cafe on Ferguson Avenue. From here the residents and project team walked to Camp Dubois to assess sidewalk conditions and walkability of Wood River.

On a point scale from 5 to 30 provided by the survey, the average score for the walk audit was 15.4. This indicates, according to the scale and resident's responses, that Wood River needs a lot of work to become more walkable.

2022 First Public Open House

An Open House was held on Wednesday August 17, 2022 at The Round House in Central Park.

Attendees were presented with survey results and a summary of existing conditions.

Project team members encouraged attendees to mark specific barriers, destinations, and popular routes they would like to travel by foot or bike on large maps of the City. The planning team listened to residents' concerns and desires regarding biking and walking and assisted residents in marking these ideas and locations. Common barriers to walking and bicycling in Wood River are tough crossings, hard to climb hills, and poor sidewalk conditions.

A Visual Preference Survey invited residents to vote on their preference for bicycle and pedestrian facility types by placing stickers and comments next to images of different facilities. Attendees were asked to develop a vision and set of goals to achieve the vision.

Pop-up Event October 1, 2022

A Pop-Up Bike Trail demonstration event was held in downtown Wood River on October 1 in conjunction with the Downtown Wood River Food Truck Festival. The project team created a temporary ladder-style crosswalk, a temporary bike lane on South First Street, and temporary amenities for pedestrians at the intersection of Ferguson Avenue and First Street. Bike racks, benches, wayfinding signs, trees, plants, trash can, and shelter for a bus stop demonstrated the positive impact of amenities and enhancements within the Downtown District. These modest improvements resulted in festival attendees immediately using the temporary amenities and providing positive feedback on the comfortable and lively atmosphere created at the intersection.

2022 Second Public Open House

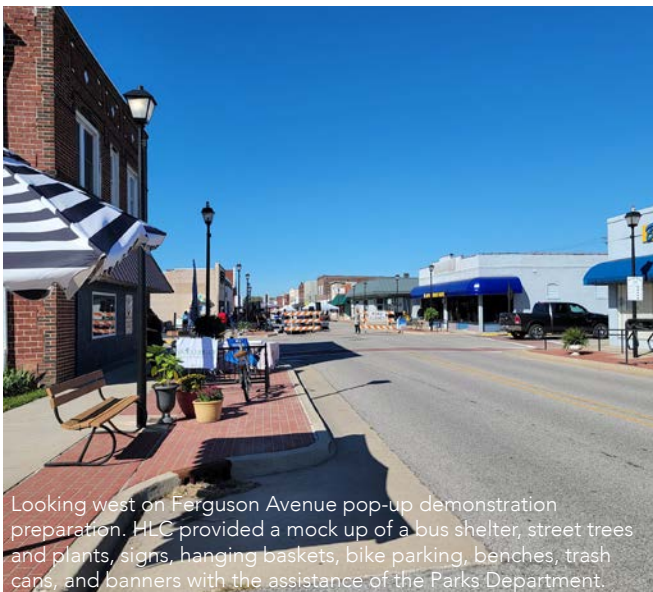
The second Open House was held November 3 at The Round House in Central Park. Residents were invited to review the Draft Vision, Goals and Strategies, provide feedback, and prioritize implementation of potential routes. Other exhibits including the Visual Preference Survey from the first Open House were available for additional input.



One of many work sessions with City Project Team.



HLC updating City Council on progress and next steps.



Looking west on Ferguson Avenue pop-up demonstration preparation. HLC provided a mock up of a bus shelter, street trees and plants, signs, hanging baskets, bike parking, benches, trash cans, and banners with the assistance of the Parks Department.



Participants getting ready for the Downtown Walk Audit.



HLC crafted chalk ladder crosswalks, sharrows, and marked bicycle lanes for visitors to test during the Wood River's Food Truck Festival

Community & Stakeholder Input: Challenges

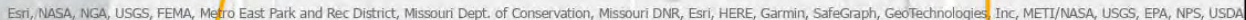
- Downtown's lack of ongoing vibrancy. Comments concerned about Downtown Wood River and believe that improvements such as adding businesses, restaurants, restroom facilities, art, entertainment, and wider sidewalks would revitalize Downtown.
- Widespread speeding on roadways.
- Not all pedestrian and bicycle route options are ideal for kids/family.
- Safety concerns of potential bicycle and pedestrian facilities varied widely among interviewees.
 - Rock Hill Road to connect Belk Park;
 - Lack of walkability across Edwardsville Road and State Route 111 (Vaughn Road).
 - The Phoebe Goldbeg Overpass.
 - Lack of dedicated sidewalks on both sides of streets in newer neighborhoods.
 - Walking on a shoulder or protected shoulder with young children.
 - Lack of crosswalks.
 - Maintenance of sidewalks and trails. Need ongoing litter and trash pick up; and some parts had overgrown vegetation.
 - Difficult crossing with the lights and walking on sidewalks or shoulders facing traffic when there were no sidewalks.
- Sidewalks were broken or cracked, were missing segments, were blocked by poles, signs, etc., or there was no sidewalk at all.
- Lack of accessibility features. Downtown curbs, ADA ramps, and rails are difficult to maneuver.
- Prioritize recreation and tourism when considering improvements to a bicycle and pedestrian network.
- Lack of directions, destination, and regulatory signs.
- Lack of shade and street trees, particularly in Downtown.

Community & Stakeholder Input: Opportunities

- Residents' vision for the future bicycle and pedestrian system is regional connectivity to Alton and Edwardsville while also having a safe, attractive, and accessible system within Wood River to reach Downtown, parks and schools.
- Support multi-use wide sidewalks in new neighborhoods connecting to the larger Wood River network;
- Connect schools, parks, and destinations (see maps on the following pages) to neighborhoods via pedestrian and bicycle facilities and network;
- Connect Downtown to the Mississippi Riverfront, corridor, and the MCT Confluence Trail, and to adjacent communities;
- Connect pedestrians, bicyclists, and mobility to Belk Park by improving Rock Hill Road;
- Prefer separated trail for bicycle facilities.
- Prefer separated trail for pedestrian facilities
- Prefer sidewalks, wide sidewalks in Downtown, and sidewalks in their neighborhood. Curb ramps need to be installed or repaired.
- Prefer more crosswalks. The most popular choices were ladder-style crosswalks and crossing signs to be placed over the road. Striped crosswalks need to be painted or repainted and intersections also needed traffic signals.
- Increase beautification and branding: Downtown and Good River.
- Consider installing traffic calming devices: curb extensions followed by speed bumps, roundabouts, and side islands.
- Slower speeds through pedestrian areas.
- Provide pedestrian and bicycle facilities to improve safety and experience. Residents requested emergency poles/police call boxes, better lighting, and public restrooms/rest areas.
- Improve capital resources for needed improvements, staff, and stewardship.



WOOD RIVER
Bicycle & Pedestrian Plan



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Community Survey

Highlights

During the planning process initiation, the City determined that a Community Survey for the Wood River Bicycle and Pedestrian Plan was a critical engagement tool and a necessity to get feedback and from the community.

The Community Survey was available online from May 6, 2022 to July 11, 2022.

A link and QR codes were shared at different community engagement events, Wood River Police Department's social media, Park and Recreation Department's social media, and Public Library.

The HeartLands Project Team had paper copies, and QR codes available at the Bike Ramble on June 10, 2022 and at the Ice Cream Social on July 10, 2022.

A total of 398 surveys were collected. The majority, approximately fifty-five percent (55%), of surveys collected were submitted by people in households between the ages of 35-54. Another thirty-two percent (32%) were submitted by people in households between the ages of 11-21.

- Many of the Community Survey respondents rated walking and biking in Wood River in the fair and poor categories, respectively.
- About sixty-two percent (62%) of respondents consider improving walking and biking conditions very important to them.
- Seventy-three percent (73%) think that Wood River should prioritize bicycle and pedestrian transportation.
- In Wood River walking is more popular than biking.
- About fifty-two percent (52%) of respondents have never walked [for transportation or recreation] and seventy-two percent (72%) have never biked.

The major barriers to walking and biking in Wood River are the lack of sidewalks or poor sidewalk conditions, lack of bike facilities, and crossing busy roads with fast traffic.

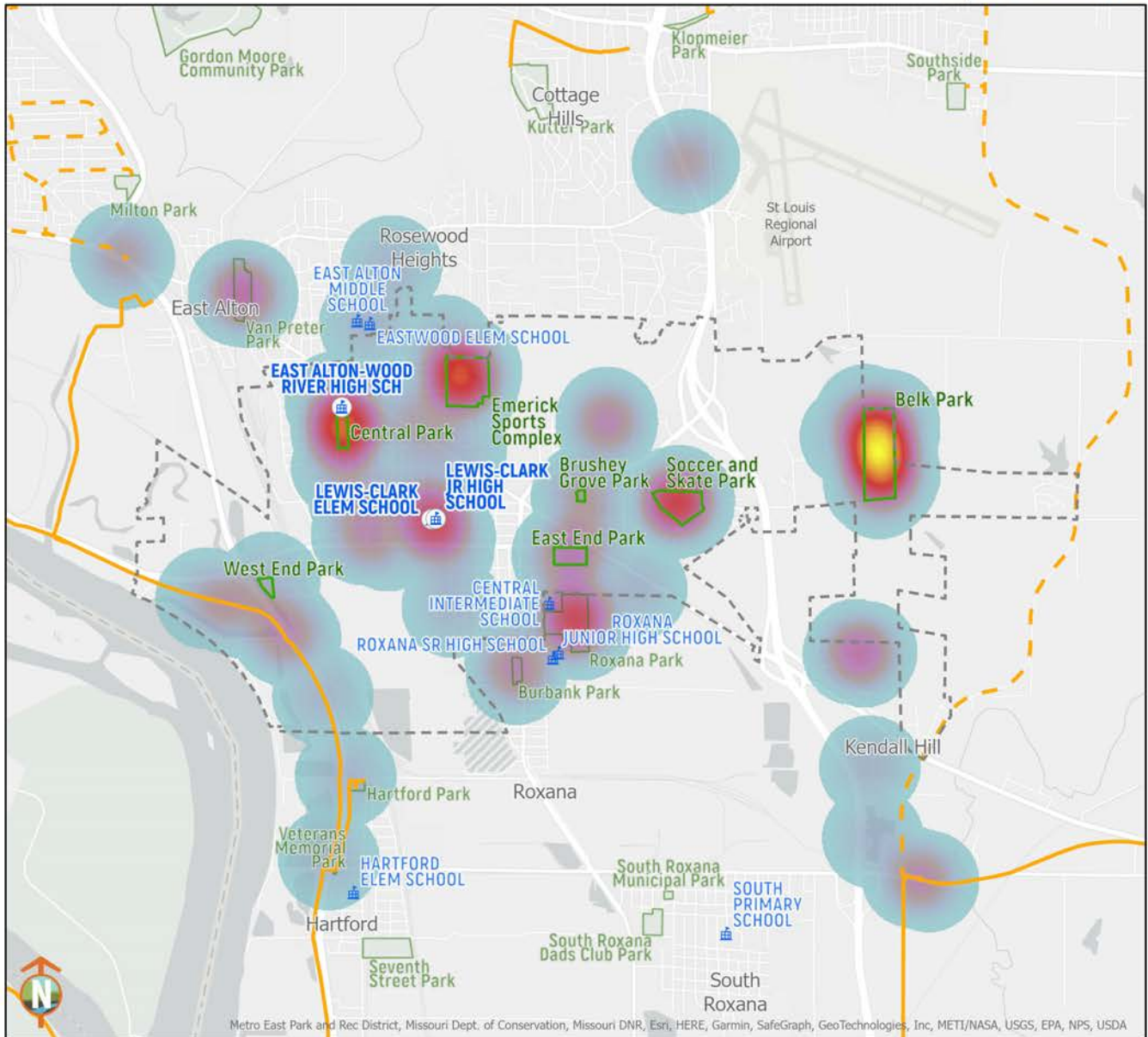
The majority of respondents said that they would bike or walk more often if new sidewalks, trails, and safer street and road crossings were provided.

Top destinations for walking and biking in Wood River include Downtown, parks, and MCT trails. See map on next page.

- Eighty-two percent (82%) of respondents want to walk or bike from Wood River to the MCT Confluence trail. Additionally, seventy-eight percent (78%) want access to a connector trail to the Old Chain of Rocks Bridge.
- Residents identified roads and intersections in need of improvements. Their top five roads are:
 - Wood River Avenue;
 - Illinois Route 143/Madison Avenue;
 - Edwardsville Road [and four out of the top five intersections in need of improvement are on Edwardsville road];
 - Sixth Street; and
 - Ferguson Avenue.

Destinations

as identified at community engagement events June-August 17, 2022



Metro East Park and Rec District, Missouri Dept. of Conservation, Missouri DNR, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, USDA

0 1/2 1 1 1/2 2 Miles

Destination Preferences indicated by sticker map exercise at community events

- Destination for some people (at least one sticker)
- Very popular destination (many stickers)
- Public Schools Within Wood River
- Public Schools Outside Wood River
- Existing Bike Route or Trail (MEPRD)
- Proposed Bike Route or Trail (MEPRD)
- Parks Within Wood River
- Parks Outside Wood River
- Wood River Municipal Boundary (2020 Census)

SURVEY RESULTS

Nearly 400 people took the Wood River Community Survey on Biking and Walking between May 6 and July 11, 2022. Here's what they had to say.

94%

of survey respondents WALK for fun, recreation or exercise

85%

rate walking conditions as Fair or Poor

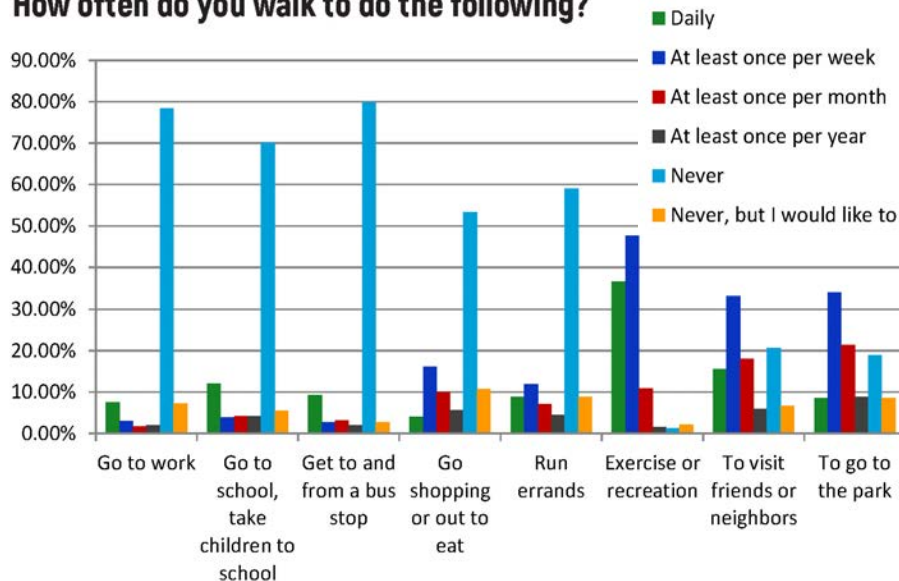
68%

of survey respondents BIKE for fun, recreation or exercise

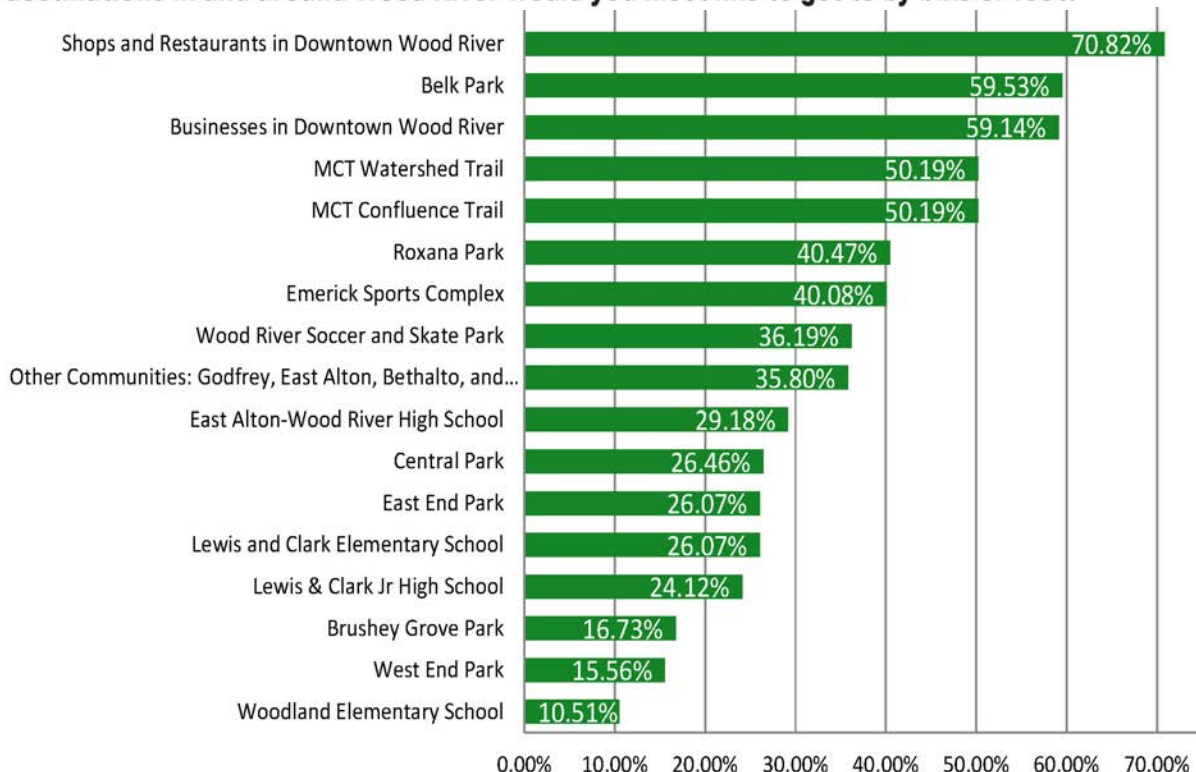
92%

rate biking conditions as Fair or Poor

How often do you walk to do the following?



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



WHERE PEOPLE WANT TO GO



1. Downtown shops and restaurants
2. Belk Park
3. Downtown businesses
4. MCT Confluence Trail
5. MCT Watershed Trail
6. Roxana Park
7. Emerick Sports Complex
8. Wood River Soccer And Skate Park
9. Other Communities: Godfrey, East Alton, Bethalto, And Edwardsville
10. East Alton-Wood River High School

WHAT'S STOPPING PEOPLE

FACTORS DISCOURAGING WALKING

1. Sidewalks/crosswalks in need of repair
2. Lack of sidewalks
3. Crossing busy roads
4. Automobile traffic and speed
5. Destinations are too far away

FACTORS DISCOURAGING BIKING

1. Lack of off-street bike paths
2. Inadequate shoulder width
3. Automobile traffic and speed
4. Lack of on-street bike lanes
5. Crossing busy roads

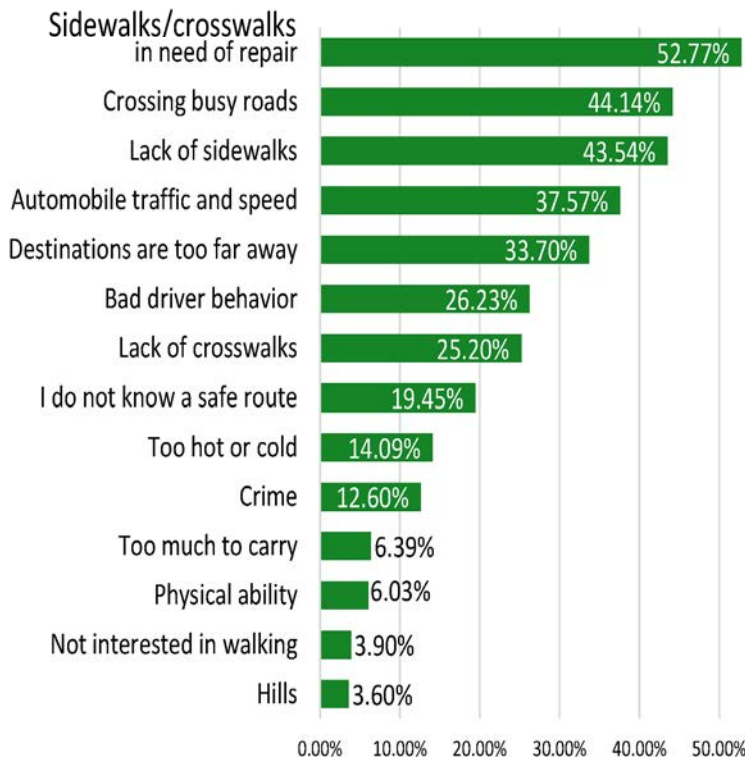
ROADS MOST IN NEED OF IMPROVEMENT

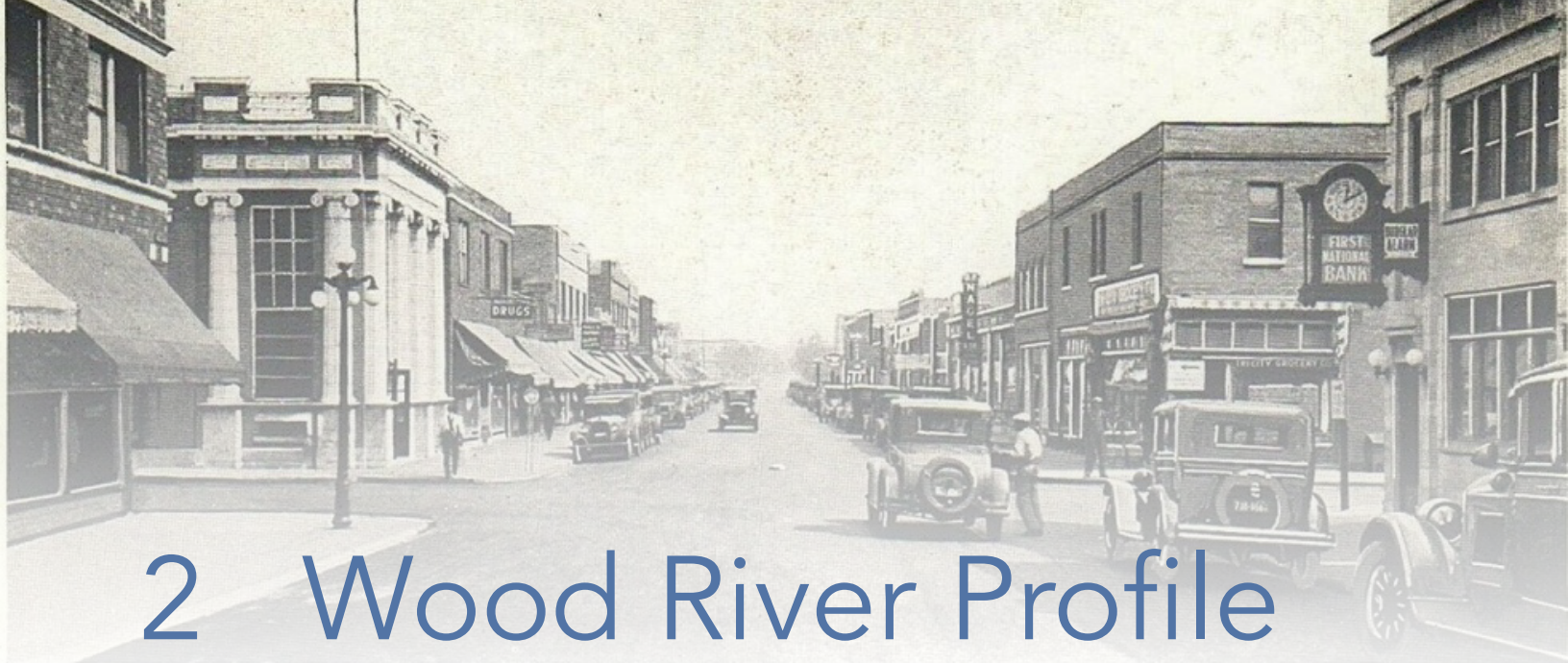
1. Wood River Avenue
2. Illinois 143/Madison Avenue
3. Edwardsville Road
4. Sixth Street
5. Ferguson Avenue

INTERSECTIONS MOST IN NEED OF IMPROVEMENT

- A. Sixth Street & Edwardsville Road
- B. Illinois 111 & Edwardsville Road
- C. Wood River Avenue & Edwardsville Road
- D. Ninth Street & Edwardsville Road
- E. Illinois 111 & Illinois 143/Madison Avenue

What factors discourage you from walking in Wood River?





MAIN STREET, LOOKING EAST, WOOD RIVER, ILL.

122985

2 Wood River Profile

Overview

Wood River, Illinois, is a community of more than 10,000 residents located in Madison County approximately 15 miles northeast of downtown St. Louis, Missouri. The city is seven square miles situated between train corridors, levees, highways, the Mississippi River, and the bluffs.

The city is named for the Wood River, a tributary to the Mississippi River. Its location along the Mississippi River near the confluence with the Missouri River has played a large part in the City's development. The location is home to robust industrial economy based on petroleum refineries and manufacturing, as well as notable historical events from the pre-industrial days of riverine transportation.

The majority of Wood River's seven square mile incorporated area is located in the low, flat floodplain of the Mississippi River called the American Bottom. The Wood River Levee and Drainage system protects the community from floodwaters. Complexes of wetlands, open water and remnant river channels

are located on the western edge of town near the intersection of Illinois Route 3 and Illinois Highway 143. The municipal boundary stretches east, and includes farmland on higher elevations and hilly, wooded ground overlooking the American Bottom.

Indigenous peoples of the area now known as Wood River are likely to be associated with the inhabitants of the Mississippian Culture associated with ancient metropolis, Cahokia Mounds.

During the French Colonial period, the Wood River was known as the Rivière du Bois. The land near the river was settled by French traders and fur trappers drawn to the dense woodlands and easy access to a network of rivers for transportation. In 1803, the Lewis & Clark expeditionary Corps of Discovery spent a winter at Camp Dubois to prepare for the journey. The location of their winter camp near the confluence of the Wood River and the Mississippi River is no longer accessible due to shifts in the river channel, but the history is preserved through reconstructed buildings and living history reenactments at the modern day Camp Dubois operated by the Wood River Heritage Council.

The history of the City of Wood River as a municipality begins with the founding in 1907 in the vicinity of a Standard Oil Company petroleum refinery, followed by the City charter in 1923. Exploding from a population of 84 in 1910 to 3,476 only ten years later, the city of Wood River was cited in the 1920 United States census as the fastest growing city in the country. The city grew rapidly as the demand for petroleum, steel, and ammunition drove increasing industrialization from World War I through the middle of the 20th Century. An extensive network of rail lines was built to serve these industries.

A modest district of two-story downtown storefronts developed along West Ferguson Avenue, though it

Later native residents in the vicinity are likely to include the following peoples as noted on <https://native-land.ca/>:

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O-ga-xpa Ma-zhoⁿ (O-ga-xpa) (Quapaw)
Myaamia
Očhéthi Šakówinj
Kaskaskia
Kiikaapoi (Kickapoo)
Niúachi



The Wood River Standard Oil Refinery shortly after its construction in 1908. PC: Madison County



Wood River Downtown, Ferguson Avenue. PC: Advantage, 2022



The Wood River Downtown gateway. PC: Advantage, Frank Prager, 2022

was reduced by the development of West Madison Avenue (one block to the south) into Illinois Highway 143 circa 1960, allowing vehicles to speed past the downtown area. The City of Wood River and downtown business owners are currently revitalizing the downtown area through reinvestment and events to bring the community back to West Ferguson Avenue. Recent commercial development is concentrated along the eastern edge of the community in proximity to Illinois 255 and Illinois 143/Edwardsville Road.

The City was laid out on a series of gridded streets at a comfortable scale for pedestrians to traverse blocks and intersections. The majority of the residential areas feature modest lot sizes and affordable early- to mid-20th Century homes constructed for housing the workers employed by the refineries and associated industries. Major employers in the area were benefactors to the community in the 20th Century by providing funding for public facilities such as the original swimming pool and The Round House Recreation Center in Wood River's Central Park. The City's Parks and Recreation Department offers a variety of engaging community events and recreational programming. A new recreational facility is being constructed in Central Park on the site previously occupied by the swimming pool.

Wood River retains its traditional industries and character as an affordable community in contrast to nearby communities that are trending toward retail and service economies accompanied by more expensive housing in subdivision-style developments.

Community Demographics

In the 2020 Census, Wood River had a population of 10,464 people. The Median age is 36, which is lower than the state at 38.3 and the U.S. at 38.2.

Wood River's population has decreased by -0.6% since 2010, which recorded a population of 10,657.

Approximately 22.7% of households have children under the age of 18 and 15.4% are seniors over 65. The median household income is about \$50,047 and 16.4% of households in Wood River have an annual income below poverty level. The unemployment rate is 3%.

In 2021, the median rental costs was to \$810 per month, and the median house value was \$91,100 with a 70.1% owner-occupied rate

Transportation and Commuting

Wood River's workforce is car-dependent. According to the 2020 Census, it is estimated that 713 work in place of residence and 3,831 work outside place of residence. The average commute time in Wood River is 26 minutes, which is less than Illinois (29 minutes) and the United States (27 minutes). Most workers commute by vehicle (83%) alone and 10% carpool. About 2% walk to work and 0% currently commute by bicycle. The median age of workers who use public transportation to get to work is 55.9. Less than one percent (0.3%) of workers do not have a car and 27% of workers have only one vehicle. There are a total of 24 households in Wood River with one or more workers with no vehicles available.

Average Commute Time

25.6 minutes

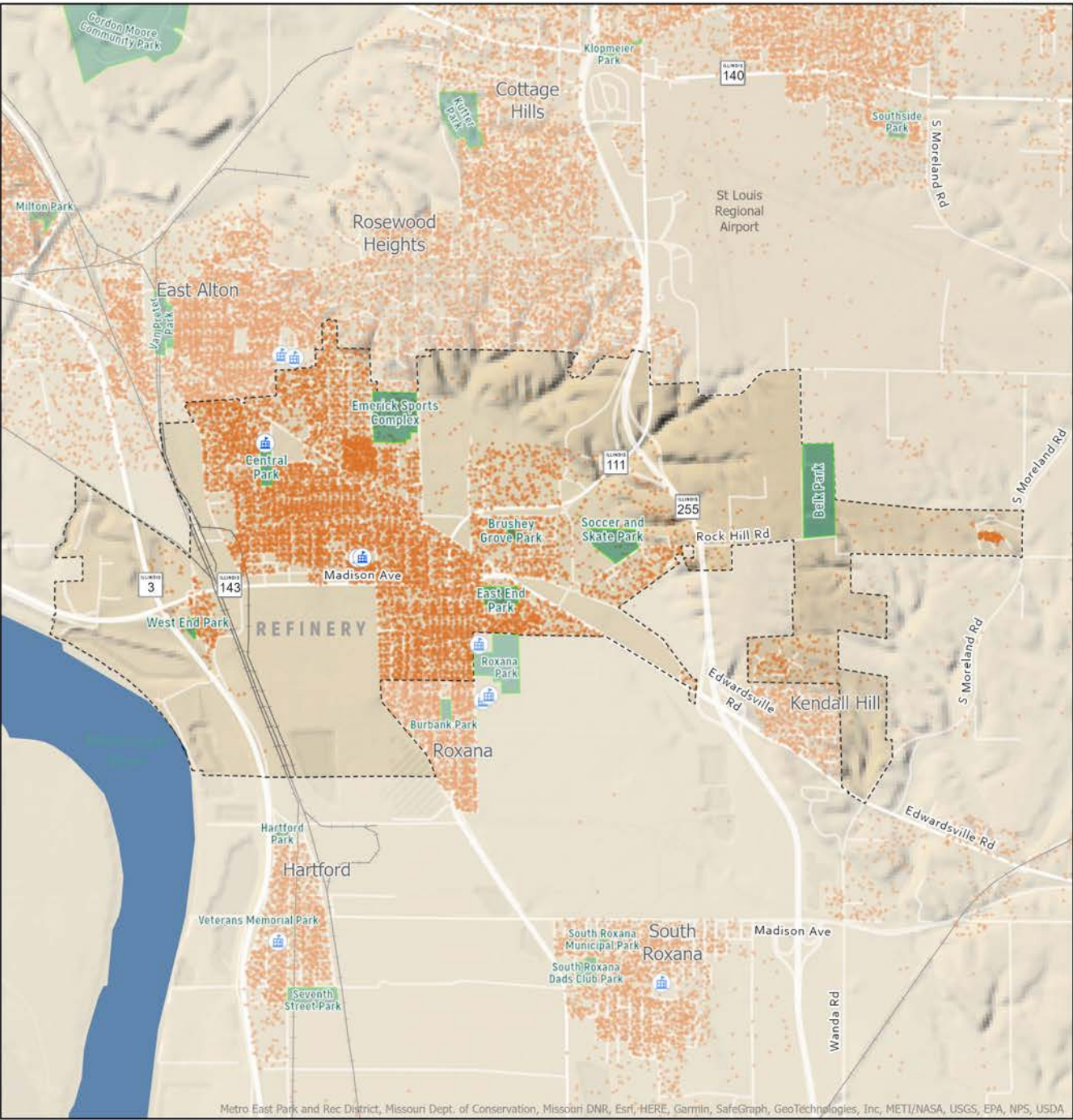
Source: Latest ACS 5-Year Estimates
Data Profiles/Economic
Characteristics

Workers Who Used Public Transportation

0.9 percent

Source: Latest ACS 5-Year Estimates
Data Profiles/Economic
Characteristics

Population Distribution, 2020



- Total Population, 1 Dot = 1 Person
- Public Schools
- Railroads
- Public Parks
- Wood River Municipal Boundary (2020 Census)

Dots are placed randomly within census blocks. Census block boundaries are not shown on the map.

0 1/4 1/2 3/4 1 Mile



3 Vision & Goals

Overview

The Vision and Goals were created in coordination with the Community Advisory Committee and City Project Team. Recommendations are based on these vision and goals and work together to ensure the plan meets the City of Wood River's mission.

The vision describes the desired future character, connectivity, and importance of the bicycle and pedestrian system. In addition, the committee felt that beginning to brand the vision and its corresponding goals would establish a foundation from which their plan could emerge and grow for all residents, stakeholders, and visitors of Wood River.

Vision

Wood River welcomes all to a safe, vibrant, and inclusive hub for residents and visitors, providing accessibility to destinations within the city and region to encourage healthy, active living, and improve quality of life for all.

Goals

- **Build on the bicycle-friendly and pedestrian-friendly regional network and connect Wood River as a keystone to existing and planned regional trails.**
- **Provide safe crossings where railroads, state routes, and highways are barriers to pedestrians, to create a walking and bicycling system for everyone.**
- **Enhance the vitality of Downtown Wood River by improving its visual appeal, accessibility, and comfort for pedestrians through improved design, amenities, streetscape facilities, and architecture.**
- **Create safe, convenient, and accessible bicycling and walking routes to all city parks, schools, neighborhoods, downtown, and other destinations to improve health and quality of life.**
- **Incorporate bicycle and pedestrian amenities and infrastructure that enhance neighborhoods and business corridors.**
- **Improve the pedestrian and bicycle network to offer recreation access, connections to multiple modes of transportation, and encourage active living and everyday use.**
- **Promote Wood River as a safe and welcoming community for biking and walking through educational programs, community outreach, events, and convenient bicycle parking options.**
- **Promote a bicycle and pedestrian-friendly community.**



A community that supports 8 to 80 year olds will thrive.



Bike Ramblers of all ages gather for their annual community ride.



HLC at the pop up event demonstrating possible amenities



HLC demonstrating possible amenities



Business owners on Halloween create a lively street to walk



Wood River as a regional gateway.

A photograph of two young people riding bicycles on a residential street. The person in the foreground is leaning forward, while the person behind them is looking towards the camera. A white SUV is parked on the street behind them. In the background, there are houses and a white picket fence. A blue recycling bin is visible on the right side of the street.

4 Existing Conditions

Overview

Wood River has several key elements that form a strong foundation for a bicycle- and pedestrian-friendly community. The existing grid system of small city blocks with sidewalks and street trees in the majority of the town is comfortable and welcoming for pedestrians. Schools and most city parks are accessible by pedestrians, and most neighborhoods and the parks are major destinations for residents.

The recent downtown streetscape enhancements showcase the City's commitment to investing in infrastructure that supports walking, access, and aesthetics. Regional bike trails at the edges of the City provide opportunities to develop trail connections through the heart of Wood River. Survey and community engagement results indicate that Wood River's residents and businesses want and support improvements to the bicycle and pedestrian system.

With that strong foundation are opportunities for improvement. Wood River's existing infrastructure creates some challenges for bicyclists and pedestrians. Rail lines on the western edge of downtown are difficult to traverse. The existing Phoebe Goldberg Overpass sidewalk on Hwy 143 to carry pedestrians over the rail lines is steep, narrow, and inconsistently maintained. Edwardsville Road is a barrier to pedestrians due to the heavy traffic, poor sidewalk connectivity, and lack of pedestrian facilities at intersections. Interstate 255 is a barrier due to limited options for safe pedestrian crossings. Wood River's topography offers physical challenges that may be daunting to many cyclists and pedestrians. The steep slope up the bluff line to the east creates challenging conditions on Rock Hill

Road, a route that is desired by many residents for its connection to Belk Park. The 9th Street hill is difficult to climb.

Poor condition of existing infrastructure is a factor that discourages residents from biking and walking in Wood River, as revealed in the survey and walk audit. In particular, pedestrian facilities at intersections on state highways are in need of refurbishment. Crosswalk markings and signs are faded, pedestrian-activated signals are inoperable or poorly timed, and trash is present in pedestrian refuge islands. On locally-maintained roads and streets, pedestrian routes are obstructed by activities associated with commercial businesses (such as poorly parked vehicles, obstructions, poor sidewalk maintenance, etc.) and overgrown vegetation. Crosswalk markings are typically faded.

Wood River has a solid foundation for developing a bicycle and pedestrian network, despite challenges and barriers due to existing transportation infrastructure and lack of maintenance.



Downtown continues to build pedestrian supportive venues.



Many parks and playgrounds need accessible connections



Bike Ramble parking



HLC demonstrating testing bike lanes and sharrows



Wood River has many parades. Street trees are necessary for



Downtown provides entertainment for the entire community

Existing Conditions Map

The Wood River Existing Conditions Map shows popular destinations for walking and biking, such as parks, schools, and bus stops. It also includes retail centers and essential services such as grocery stores. More maps and photos can be found in the Existing Conditions Report in the Appendix.

Sidewalks

Existing sidewalks are shown on the map. Developed areas without sidewalks are highlighted. In general, the completeness of the sidewalk network in residential areas southwest of Edwardsville Road is very good. Neighborhoods located northeast of Edwardsville Road, and newer commercial developments, generally lack sidewalks.

Trails & Bicycle Facilities

Wood River does not have any marked bike routes on City streets. Two major regional trails skirt the edges of the City of Wood River: The Madison County Transit (MCT) Confluence Trails on the west edge of the City and the MCT Watershed Trail southeast of the City. A future MCT Trails north-south route is proposed at the eastern edge of Wood River, connecting the MCT Watershed Trail to the vicinity of Kendall Hill and continuing northward to Belk Park and Bethalto. The exact route has not been made public yet. MCT Transit Center has bike storage and MCT buses are able to take bikes for passengers. This provides first mile - last mile transit connections for the community.

The Mississippi River Trail, which connects 10 states along the river, runs on the western edge of Wood River.

Major Railroad Crossing: Phoebe Goldberg Overpass

Multiple railroads on the western edge of Wood River present a barrier to pedestrians, cyclists and automobile drivers. The Phoebe Goldberg Overpass was constructed in 1982 to improve safety and allow automobiles and pedestrians to avoid delays caused by rail traffic crossing IL-143 (West Madison Avenue) just west of the downtown district. The current pedestrian accommodation is a steep and narrow sidewalk that does not meet ADA standards.

Land Owned by the City of Wood River

Parcels of land owned by the City of Wood River present opportunities for potential development of trailheads, amenities, or pedestrian routes.

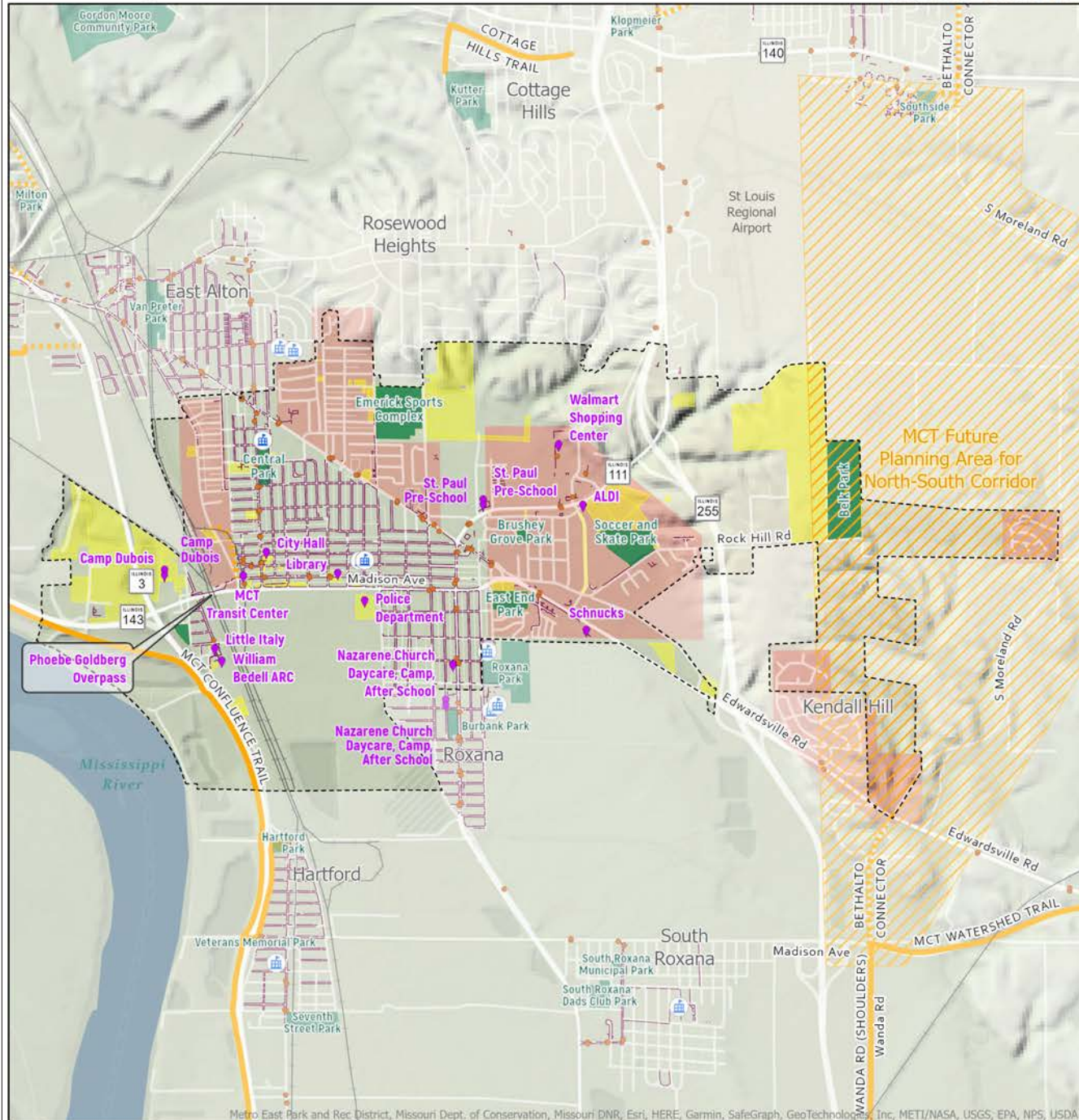
Transit System

Wood River is part of the Madison County Transit System, with six routes in regular service: #1 Riverbend, #1X Riverbend Express, #6 Roxana-Pontoon Beach, #7 Alton-Edwardsville, #12 Bethalto Shuttle and #24X Riverbend-Gateway Commerce Center Express. All of these routes connect to the transit station operated by Madison County Transit at the west end of Wood River's downtown district. The transit station is well-designed for pedestrians with appealing materials and lighting, benches in a covered seating area, trees to provide protection from the elements, and a secure storage locker system for bicycles.

Further information on these topics can be found in the appendix:

- **Current Traffic Patterns**
- **Annual Average Daily Traffic (AADT)**
- **Collisions** - The Illinois Department of Transportation database of collisions shows nine injuries to bicyclists or pedestrians reported in the years 2016-2020. No fatal collisions between automobiles and pedestrians or bicyclists were reported in that time period.
- **Heat Map of Running & Cycling (Strava)**
- **Major Railroad Crossing: Phoebe Goldberg Overpass** - In 1982 the Phoebe Goldberg Overpass was constructed to improve safety and allow automobiles and pedestrians to avoid delays caused by rail traffic crossing IL-143 (West Madison Avenue) just west of the downtown district. Safety and accessibility standards that would later be codified in the Americans with Disabilities Act of 1990 (ADA) were not implemented at the time of construction. As a result, the current pedestrian accommodation is too steep and narrow to meet ADA requirements. The eastern end of the approach terminates in a section of West Ferguson Avenue that lacks sidewalks. Poorly maintained vegetation obscures the approach to the overpass. Pedestrians who walked the route during the walking audit reported feeling unsafe due to the conditions listed above. It is the responsibility of IDOT to maintain this crossing and ROW.

Existing Conditions



- MCT Bus Stops
- 📍 Destination
- 🏫 Public Schools
- 🚂 Railroads
- 🚶 Sidewalks
- 🚶 Neighborhoods Without Sidewalks
- 🚴 MCT Existing Bike Route or Trail
- 🚴 MCT Proposed Bike Route or Trail
- 🚴 MCT Planned Corridor
- 🟡 Wood River Owned Parcels (Last Updated 2021-Q2)
- 🟢 Public Parks
- 🚧 Wood River Municipal Boundary (2020 Census)



Sidewalks

Wood River's gridded layout of streets lined with sidewalks on predominantly flat topography is appealing and generally accessible to pedestrians. Mature street trees are prevalent in residential areas. A few areas lack ADA accessible ramps at intersections. In general, the completeness and condition of the sidewalk network in residential areas southwest of Edwardsville Road is very good. Neighborhoods located northeast of Edwardsville Road, and newer commercial developments, generally lack sidewalks.

The quality of sidewalks in commercial areas of Wood River varies widely. Elements of the downtown streetscape (Ferguson Avenue) such as brick pavement, curb bump-outs at intersections and enhanced lighting are generally appealing and effective. Some ramps, railings and signage downtown are not placed effectively. Pedestrians who evaluated the downtown streetscape during the walking audit reported a need for street trees, benches, trash cans and planters. Sidewalks along busy routes such as Edwardsville Road and South 6th Street are missing or incomplete. Some business activities encroach on the sidewalk, obstructing the pedestrian pathway.



Overgrown vegetation and stormwater erosion



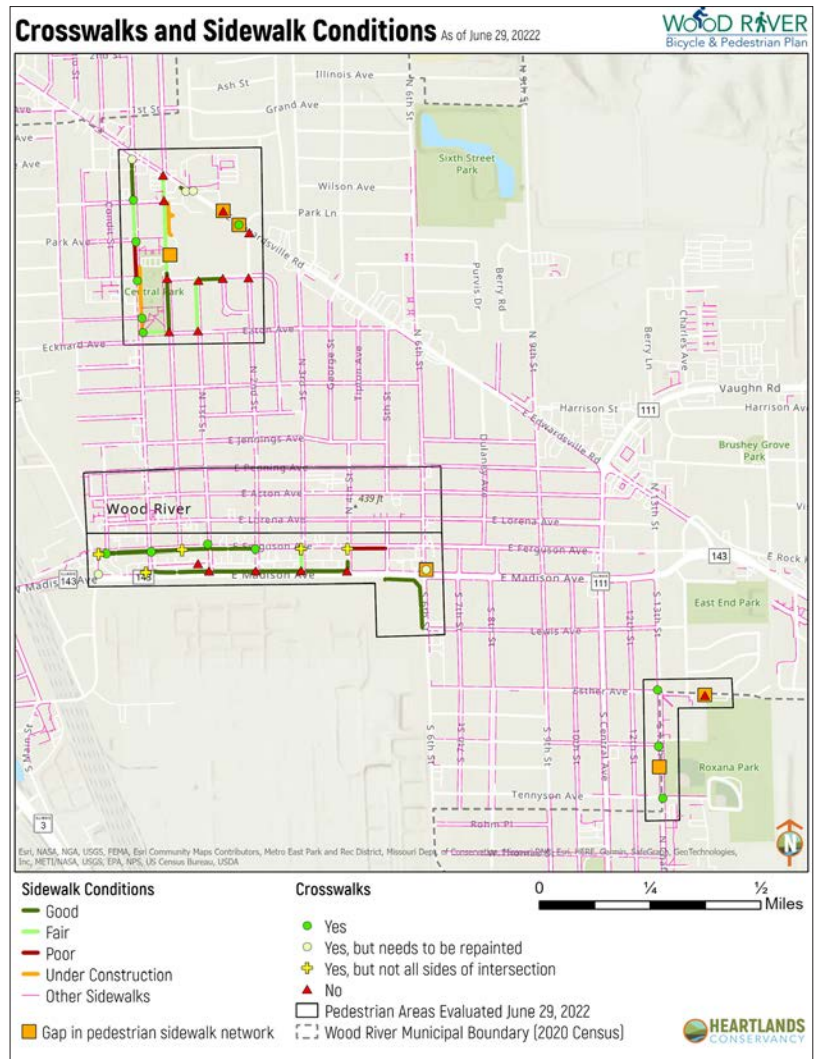
Lack of cross walks 1-block off of Downtown



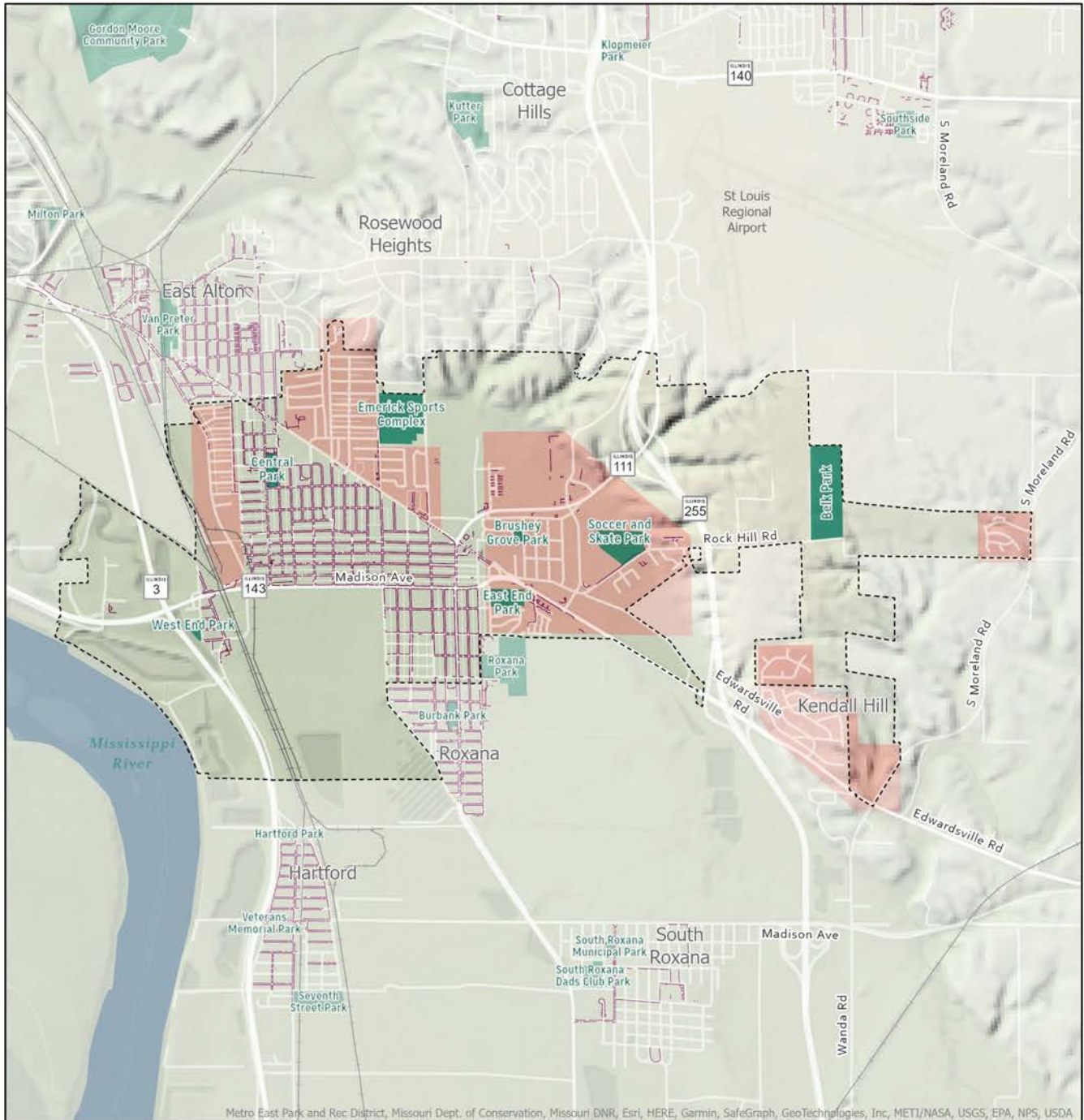
Overgrown vegetation, too narrow, & not ADA slope at Phoebe Goldberg Overpass

Crosswalks

Crosswalks in Wood River are typically a simple parallel bar design. Most are faded. Numbered state routes maintained by the Illinois Department of Transportation include features designed to facilitate pedestrian crossings at busy intersections but a prolonged lack of maintenance is evident. Pedestrians who evaluated the intersection of IL-143 (West Madison Avenue) and Old St. Louis Road during the walking audit reported illegible signage, faded pavement markings, inoperable signals and gravel/debris in the pedestrian pathway through the intersection. A detailed inventory of sidewalk and crosswalk conditions in three key pedestrian zones revealed incomplete connections at intersections and gaps in the pedestrian network.



Sidewalk Network



- Sidewalks
- +— Railroads
- Neighborhoods Without Sidewalks
- Public Parks
- Wood River Municipal Boundary (2020 Census)

0 1/4 1/2 3/4 1
Mile



Existing & Concurrent Plans

The Project Team reviewed existing, ongoing, and current planning efforts for recommendations, ongoing initiatives, and potential future projects.

Federal Plans

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.

The following plans and policies were referenced:

- U.S. Department of Transportation (USDOT) enacted a policy to “incorporate safe and convenient walking and bicycling facilities into transportation projects.” (March 2010). 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; and*
 - *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;*
- *Safer People, Safer Streets Initiative* (USDOT September 2014);
- *Separated Bike Lane Planning and Design Guide.* (Federal Highway Administration (FHWA) May 2015); and

- FHWA released a statement about new street design guidelines on National Highway System (NHS) roadways with speed limits under 50 mph (May 2016).

State Plans

IDOT has jurisdiction on many of the roadways within Wood River, including Illinois Routes 3, 111, 143, and 255. However, the principles of complete streets have been applied to all plan recommendations, creating mostly seamless integration of both pedestrian and bicycle accommodations.

In addition, the following plans and policies were referenced:

- *Complete Streets Policy* (October 2007);
- *Bureau of Design and Environment Manual*, Chapters 5 and 17, in response to the 2007 “Complete Streets” state law. (updated June 2010); and
- *Illinois Bike Transportation Plan (2014)*, 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*.

Regional Plans

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. A Bethalto Connector is included in MEPRD’s 2011 Long-Range Plan. Conceptually, this route aligns with a future MCT Trails north-south route connecting the MCT Watershed Trail to the vicinity of Kendall Hill and continuing northward to Belk Park and Bethalto.

Madison County Transit (MCT) Trails Master Plan (2023 currently in development)- At a stakeholder interview, MCT Trails staff indicated that they prefer to only show the planning corridor and planned connection points along the potential route between Wanda Rd and Bethalto.

The exact route has not been made public by MCT yet. The planning corridor is shown on the Existing Condition map.

Local Plans

Wood River is guided by several local plans that include explicit support for bicycle and pedestrian infrastructure. Excerpts and references are listed below.

Wood River Comprehensive Plan (2022-23 currently in development) - The Project Team has worked in parallel with the team that is developing a new comprehensive plan for Wood River. Working concurrently has offered opportunities for aligning goals and objectives of the two plans. At the time of writing, the draft comprehensive plan is not finalized or adopted.

Wood River City Strategic Plan 2019 - This succinct plan has provided a few desired outcomes as guidelines. The Project Team has extracted the following:

- *Quality of Life: To provide a sense of community through recreational opportunities, safety and civic engagement.*
- *Activities Associated with Strategic Outcomes: Infrastructure: 2. Fix Sidewalks.*

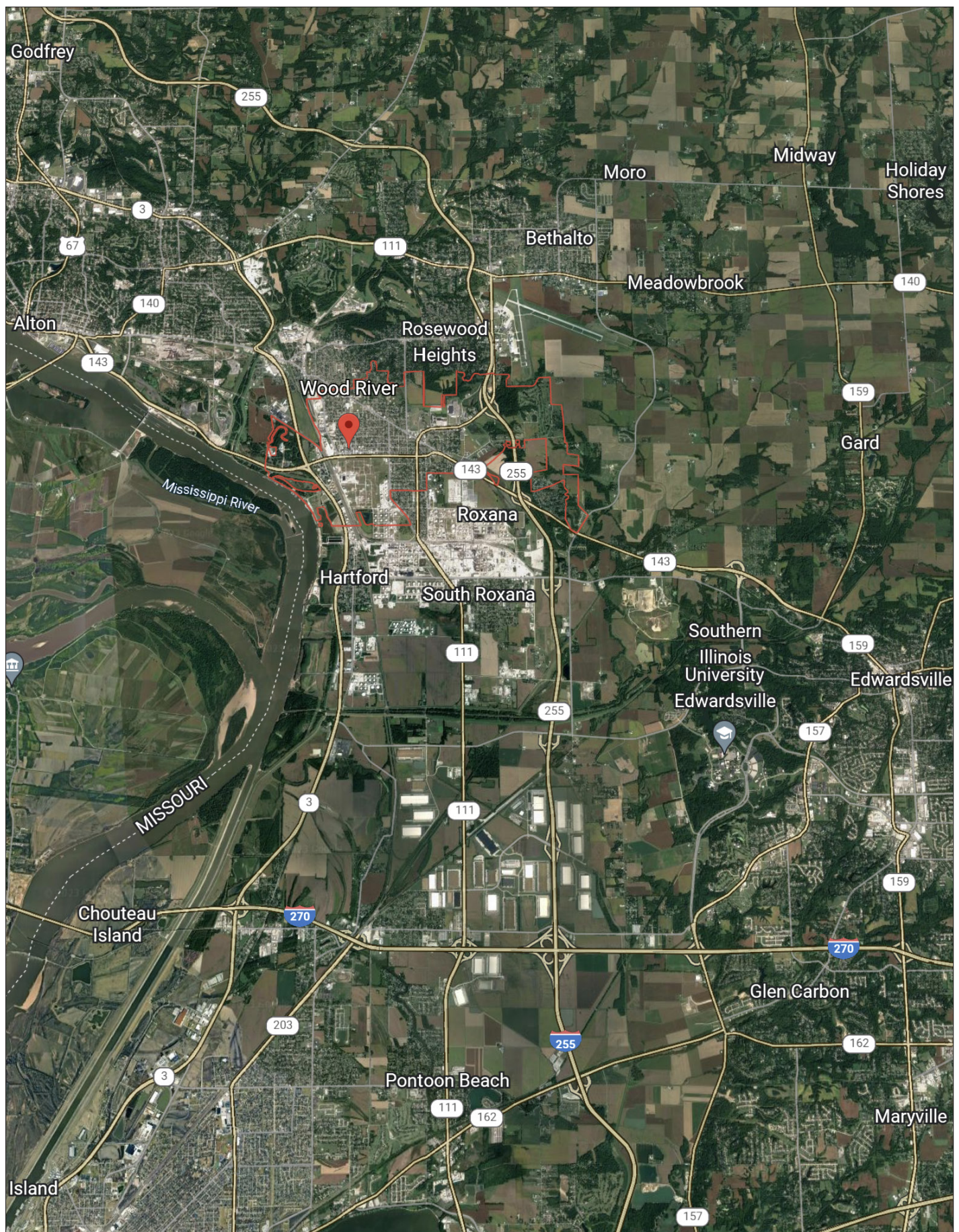
Illinois 255 Corridor Development Plan June 2002 - This plan has provided recommendations. The Project Team has extracted the following as guidelines:

- See Land Use Plan (map) for Open Space Overlay corridors (page 3-2): I-255 Corridor Development Plan 2002 Maps.
- The plan's definition of Parks, Recreation and Open Space (page 3-5) includes the following: *The Open Space Overlay district in the Plan recommends building setbacks and preservation of vegetation on private land for the purpose of stormwater/erosion management, natural area and habitat preservation, pedestrian and bicycle paths, and a highway buffer. In cases where utilities or a pedestrian bicycle path are planned for construction in the open space overlay, the city would need to acquire an easement.*
- 3.2 Transportation Plan (page 3-6):
 - *Improve Rock Hill Road from IL-255 to Birch Road;*
 - *Extend MetroLink to Wood River with the construction of a transit station near the Illinois 3/Illinois 143 intersection; and*
 - *Establish a city-wide bicycle-pedestrian network.*
- See Study Area: IL-255 Corridor (map) on page 4-5 for Proposed Bicycle Path
- See Study Area: Downtown (map) on page 4-14 for Proposed Bicycle Path
- 5.4 Transportation (page 5-10),

- *Proposed Roadway Functional Classifications;*
- *Wesley Drive - major collector;*
- *Rock Hill Road between Hwy 143 and Birch Road - major collector;*
- *Buchta Road - major collector; and*
- *New north-south road east of Belk Park - major collector.*

Comprehensive Community Plan, 1969 - Though this plan is more than 50 years old, it is notable that the City of Wood River has asserted the need to upgrade Rock Hill Road to collector status since the plan was adopted.

Page 2-23 - Rock Hill Road...should be improved to collector street standards from Route 143 to the County's proposed realignment of Wanda Road, approximately three miles east of the City.





5 The Plan

Overview

The community's vision and goals, and Plan are to create connectivity and linkages for the neighbors and visitors of Wood River, supported by a built environment that balances economic, community, and healthy and active living opportunities.

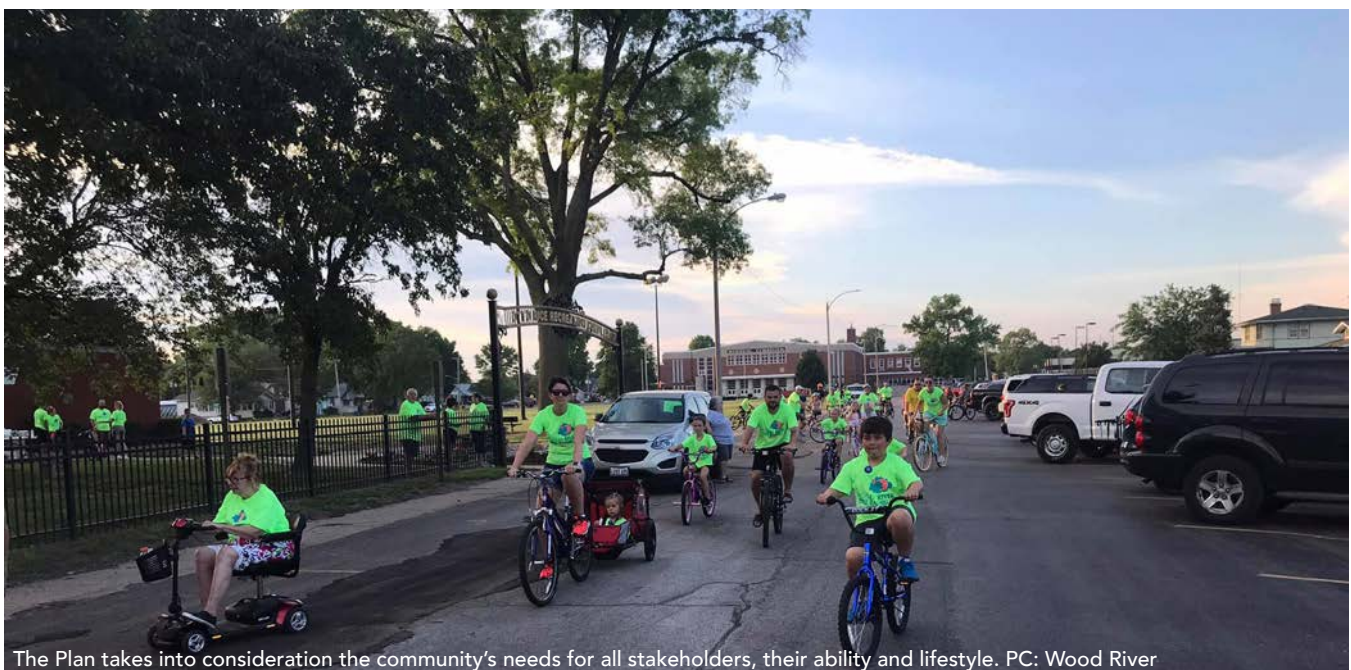
The strategies for implementing the proposed projects and network should cater to the needs of the residents and businesses while inviting regional visitors.

Wood River is the keystone in the network of Metro East trails - connecting the bluff top communities to the Mississippi River and the region. It is the missing linkage to the MCT regional trail network and ultimately the bistate river corridor.

Multiple options were developed to resolve issues and challenges and provide a system of pedestrian and bicycle routes and connected facilities.

Make Changes as City's Needs Change

As the population changes, amenities and corridors can be added to meet community needs and to accommodate appropriate levels of connectivity service and scale.

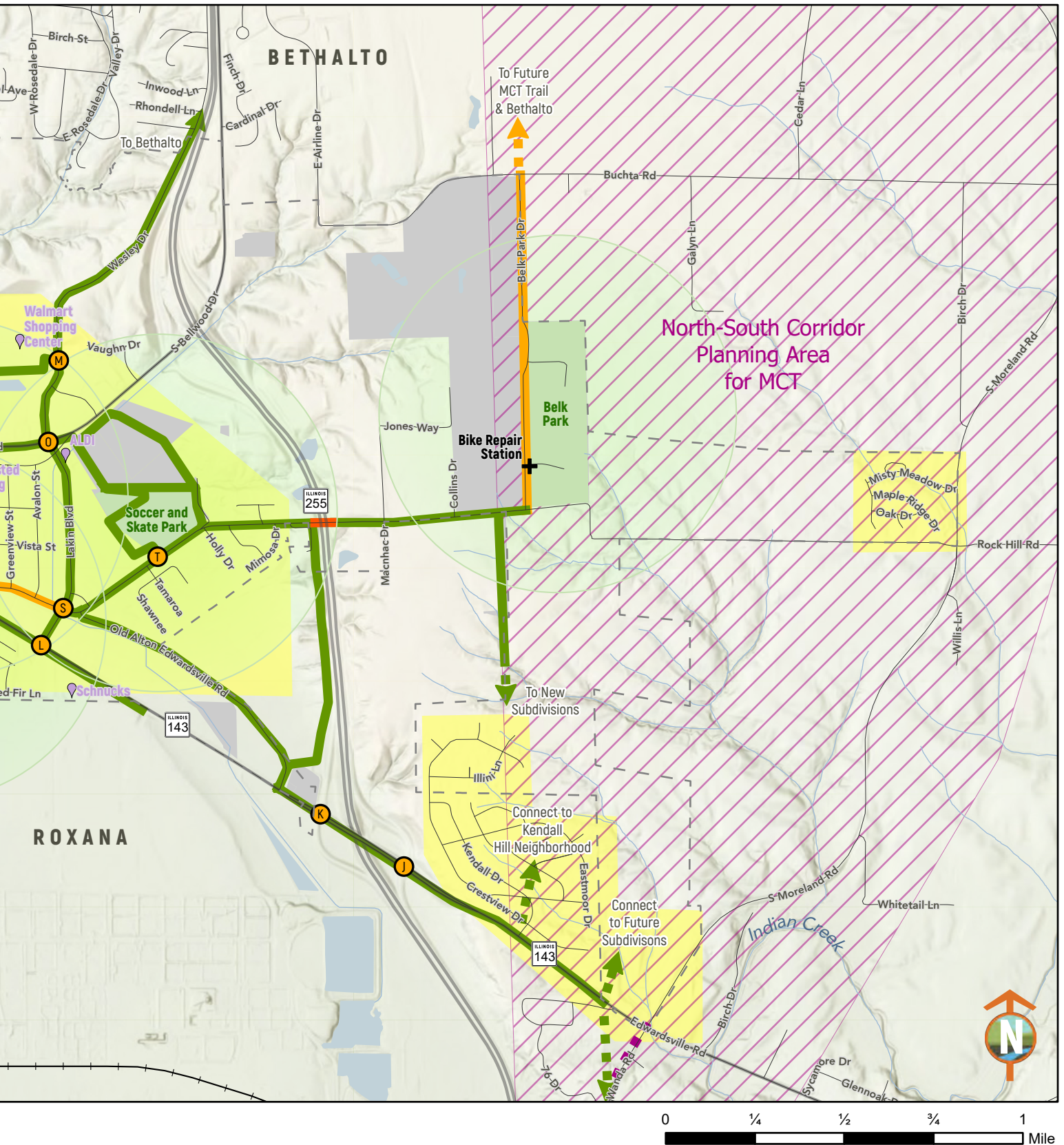


The Plan takes into consideration the community's needs for all stakeholders, their ability and lifestyle. PC: Wood River

Proposed Routes and Improvements



- | | | |
|---|-------------------------------------|------------------------------|
| Proposed Intersection Improvement | MCT Existing Bike Route or Trail | Proposed Amenity Improvement |
| Proposed Bridge Widening | MCT Proposed Bike Route or Trail | Destination |
| Proposed Separated Bike Trail (Shared-use path) | MCT Planned Corridor | Public School |
| Proposed Bike Lane or Shared Road | Civic Destination Buffer (.25 Mile) | Wood River Boundary |
| Separated Bike Trail (Funding Pending) | Park and Trail Buffer (.5 Mile) | Park |
| Pedestrian Priority Area | Owned by City of Wood River | Water |
| Neighborhood Without Sidewalks | | |





Strategies & Recommendations

The following recommendations have culminated from the results of the community survey, input from the open houses, events, meetings with the Community Advisory Committee, city project team and staff, and stakeholders.

These strategies should be considered a general guide for planning, future acquisition, and development of the pedestrian and bicycle network, with more specific decisions being carried out in the day-to-day operations of the City of Wood River.

In more detail than goals, strategies generally identify efforts that should always be a part of ongoing work programs and efforts of the City. However, it should be noted that implementation, project development, and management decisions are often based on opportunity, partnerships, and funding opportunities rather than priority; listed priorities should not be used as justification against pursuing projects not included under this section.

Many of these strategies will benefit from multiple entities coming together and leveraging resources. Partnerships with cooperating agencies, non-governmental organizations, and volunteer organizations can be strengthened and supportive. Where appropriate, initiate discussions to consider working with other public agencies and private organizations to provide services, activities, programming, or facilities that serve local residents and attract visitors from the region or state. All collaborations should be formalized through written memorandums of agreement.

Above the old Dynergy Power Plant on the Mississippi River, looking east toward Downtown Wood River. The MCT Confluence Trail follows IL-143. Towards the top of the photo, a pedestrian bridge crosses Wood River Creek to get pedestrians and bicyclists to Alton and the travel the River Road to Grafton. A new trailhead at the top left corner on IL-143 would provide safe parking and access. PC: Liability Partners LLC



Goal: Regional Keystone

Build on the bicycle-friendly and pedestrian-friendly regional network and connect Wood River as a keystone to existing and planned regional trails.

Recommendations:

1. Connect Downtown Wood River to the MCT Confluence Trail via a dedicated route from Wood River Avenue through Camp DuBois to Canal Road with a pedestrian-activated crossing signal at the intersection of Enviro Way/Canal Road and IL-143.
 - a. Create a linear park along the River Road and the Confluence Trail.
 - i. Enhance City-owned land along the Mississippi River and Route 3 and 143 with safe crossings, trailhead, amenities, and interpretive points of interest.
 - ii. Work with partners to implement, enhance, and interpret corridor.
 - iii. Investigate new passive recreational opportunities with a water trail along the City's river's edge. Include kayak/canoe water access points for paddlers.
2. Connect Belk Park to the MCT Watershed Trail near Wanda Road on the southeastern edge of Wood River through a north-south corridor alignment passing through Kendall Hill.
3. Connect Wood River's bicycle and pedestrian routes to neighboring communities, such as Bethalto, East Alton, Edwardsville, Roxana, Alton, and Hartford along IL-143, State Route 111, South 13th Street, Edwardsville Road, Wood River Avenue, South Main Street/State Aid Road, and North 9th Street.
4. Coordinate trail planning and construction projects with neighboring municipalities and agency partners to enhance connectivity and leverage resources.
5. Install, maintain, or reinstall pedestrian-activated crossing signals at key locations as noted on the plan at State Routes 3, 143, 111, etc.
6. Identify any right-of-way that might be needed to implement the recommendations.
7. Connect residential subdivisions on the east side of Wood River to future trail alignments in the vicinity of Rock Hill Road, Belk Park, and Kendall Hill.
8. Expand Wood River's brand as a major regional recreation destination through marketing and communications.
 - a. Grow partnerships with the Tourism Bureau to promote Wood River as a regional cycling destination.
 - b. Create and implement a cohesive marketing strategy for recreation and ecotourism that couples with the City's brand and economic plans.
 - f. Conduct an audit of consumer mapping application data. Review Google Maps, OpenStreetMap, and the Metro East Park and Recreation District web mapping application to ensure that boundaries, names, and facility types are presented accurately, and request edits from each provider as necessary.
 - g. Create a uniform and cohesive look for bicycle/pedestrian wayfinding sign system in Wood River. Improve directional and destination sign systems.
 - h. Promote Wood River's unique history and cultural sites with trail and pedestrian access:
 - i. Woodland and Mississippian Culture;
 - ii. Downtown, homesteads, industry, etc.;
 - iii. Camp Dubois; and
 - iv. The National Meeting of the Great Rivers Scenic Byway.



Goal: Safe Crossings

Provide safe crossings where railroads, state routes, and highways are barriers to pedestrians, to create a walking and bicycling system for everyone.

Recommendations:

1. Begin working with IDOT to improve intersection crossings along major highway corridors in and adjacent to Wood River.
2. Raise awareness about condition and safety of Edwardsville Road, Phoebe Goldberg Overpass/ railroad crossings, IL-143, Camp DuBois access, Wood River Gateway off of State Route 3, Riverbend regional initiatives etc. Emphasize the increased benefit of promoting connectivity, health, tourism/visitorship, and boosting the economy, if funding were appropriated to connect, brand, and maintain facilities.
3. Reconstruct the Phoebe Goldberg Overpass to provide a safe, accessible route for pedestrians to cross the railroad tracks.
4. Redesign Edwardsville Road as a pedestrian-supportive corridor with enhanced pedestrian crossings at key intersections including: Sixth Street & Edwardsville Road; State Route 111 & Edwardsville Road; Wood River Avenue & Edwardsville Road; and Ninth Street & Edwardsville Road.
5. Increase safety, visibility, and directional signs to connect the Little Italy neighborhood to the pedestrian network and Downtown.
6. Assert the City's right to accessible pedestrian infrastructure facilities on state routes by requesting regular inspections, maintenance, and repairs of signalized intersections and rights-of-way maintained by IDOT.
7. Add high-visibility crosswalk markings and signs at pedestrian crossings.



Goal: Lively Downtown

Enhance the vitality of Downtown Wood River by improving its visual appeal, accessibility, and comfort for pedestrians through improved design, amenities, streetscape facilities, and architecture.

Recommendations:

1. Provide pedestrian-oriented directional signs to public facilities, key destinations, regional trail connections, and places of interest.
2. Provide an east-west route through Downtown with bicycle lane(s) on Ferguson Avenue.
3. Provide bicycle racks, benches, and trash cans along Ferguson Avenue.
4. Add street trees along the downtown corridor for shade and vitality; and add seasonal planted pots at intersections for color and interest.
5. Incorporate design elements such as street lighting, branding, enhanced crosswalks and intersection art, traffic calming, parking, and building facade improvements.
6. Enhance Downtown streetscape amenities on Ferguson Avenue and extend the streetscape enhancements eastward.
7. Develop Design Guidelines for street amenities and the Downtown District that encourage a walkable and bicycle-friendly atmosphere for residents, visitors, and businesses.
8. Work with IDOT to redesign IL-143 from State Route 3 to 6th Street to reduce vehicle speeds and provide safer facilities for pedestrians and cyclists. The redesign could also include community branding and artistic elements.
9. Upgrade bus stops to incorporate shelters, shade, and bicycle parking for transit users.



Goal: Healthy Connections

Create safe, convenient, and accessible bicycling and walking routes to all city parks, schools, neighborhoods, downtown, and other destinations to improve health and quality of life.

Recommendations:

1. Develop a timeline to improve all crosswalks under the City of Wood River's jurisdiction.
2. Enhance pedestrian and bicycle safety at the following critical intersections:
 - a. Sixth Street & Edwardsville Road;
 - b. State Route 111 & Edwardsville Road;
 - c. Wood River Avenue & Edwardsville Road;
 - d. Ninth Street & Edwardsville Road;
 - e. State Route 111 & IL-143/Madison Avenue; and
 - f. Others as noted on the plan as opportunities arise.
3. Construct shared-use paths for bicyclists, separated from automobile traffic, where feasible and particularly in areas with speed limits above 35 mph.
4. Prioritize safe pedestrian/bicycle connections and access to schools within Wood River and nearby. Encourage walking/biking buses, cross-programming to encourage non-vehicular commute to schools, and provide facilities for bicyclists on campuses.
5. Prioritize safe pedestrian/bicycle connections and access to Wood River parks. Provide facilities for bicyclists within parks.
6. Consider a master plan for Camp DuBois on IL-143/Madison Avenue as a secondary trailhead and amenity as a trail connection to the Mississippi River and Confluence Trail Corridor.



Goal: Enhance Corridors

Incorporate bicycle and pedestrian amenities and infrastructure that enhance neighborhoods and business corridors.

Recommendations:

1. Increase the amount of bicycle parking and storage in Wood River. Place bicycle racks at local destinations, near bus stops, cultural sites, parks, schools, and businesses.
2. Encourage new developments to incorporate bicycle parking by offering reduced vehicular parking requirements per number of bicycle racks installed.
3. Create a timeline for making sidewalk repairs, improvements, and bridging the gaps during street resurfacing, repairs, utility work, or construction.
4. Continue and connect the existing grid pattern of streets and sidewalks into adjacent areas of new construction. Require developers to construct sidewalks on both sides of the streets and to connect to adjacent sidewalks, trails, and neighborhoods.
5. Incorporate bicycle and pedestrian access and infrastructure on all new roads in any further city annexation, corridors, developments (business or residential), future parks, schools, etc.
 - a. Adopt a Complete Streets Ordinance.
 - b. Update ordinances to require new residential and commercial developments to provide sidewalks on both sides of the streets and crosswalks at crossings.
6. Partner with railroads to develop corridors for future connections and right-of-use for current vacated or future vacated corridors.
7. Secure right-of-way, funding, and engineering design for the eastern North-South corridor to connect Wood River to MCT Trails, Belk Park, Kendall Hill, and Bethalto.
8. Consider dedicated staff positions to assist the City on implementation, maintenance, and care.

VI

Goal: Improve Network

Improve the pedestrian and bicycle network to offer recreation access, connections to multiple modes of transportation, and encourage active living and everyday use.

Recommendations:

1. Implement traffic calming techniques such as redesign of intersections and crossings along priority bicycling and pedestrian-desired corridors like Edwardsville Road and Route 143.
2. Develop a high-visibility trailhead in the vicinity of the MCT Transit Center and Wood River Museum building to welcome transit riders, bicyclists, and pedestrians to Downtown Wood River.
3. Partner with MCT to develop programs that encourage riders to combine bus trips with bicycling.
4. Upgrade Wood River Police Department building and site as a resting place or trailhead for bicyclists and pedestrians to access safe, clean public restrooms, water fountains, walking trail, bicycle parking, and repair station.

VII

Goal: Promote Wood River

Promote Wood River as a safe and welcoming community for biking and walking through educational programs, community outreach, events, and convenient bicycle parking options.

Recommendations:

1. Promote a bicycle and pedestrian-friendly community:
 - a. Appoint a Bicycle and Pedestrian Advisory Committee to assist with implementation and collaboration. Continuing the current committee is recommended. Add stakeholders as needed.
 - b. Publish and promote an annual progress report.
 - c. Create pocket-sized maps of Wood River's bicycling trails and routes for distribution.
 - d. Create and host a public web map of Wood River's bicycling trails and routes.
 - e. Consider a 'Police on Bicycles' Program for some events to promote biking.
2. Promote tourism to support economic vitality.
 - a. Promote Wood River.
 - b. Develop and promote all-season recreation trail activities.
 - c. Build destination trailheads. Partner with other entities to add bicycle and pedestrian amenities at their facilities.
 - d. Capitalize on the existing Great River Road tourism. The Mississippi Riverfront is a great resource for the City of Wood River.
 - e. Partner with adjacent communities to connect to special events along river and creek corridors.
3. Provide and encourage bicycle safety education in the community:

- a. Include a bicycle safety program as a component of Parks & Recreation events, such as the annual Bicycle Ramble. Organize group rides for beginners.
- b. Distribute Biking and Walking information cards or social media posts. Outline the rights of pedestrians, bicyclists, and drivers.
- c. Include bicycle and pedestrian safety in City newsletters and social media.
- d. Hold informational and educational sessions using training resources from bike-advocacy organizations such as Ride Illinois.
4. Encourage biking and walking in Wood River.
 - a. Promote senior walking and biking groups.
 - b. Continue and promote community bicycle rides, like the Bicycle Ramble.
 - c. Promote community events to encourage bicycling or walking, such as on National Bike to Work Day.
 - d. Host high-profile bicycling events to bring visitors to Wood River.
 - e. Provide incentives (prizes, coupons, etc.) if people bicycle and walk to existing community events, like Chili Cook-off or Ice Cream Social.
 - f. Install bicycle racks and facilities at schools, parks, and public buildings.
 - g. Encourage schools to have ongoing bicycle and pedestrian encouragement programs. Examples include "walking school buses," "bicycle buses," bicycle clubs, bicycle rodeos, and earn-a-bicycle programs.
 - h. Consider Bicycle Valets and additional bicycle parking at events, such as a bicycle corral.
5. Install bicycle repair stations at locations where they can be easily monitored and maintained: MCT Transit Center, Downtown, library, police station, recreation center, and Belk Park.
6. Encourage businesses to become pedestrian- and bicycle-friendly destinations by offering convenient bicycle parking and connections to bicycle routes. Provide lighting, shade, outdoor seating, bicycle racks, benches and providing storage for bicycles and clothes and providing shower facilities.
7. Consider working with League of American Bicyclist to designate bike-friendly businesses.



Museum and MCT Transit Center with commuter amenities.

Priority Projects, Special Considerations, & Recommendations

Uphill Climbing Lane - Rock Hill Road

Rock Hill Road is one of the few roads in Wood River that ascends the bluffs, making it a prime connector for reaching Belk Park.

For uphill travel on Rock Hill Road the Shared-use Path should be wider than standard, with a buffer, totaling approximately 8 feet. The added width allows cyclists the ability to weave while ascending or to pass slower cyclists. The downhill lane may be the standard width of at least 4 feet.

New Neighborhood Connections

Pedestrians and cyclists will always take the shortest route to their destination. This is especially important for new subdivision-style developments that do not connect to Wood River's existing grid of streets.

By linking Wood River's neighborhoods and future developments together with shared-use paths, residents' options for walking and cycling increase.

Intersection Design

Safety of street crossing 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 crosswalk 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.

- **Additional Intersections** The Proposed Routes map on pages 38-39 shows intersections where public input and technical staff review indicated improvements should be considered. 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.
- **Crosswalk Enhancements** Crosswalks at unsignalized intersections with a high number of users or along busier roadways may require 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.
- **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).
- **Protected Intersection** A protected intersection allows cyclists making a left turn from the bike lane to transition onto the 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 opportunities offered in the City of Wood River.

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

Ride Illinois Safely The objective of the Ride Illinois Safely program is to make bike education courses and resources accessible to adults and children across Illinois. Educational content and courses are tailored to different age groups through a variety of methods – online (live), on-demand, and in-person. The foundation of the Ride Illinois Safely program is the League of American Bicyclists' Smart Cycling program which is designed to reach people of all ages and abilities by improving skills, building confidence, and teaching others.

<https://rideillinois.org/safety/education/>

Local Bike Shops Some local and regional bike dealers offer classes that could be advertised in the City.

- Organize group rides for beginners.
- Offer walking and biking safety brochures at local licensing facilities.
- Include walking and bicycling safety information in City newsletter or local media.
- Host bicycle education sessions through the City's Parks & Recreation Department, building on the success of the annual Bike Ramble to add a safety component.

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 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 escort them to school safely.
- 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. 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.

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)
- Trailnet (trailnet.org)
- 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)
- Pedal Power Kids (pedalpowerkids.com)
- BK Bike School (bkbikeschool.com)

Encouragement

Short Term

- **Publicize National Bike to Work Day in Wood River.** The date is always the third Friday in May. Offer break stations with coffee and snacks for people on bikes that morning.

Medium Term

- **Create a network of bicycle and pedestrian directional signs to help people discover desirable routes and popular destinations.** Branding the facilities will produce multiple benefits: recognition, awareness, directions, 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.
- **Implement Branded Crosswalks in Downtown.** Branded crosswalks that are unique to Wood River not only make them more visible to automobile drivers, but also instills a sense of community pride, beautifies the street, and encourages walking. These crosswalks could be used around schools, parks, even commercial areas where many people walk regularly. They are a good way to link sections of the bicycle and pedestrian network across major streets or between changes in facility types.
- **Volunteer-Led Community Programs**
 - Walking Groups; especially for seniors
 - City-Wide Couch to 5K Program to encourage walking and running
 - Community Bike Rides - In addition to the Bike Ramble, smaller community rides would help foster a sense of community pride in bicycling.
 - Bike-valet service to community events
- **Increase the amount of bike parking and storage in Wood River.**
 - Place bike racks at local destinations such as parks, schools, near bus stops, city buildings, and historical sites. Build long-term, covered storage around transit stops. 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
- Businesses in the Wood River area can be great partners and advocates for these programs. Reach out to these businesses and their advocacy organizations and work together to create a Bike and Walk Friendly Wood River.

Long Term

- Consider potential locations for future trailheads. One at IL-143 and IL-3 adjacent to the Confluence Trail would provide a park and ride trailhead for the region. Partner with MEPRD and MCT.
- 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.
- Work with the Wood River Police Department to safely open facilities at police station to cyclists.. Identify way to safely add or open a restroom facility at the MCT Transit Center or visitor center/museum.

Evaluation

Short Term

- **Publish an Annual Report on Biking and Walking.** Produced by the BPAAC, the report would review the progress of the plan implementation throughout the City in the last year for each principle (Engineering, Education, and Encouragement)

Medium | Long 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 or hire a staff person** to be in charge of bicycle and pedestrian issues to ensure the plan will move 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.
 - 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 for neighborhood shared streets, as designated previously, but would be a beneficial addition to any of the recommendations.
 - Partner with AARP for programming and surveys. AARP.org
 - 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. www.walkfriendly.org/

Bike Facilities

There are typically seven categories of facility types recommended for bicycle and pedestrian plans:

- **Sidewalks;**
- **Shared Street;**
- **Shared Lane;**
- **Paved Shoulder*;**
- **Bike Lanes;**
- **Buffered Bike Lanes*;** and
- **Shared-use Path (also called "Separated Bike Trail").**

*For Wood River, Paved Shoulders and Buffered Bike Lanes are not recommended, based on community preferences and existing conditions. Definitions of the facility types are shown to the right.

Resources:

BDE Design Guidelines. (Illinois Department of Transportation)

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

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

Urban Bikeway Design Guide, Second Edition (National Association of City Transportation Officials)

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

Sidewalks

Sidewalks are elevated from the roadway by several inches, separated from the street by a curb, and made of concrete.

Why use them:

Sidewalks improve safety and comfort for people walking.

When to use them:

Sidewalks give people walking safe and comfortable space on virtually any roadway.

How to use them:

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:

<http://nacto.org/usdg/street-design-elements/sidewalks/>

Shared Streets

There are two types of shared streets. The first type is on low-traffic residential roads. Shared streets are sometimes called bike boulevards or neighborhood greenways and are designed for people biking, walking, and driving to share the street safely.

The second type is on rural routes with low traffic and moderate speeds. These are typically traveled by those running or biking for long distance.

Why use them:

To provide a space where pedestrians, cyclists, and drivers feel safe sharing the roadway by slowing traffic and using warning signs, and to provide safe and convenient connections through the community.

When to use them:

Ideally, all shared streets should have less than 1,500 vehicles per day Annual Average Daily Traffic (AADT). Residential shared streets should have a speed limit of 25 mph or less.

How to use them:

Shared Streets can be achieved by placing signs and pavement marking denoting the route and posted speed limit of 25 mph or less. Shared Lane markings, called Sharrows, may also be used. Traffic calming techniques can be used, if desired, to reduce automobile speeds. 'Share the Road' signs can be used to mark more rural routes.

Resources:

<http://nacto.org/cities-for-cycling/design-guide/bicycle-boulevards/>



Residential Sidewalks nacto.org



Downtown Sidewalks nacto.org



Shared Streets & Signs nacto.org

Shared Lanes

Sharrows, a white bicycle and two chevron arrows, are painted in the middle of the traffic lane and accompanied by sidewalks for pedestrians.

Why use them:

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 to use them:

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

How to use them:

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.

Resources:

<http://nacto.org/cities-for-cycling/bike-lanes/bikeway-signing-marking/shared-lane-markings>



Residential Sidewalks nacto.org

Bike Lanes

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.

Why use them:

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 to use them:

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. If volumes are higher, use Protected Bike Lanes.

How to use them:

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).

Resources:

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



Bike Lanes nacto.org

Shared-Use Paths

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.

Why use them:

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 to use them:

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 to use them:

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)



Shared-use paths AASHTO

Priority Projects

Recommendations

The Plan's recommendations and priority projects listed on the following pages should be used as a framework for developing more detailed design-engineering plans during subsequent implementation. The overall priority project locator is below. Later pages provide more information by project.

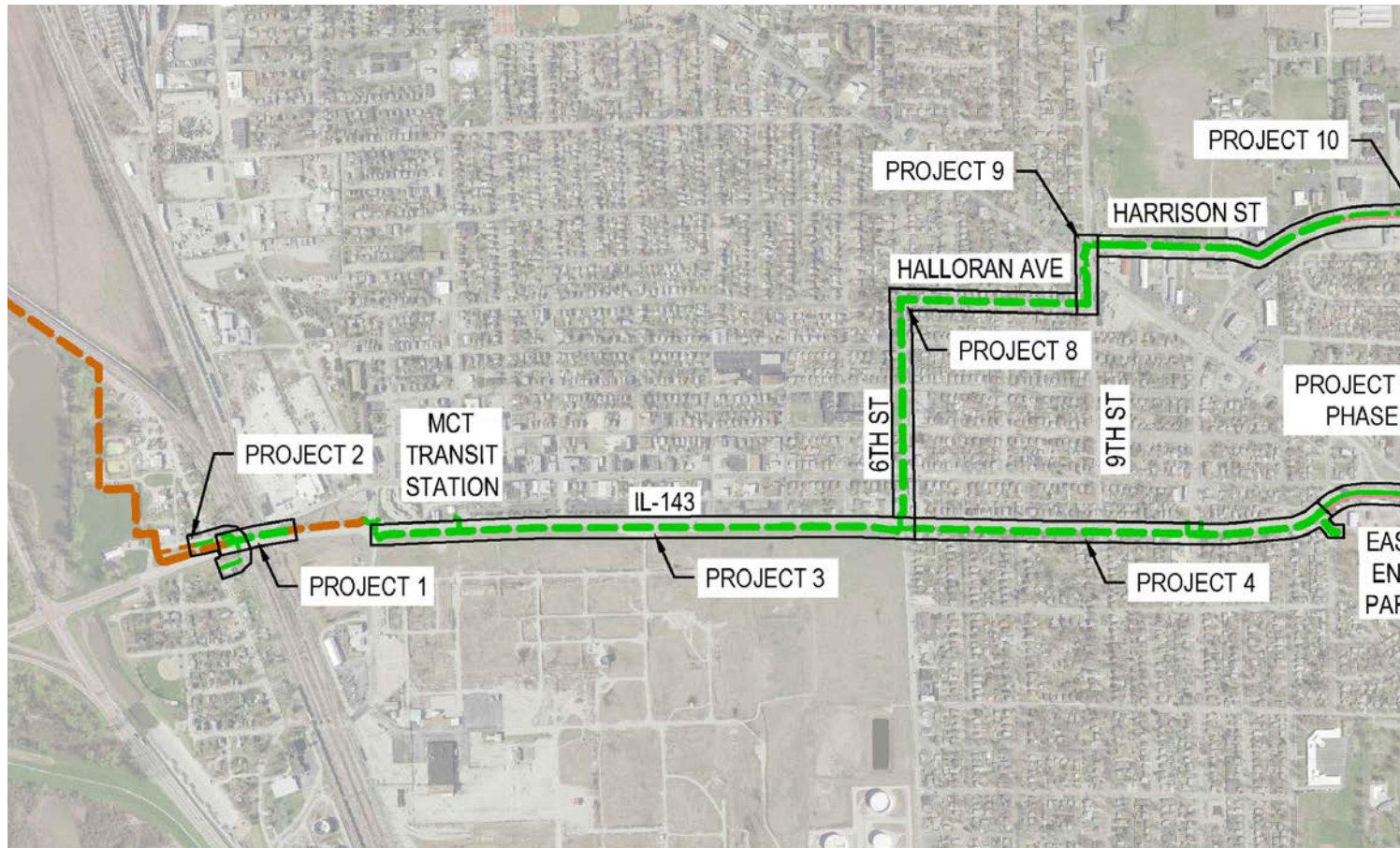
The Project Team engineers have compiled opinion of probable costs that are referenced in the following project sheets and in the Implementation section.

These documents below 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.]

The recommended routes and trails are consistent with the bicycle facility design material and typical sections in the following documents:

- The Illinois Department of Transportation's (IDOT's) Bureau of Design and Engineering Manual;

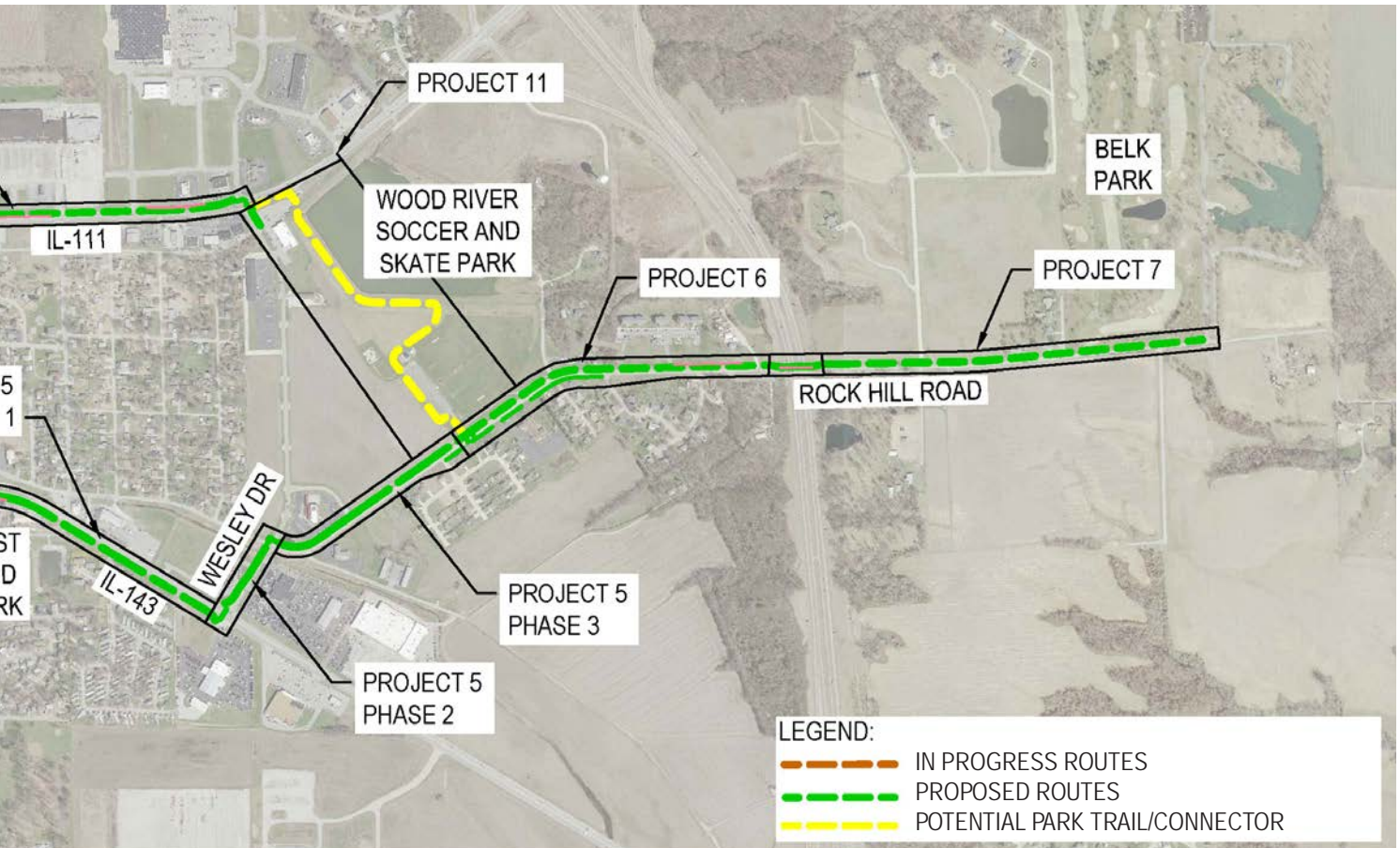
- The American Association of State & Highway Transportation Officials (AASHTO's) Guide for the Development of Bicycle Facilities and
- The Manual on Uniform Traffic Control Devices (MUTCD); and
- The National Association of City Transportation Officials (NACTO) have created the Urban Bikeway Design Guide and Urban Street Design Guide for use in cities.





Bicycle and Pedestrian Priority Projects connecting east to west through Downtown; connecting Wood River to MCT Confluence Trail to the bluff communities .

Priority Project Locator Map by Oates Associates



1

Priority Project 1: Bridge Modifications to Phoebe Goldberg Overpass

Recommendations:

Improvements to the pedestrian and bicycle system should eventually include a new or modified crossing of the Phoebe Goldberg Overpass.

Possible options for this connection could include:

- 1) constructing a standalone pedestrian bridge adjacent to the existing roadway bridge;
- 2) widening the existing bridge to accommodate the shared use path behind the existing roadway barrier; or
- 3) shifting traffic lanes and removal of the existing concrete median while also moving the existing roadway barrier to accommodate the shared use path without widening the existing bridge deck.

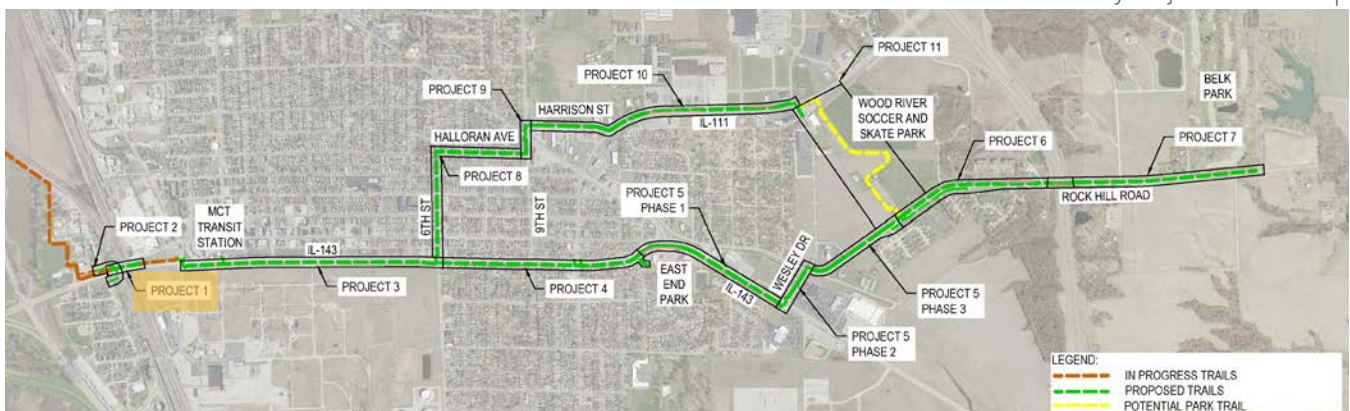
All three options will require coordination with both IDOT and the railroads which travel under this bridge.

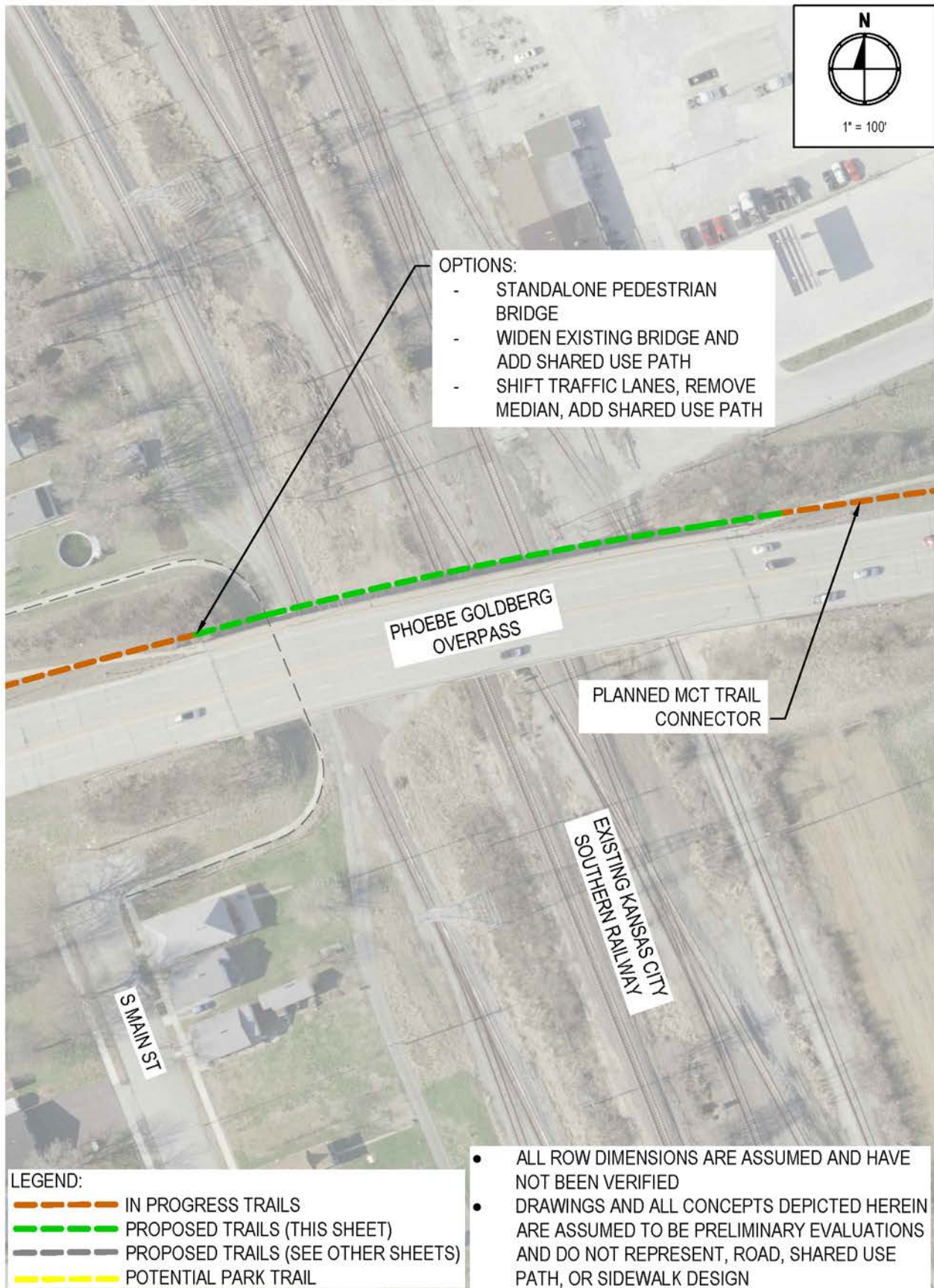
A full study of the alignment and crossing type options to determine feasibility is recommended as a first step towards completing this connection.

Cost:

Project 1 Opinion of Cost	\$4,300,000
Bridge Modifications to Phoebe Goldberg Overpass with Bridge Study. Total includes consideration of:	
Construction Total 2022 Dollars	\$2,500,000
With 30% Contingency	\$3,250,000
20% Design Fees	\$680,000
Construction Services	\$390,000

Priority Project Locator Map





2

Priority Project 2: Sidewalk Replacement under Phoebe Goldberg Overpass

Recommendations:

In order to serve the neighborhoods south and west of the Phoebe Goldberg Overpass, the existing sidewalk under the overpass should be removed and replaced. This will provide a 5-foot wide ADA compliant sidewalk to the Shared Use Path on IL-143.

This will also require coordination with the railroads use and coordination with the design of the retaining walls during the IL-143 shared use path project.

Evaluation and determination of available right of way should be completed prior to any further development of this concept.

Cost:

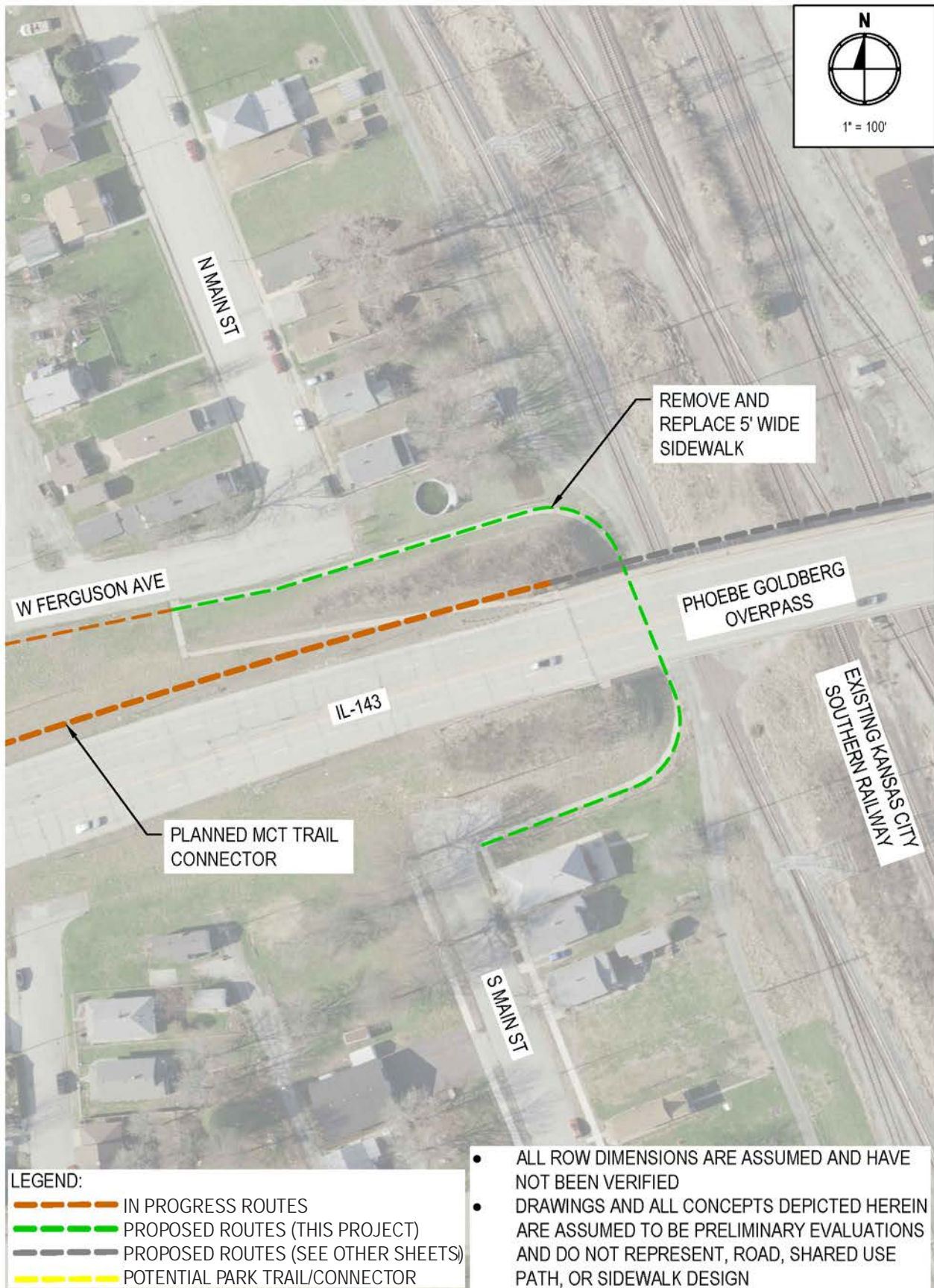
Project 2 Opinion of Cost **\$86,000**

Sidewalk Replacement Under Phoebe Goldberg Overpass. Total includes consideration of:

Construction Total 2022 Dollars	\$50,000
With 30% Contingency	\$65,000
20% Design Fees	\$13,000
Construction Services	\$8,000

Priority Project Locator Map





3

Priority Project 3: IL-143 Shared Use Path from N. Old St. Louis Road to 6th Street

Recommendations:

Extending the bicycle connection along IL-143 from the transit station to 6th street will extend the reach of the system and bring the shared use paths to the schools if a small spur is extended north on 6th St.

Right of way should be available so this project requires no roadwork and no permanent acquisitions. This project will add pedestrian access by constructing a 10-foot asphalt shared use path along an IDOT route. The path will be separated at least 5 feet off the roadway.

It will require the relocation of fence along the south edge as a private fence is currently encroaching into the right of way.

The current use of the property behind the fence could mean environmental remediation may be necessary and that cost has not been considered in the estimate below.

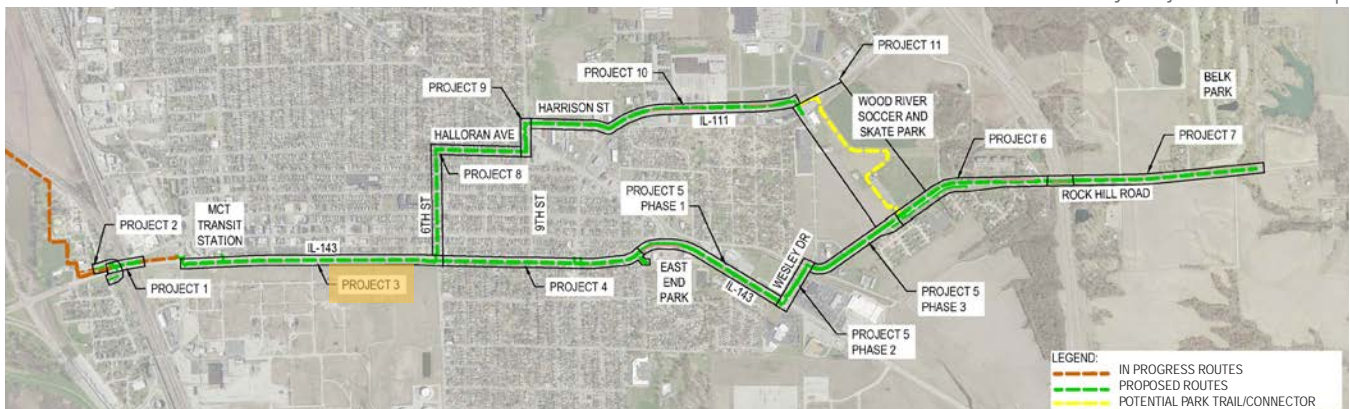
This project will include upgrades to the intersection of

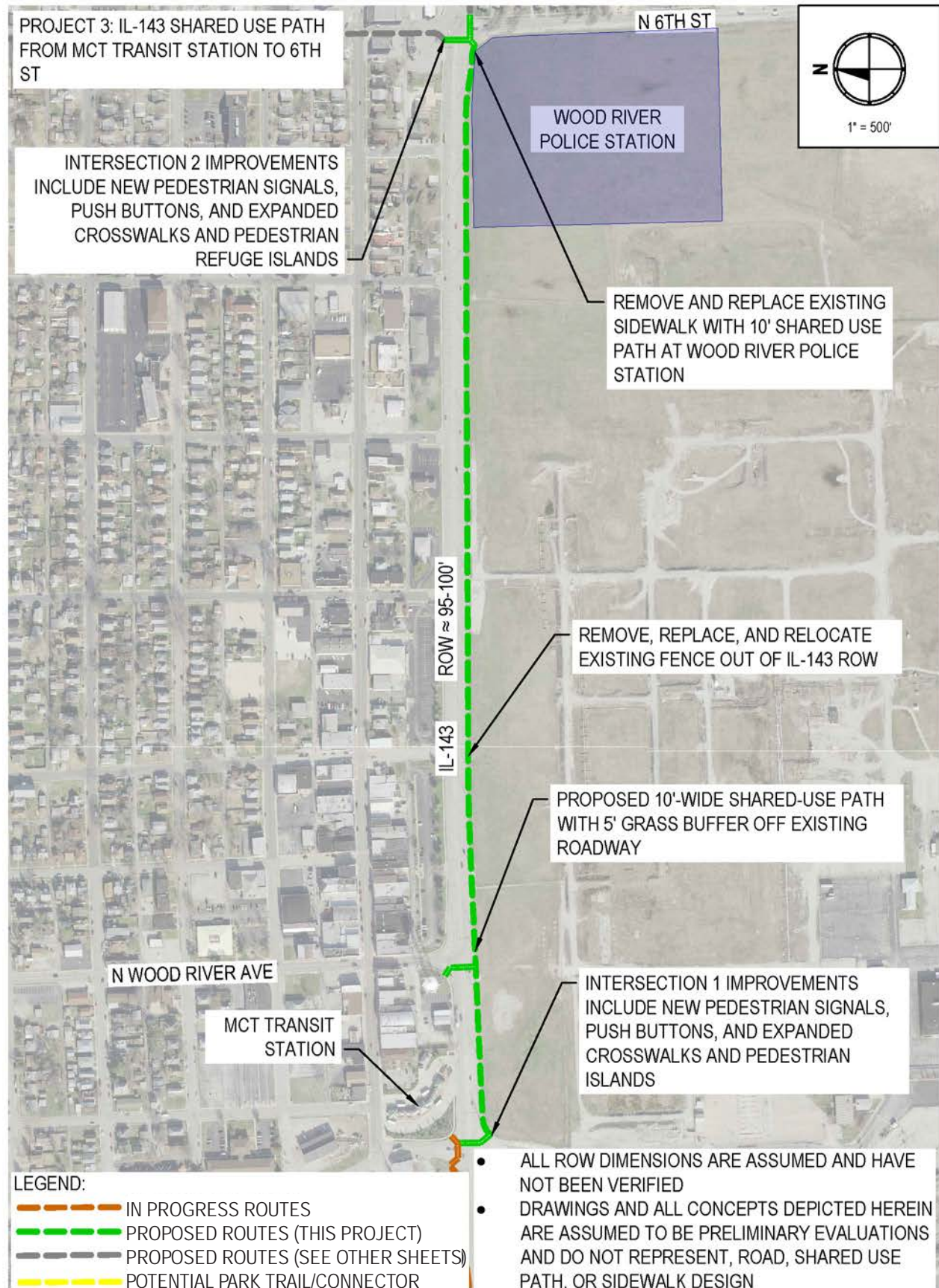
6th and IL-143 as well as complete the upgrades to the N. Old St. Louis Road and IL-143 intersection.

Cost:

Project 3 Opinion of Cost	\$1,200,000
IL-143 Shared Use Path from MCT Transit Station to 6th St. Sidewalk Replacement Under Phoebe Goldberg Overpass. Total includes consideration of:	
Construction Total 2022 Dollars	\$725,000
With 30% Contingency	\$943,000
20% Design Fees	\$189,000
Construction Services	\$113,000

Priority Project Locator Map





4

Priority Project 4: IL-143 Shared Use Path from 6th Street to East End Park

Recommendations:

Continuing the shared use path along IL-143 and connecting through a spur to East End Park, will greatly enhance the growing pedestrian and bicycle network.

With most of the route having plenty of available right of way, acquisition needs will be limited to approximately 5-10 feet of permanent easement needed from the parcel at the south east corner of 6th Street and IL-143.

Included in the cost estimate are upgrades to the intersection of IL-143 and IL-111 with high visibility cross walks.

Cost:

Project 4 Opinion of Cost	\$1,030,000
Shared Use Path Along IL 143 From 6th St to East End Park With Intersection Improvements to IL-143 and IL-111 . Total includes consideration of:	
Construction Total 2022 Dollars	\$600,000
With 30% Contingency	\$780,000
20% Design Fees	\$156,000
Construction Services	\$94,000

Priority Project Locator Map





5

Priority Project 5: Shared Use Path from East End Park to Wood River Soccer & Skate Park

Recommendations:

This segment will complete the bicycle connection from downtown to the Soccer and Skate Park along IL-143, Wesley Drive, and Rock Hill Road. With the lack of meaningful connections along this alignment, this project will be split into phases that can be combined in any manner.

Phase I along IL-143 has enough available right of way with one exception near 1490 Edwardsville Rd., Otherwise, Phase I can be completed outside of the existing roadway but will require retaining walls along the alignment near the water tower.

Phase I will add pedestrian access where none currently exists for the majority of the length of the project with some portion requiring the removal of the existing sidewalk near Carroll Wood Drive. The 10-foot path will be separated at least five feet from the roadway.

Phase II introduces new pedestrian access along Wesley Drive as well. Phase III will require an existing sidewalk to be replaced with the 10-foot shared use path.

Phase III will also require updated or relocated drainage facilities and corresponding earthwork near the intersection of Rock Hill Road and Wesley Drive. This project also includes upgrades to two intersections which have both been included in Phase 2.

Cost:

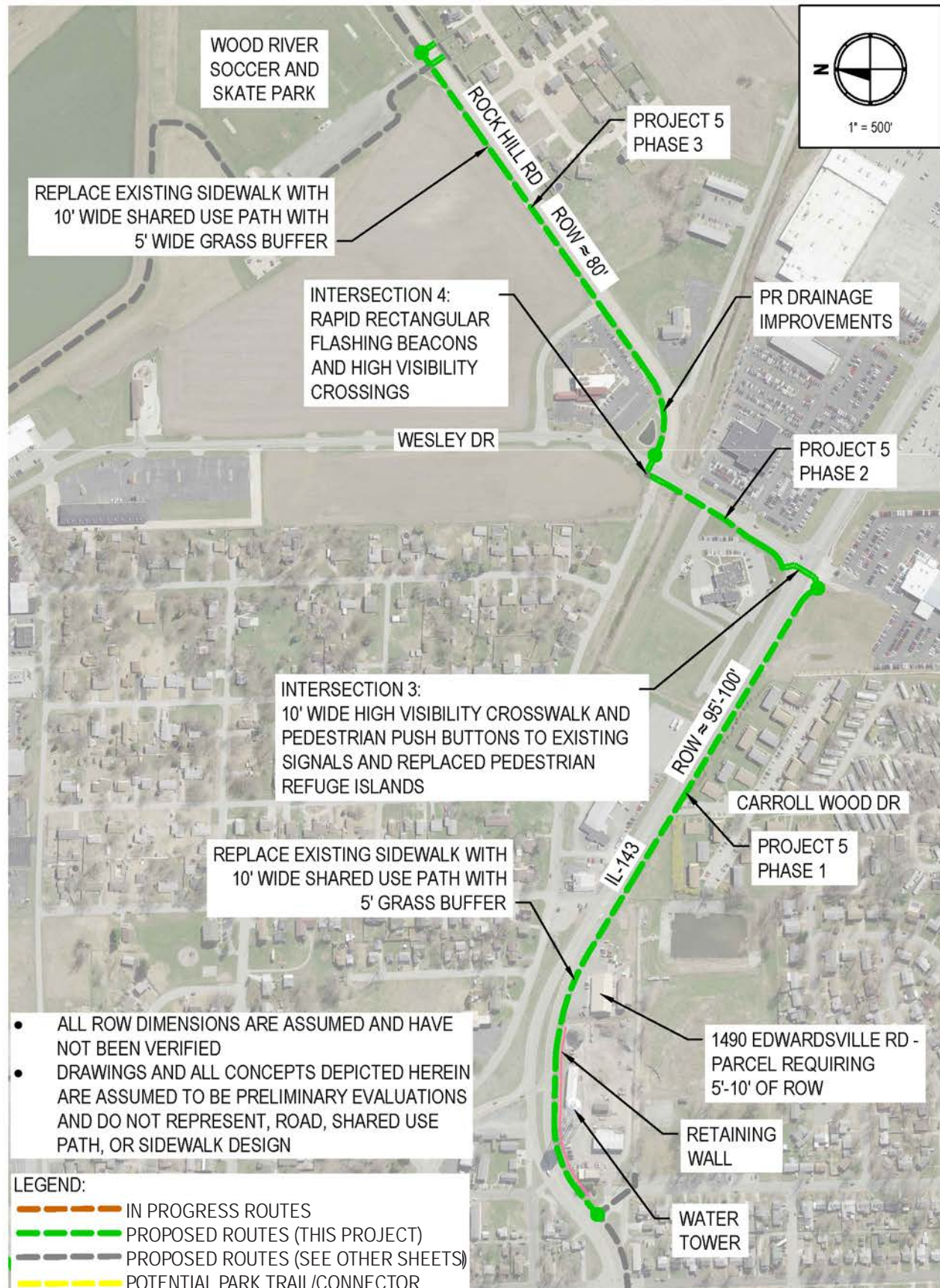
Project 5 Opinion of Cost	\$2,440,000
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Shared Use Path from East End Park to Soccer and Skate Park. For detailed phased costs see front sheet of costs. Total includes consideration of:

Phase 1 - IL 143 East End Park to Wesley Dr	
Phase 2 - Wesley Dr from IL-143 to Rock Hill Road	
Phase 3 - Rock Hill Road from Wesley Dr to Soccer and Skate Park	
Construction Total 2022 Dollars	\$1,400,000
With 30% Contingency	\$1,821,000
20% Design Fees	\$365,000
Construction Services	\$218,000

Priority Project Locator Map





6

Priority Project 6: Rock Hill Road Shared Use Path from Wood River Soccer & Skate Park to I-255

Recommendations:

This segment should be phased with Project 7 to make a complete connection from Soccer and Skate Park to Belk Park.

However, with roadway reconstruction only needed on the east side of I-255, this makes a logical break between the two projects.

There should be available right of way along this corridor to allow for the 10-foot path and five foot buffer. Retaining walls are needed east of Windham Terrace Drive. A sidewalk can be added on the south side of Rock Hill Road to bring the residents of the neighborhoods located south of the road to the trail system.

This area south of Rock Hill Road is also set for future growth which will add more residents to the area. The addition of a pedestrian crossing at the park entrance will provide a safe crossing to the parks. This sidewalk

will require right of way purchase at the corner of Holly Drive and the possible relocation of several utility poles. This project does not include modifications to the I-255 overpass.

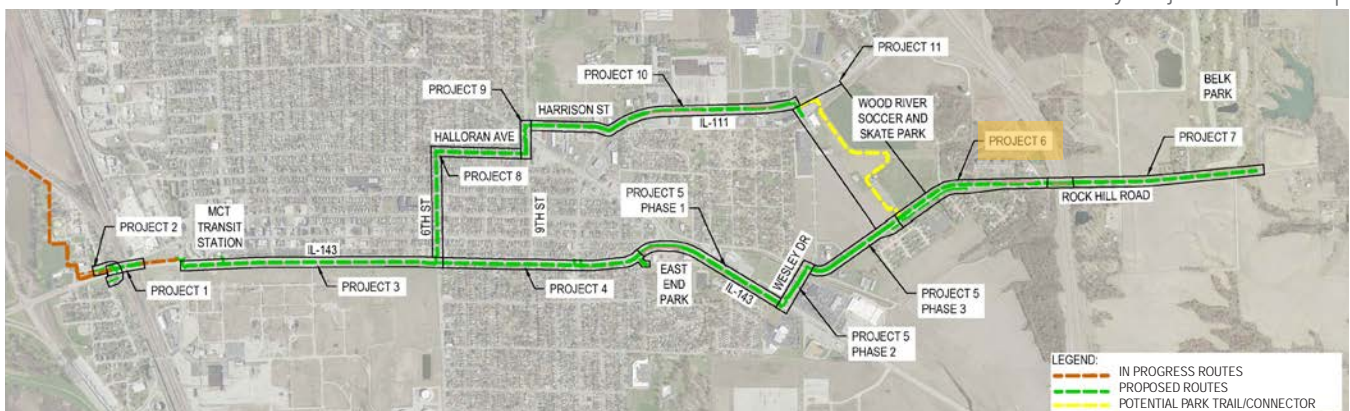
Cost:

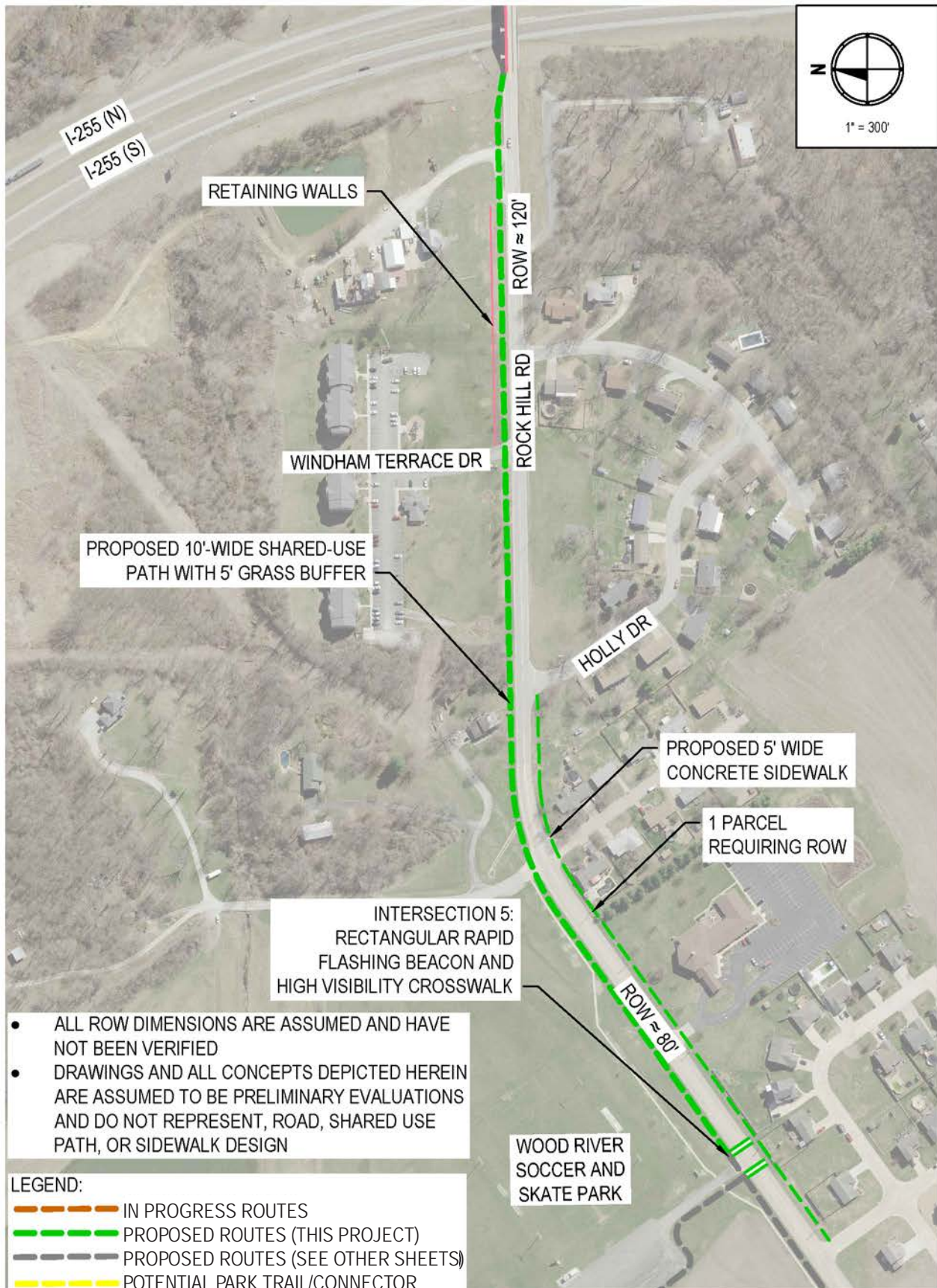
Project 6 Opinion of Cost **\$1,200,000**

Shared Use Path Along Rock Hill Road from Soccer and Skate Park To I-255 With Sidewalk Additions. Total includes consideration of:

Construction Total 2022 Dollars	\$700,000
With 30% Contingency	\$910,000
20% Design Fees	\$182,000
Construction Services	\$109,000

Priority Project Locator Map





7

Priority Project 7: Rock Hill Road Shared Use Path from I-255 to Belk Park

Recommendations:

Phased with Project 6 to complete the connection from Soccer and Skate Park to Belk Park, this project could happen in conjunction with the needed roadway reconstruction of Rock Hill Road from I-255 to Belk Park.

Adequate right of way is likely available and the 10-foot path and five foot buffer should run on the north side of the roadway.

Storm sewer may need to be added for a short distance of this project, and its cost is included in the estimate.

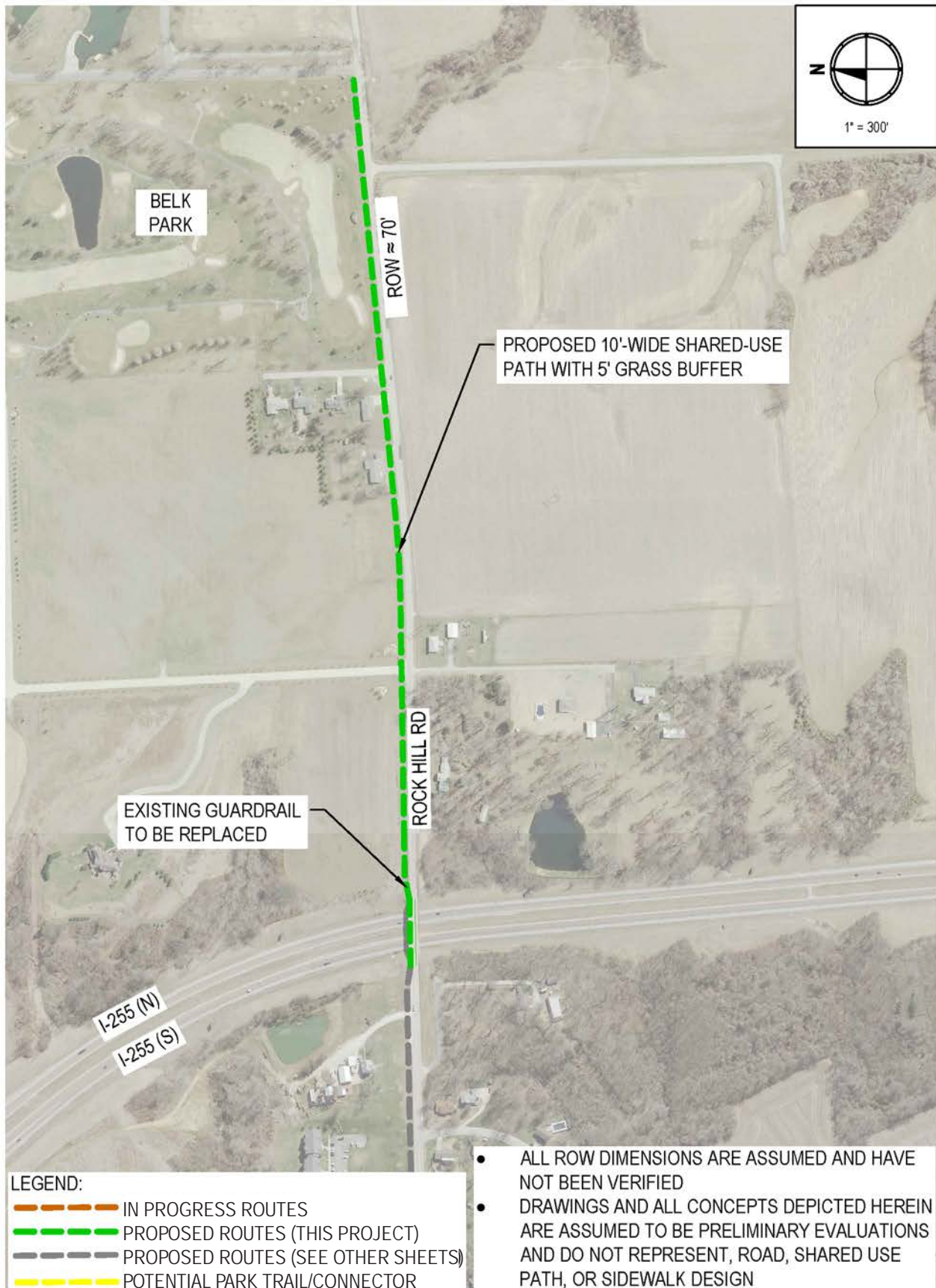
Road reconstruction has been excluded from the estimate under the assumption the shared use path would be built in conjunction with a road project. Modifications/Study of the existing overpass structure of I-255 is included in this project segment.

Cost:

Project 7 Opinion of Cost	\$900,000
Shared Use Path on Rock Hill Road from I-255 to Belk Park. Total includes consideration of:	
Construction Total 2022 Dollars	\$525,000
With 30% Contingency	\$683,000
20% Design Fees	\$137,000
Construction Services	\$82,000

Priority Project Locator Map





8

Priority Project 8: Shared Use Path along 6th Street & Halloran Avenue

Recommendations:

This segment of shared use path will begin the completion of a loop in the trail system and bring the residents of Wood River to the grocery centers located along IL-111. This segment will include the removal of a parking lane along 6th Street and Halloran Avenue.

Parking along these routes appears to be underused and could be removed.

Included in the estimate is the roadwork and subsequent curb replacement and stormwater impacts.

Right of way appears to be sufficient, however several temporary easements will be needed on the east end of Halloran Avenue and an allowance for negotiations was included in the estimates.

Cost:

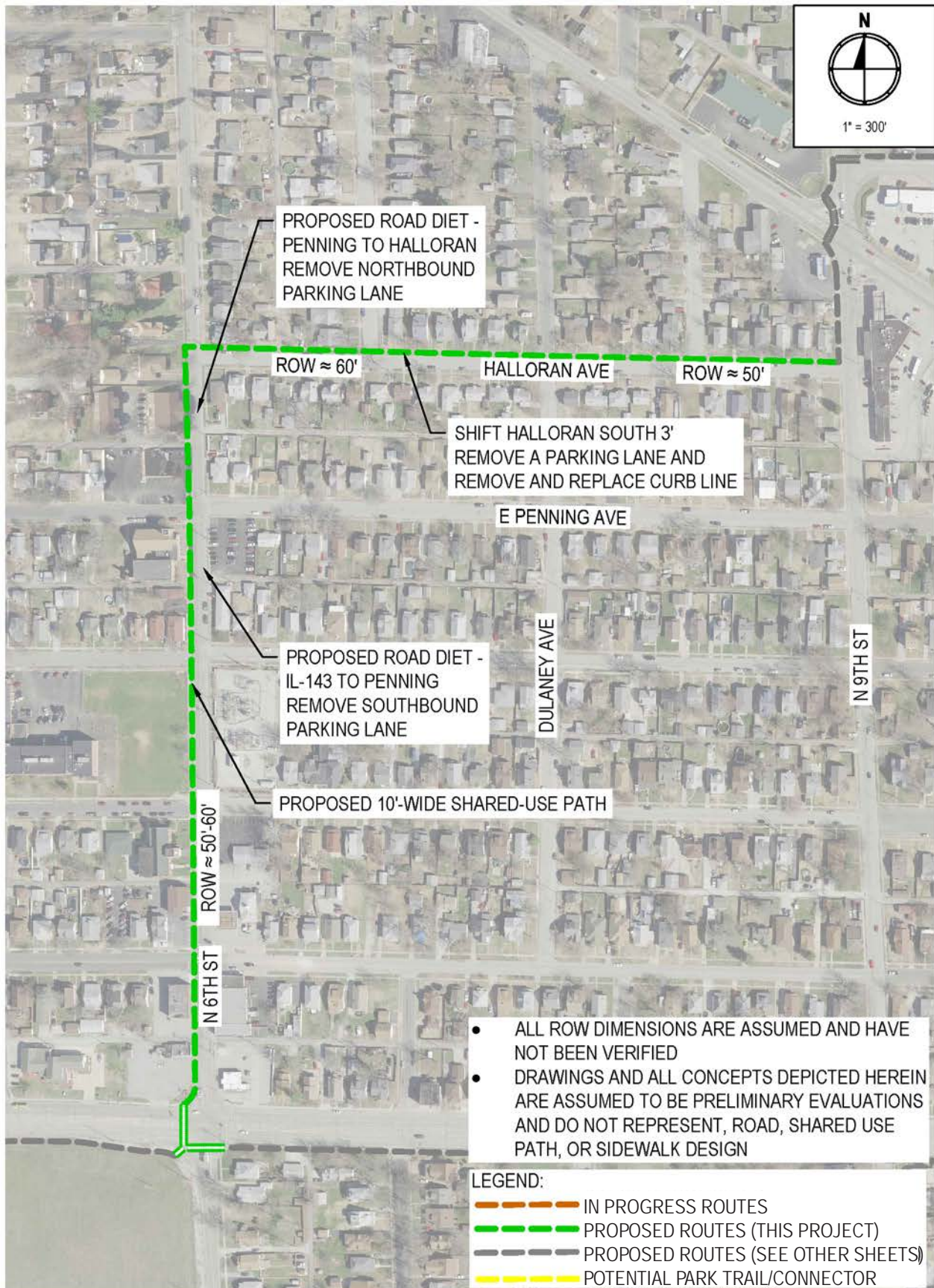
Project 8 Opinion of Cost **\$1,500,000**

Shared Use Path Along 6th St and Halloran. Total includes consideration of:

Construction Total 2022 Dollars	\$900,000
With 30% Contingency	\$1,170,000
20% Design Fees	\$234,000
Construction Services	\$140,000

Priority Project Locator Map





9

Priority Project 9: Intersection Improvements to 9th Street & Edwardsville Road with Shared Use Path Connectors

Recommendations:

The intersection of 9th Street and Edwardsville Road has the highest crash rating of all intersections located along Edwardsville Road, making it the best candidate for grants.

City officials also report several issues with speeding and aggressive motorist behavior at this location. This intersection marks the delineation between more commercial and residential areas. Making it a prime candidate for roundabout or traffic calming measures.

This type of design would require a study to get a full understanding of right of way acquisition impacts and cost estimating. We have provided an estimate which includes minimal upgrades to the intersection allowing for a share use path crossing as well as decrease the likelihood of vehicle incidents.

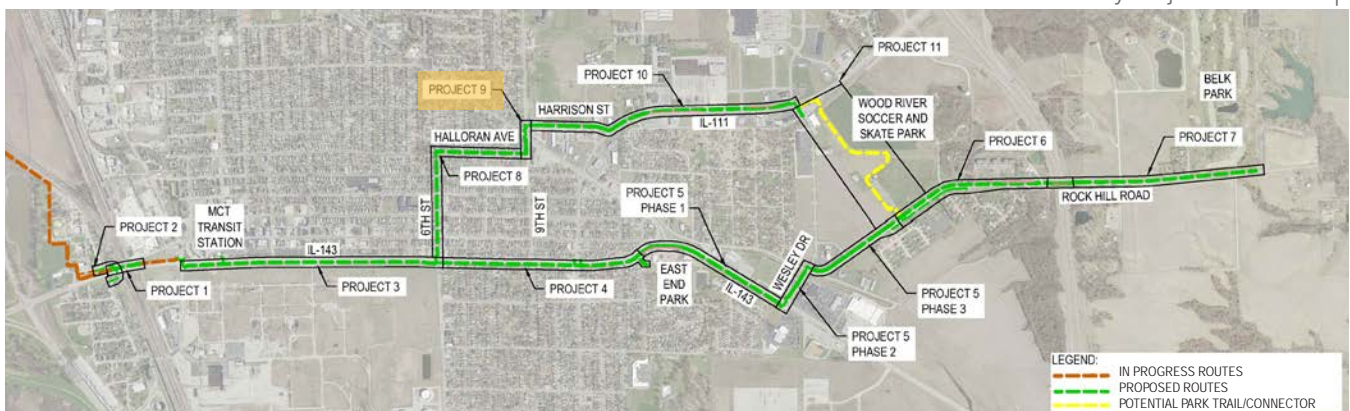
Limited right of way along 9th Street requires a barrier

between a 10 foot path and vehicle traffic since available space will not provide for the five foot barrier required for state-funded projects.

Cost:

Project 9 Opinion of Cost		\$600,000
Intersection Improvements to 9th St and Edwardsville Road With a Shared Use Path from Halloran to Harrison. Total includes consideration of:		
Construction Total 2022 Dollars		\$350,000
With 30% Contingency		\$455,000
20% Design Fees		\$91,000
Construction Services		\$55,000

Priority Project Locator Map





10

Priority Project 10: IL-111 Shared Use Path along Harrison Street to Wood River Soccer & Skate Park

Recommendations:

Continuing the shared use path network from Edwardsville Road to the shopping centers along IL-111 and beyond to the Soccer and Skate Park will either complete a loop for the city's trail system or provide an alternative means to connecting downtown to Belk Park.

Property at the corner of 9th and Harrison Streets currently encroaches on right of way, which could be resolved with a parking lot reconfiguration (not included in the estimates).

Included in the estimates are stormwater lines on the north side of IL-111 as well as retaining wall at near the Wendy's and the Electrical Supply Parking Lot.

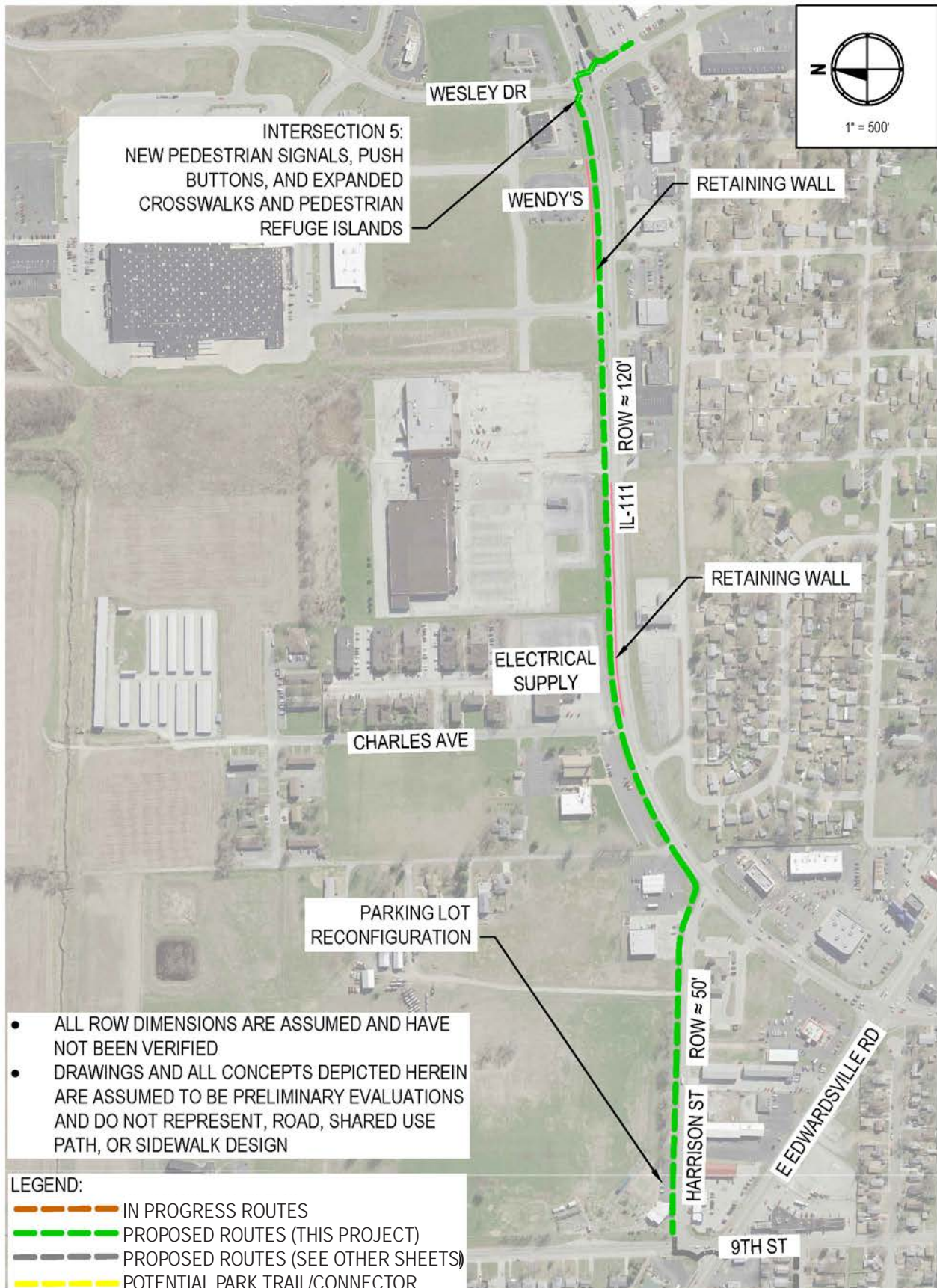
This project involves providing pedestrian access where none currently exists and provides bicycle and pedestrian facilities along a major IDOT corridor.

Cost:

Project 10 Opinion of Cost	\$1,700,000
Shared Use Path Along Harrison and IL-111. Total includes consideration of:	
Construction Total 2022 Dollars	\$1,000,000
With 30% Contingency	\$1,300,000
20% Design Fees	\$260,000
Construction Services	\$156,000

Priority Project Locator Map





11

Priority Project 11: Wood River Soccer and Skate Park Trail

Recommendations:

Continuing the shared use path network to the parks is a goal of the master plan.

By adding a trail within Soccer and Skate Park, the city has the ability to create a loop in their network.

The alignment options are dependent upon future planning for the park.

Cost:

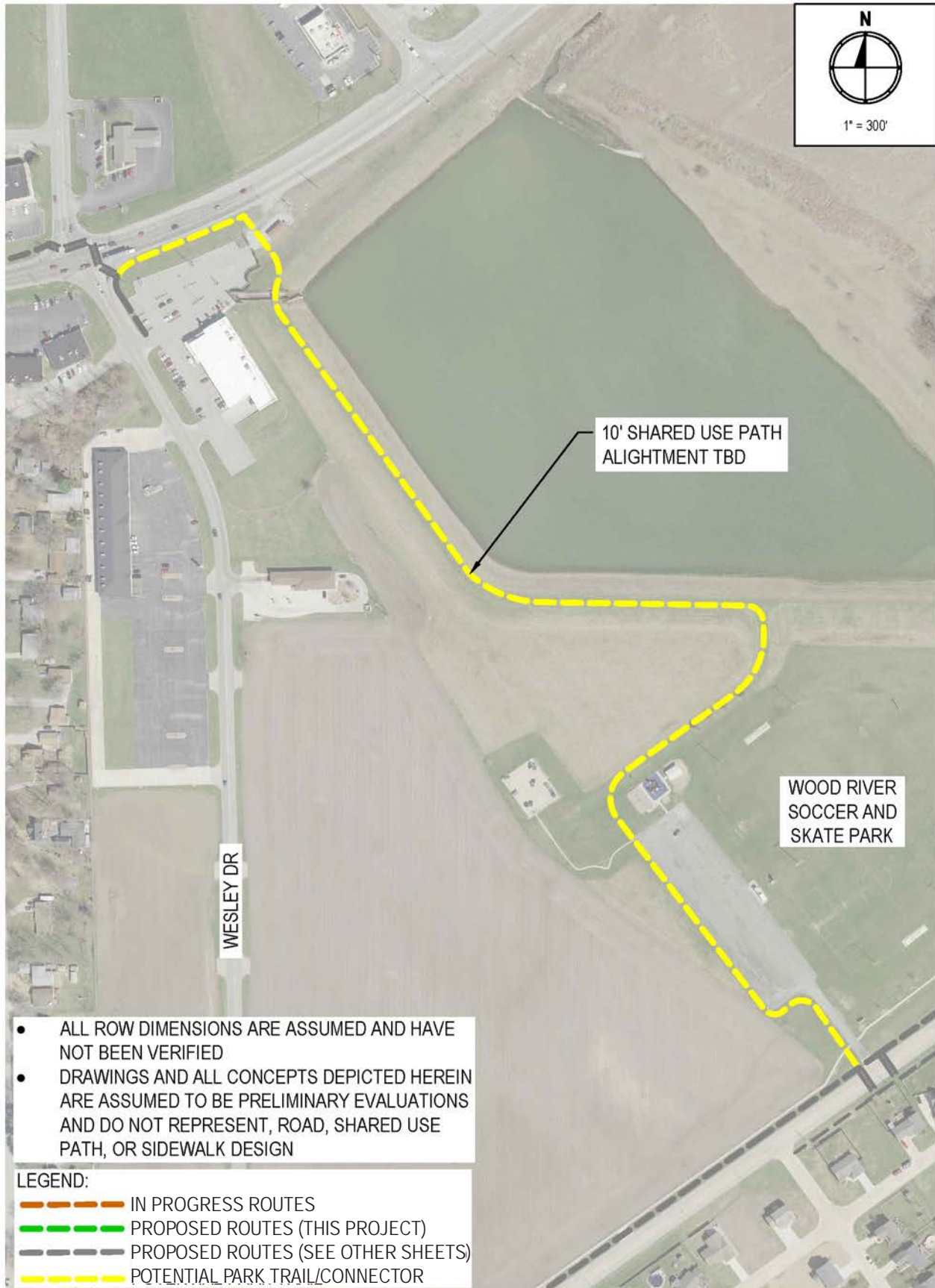
Project 11 Opinion of Cost **\$650,000**

Shared Use Path Through Skate and Soccer Park. Total includes consideration of:

Construction Total 2022 Dollars	\$375,000
With 30% Contingency	\$488,000
20% Design Fees	\$98,000
Construction Services	\$159,000

Priority Project Locator Map





A woman and a man are crouching on a basketball court. The woman is on the left, wearing a black dress and holding a small object. The man is on the right, wearing a black Nike sweatshirt and blue jeans. They are surrounded by several orange traffic cones. The court has yellow and white painted lines. In the background, there is a chain-link fence and some trees.

7 Implementation

Overview

Implementation of the plan begins with its adoption by the City Council. All projects should be reviewed, approved, and monitored by the City using this plan as a guide. The implementation will be ongoing from now through 10 years. It is a stepped plan to fulfill the vision and goals of the community. Improvements need to be made in a manner that is responsive to the needs the plan is addressing.

To implement this plan, exploring funding opportunities is a necessary and vital step towards success and managing the implementation. Funding options will often determine or shift the order of projects purely due to availability of options and mandated restrictions on the funds received. Market fluctuations can increase project costs significantly. It is best to create dedicated sources for funding regular and emergency maintenance and capital projects.

Furthermore, a series of partnerships need to be developed and grown to leverage the public funds and also solicit increased participation by community stakeholders in implementation.

Management & Maintenance

During the planning process, the need and support of more staff was noted. Additionally, the continued support of interested individuals, business owners, and groups involved in the ongoing implementation of this plan became clear.

This plan should be considered a general guide for future corridor acquisition, planning, and development,

with more specific decisions being carried out within day-to-day operations of the City of Wood River.

It is recommended in this plan that the City undertake the task to complete a detailed plan for the growth in maintenance and management of new amenities as they are constructed or installed. The Plan recognizes the changes that will occur in the City's network as a result of the Plan's implementation.

Governance Recommendations

The City should continue to govern and oversee the implementation of the Plan. Ongoing resident involvement is encouraged in the implementation. The Plan calls for the establishment of a Bicycle Pedestrian Advisory Action Committee (BPAAC) to support City initiatives. The City can grow support for implementation through the BPAAC comprised of volunteers, residents, and businesses.

The BPAAC's purpose will be to assist and lead the implementation of this Plan, ensure that the intentions and goals of this plan are achieved, and to keep the public informed and involved in progress of this plan by acting as liaison.

The Committee cannot revise the plan, but can submit recommendations for revisions to the City.

The Community Advisory Committee appointed for the planning process can shift into the role of the Bicycle Pedestrian Advisory Action Committee (BPAAC). Replacement members can be appointed by the Mayor or Council as necessary.

Leveraging & Partnerships

This commitment to the Plan should be maximized through public/private partnerships. For the plan to be successfully implemented, all groups must work together toward the established goals.

The ultimate implementation of the plan will occur through a number of means including: marketing, public relations and community outreach; raising funds from public (federal, state, and local) and private sources (residents, business owners, developers); proactive focused direction in implementing the plan or doing so through other entities; and managing projects.

Bicycle Pedestrian Advisory Action Committee (BPAAC)

The BPAAC membership should consist of residents and representatives of the following:

- Neighborhood Organizations
- Members of the original Community Advisory Committee
- Community Service Organizations
- Not-for-Profit Organizations
- School District
- Parks & Recreation Department
- Planning/Economic Development
- Public Works
- Business
- Service-Based Organizations
- Resident Bicyclists
- Bicycle and Pedestrian Advocates
- Downtown Advocates

The BPAAC shall meet often as it deems necessary, to review and discuss proposed projects that are consistent with the vision and goals of the Plan. The City shall establish time frames for review procedures to ensure that this process does not unduly slow the implementation process. At each step of the process, the City may seek public input if deemed necessary.

BPAAC Responsibilities

- Monitor implementation of and compliance with the Plan and provide ongoing community input regarding the Wood River Bicycle & Pedestrian Plan.
- Assist in reviewing significant modifications to the Plan, including those requested by the City, agencies, developers, funders, and partnering organizations and communities.
- Assist in partnership development.
- Constitute a part of the public review process for major projects in addition to the public.
- Keep the public informed and advised of matters relating to the Plan.
- The BPAAC is not authorized and shall not have power to amend or change the Plan, but may recommend changes to the Plan for consideration to the City.
- The BPAAC shall meet as determined necessary.

Implementation Phasing

In addition to the individual priorities, strategies, and projects listed in this plan, the following recommendations are suggested. These were determined based on the community support, needs assessment, general level of funding sources available, and the potential for available resources.

TIMELINE

On-going Tasks

- Explore public and grant funding partnership(s).
- Investigate opportunities in cross-programming, shared facilities and amenities, and resources with local, regional, and state transportation agencies.
- Apply for grants for right-of-way acquisition, detailed planning and engineering, and construction.
- Seek funding for capital projects.
- Continue public outreach on projects and provide updates.
- Celebrate the successes achieved from the Plan in funding and implementation.
- Expand special events in pedestrian friendly districts, neighborhoods, and continue to encourage bicycling.

Year 0-1

The initial task of the City needs to focus on moving quickly from planning to implementation to capitalize on the interest and community participation developed during the planning process. The following tasks need to be completed as soon as possible:

- Appoint Bicycle Pedestrian Advisory Action Committee (BPAAC).
- Prioritize “low-hanging fruit” projects and easy to complete opportunities in 2023-2025 budgets and grant-writing.
- Seek funds and apply for grants for high priority projects and route alignments.

- Review priority projects to include in the City’s capital budget plan for the next 5 years.
- Review City’s road improvement plan to integrate future pedestrian and bicycle projects into the engineering and planning. Review ordinances that restrict bicycling. Update ordinances and policies where necessary.
- Work with other transportation agencies (IDOT, MCT), City and county departments as they work on projects for future roads, planned acquisitions, etc. Monitor lands for sale in or adjacent to future right-of-ways.
- Begin working with IDOT to improve intersection crossings along major roads particularly Illinois Route 143/Madison Avenue.
- Investigate use of publicly owned parcels for routes, paths, trailheads, and corridors.
- Develop bicycle/pedestrian education and safety programs.
- Seek funding opportunities for high-priority corridors and intersections:
 - Rock Hill Road to Belk Park.
 - Edwardsville Road and intersections.
 - Downtown District and IL-143.
- Improve crosswalks adjacent to parks and schools, and throughout Downtown to navigate safely from parks to schools, to businesses, and to neighborhoods.
- Review Engineering Recommendations.
- Apply for funding for Accessibility Gap Analysis planning.
- Explore reforestation and beautification plans for all City right-of-ways and business districts to provide shade and aesthetic appeal. Support use of native plants and trees.
- Improve and complete circuitous path systems in existing parks and neighborhood connectivity. Work with Public Works Department, property owners, and Parks Department to connect neighborhoods to parks and to trails.
- Review zoning ordinances and/or Development Ordinance to encourage more high quality amenities, sidewalks, and pedestrian and bicycle connectivity.

- Incentivize bicycling, walking and other modes of mobility to special events throughout the City.
- Consider partnership with City departments for maintenance of bicycle and pedestrian facilities. Hire staff person to assist in implementation, maintenance, and care.
- Begin 10% preliminary engineering on priority routes with engineers to apply for grants and funding. Begin detailed plans for existing and new park and school connections.
- Paint and sign “share the road” sharrows in a timely manner. Incorporate into the City/ County capital improvement schedule to be installed with road resurfacing.

Years 1-5

- Adopt and support Complete Street Initiatives.
- Investigate funding and installation of electric bicycle charging stations and needs.
- Review and continue education at the Bike Ramble and other special events. Increase revenue opportunities for amenities and facilities for bikes and alternative modes of transportation.
- Create a common theme of signs and banners to help identify each destination, route, and facility as a Wood River amenity.
- Follow best practices and guidelines as educational programming to support healthy and active living for residents of all ages and abilities.
- Reinvigorate a cost-share program for sidewalks on private property and address accessibility issues and concerns. Develop priority projects in business districts and along major bicycle routes.
- Continue to seek funding for priority projects.
- Complete new master plan and business plan for the Parks and Recreation Department, including active recreation and trails and neighborhood connectivity.
- Advocate for pedestrian and bicycle amenities and timely maintenance along IDOT right-of-ways, routes, and bridges.

- Investigate special district financing for improvements to public spaces and pedestrian and bicycle facilities.

Years 5-10

- Reevaluate Plan recommendations for adjustments needed according to actual trends, new developments, and usage.
- Conduct a facilities review and an update to the Wood River Bicycle & Pedestrian Plan if needed.
- Review connectivity of park and regional trail amenities and linkages.
- Continue to partner on maintenance and management with local, state, and regional agencies.
- Review active living and recreation trends and update according to the community’s needs within the network where possible.

The Wood River Bicycle & Pedestrian Plan Certification

The proposed improvements/developments identified in the Wood River Bicycle & Pedestrian Plan were reviewed by Oates Associates Engineers and determined to be feasible. Oates developed the opinion of probable construction costs in conjunction with HeartLands Conservancy.

Recommendations for Engineering

The recommendations made in this plan should be used as a framework for developing more detailed design-engineering plans during subsequent planning, implementation, and construction.

Specifically, projects that are to be built by the City internally or hired out through a contractor must be vetted. This includes, but is not limited to, the recommended on-road facilities, separated shared use paths, greenways, routes, and trails.

The Bicycle and Pedestrian Plan was developed to be 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. It also reflects the guidance presented in the American Association of State &

Highway Transportation Official's (AASHTO's) Guide for the Development of Bicycle Facilities and the Manual on Uniform Traffic Control Devices (MUTCD). 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. These documents should be consulted in the design-engineering/implementation phase.

What to Focus on First

In the prioritization table on the following pages, major thoroughfares, such as Edwardsville Road, Rock Hill Road, and IL-143, rose to the top priorities.

Neighborhood connections and shared streets landed in the middle and longer recreational trails fell to the bottom of the list. However, connecting to MCT regional trails and transportation corridors ranked highly at all events and community outreach activities.

Opinion of probable costs of top priority projects are on the following pages.

As funding allows, the highest priority projects should be pursued. In the meantime, to understand the magnitude of potential increases, staff may adjust for inflation by using the conversion rates given at usinflationcalculator.com.

Engineering Recommendations

The following is a list of recommended engineering services as individual projects develop and move forward:

- Aiding the City with assessing and selection of various alignments and routes. This work should consist of site visits, evaluating site based on existing mapping, site accessibility, and possible environmental conditions.
- Assistance in further evaluation of critical existing facilities and infrastructure for pedestrian and bicycling. This includes accessibility, road access, parking, water, sanitary sewer, and stormwater drainage.
- Develop topographic surveys for routes.
- Develop schematic plans for alignments.
- Perform alignment studies and intersection studies to more accurately determine design constraints and construction costs.
- Assist in developing more detailed Opinion of Probable Costs based on schematic plans.
- Assist in developing projected estimated annual operations, maintenance cost information, and design costs.
- Determine probable permitting issues with areas selected for pedestrian and bicycle facilities and routes.
- Attend future public meetings if required for additional public input during the project initiation phase.
- Develop construction plans for individual improvements or projects.
- Assist in further developing detailed Opinion of Probable Costs based on construction plans.
- Assist in attaining surveying and permitting.
- Assist in construction engineering services.

Priority Projects & Routes

There are a total of 37 project recommendations for improving walking and biking in the Wood River Plan. Once implemented, the facilities will cover nearly 27 miles. The table below groups facility recommendations together by geographical location and priority. A combination of sources was utilized to create a "prioritization table" including on-line and paper survey responses, comments provided at open houses, guiding principles of this Plan, estimated cost, and proximity to schools, park, and existing facilities. Through inter-jurisdictional cooperation, the City can achieve a 10-20-year implementation timeline.

Of the Priority Projects, it is the recommendation of the study to first pursue projects for state and federal funding assistance that create connections between schools, groceries, downtown, and regional trails. These projects could be used in ITEP, STP and TAP grant applications in a manner that creates a network around the city. If ITEP funding is secured for the shared use path connecting downtown to the Confluence Trail, the suggested next step would be to continue the 143 shared use path to 6th street and a connection to the school.

The next step in the network could then be to continue the path to East End Park utilizing the same type of funding in subsequent years. Funding opportunities such as MEPRD and PEP that are specifically for parks should be used to help with funding of the Wood River Soccer and Skate Park Trail. RAISE and Reconnecting Communities grants are specifically geared toward large scale projects that help reduce barriers within a community. Either of these grants should be considered when planning the bridge modifications to Phoebe Goldberg Overpass project. HSIP grants or CMAQ should be considered for the intersection improvements to the 9th and Edwardsville Road intersection and CDBG grants for the sidewalks below Phoebe Goldberg Overpass.

The projects listed in this plan, once funded and completed, will begin the makings of a network that can help support justifications for the other projects that remain.

Opinion of Probable Costs

The opinions of probable construction cost shown in the tables on the following pages were developed by identifying major pay items, to determine a rough order of magnitude cost. Additionally pay items for specific amenities have been assigned approximate lump sum price ranges based on the anticipated construction cost. It should be noted that planning-level cost opinions include an approximate 30% contingency to cover items that are undefined or are typically unknown early in the planning phase of a project. Pay item price ranges are based on 2022 dollars and were assigned based on historical cost data. It should be noted that these costs may not adequately consider the widely varying costs associated with the current market environment. In addition, materials and labor may be unavailable or unpredictable in the post-Covid pandemic era.

Depending on the priority project selected, the cost opinions may or may not include land acquisition costs; easement and right-of-way acquisition; permitting, or construction management; environmental documentation, special site remediation, cost escalation, and inflation; or the cost for ongoing maintenance. Also inspection, geotech, design and survey are included in the design fees and construction admin fees. A cost range has been assigned to all items; however, these costs can vary widely depending on the exact details/specifications and nature of the work. Alignment and intersection studies are recommended in order to more accurately determine project construction cost estimates. The overall cost opinions are intended to be general and used only for planning purposes. The Project Team has no control over the availability of labor, equipment, or materials, market conditions, or the Contractor's method of pricing. The opinions of probable construction cost is made on the basis of the consultant's professional judgment and experience. The consultant makes no guarantee or warranty, expressed or implied, regarding the ultimate bids or negotiated cost of the work. Construction cost will therefore vary based on the ultimate project scope, actual site conditions/ constraints, schedule, and economic conditions at the time of construction.

As the City moves forward in developing improvements, proposed project costs should be re-evaluated with the additional information and requirements available at the time. The proposed projects should also be reviewed for cost effective strategies, such as in-house builds, design/build bids, and multiple bids.

	Project Name/Location	Recommended Facility	Miles	Feet	Jurisdiction	Priority Score
0	Downtown to MCT Confluence Trail	Shared-use path	1.93	9,504	IDOT/Wood River	100
1	Phoebe Goldberg Overpass	Shared-use path	0.12	651.5	IDOT	100
2	Sidewalk Under Phoebe Overpass	Shared-use path (sidewalk removal and replacement)	0.20	1,036.7	Wood River	100
3	MCT Transit Station to 6th St	Shared-use Path	0.74	3,929.1	IDOT	100
	N. Old St. Louis Rd	Intersection Improvement	0.05	268.6	IDOT	100
	S Wood River Ave & W Madison Ave	Intersection Improvement	0.02	126.3	IDOT	100
	6th St and IL-143	Intersection Improvement	0.04	212.7	IDOT	100
4	6th St to East End Park	Shared-use Path	0.61	3,227.8	IDOT	100
	IL-143 and IL-111	Intersection Improvement	0.05	286.6	IDOT	100
5	East End Park to Wesley Dr	Shared-use Path	0.47	2,480.5	IDOT	100
	Route on Wesley Dr	Shared-use Path	0.12	646.1	Wood River	100
	E Madison Ave & E Edwardsville Rd	Intersection Improvement	0.02	123.6	IDOT	100
	IL-143 and Wesley Dr	Intersection Improvement	0.03	168.4	IDOT	100
	Wesley Dr and Rock Hill Rd	Intersection Improvement	0.03	139.0	Wood River	100
	Wesley Dr to Soccer & Skate Park	Shared-use Path	0.31	1,651.0	Wood River	100
6	Soccer & Skate Park to Hwy 255	Shared-use Path	0.46	2,440.9	Wood River	100
	Rock Hill Rd and Soccer Park	Intersection Improvement	0.02	87.6	Wood River	100
7	Rock Hill Rd Bridge Going Over Hwy 255	Shared-use Path	0.05	264.0	Wood River	100
	Hwy 255 to Belk Park	Shared-use Path	0.54	2,830.3	Wood River	100
8	6th St & Halloran Ave	Shared-use Path	0.57	2,985.8	Wood River	100
9	Halloran Ave to Harrison St	Bike Lane with Concrete Barrier	0.08	409.4	Wood River	100
	9th St and Edwardsville Rd	Intersection Improvement	0.03	157.3	Wood River	100
10	Route on Harrison St & IL-111	Shared-use Path	0.82	4,335.5	Wood River/ IDOT	100
	IL-111 and Wesley Dr	Intersection Improvement	0.03	176.0	IDOT	100
11	Route Through Soccer & Skate Park	Shared-use Path	0.70	3,672.6	Wood River	100
12	Downtown Route	Bike Lanes	1.21	6,402.2	Wood River	95
13	Belk Park Route	Bike Lanes	0.94	4,975.1	Wood River	90
14	Kendall Hill Park Route	Shared-use Path	1.16	6,137.2	IDOT	90
	Edwardsville Rd & IL Route 255 (Northbound)	Intersection Improvement	0.04	193.0	IDOT	90
	Edwardsville Rd & IL Route 255 (Southbound)	Intersection Improvement	0.08	425.7	IDOT	90
15	Alton-Edwardsville Rd to IL Route 143	Shared-use Path	0.75	3,944.8	Wood River	85
16	Edwardsville Rd Route	Shared-use Path	1.16	6,139.7	Wood River	80
	Edwardsville Rd & Wood River Ave	Intersection Improvement	0.02	80.8	Wood River	80
	E Edwardsville Rd & Whitelaw Ave	Intersection Improvement	0.02	124.5	Wood River	80
	E Edwardsville Road & Eaton Avenue	Intersection Improvement	0.03	157.2	Wood River	80
17	6th Street Park to Harrison St	Shared-use Path	0.92	4,860.9	Wood River	77
18	Route on 6th Street	Shared-use Path	0.53	2,801.6	Wood River	75
	6th St and Edwardsville Rd	Intersection Improvement	0.02	90.8	Wood River	75

	Street Name/Label	Recommended Facility	Miles	Feet	Jurisdiction	Priority Score
20	Harrison St to Roxana Park	Shared-use Path	1.05	5,520.8	IDOT	72
	IL-111 & E Edwardsville Rd	Intersection Improvement	0.05	287.3	IDOT	72
21	Route Around Detention Pond	Shared-use Path	0.80	4,248.6	Wood River	70
22	Route on Wood River Ave	Shared-use Path	0.95	5,042.1	Wood River	67
23	West End Park to Hartford Park	Shared Street	1.52	8,016.3	Wood River	65
	IL-3 & N Amoco Cutoff	Intersection Improvement	0.02	118.2	IDOT	65
24	9th Street to Walmart	Shared-use Path	1.13	5,942.8	Wood River/ Private	62
25	Walmart to Rock Hill Rd	Shared-use Path	0.72	3,777.5	Wood River	60
	Wesley Dr & Walmart Parking Lot	Intersection Improvement	0.01	67.8	Wood River	60
26	Path Around Police Dept.	Shared-use Path	0.55	2,901.5	Wood River	57
27	Route on Whitelaw Ave	Shared-use Path	0.39	2,047.5	Wood River/ East Alton	55
28	East Alton Schools to 6th Street Park	Shared Street	0.80	4,240.4	Wood River/ East Alton	52
29	East End Park to Intermediate School	Shared Street	0.43	2,256.9	Wood River	50
30	Route on Park Ln	Shared Street	0.39	2,066.4	Wood River	47
	E Edwardsville Rd & Park Lane	Intersection Improvement	0.02	129.9	Wood River	47
31	Route on Berry Lane	Shared Street	0.27	1,404.9	Wood River	45
32	Rock Hill Rd to Alton-Edwardsville Rd	Shared-use Path	0.75	3,935.6	Wood River	42
33	Vaughn Rd to Wesley Dr	Shared Street	0.72	3,782.6	Wood River	40
34	Route on Lorena	Shared Street	0.40	2,088.0	Wood River	37
35	Vaughn to Linton St	Shared-use Path	0.45	2,371.5	Wood River	35
36	East End Park Trail	Shared-use Path	0.21	1,090.1	Wood River	32
37	Belk Park to New Subdivisions	Shared-use Path	0.41	2,189.1	Wood River	30
A	Penning Ave between Wood River Ave and 4th St	Shared-use Path	0.455	2,403	Wood River	TBD
B	Old St. Louis Road	Shared-use Path	1.387	7,324	Wood River	TBD
C	Police Department to Esther & IL-111	Shared-use Path	0.503	2,653	Wood River	TBD
D	To Bethalto via Wesley Drive	Shared-use Path	0.814	4,297	Wood River	TBD

PRIORITY PROJECT OPINION OF PROBABLE COST TABLE

	Construction Total 2022 Dollars	w/ 30% Contingency	20% Design Fees	Construction Services	TOTAL \$16.97M**
Project 1 Bridge Modifications to Phoebe Goldberg Overpass with Bridge Study	\$2,500,000	\$3,250,000	\$680,000	\$390,000	\$4,300,000
Project 2 Sidewalk Replacement Under Phoebe Goldberg Overpass	\$50,000	\$65,000	\$13,000	\$8,000	\$86,000
Project 3 IL-143 Shared Use Path from MCT Transit Station to 6th Street	\$725,000	\$943,000	\$189,000	\$113,000	\$1,200,000
Project 4 Share Use Path Along IL 143 From 6th Street to East End Park With Intersection Improvements to IL-143 and IL-111	\$600,000	\$780,000	\$156,000	\$94,000	\$1,030,000
Project 5 Shared Use Path from East End Park to Soccer and Skate Park	\$1,400,000	\$1,821,000	\$365,000	\$218,000	\$3,804,000
Phase 1 - IL-143 East End Park to Wesley Drive	\$675,000	\$878,000	\$176,000	\$105,000	\$1,200,000
Phase 2 - Wesley Drive from IL-143 to Rock Hill Road	\$200,000	\$260,000	\$52,000	\$31,000	\$340,000
Phase 3 - Rock Hill Road from Wesley Dr to Soccer and Skate Park	\$525,000	\$683,000	\$137,000	\$82,000	\$900,000
Project 6 Shared Use Path Along Rock Hill Road from Soccer and Skate Park To I-255 With Sidewalk Additions	\$700,000	\$910,000	\$182,000	\$109,000	\$1,200,000
Project 7 Shared Use Path on Rock Hill Road from I-255 to Belk Park	\$525,000	\$683,000	\$137,000	\$82,000	\$900,000
Project 8 Shared Use Path along 6th Street and Halloran Avenue	\$900,000	\$1,170,000	\$234,000	\$140,000	\$1,500,000
Project 9 Intersection Improvements to 9th Street and Edwardsville Road With a Shared Use Path from Halloran to Harrison Avenues	\$350,000	\$455,000	\$91,000	\$55,000	\$600,000
Project 10 Shared Use Path Along Harrison Avenue and IL-111	\$1,000,000	\$1,300,000	\$260,000	\$156,000	\$1,700,000
Project 11 Shared Use Path through Skate and Soccer Park	\$375,000	\$488,000	\$98,000	\$59,000	\$650,000

* Costs in the table above are from 2022 construction dollar amounts per item. The above represents an assumed 30% contingency, 20% design fees and 12% for construction services. A lump sum value for mobilization, traffic control and permanent easement acquisition is assumed within the totals above. Permanent easement acquisition was determined through the use of available property data on Madison County's GIS website. This assumption has not been verified through survey or parcel research. Temporary easement acquisition has not been included in the estimates above. The estimates above do not represent the additional costs for any design studies or environmental remediation that may be necessary to complete the project. **These costs do not include small amenities or other recommendations/strategies.

INTERSECTION OPINION OF PROBABLE COST TABLE					
	Construction Total 2022 Dollars	w/ 30% Contingency	Design Fees	Construction Services	TOTAL \$739,000**
Intersection 1	\$70,000	\$91,000	\$18,000	\$11,000	\$120,000
Beginning of Project 3 IL-143 and Old St. Louis Road					
Intersection 2	\$75,000	\$98,000	\$20,000	\$12,000	\$130,000
Between Project 3, Project 4, and Project 8 IL-143 and 6th Street					
Intersection 3	\$80,000	\$104,000	\$21,000	\$12,000	\$140,000
Project 5 - Between Phases 1 and 2 IL-143 and Wesley Drive					
Intersection 4	\$35,000	\$46,000	\$9,000	\$6,000	\$61,000
Project 5 - Between Phases 2 and 3 Wesley Drive and Rock Hill Road					
Intersection 5	\$40,000	\$52,000	\$10,000	\$6,000	\$68,000
Between Project 5 and Project 6 Rock Hill Road and Wood River Soccer and Skate Park					
Intersection 6	\$130,000	\$169,000	\$34,000	\$20,000	\$220,000
Between Project 10 and Project 11 IL-111 and Wesley Drive					

*Costs in the table above are from 2022 construction dollar amounts per item. The above represents an assumed 30% contingency, 20% design fees and 12% for construction services. A lump sum value for mobilization, traffic control and permanent easement acquisition is assumed within the totals above. Permanent easement acquisition was determined through the use of available property data on Madison County's GIS website. This assumption has not been verified through survey or parcel research. Temporary easement acquisition has not been included in the estimates above. The estimates above do not represent the additional costs for any design studies or environmental remediation that may be necessary to complete the project. **These costs do not include small amenities or other recommendations/strategies.

Opinion of Probable Costs for Additional Amenities

Description	Amenities Included	Opinion of Probable Cost (Order of Magnitude)	Approx. Quantity / Size
Picnic Area (small)	Picnic tables (2), BBQ grills, 800 sf concrete paving, drinking fountain with spigot, trash receptacle, trees or small structure for shade	\$125,000 - \$175,000	3,000 sf
Picnic Table		\$2,000 - \$4,000	each
Bench		\$2,000 - \$4,000	each
Trash / Recycling Receptacle		\$1,000 - \$2,000	each
Bike Rack or Repair Station		\$2,000 - \$6,000	each
Drinking Fountain		\$2,500 - \$5,000	each
Monument Entry Sign		\$10,000 - \$20,000	each
Small Pavilion	20'x20' with Concrete Slab	\$50,000 - \$60,000	each
Large Pavilion	40'x40' with Concrete Slab	\$90,000 - \$120,000	each
Picnic Table (refurbish)	Clean, repaint, clear rust	\$500	each
Bench (refurbish)	Clean, repaint, clear rust	\$500	each
Fitness Area	20'x20' Concrete fitness court with bodyweight equipment	\$25,000 - \$35,000	each
Fitness Station	Individual fitness equipment elements	\$4,000 - \$8,000	each
Pedestrian Concrete Paving	Grading, subgrade preparation, subgrade, concrete paving	\$12 - \$15	per sf
Landscape Planting	Soil prep, grading, trenching, irrigation, plant material, mulch, maintenance	\$5 - \$10	per sf
Turf	Sod	\$2 - \$5	per sf
Tree	24" box tree	\$400 - \$600	each
Restoration Native Landscaping	Grading, seeding, plugs, multiple trees	\$5,000 - \$7,000	per acre
Interpretive Signs		\$1,500 - \$2,500	per sign
Meadow Seeding		\$1,500 - \$3,000	per acre
Public Art	General 1% of budget or special grant	\$5,000 - \$25,000	each
Native Riparian Plantings (Erosion Control)	Lake Edge Plugs with Seeding	\$6,000 - \$8,000	each
Selfie Station		\$3,000 - \$5,000	each
Wi-Fi/Broadband Access		\$5,000 - \$10,000	each

Additional Recommendations	Consists of	Unit Price	
		\$ Cost	Unit
Combined Bike / Parking Lane Striping		1.00	per foot
Bike Route Signage	Bike Route Signage	250.00	each
Shared Bike Lane Striping	Striping, Shared Bike Symbol	2.50	per foot
Bike Lane striping	Striping, Bike symbol	1.25	per foot
Buffered Bike Lane Striping	Double Striping, Bike Symbol	2.25	per foot
New Side path	New Side path, striping	90.00	per foot
New Sidewalk	New Sidewalk	40.00	per foot
Crosswalk	Crosswalk Striping	1,500.00	per intersection
Paved Shoulder 4'	Paved Shoulder	20.00	per foot
Paved Shoulders 6'	Paved Shoulders 6', Curb & Gutter	100.00	per foot
Detector Actuation	Detector Loop	1,000.00	per intersection
RFFB - Rectangular Rapid Flashing Beacon	Beacon, Ped Push Button, Ped Signal Head, Post, Concrete Foundation Ty A, Flasher Controller	10,000.00	each
Median Refuge Island	B-6.06 Curb & Gutter, Fill	60,000.00	per intersection
Bicycle Signal Head	Bicycle Signal Head	1,000.00	each
HAWK - High-Intensity Activated Crosswalk	Signal Pole, Concrete Foundation Ty 3, (3) LED Signal Heads, Flasher Controller, Pedestrian Push Button	50,000.00	each
Sidewalk replacement	Remove old sidewalk and replace with 5' compliant sidewalk	55.00	per foot
3' max height retaining wall	Modular block retaining wall excluding structural design and stabilization tie backs	300.00	per foot
Roadway Removal	includes existing pavement removal	30.00	square yard
New concrete curb and gutter	Curb and gutter replacement	125.00	per foot
Driveway/Entrance repair or replacement	Entrance reconstruction at trail/sidewalk to meet new grades	5,000.00	each
ADA compliant curb ramps	Ramps and detectable warning panels	2,500.00	each

**Costs in the table above are from 2022 construction dollar amounts per item. The above does not represent additional costs incurred during design and construction. The additional costs would include, but are not limited to, design fees, erosion control, demolition, traffic control and mobilization.*

Potential Funding Sources For Pedestrian & Bicycle Connectivity

Overview

Successful implementation of the plan will require strategic targeting and phased implementation of the most critical projects and most urgent improvements balanced with funding. Funding is needed to potentially acquire right of ways, easements, corridors, build trails road improvements, amenities, facilities, and beautification for the public realm. The funding strategy will serve as a tool for the City and staff to move forward in implementation of all these factors. This is a dynamic list of resources. The agencies, organizations, and foundations referenced are frequently affected by policy change, economic shifts, and depletion or change in funding sources. Therefore, it is important to investigate each source of funds, the regulations, and the required outcomes prior to seeking the funds.

Funding for projects can come from a variety of sources: donations, fundraising, loans, assessments, ordinances, and grants (local, state, and federal agencies), foundations, environmental organizations, and financial entities. In general, stakeholders overwhelmingly support finding multiple sources to move forward.

It is the recommendation of this plan to connect residents safely to common areas, regional and City trails, and safe and accessible crossings at intersections, especially those leading to parks, recreation facilities, and schools of all levels.

Although this is not the sole priority of this plan, the City and county in partnership with Madison County Transit (MCT) can make these improvements.

The bicycle and pedestrian improvements, especially those addressing accessibility and connecting students to schools, can be funded through a variety of federal, local, and private sources.

Funding

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 Wood

River, County, and IDOT should plan for the cost of ongoing maintenance as part of capital improvements planning, as grants for maintenance are rare.

Many grants require local match. It is important to consider where that match is going to come from before applying for grant funding.

Leveraging Resources

Most of the funds are available to public entities and require a local match. Each notice of funding opportunity (NOFO) will outline the eligible entities. These grant/bond funds can only be used for capital projects or components. With rare exception most grant funds are not available for use for routine or deferred maintenance, or for general operating funds and past debts.

Working with agencies and other levels of local government is also beneficial on all funding options. Clear communication and collaboration are imperative. It is beneficial to invite funding partners into implementation process early. Allow time for each entity and their staff to seek and receive the proper approval according to their individual processes.

However, if public partners are combined with a not-for-profit, leveraging resources becomes more desirable to funders. Funding sources and matches vary depending on the program and the objective of the funding source. It is recommended to use a variety of funders to reduce the local share and to leverage the most dollars possible through either establishing a not-for-profit friends group or partnering with an existing nonprofit.

Most importantly, in order not to bear the full weight of the costs, the City is best served by leveraging these partnerships to generate the maximum funds and resources available.

A potential list of collaborators and funding opportunities is outlined in the upcoming pages.

Funding Recommendations

- **Investigate grants.** This includes grants for infrastructure, capital improvements, programs, best management practices, and amenities. These often require cash expenditures upfront for match; or are reimbursable after work is complete. These take a tremendous amount of effort and are not guaranteed to be successful. Often funds are reallocated in budget shortfalls or emergencies.
- **Investigate public/private partnerships** for infrastructure and improvements, including and relating to maintenance and management. This means the City, county, state, NGOs, developers, and others may participate in conjunction per an agreed upon arrangement yet to be determined.
- **Explore low-interest loans or bonds** which offered from public agencies as well as credit unions, and financial institutions. Often the urgency of capital projects benefit from low interest loans instead of accruing more deferred maintenance, while collecting monies - risking liability and risk - and potentially a higher final cost.
- **Develop a fiscal plan** to create an endowment towards future park maintenance.
- **Community fundraising** campaigns (big and small) involving residents to promote involvement: social media campaigns, letters, donor signs, donor boardwalk slats, etc.
- **Approach private donors.**
- **Develop partnerships** that may be used or collaborations for offsetting programming costs for special events, or in a longer partnership through an MOU/MOA outlining mutual benefits.
- **Develop capital project plans** and corresponding marketing materials to have ready for funding opportunities such as inquiries from donors or partners, "shovel ready" opportunities. This plan can also be provided as an attachment to most applications.
- **Consider creating a Special Service Area (SSA) or TIF district** to pay for capital projects or maintenance.
- **Develop an equitable stepped increase in fees** for usage of parks, amenities, facilities, and venues.

- **Review each project** for funding ongoing opportunities on a regular basis.
- **Keep detailed and accurate records** once grants are received for required grant reports.
- **Increase and document volunteer** and work in-kind opportunities.
- **Subscribe to grant notification services**, such as Grants.gov, East-West Gateway's weekly email briefings and state grant alerts to watch for applicable grants for which to partner.

Potential Revenue Sources

Capital Improvement Budget Set-Aside

The City of Wood River 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.

Property Taxes

Property taxes generally support a significant portion of a municipality's activities. Property taxes can provide a steady stream of financing while broadly distributing the tax burden.

In other parts of the country, this mechanism has been popular with voters as long as the increase is restricted to parks and open space. Note, other public agencies compete vigorously for these funds, and taxpayers are generally concerned about high property tax rates.

Excise Taxes

Excise taxes are taxes on specific goods and services. These taxes require special legislation and funds generated through the tax are limited to specific uses.

Fees

A variety of fee options have been used by local jurisdictions to assist in funding park and recreation improvements. Developing an equitable stepped fee structure may be beneficial.

Local Option Economic Development Sales Taxes

Cities in the state of Illinois have the option to impose a local sales tax up to 4.75% to be used to fund projects that could include pedestrian & bicycle, stormwater (curb and gutter), and other improvements related to economic development. Wood River's current sales tax rate is 7.85% (6.25% Illinois + .6% Madison County + 1% Municipal Tax).

Sales Taxes

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 is partially funded by sales taxes, not property taxes. This program is approved by voters, to collect a 1/10th sales tax for parks, open space, trails and other conservation programs. Fund divisions are determined

by state statute with 50% directed to regional projects and 50% directed to county and local projects. This is an excellent source of funds for corridor protection, trailhead, partner implementation, and construction.

Streetscape Utility Fees

Streetscape Utility Fees could help support streetscape maintenance of the area between the curb and the property line through a flat monthly fee per building. The revenues raised from Streetscape Utility Fees would be limited by ordinance to maintenance (or construction and maintenance) activities in support of the streetscape. This may be beneficial to assist in installing neighborhood connections, infrastructure, street trees, and lighting.

Special Districts - Special Service Area, TIF Districts, or future special fees

The City could consider a special assessment to develop community amenities benefiting the community. Generally, this is a technique that may have to be put on a ballot and voted by the public. A SSA can also specifically fund the maintenance of the public space or corridors. Future TIF funds could be used.

Non-grant Funding Opportunities

- Community Partnerships
- The Great River Road National Scenic Byway follows the Mississippi River through from northern Minnesota to the Gulf of Mexico. Join communities to jointly fund efforts.
- Corporate/Business Sponsorships
- Local or Crowd-sourced Fundraisers
- Sports Tournaments
- Programs/Events - Diversify programming, events, and rentals to increase revenue from the park in fun and creative ways for the benefit of the community.
- Service Organizations
- Charitable Donations
- Volunteer Work

Public Agency Grants

Public improvements, including pedestrian and bicycle amenities and facilities can be funded through a variety of federal, state, local, and public mechanisms. These sources are competitive, and generally require matching funds.

All grants, regardless of source, can fluctuate from year-to-year based on annual budgets and fund availability. The list below has traditionally been valid. However, due to various unforeseen circumstances, all funding sources, information, and grant applications should be reviewed. Projects should be prioritized via timeline or as opportunities of funding present themselves for specific endeavors.

Unique Opportunities

Some immediate or revolving funding sources to investigate for Rebuilding and Reopening Illinois in relation to 2020-22 events:

Infrastructure Investment and Jobs Act -

Release of funds is TBD through multiple U.S. Departments.

Inflation Reduction Act - Release of funds is TBD through multiple U.S. Departments.

U.S. Department of Commerce - EDA/Cares Act Recovery Assistance - Releases of grants are ongoing.

Rebuild Illinois Grant Program - Rebuild Illinois will make \$45 billion worth of investments in roads, bridges, railroads, universities, early childhood centers, and state facilities over the next six years, creating and supporting an estimated 540,000 jobs over the life of the plan and revitalizing local economies across the state. Releases of grants are ongoing.

Conservation Easements - Through the federal tax code, charitable gift and estate tax benefits exist for long-term land protection. With a conservation easement, a landowner limits future development opportunities and reduces the value of the property while ensuring long term conservation protection and receiving tax benefits. This program is administered through a local land trust, such as Great Rivers Land Trust or HeartLands Conservancy or a governing entity.

Federal Programs

FEMA

Building Resilient Infrastructures and Communities (BRIC) grant

- This program is for states, local communities, tribes and territories for mitigation activities. BRIC is a FEMA annual hazard mitigation program. The priorities are to: incentivize natural hazard risk reduction activities that mitigate risk to public infrastructure; prioritize benefits to

disadvantaged communities; mitigate risk to one or more community lifelines; incorporate nature-based solutions; enhance climate resilience and adaptation; and increase funding to applicants that facilitate the adoption and enforcement of the latest published editions of building codes.

U.S. Department of Transportation

RAISE Infrastructure Grant - RAISE discretionary grants help project sponsors, including municipalities, complete critical freight and passenger transportation infrastructure projects. RAISE projects are evaluated on statutory criteria of safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity including tourism, state of good repair, partnership and collaboration, and innovation.

State Programs

Illinois Department of Transportation (IDOT)

Illinois Safe Routes to School (SRTS) - Eligible infrastructure projects include sidewalk improvements, traffic calming/speed reduction improvements, traffic control devices, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle facilities, and secure bicycle parking facilities. Eligible non-infrastructure projects include events, equipment, and supplies that help to address areas of Education, Encouragement, and Evaluation.

Illinois Green Streets Initiative - The Illinois Green Streets Initiative is part of the Replanting the Prairie State Initiative to further reduce greenhouse emissions in the state. Project sponsors may receive up to 80 percent reimbursement for project costs. The remaining 20 percent is the responsibility of the project sponsor. Funds for this program can only be used for planting of trees or prairie grasses, and the program is overseen by the Illinois Department of Transportation.

The Illinois Transportation Enhancement Program (ITEP)

- provides funding for community based projects that expand travel choices and enhance the transportation experience by improving the cultural, historic, aesthetic and environmental aspects of our transportation infrastructure.

Pedestrian and Bicycle Safety Program - Funds cost-effective projects that improve bicycle and pedestrian safety through education and enforcement. May fund projects such as a bicycle and pedestrian plan, development and distribution of maps with safety

information, Educational materials, safety equipment, and vehicle feedback signs.

The Surface Transportation Program (STP) - provides funding for all types of transportation projects, including pedestrian and bicycle facilities. Projects are selected through the State Highway Improvement Program.

Illinois Department of Natural Resources (IDNR)

Bike Path Grant Program - This program assists local units of government to acquire, construct, and rehabilitate public, non-motorized bicycle paths and directly related support facilities.

Federal Recreational Trails Program - The IDNR administers RTP funds and stipulates that funds can be utilized for trail construction and rehabilitation; restoration of areas adjacent to trails damaged by unauthorized trail uses; construction of trail-related support facilities and amenities; and acquisition from willing sellers of trail corridors through easements or fee simple title. The RTP program can provide up to 80 percent federal funding on approved projects and requires a minimum 20 percent non-federal funding match. Eligible applicants include municipalities and counties, schools, and private, non-profit and for-profit businesses.

Illinois Department of Commerce and Economic Opportunity (DCEO)

The Illinois Department of Commerce and Economic Opportunity maintains a current list of grant programs that are open for application. Grant opportunities may range from funding for public infrastructure projects, programs focused on economic development initiatives, to the Department seeking a partner to administer support services to Illinoisans. Each program's unique eligibility requirements will include opportunities for various types of communities, businesses and/or non-profit organizations. From: <https://www2.illinois.gov/dceo/AboutDCEO/GrantOpportunities/Pages/default.aspx>

The Illinois Community Development Assistance

- The Office of Community Development supports economic development, community development, and infrastructure improvements in Illinois communities with substantial low-to-moderate-income populations.

The office administers the federally funded Community Development Block Grant (CDBG) program that assists low-income populations. In addition, federal aid is provided for disaster recovery and housing rehabilitation in these communities. From: <https://www2.illinois.gov/dceo/CommunityDevelopment/Pages/default.aspx>

Regional | Local Programs

ACT Grant- Known as the ACT Community Action Grants Program, this annual funding opportunity is available to cities, cities, townships, park districts, transit districts, airport districts, and 501(c)(3) non-profit organizations based in or providing services within Madison County, Illinois. The ACT Community Action Grants Program will provide an opportunity for entities serving Madison County residents to apply for grant funding to complete projects that will expand or enhance local transportation opportunities. Eligible projects must improve transportation, bicycle safety and/or access, pedestrian safety and/or access, ADA accessibility, and/or related projects. Each eligible entity can apply for as much as \$100,000 per year.

The Congestion Mitigation and Air Quality (CMAQ)

Improvement Program - is part of the Competitive Programs that East-West Gateway Council of Governments (EWG) administers. CMAQ projects, are included in the Transportation Improvement Program that EWG develops for the region. The CMAQ program provides a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas, including the St. Louis region, that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former non-attainment areas that are now in compliance (maintenance areas). CMAQ funds can be used for projects such as: traffic flow improvements; demand management; shared ride services; bicycle and pedestrian facilities; transit vehicles/facilities; and operating assistance for new transit projects. This program is authorized by the current transportation law the Fixing America's Surface Transportation (FAST) Act. <http://www.ewgateway.org/trans/TIP/CMAQ/cmaq.htm>

Madison County Resource Management

Environmental Grants - This grant program is designed to assist units of local government with environmental objectives and projects including solid waste management, air quality initiatives, energy efficiencies, smart growth, and stormwater abatement. The goal of the program is to promote best management practices and case studies of positive environmental projects within Madison County. Examples of funding use include; solar panels, native landscaping, and green infrastructure.

Madison County Park Enhancement Program (PEP)

Grants - The Madison County Park and Recreation Program is designed to assist municipalities and park and recreation districts within Madison County to develop, enhance or expand park operations and facilities. The grant program, administered by Madison

County Community Development is designed to supplement community funding for park operations.

Metro-East Park and Recreation District (MEPRD)

MEPRD provides grants to supplement the efforts of local governments, special districts, and other jurisdictions who are already working on the planning, construction and management of bike, pedestrian, and park facilities to further their mission.

Park and Trail Grant - MEPRD funds projects that would fulfill two primary objectives, i.e. (1) encourage the development of regional trail segments throughout MEPRD's jurisdiction; and (2) increase MEPRD's grant funding for park projects located in currently underserved locations. Provides up to \$300,000 for construction, implementation, and acquisition. MEPRD funds must not exceed 40% of the total project cost.

Event Sponsorship Grant - Fund a variety of events include walking, running, and/or biking events hosted by a public agency/department or a nonprofit organization. At least 10% of the event proceeds must go towards funding developments, improvements, or recreational programs to a public park or trail.

Non-Governmental (NGOs) & Not-For-Profit Organizations

The following groups may have programs or funds to help carry out their missions at any given time:

Heartlands Conservancy – Works to protect diverse natural resources and habitats of southern Illinois.

The PeopleForBikes – The not for profit's Industry Community Grant Program provides funding for projects that make bicycling better in communities across the U.S.

The Sierra Club Illinois Piasa Palisades Group – Supports projects that protect this region from sprawl, unsustainable agriculture, air and water pollution, wetlands destruction, and deforestation.

The Conservation Fund – Conservation loans and green bonds programs offer flexible financing as well as sustained and expert technical assistance to land trusts and other organizations aiming to protect key properties in their communities, increase access to green and open-space, recover natural habitats,

provide conservation education programs, and help people connect with nature.

Trees Forever – The Working Watersheds – Buffers and Beyond program provides a 50% cost share (up to a maximum of \$2,000) to implement water quality project/demonstration sites, e.g. riparian buffers.

Potential Private Foundations/Companies

Many communities have successfully solicited park and recreation infrastructure funding from private foundations and benefactors. Foundations are excellent sources of funding for acquisition of land for conservation, interpretation, education, and project-specific purposes. They fund a wide variety of features, including shade structures, tennis courts, tree planting, pollinator gardens, playgrounds, ADA improvements, and educational programs. Additionally, corporations often have separate foundations or grant programs to support environmental missions. Below are some examples of these funding opportunities:

- AARP
- Alton Memorial Health Services Foundation
- Ameren Corporation Charitable Trust
- American Water Charitable Foundation
- American Academy of Dermatology (Shade Structure Program)
- America's Central Port
- Bank of America Charitable Foundation
- Boy Scouts of America
- Building Better Communities Program (NRPA)
- Home Depot Foundation
- KaBOOM!
- Lewis & Clark Community College
- Lowe's Charitable and Education Foundation
- National Trails Fund
- National Recreation & Park Association (NRPA)
- National Association of Realtors
- Scotts Miracle-Grow Foundation
- The Nature Institute
- The Trust for Public Land
- U.S. Soccer Foundation
- Walmart Family Foundation



www.HeartLandsConservancy.org

2023