





Acknowledgments:

The City of Belleville would like to thank our community members and city employees that participated in the development of this plan. Your excitement for the future of Belleville Bikeways and dedication to the spirit of alternative forms of transportation were keys to the success of this planning effort.



This plan was created for the City of Belleville by Oates Associates in partnership with Heartlands Conservancy. Work for the Plan took place between 2023 and 2024 and incorporates data and design guides reflective of that time period.



This Master Plan was funded in part by a generous grant from our local partner in recreation, MEPRD. Thank you for your support and continued efforts to help our community live and thrive through the development of parks and trails.



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Executive Summary

The City of Belleville, in pursuit of a more walkable and bikeable community, has created a Bicycle and Pedestrian Master Plan. The Plan was funded through City funds and the Metro East Parks and Recreation Community Planning Grant program. Guiding principles of the Plan include determining and prioritizing projects within the City that will provide the greatest opportunity for increasing the community's ability to commute, exercise, and relax through walking or biking. The Plan is intended to provide the City with five to ten years of feasible planning projects that will work together cohesively to provide a substantial network of pedestrian and bicycle facilities throughout Belleville.

The City has recently undergone several companion planning efforts prior to the development of the Bicycle and Pedestrian Master Plan. The plans, including an *ADA Transition Plan* and *Multimodal Planning Study*, were utilized along with existing condition analysis to help determine and prioritize the improvements necessary around the City. The *ADA Transition Plan* helped to identify the areas of the City's sidewalk network that are in the most need of repair and the *Multimodal Planning Study* helped to identify sidewalk gaps and priority corridors.

These previous planning efforts were combined with data gathered throughout the City to lay the groundwork for the Plan by creating the Plan's basemap to be used during analysis and prioritization. Data collected in the basemap included community points of interest such as parks, museums, trails, restaurants, and commercial areas for shopping. Also noted and mapped were community services such as schools, hospitals, libraries, and public service facilities. Included in the basemap were existing bicycle facilities. The City of Belleville is home to several existing trail systems including Belleville's network of bikeways and St. Clair County Transit Department's MetroBikeLink trail system.

Once the basemap was established, goal setting for the Master Plan began. Stakeholder meetings were held with both the City and St. Clair County Transit Department to understand existing planning efforts and

determine an ultimate goal for the City's Bikeway network. The first community survey was launched to engage the community. The survey asked about walking and biking around the City to determine community goals. Combined with the City, these made up the Plan's goals of Balance, Tourism, Recreation, and Connection.

The community survey also gauged the community's interest in destinations and concerns regarding specific streets and intersections. Corridors of concern included Carlyle Avenue, West and East Main Streets, IL-161, and IL-13 or South Belt West Boulevard. The community was also asked to rate the conditions for walking and biking around the City. From this initial survey and stakeholder meetings, challenges or barriers to walking or biking were added to the Plan's basemap along with documentation of City and County future bikeway and trail plans.

The feasibility of shared use paths along the corridors that can complete desired connections was then analyzed. These future bikeway corridors were presented to both the City and the community through a second online survey and public open house for feedback and further prioritization. Bikeway corridors of considerable interest included one connecting the Belleville MetroLink station to downtown, another connecting the existing trail on Old Collinsville Road to the future planned trail on Carlyle Avenue, and a trail connecting Bicentennial Park to Citizens Park.

The Plan was completed by combining the priority bikeways with feasible secondary corridors that would complete the priority connections and meet the established goals of the Plan. The network developed was balanced with new sidewalks and designated bike lane locations. An action plan was provided to give the City a guide in implementing the Plan by providing the next steps for planning, obtaining funding, community education, and policy.

The combined efforts in this plan hope to achieve a more walkable and bikeable community for the City of Belleville.

Guiding Principles

Master Plan

- *Funded in part by MEPRD Community Planning Grant Program*
- *Was developed with the community for the community.*
- *Will serve the city as a planning guide for the next 5-10 years.*

The City of Belleville is located just a few miles east of the Mississippi River in Illinois. With views of St. Louis and the field-covered countryside of Illinois, Belleville bridges the gap between urban, suburban, and rural living. As the county seat and largest city south of Springfield in Illinois, Belleville is striving to set the tone in St. Clair County as well as the Metro East region by focusing transportation improvements on the most vulnerable users of their roadways. Pedestrian and bicycle fatalities are exceeding passenger fatalities percentagewise in automobile crashes

across the state of Illinois, Belleville is hoping to help move the needle to safer roads for their community by providing safer multimodal options delivering more access for disabled community members, giving more alternative transportation choices, and supporting lifestyle opportunities less dependent on the automobile.

These goals and desires by the City have led to the development of this Pedestrian and Bicycle Master Plan. To determine the improvements to be included in the Master Plan, the City enlisted the help of engineering and urban planning

consultants to determine the types of improvements needed and to evaluate their feasibility. The City enlisted its community to determine desired connections and priority projects.

The Plan, funded in part with City Funds and Metro East Parks and Recreation District's generous Community Planning Grant program, is a collaborative effort between the citizens of Belleville, the City of Belleville, and regional stakeholders. It is intended to serve the City as a guide in planning bicycle and pedestrian improvements for the next five to ten years.

Codes and Design Guides

Several design codes were referenced and utilized during the development of this Master Plan. They are listed below along with their relevant title used in reference throughout this document.

- Illinois Department of Transportation's Bureau of Local Roads and Streets Manual (**IDOT BLRS**)
- American Association of State Highway and Transportation Officials' Guide for the Development of Bicycle Facilities 2012 Fourth Edition (**AASHTO**)
- National Association of City Transportation Officials' Urban Bikeway Design Guide Second Edition (**NACTO**)
- US Department of Transportation Federal Highway Administration's Bikeway Selection Guide 2019 (**Bikeway Selection Guide**)





Definitions

Several terms used throughout this document are defined below.

- **Shared Use Paths** are separated (off-street) bicycle and pedestrian facilities that are wide enough to accommodate both bicyclists and pedestrians. They are 8'-10' wide, made of either concrete or asphalt and are located at least 5' off the roadway. In this document, several terms are used interchangeably with the term Shared Use Path and they include: **Trails Paths**
- **Bikeways** are a network of bicycle facilities that connect destinations. Bikeways may be made up of shared use paths, on-road bicycle facilities like bike lanes, or shared roadway segments to complete the final connection. Belleville currently uses the term bikeway in several of its existing trail names.
- **Spurs** are short bikeway extensions used to bring a community asset or point of interest into a direct connection to the existing bikeway network.
- Bicycle and Pedestrian Master Plan may be referred to as: **The Plan**
- The City of Belleville may be referred to as: **The City**
- St. Clair County may be referred to as: **The County**
- Metro East Parks and Recreation District: **MEPRD**
- Saint Clair County Transit District: **SCCTD**
- Madison County Transit: **MCT**
- Southwestern Illinois College: **SWIC**
- East-West Gateway Council of Governments is Belleville's overseeing Metropolitan Planning Organization: **EWG**
- High Injury Network: **HIN**

Photo courtesy of Belleville Parks and Recreation Department

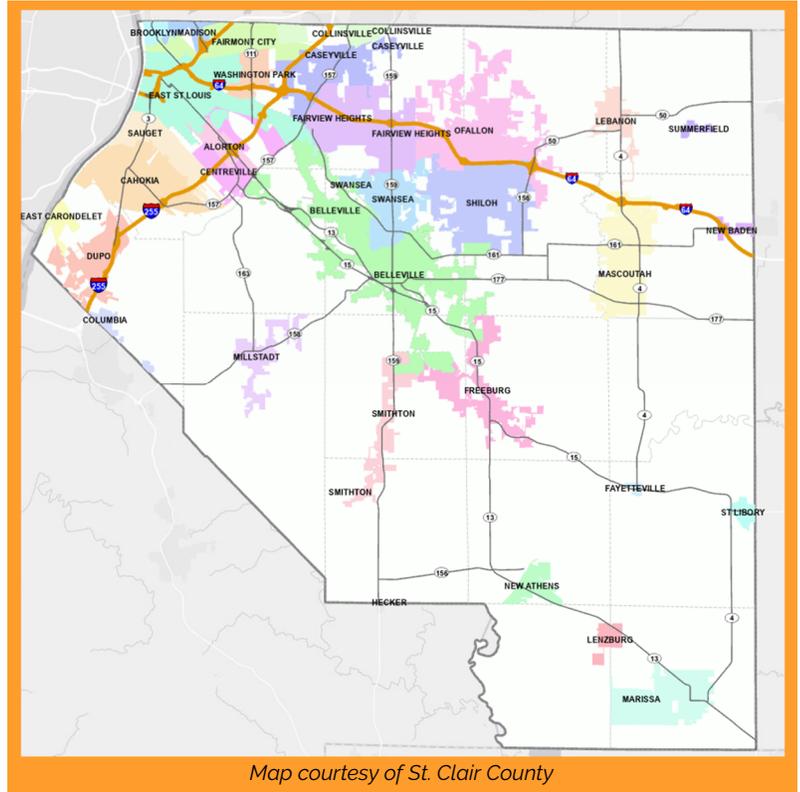


EXISTING CONDITIONS

An evaluation of the existing conditions within the City of Belleville began the planning process. With a population of over 42,000 and covering over 23 square miles, Belleville is an expansive municipality whose boundaries stretch for 12 miles through a large section of St. Clair County. Several bicycle and pedestrian connection opportunities exist within its boundaries along with multiple City and County civic services, health centers, and public transportation facilities.

Points of Connection

- Existing area trails and bikeways
- Community gathering places
- Schools
- Healthcare facilities
- Civic service centers



Current Bicycle Facilities

Belleville is traversed by several miles of bicycle trails. These trails have been built by both the City and SCCTD. The most notable trails that impact the City and the surrounding region include:

MetroBikeLink Trail: At over 14.5 miles, this trail is the signature trail of the SCCTD trail system. It travels between six MetroTransit Centers traveling along the northern edge of Belleville city limits. It enters city limits after crossing IL-159 and travels east to SWIC.

Old Collinsville Road Trail: This 3.5-mile SCCTD trail connects three St. Clair County cities. Starting on the edge of Belleville and Lebanon Road. The trail travels north along Old Collinsville Road to Swansea's Clinton Hill Recreation Park and Fairview Heights' St. Ellen Park.

Richland Creek Trail: Constructed by the City of Shiloh, this 1.5-mile trail intersects the MetroBikeLink Trail near IL-159 and travels north through Centennial Park in Shiloh.

East Belleville Bikeway: Constructed by the City of Belleville, this 2-mile trail travels south from its intersection with the MetroBikeLink Trail at the Richland Creek Trail and interconnects eight Belleville city parks.

Orchard Loop Trail: A 4-mile SCCTD trail beginning from the MetroBikeLink Trail near Fox Valley Lane and IL-158 and traveling southeast to Eckert's Farms and an above-grade crossing of Green Mount Road.





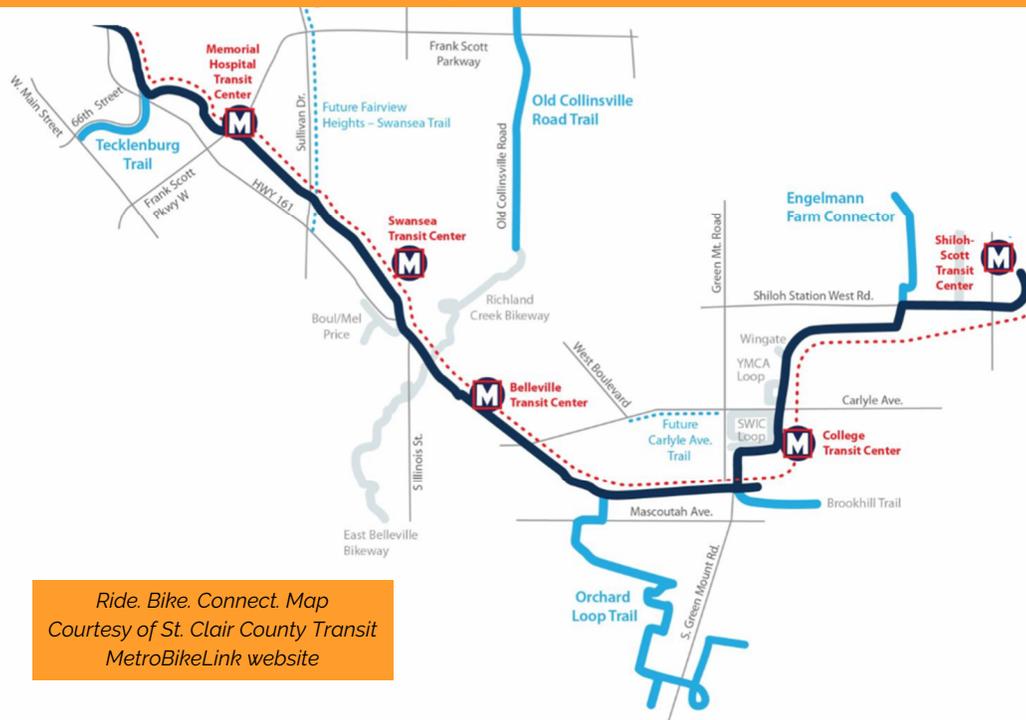
Current Bicycle Facilities

Tecklenburg Trail: This SCCTD trail, over a mile in length, connects the MetroBikeLink Trail to West Main Street in Belleville along 66th Street and through the Tecklenburg Forest Preserve.

West Belleville Bikeway: Another Belleville trail connecting city parks, the West Belleville Bikeway is over 1.5 miles long and connects Bellevue Park near Memorial Hospital to Citizens Park.

Signal Hill Trail: This half-mile trail begins at Signal Hill School and Signal Hill Park and travels southeast along Foley Drive. The City is actively seeking funding to continue the development of this trail along Foley Drive in an effort to connect it to the West Belleville Bikeway.

SCCTD Existing and Planned Trails



Ride. Bike. Connect. Map
 Courtesy of St. Clair County Transit
 MetroBikeLink website

Planned Bicycle Facilities

The City of Belleville recently completed an *ADA Transition Plan* and *Multimodal Planning Study*. These studies outlined several projects that would have the greatest impact on increasing transportation choices for people of all ages and abilities. Key projects are included in this Plan and are shown as Planned Trails and Bikeways. These projects include improvements around Memorial Drive and Park Avenue near Memorial Hospital, bike lanes and a road diet along West Main Street, bike lanes within downtown Belleville, and a shared use path along Douglas Ave. For a full list of recommended projects please refer to the *ADA Transition Plan* and the *Multimodal Planning Study*.

Signal Hill Trail Extension project is currently under design and will extend the existing trail south along Foley Drive to W. Main Street.

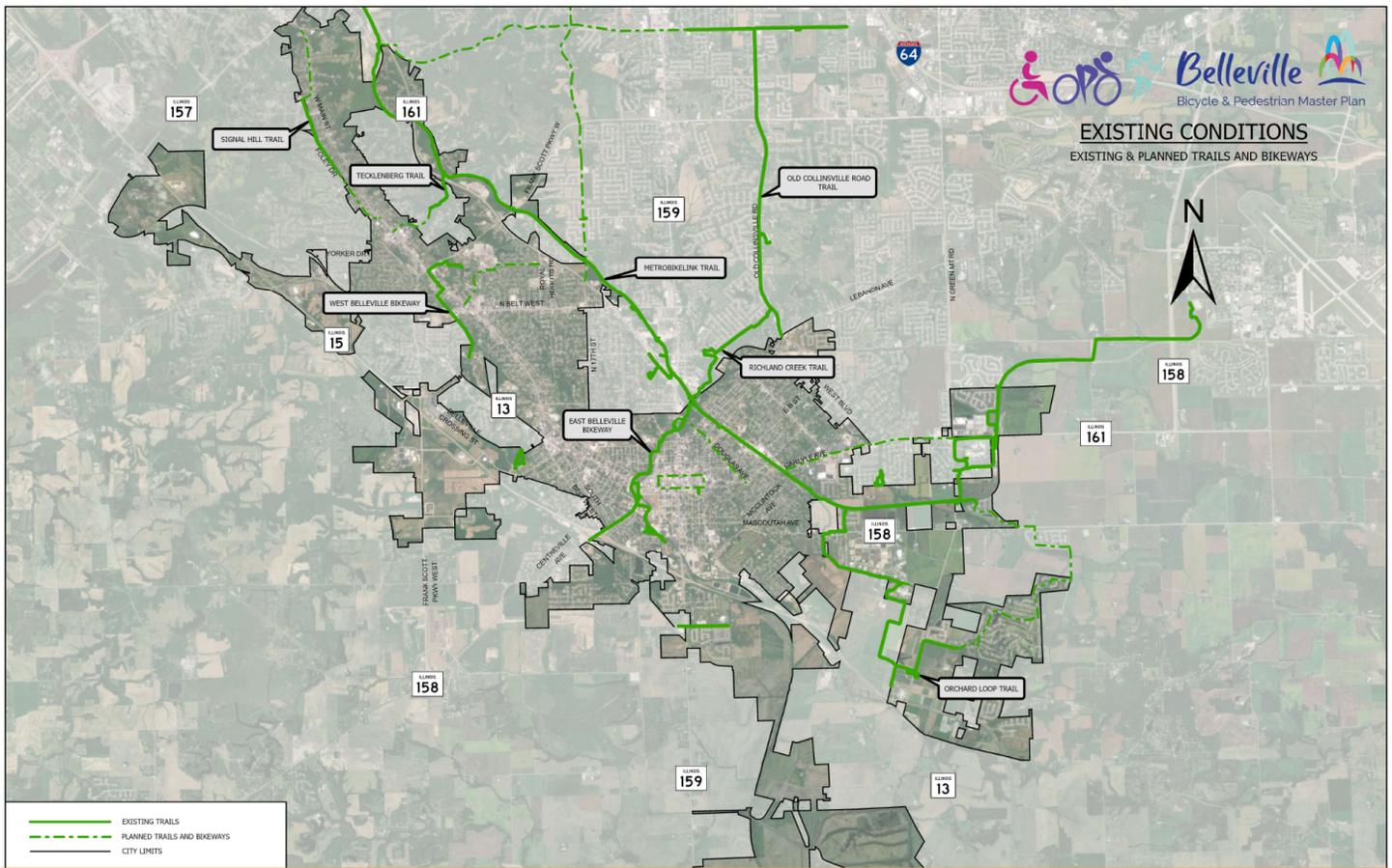
SCCTD is also looking to expand its trail network. Notable expansions include a study along Carlyle Avenue, a future connection to Fairview Heights through a trail along Sullivan Drive, and continued work on the Tecklenburg Trail.





Trails and Bikeways Map

Shown is a map of the existing and planned trails and bikeways around the city of Belleville. Planned routes are shown in dashed lines and existing routes are shown in solid lines. Please see the **Appendix, page A1.1** for a full version of this map.



Existing and Planned Trails and Bikeways around Belleville





Destinations



Key pedestrian and bicycle connections include schools and parks as well as transit stations and health centers. Belleville is home to over 15 schools, almost 20 parks, and 3 MetroLink transit stations. Each of these community assets is a connection opportunity for the Plan and their location and accessibility guide the vision of the Plan.



Challenges

Along with the impressive list of destinations within the City of Belleville, there are also a few challenges to recognize as they can present barriers to walking or riding around the City.

EXPANSE: One challenge for the City is the long linear nature of its city limits. Connecting the citizens to all the opportunities available to them within the City can be accomplished with targeted and equitable planning. A balanced approach to the planning process will help to ensure all citizens of Belleville get to experience broader pedestrian and bicycle opportunities.

TRANSPORTATION: Railroads, and state highways which provide a great benefit to the community for development and growth, can also create a barrier for pedestrian and bicycle travel. Belleville has three main railroad lines and five state highways traversing the City and it is home to one of the nation's longest Main Streets. Understanding how to safely navigate these barriers will be a key to developing a more walkable and bikeable community.

SAFETY: Recently, East-West Gateway conducted a region-wide safety analysis on the roadways for their 8-county area. The study evaluated roadways and intersections within the region and ranked them according to the occurrence of serious or fatal injury crashes along the corridors. The roadways were ranked and grouped according to the top 10%, 25%, and 50% for frequency of fatal and serious injury crashes for both vehicle-only crashes and those involving pedestrians and bicyclists. The findings of their study are located at the link provided.

www.ewgateway.org/gtsr/

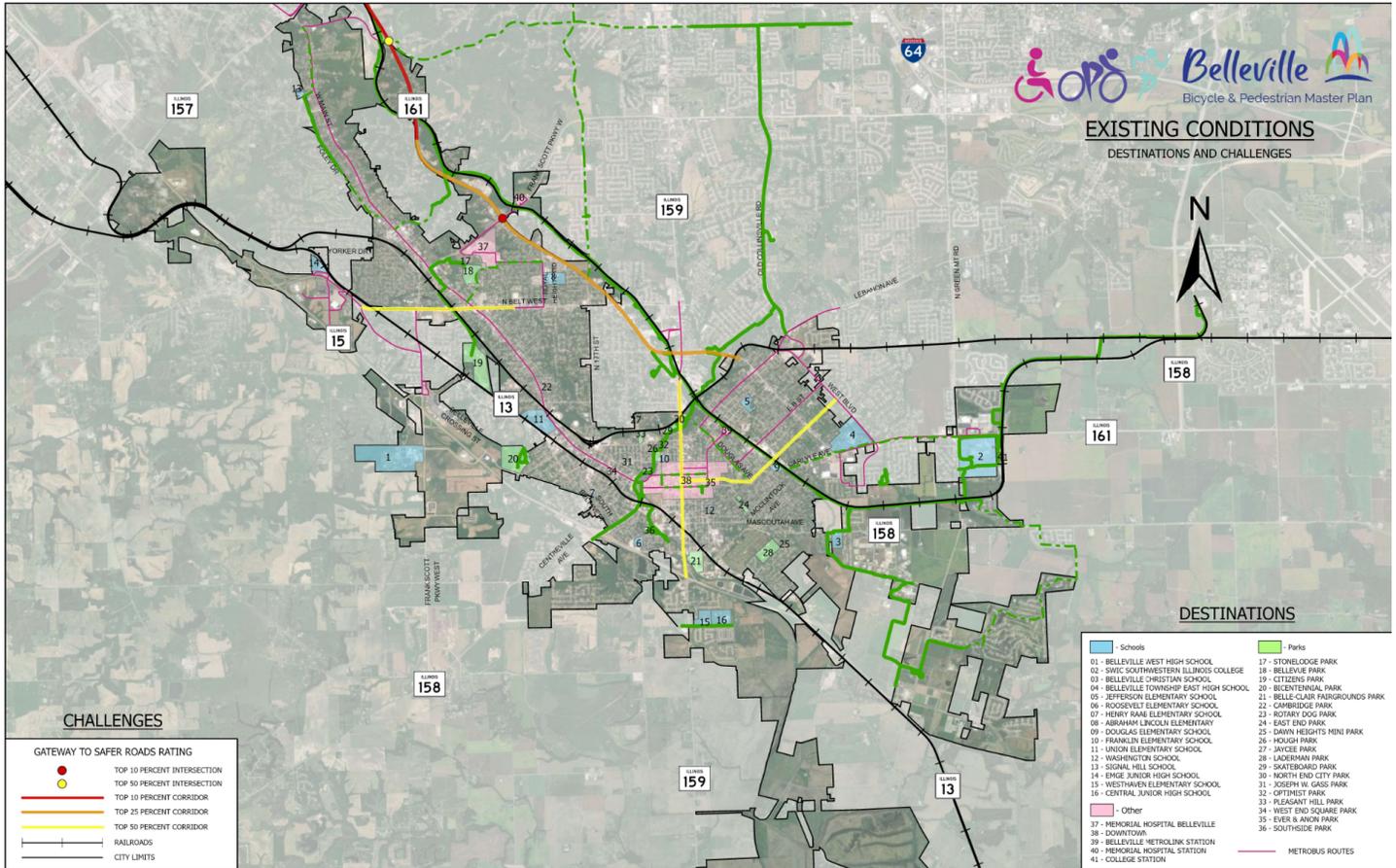
Roadways in the top 50% for these evaluations are considered High Injury Networks and are targeted roadways and intersections for safety improvements. For bicycle and pedestrian crashes, the City of Belleville is home to four HIN corridors and two intersections. The HIN corridors are IL-161, IL-159, North Belt West, and East Main Street and the HIN intersections are IL-161/Frank Scott Parkway and IL-161/Lebanon Road. These networks show an unsafe environment for pedestrians and bicyclists but also reflect an opportunity for improvements that can help to save lives.





Destinations and Challenges Map

Shown is a map of destinations and challenges discussed for the City of Belleville. Destinations include schools, parks, public transportation, and community service buildings. Gateway to Safer Roads HIN network designations are also provided in the map below. Please see the **Appendix, page A1.2** for a full version of this map.



Destinations and Challenges



MASTER PLAN GOALS

The Plan was developed to serve the community of Belleville and the interests of the City. A community-wide online survey was launched to gather input on goals from the citizens and a city planning workshop was held to gather input from the City. The information gathered from both events determined the goals of the Plan and priority connections.

Goals

- Balance
- Tourism
- Recreation
- Connection

City of Belleville Goals

At a City workshop meeting, city officials discussed priorities for development, needed infrastructure improvements, and comprehensive planning. The following goals were set as priorities for the Plan.

GOAL #1: Balance

The first goal of the Plan honors the City's commitment to a balanced approach to planning and development. The City stressed their desire to serve each geographical area within their sprawling city boundaries. They also stressed providing opportunities that will promote equality for those the most in need. This can be accomplished by providing more bicycle and pedestrian facilities to their regional transportation facilities. The idea of balance helped to guide the selection of connections and corridors to ensure that all areas of Belleville had equal opportunity for the benefits of a more walkable and bikeable community.

GOAL #2: Tourism

The second goal of the Plan represents the City's desire to increase tourism opportunities around the City. Tourism brings in development and funding to help the City better serve its community members. Focusing on areas such as downtown and the fairgrounds for interconnected bicycle and pedestrian accommodations brings more opportunities to those attending events at either location.

Connecting Belleville's existing Bikeways and Trails to the regional trail system also promotes tourism by attracting riders from all over to come to Belleville to access the regional trails.

Community Goals

A community-wide survey was held online from October through December of 2023. A total of 343 responses were received. A full copy of the results from the survey can be found in the **Appendix, section A2**.

GOAL #3: Recreation

Survey results showed that most survey respondents walk and bike for recreation and exercise. These activities can be promoted by creating a system of trails with interconnected loops and parks. Creating an environment for these activities will help attract future residents to the City.

GOAL #4: Connection

When asked which parks or trails you would like to walk or ride to, the results were remarkably even across most of the parks and trails in Belleville. This shows that citizens would benefit from bringing all of Belleville's parks into a direct connection to the trail system.

Survey results also show a desire for connections through walking and biking to popular destinations such as downtown, SWIC, and other business districts and these connections come in closely behind parks and trail connections. Therefore, a goal of connection guided the Plan knowing that any expansion of the existing trail network would be welcomed by the community.





Community Survey #1

Survey Advertisements

Community Survey on Belleville
Bicycle & Pedestrian Master Plan

Walking, Bicycling & Accessibility

Web Browser Paper Copy

www.surveymonkey.com/r/BellevilleBikeWalkSurvey

Pick Up At City Hall
Main Lobby Payment Window

In just 10 minutes, you can help make it easier for everyone to get around Belleville.

Community Survey on Belleville
Bicycle & Pedestrian Master Plan

Walking, Bicycling & Accessibility

Tick - Tock

Hurry and take the survey before the ball drops on New Year's Eve!

OR

www.surveymonkey.com/r/BellevilleBikeWalkSurvey

Community Survey on Belleville
Bicycle & Pedestrian Master Plan

Walking, Bicycling & Accessibility

!! Ho Ho Ho !!
Please take the survey!

OR

Because most people can't fly around Belleville!

Belleville
Bicycle & Pedestrian Master Plan

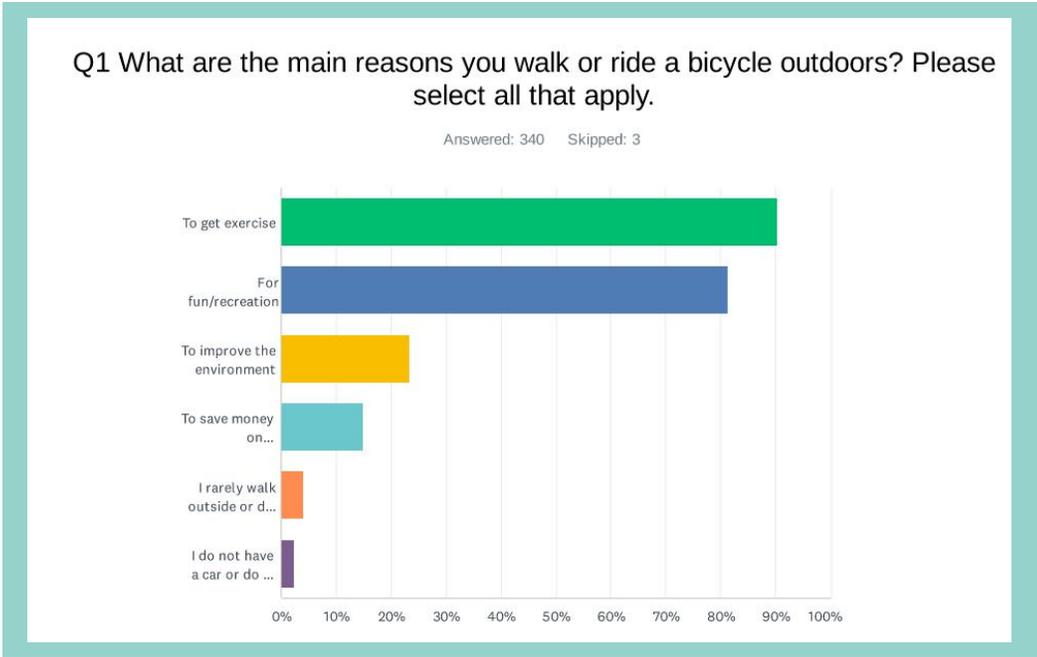
Walking, Bicycling & Accessibility

OR

Take the survey to stay off my naughty list!

Help make it easier for everyone to get around Belleville...including Santa!

Survey Results



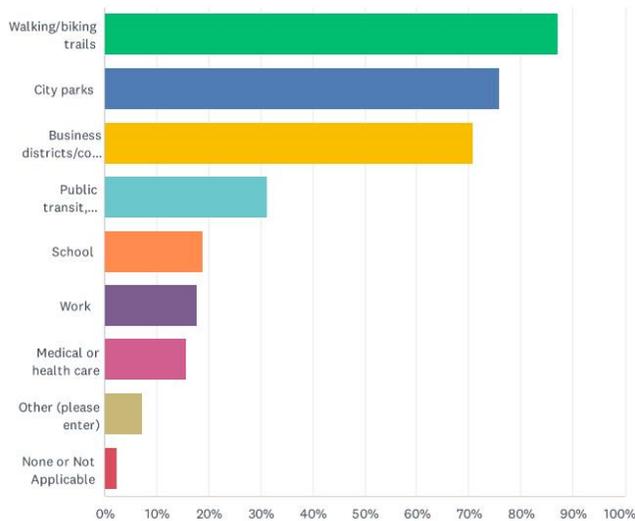


Community Survey #1

Survey Results

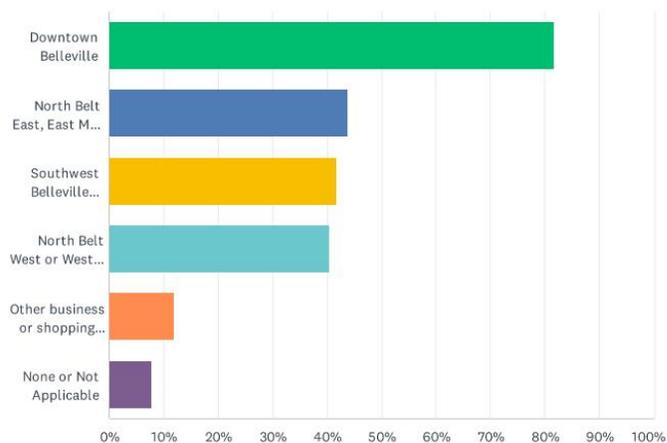
Q2 What types of destinations around Belleville have you or would you like to walk or ride a bike to? Please check all that apply.

Answered: 340 Skipped: 3



Q3 What business districts and/or shopping centers around Belleville have you or would you like to walk or ride a bike to? Please check all that apply.

Answered: 338 Skipped: 5

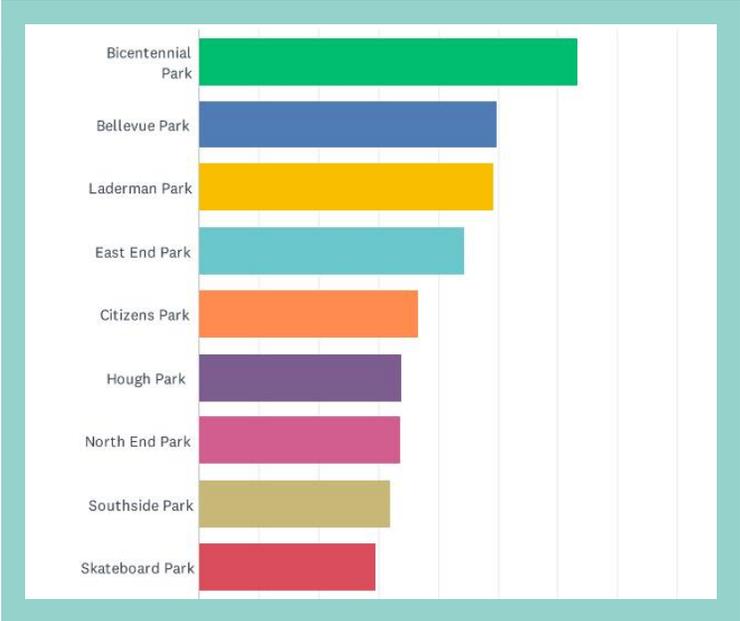




Community Survey #1

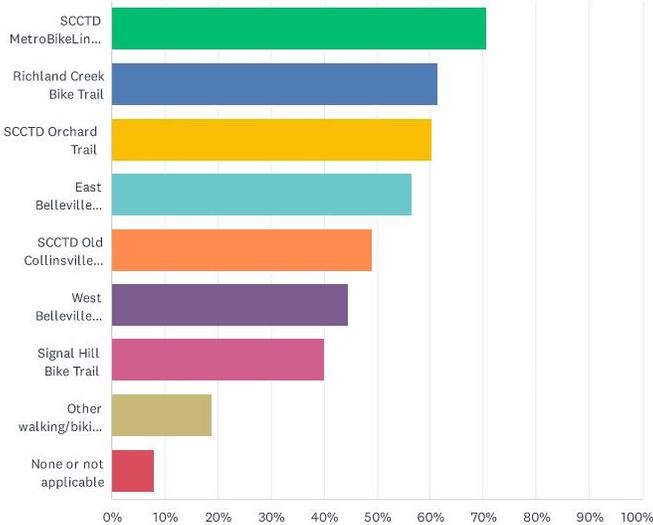
Survey Results

Q4 What parks around Belleville have you or would you like to walk or ride a bike to? Please check all that apply.



Q5 What walking/biking trails have you or would you like to walk or ride a bike to? Please check all that apply.

Answered: 326 Skipped: 17



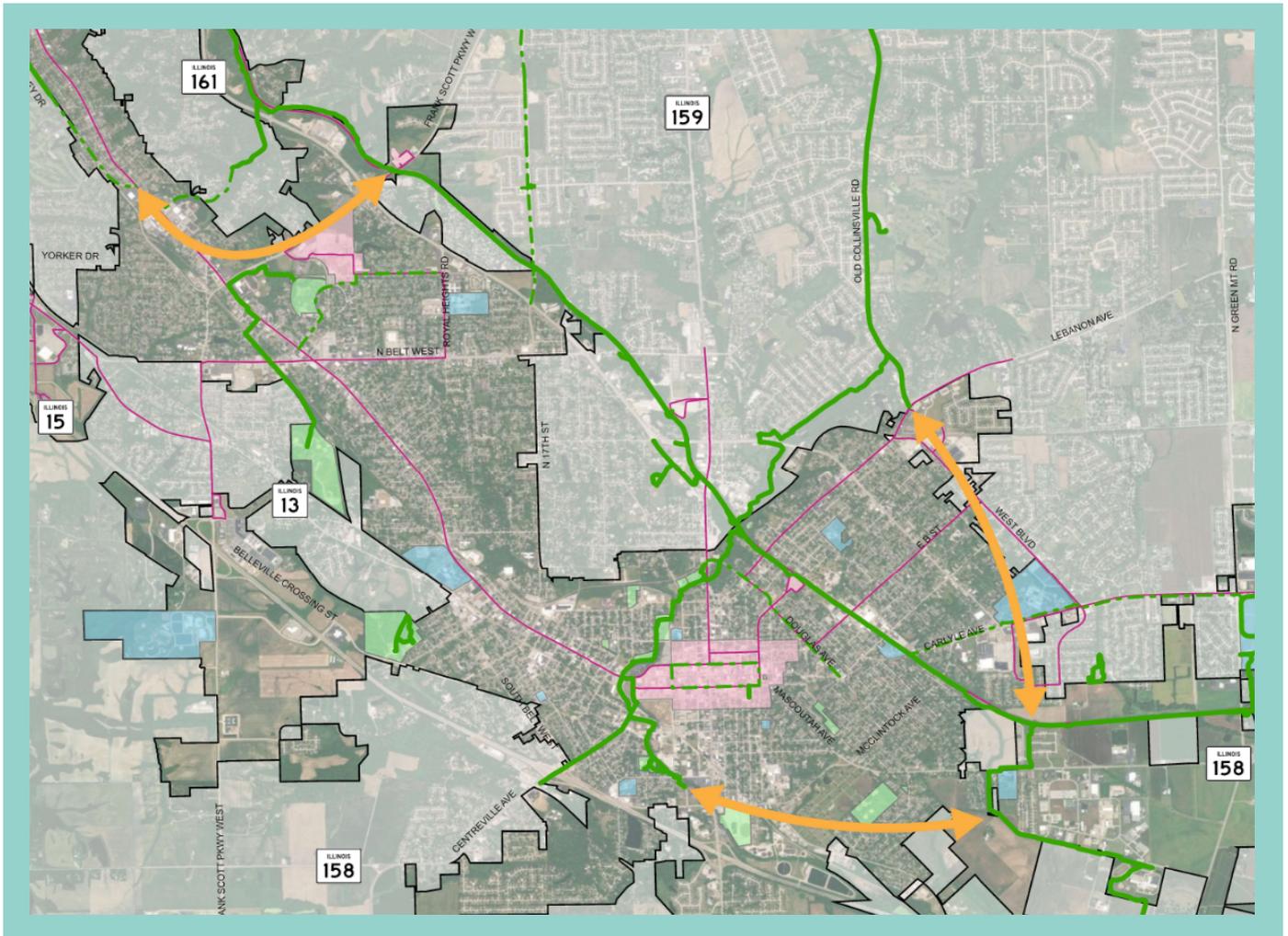


Connections

Priority connections were determined in order to focus efforts on the plan on preferred destinations. Using knowledge of the existing conditions and combining them with the established City and community goals, the following connections were used to focus work on the Plan.

Gaps

To maximize the work the City previously accomplished in the development of trails, connections that filled gaps in the existing system were prioritized. These connections include closing the gap between the Old Collinsville Road Trail and Orchard Loop Trail, between Orchard Loop Trail and East Belleville Bikeway, and finally from MetroBikeLink Trail and the future intersection of Signal Hill Trail and West Belleville Bikeway. Gap connections are shown below in orange.

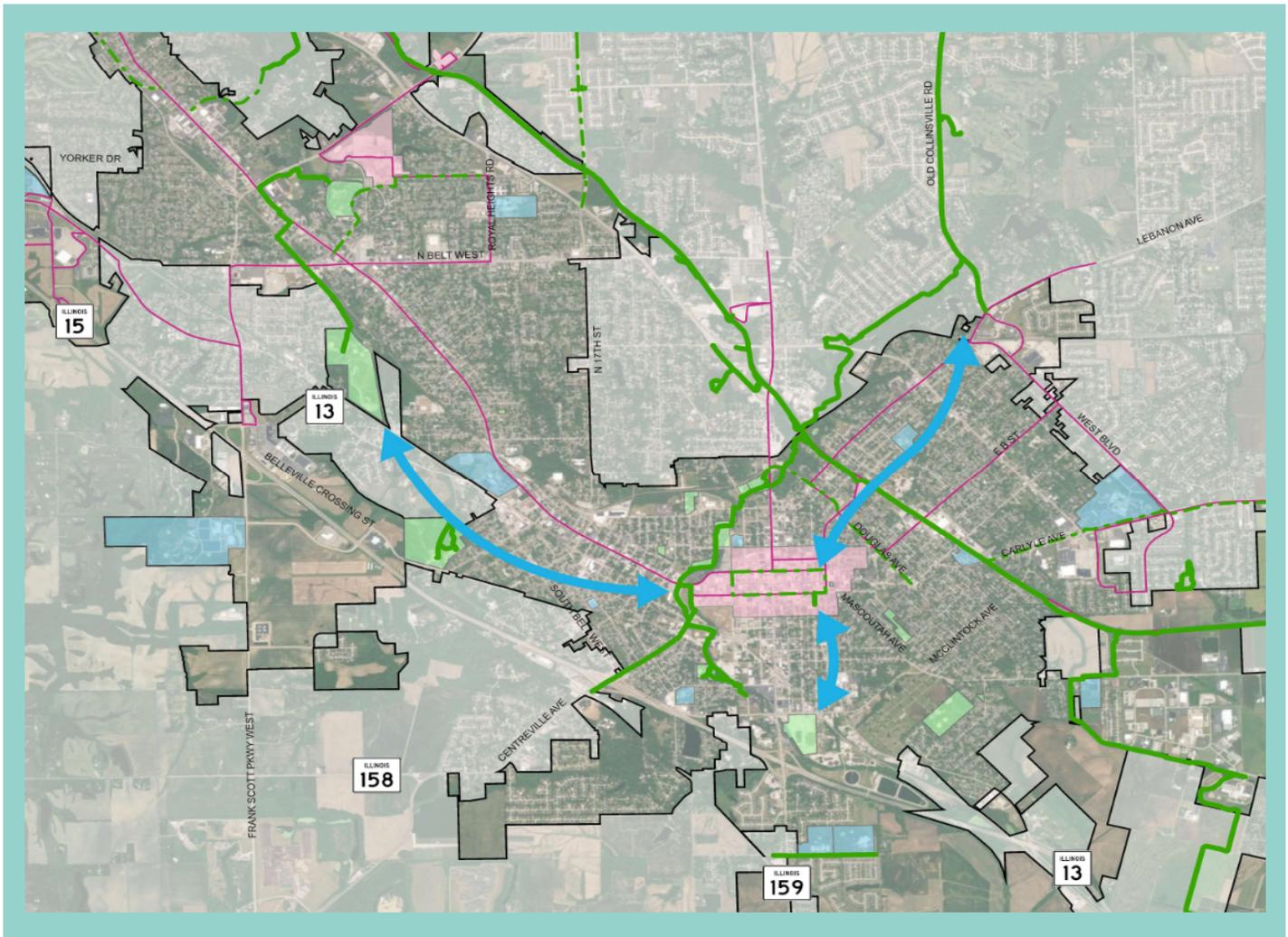




Connections

Links

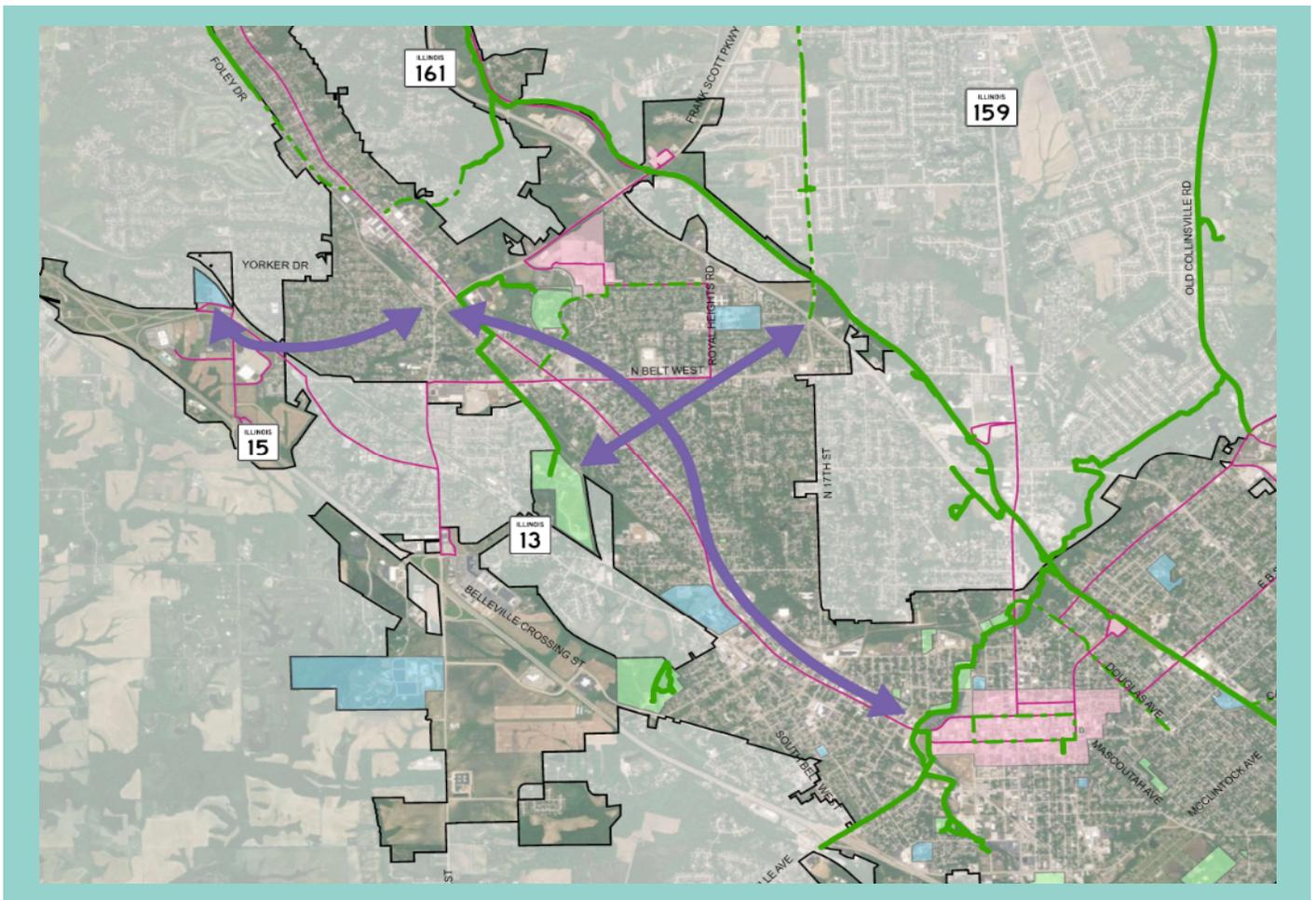
Linking people to the places where they work, play, and shop was a priority of the community survey. Several missing links in the existing pedestrian and bicycle environment were determined as priority connections. They include connecting two of Belleville's largest parks, Citizens and Bicentennial Park. Also included is connecting the fairgrounds to downtown, and the Belleville MetroLink Station to downtown. These connections not only give the community members of Belleville a greater network to recreation and access to public transportation but also help promote tourism by linking some of Belleville's most likely points of interest for visitors. Link connections are shown below in blue.





Balance

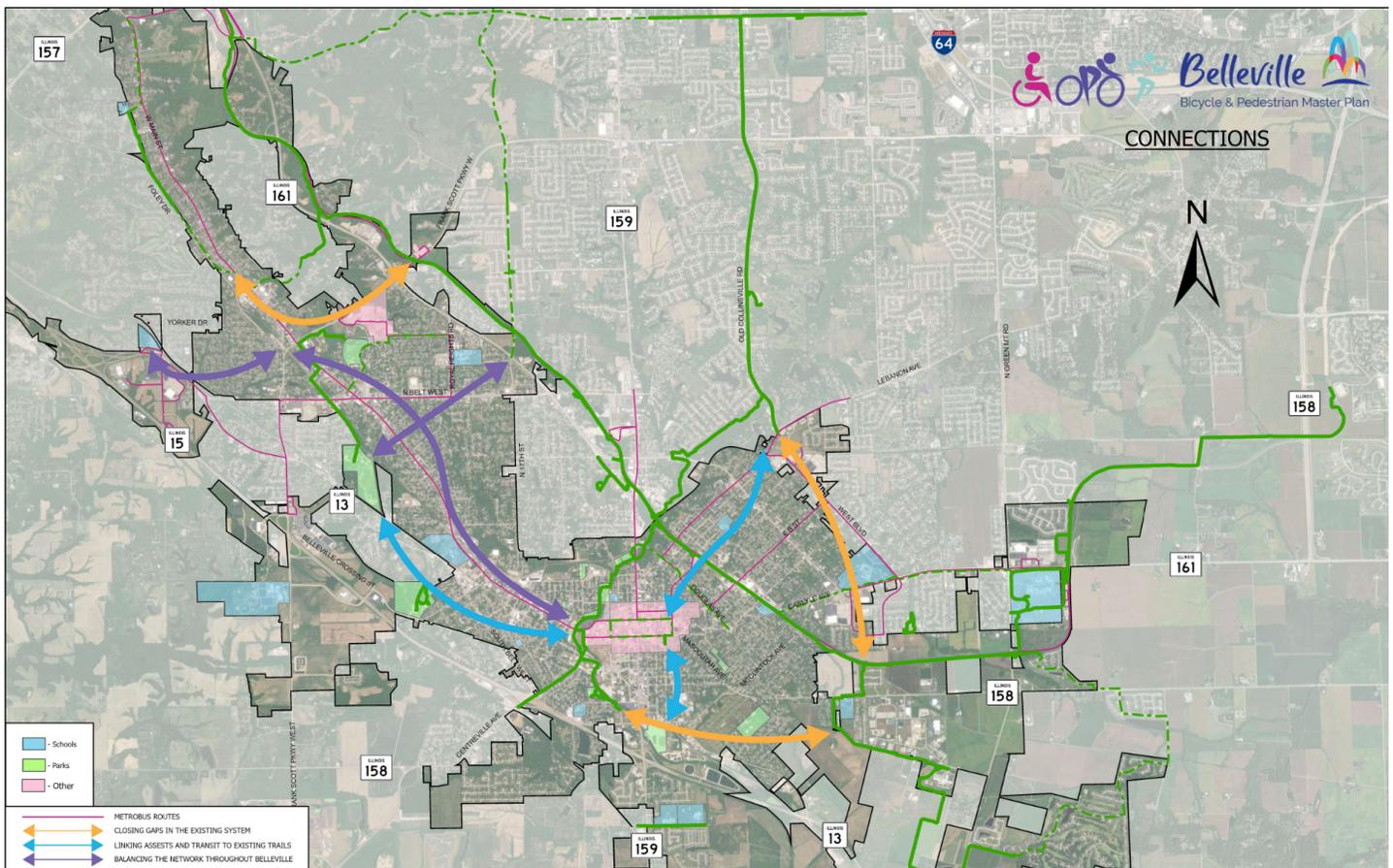
Once the gaps and link connections were determined, the idea of balance governed three final connections. These connections balance the opportunities available across Belleville by providing networks in locations where none currently exist. This set also focuses on the existing public transportation network so that pedestrian and bicycle facilities support the use of multimodal transportation and provide more access to the system by those who may need it most. Balance connections are shown below in purple.





Connections Map

Shown is a map of the priority connections as determined for the City of Belleville through conversations with the City and the community. The connections below close gaps in the existing trail network, link the network to key destinations and provide a balance across the City to ensure that all citizens can enjoy these facilities. Please see the **Appendix page A1.3** for a full version of this map.



Connections



FEASIBILITY REVIEW

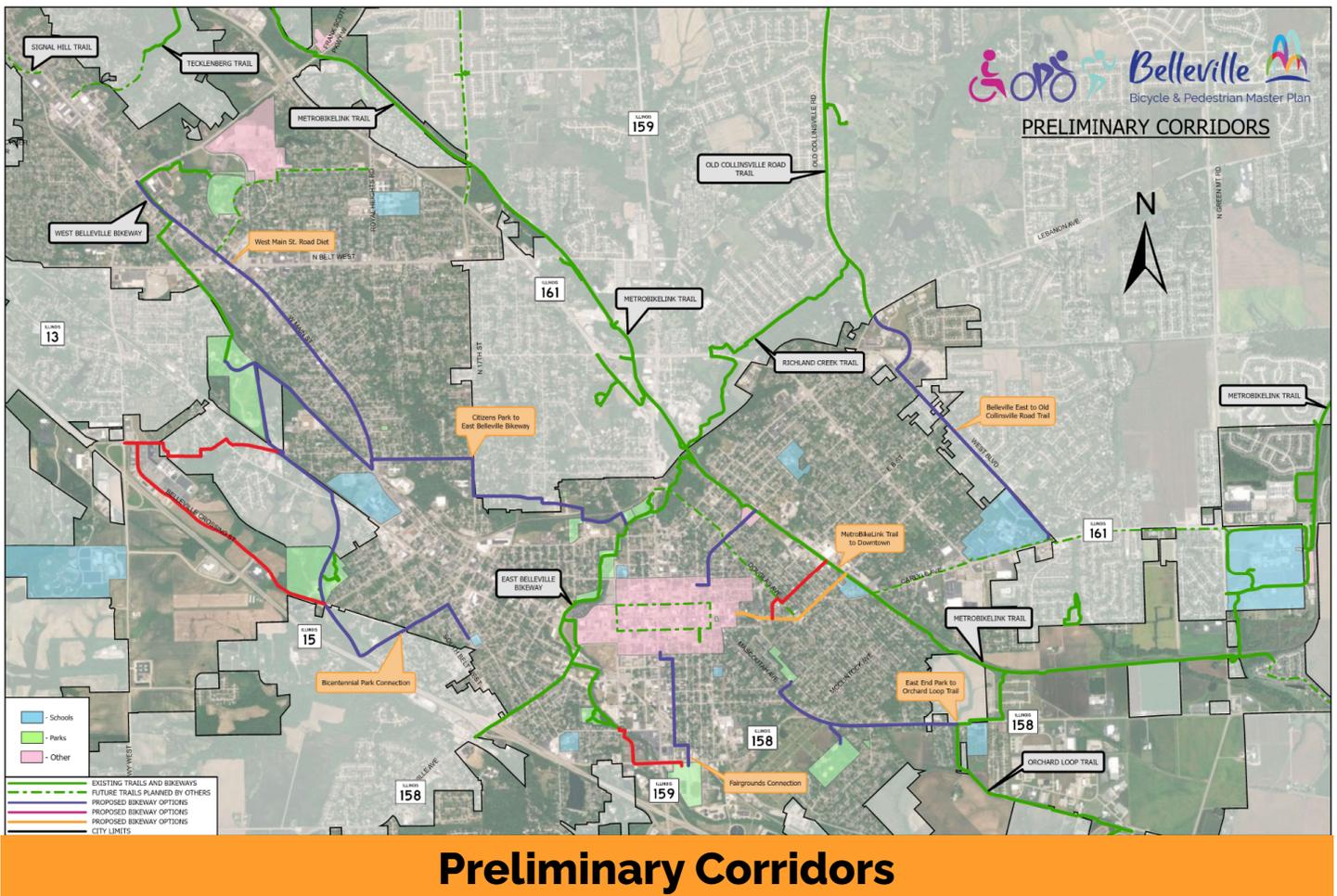
Connections that meet the goals of the City and the community were used to investigate corridors for the feasibility of shared use paths. Shared use paths can be used by both bicyclists and pedestrians and serve as the backbone for the evaluation of viable corridors. From there a network of interconnecting facilities of sidewalks, bike lanes, and shared roadways would then be developed to broaden the reach of the Plan and satisfy the final goals of balance and connection.

Priority projects are chosen in part by:

- Feasibility
- Goals
- Balance

Preliminary Corridors

Belleville is spread over an expansive area with many opportunities and locations for connections. Prioritizing corridors according to feasibility and community preference led to seven preliminary corridors. Some of the corridors evaluated had one or two optional routes to complete the connection. These preliminary corridors were presented to both the City and the community for evaluation and input. A full version of this map can be found in the **Appendix, page A1.4.**





Preliminary Corridors—West

West Main Street Road

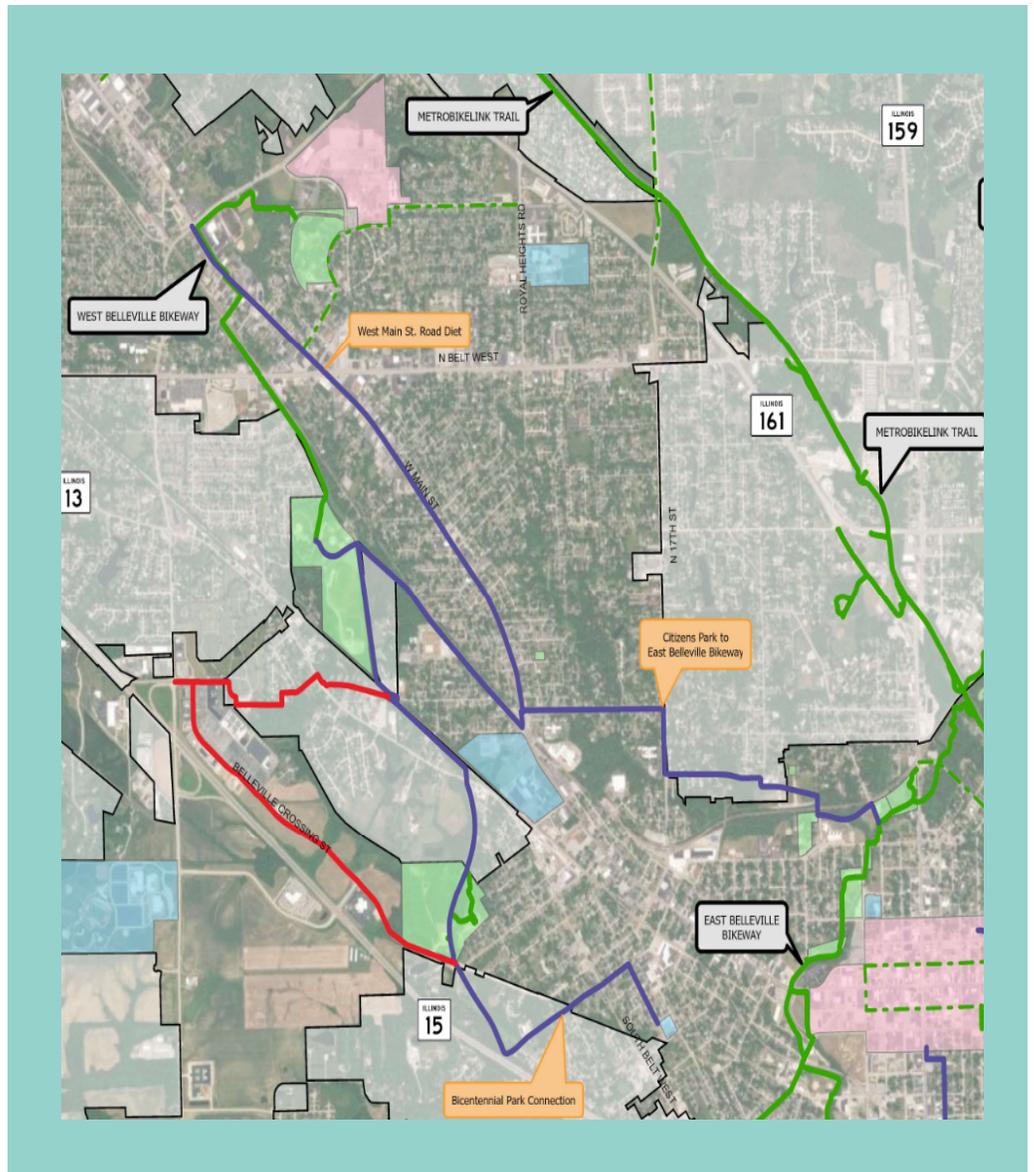
Diet: Providing designated bike lanes and safer pedestrian crossings along one of the longest Main Streets in America.

Citizens Park to East Belleville Bikeway:

Connecting the parks and bikeways on the west of Belleville to the trails and downtown in central Belleville while crossing several major challenges and barriers.

Bicentennial Park

Connection: This corridor would create a link between West Belleville Bikeway and Bicentennial Park via the Citizens Park. Two alternatives were evaluated for this corridor.



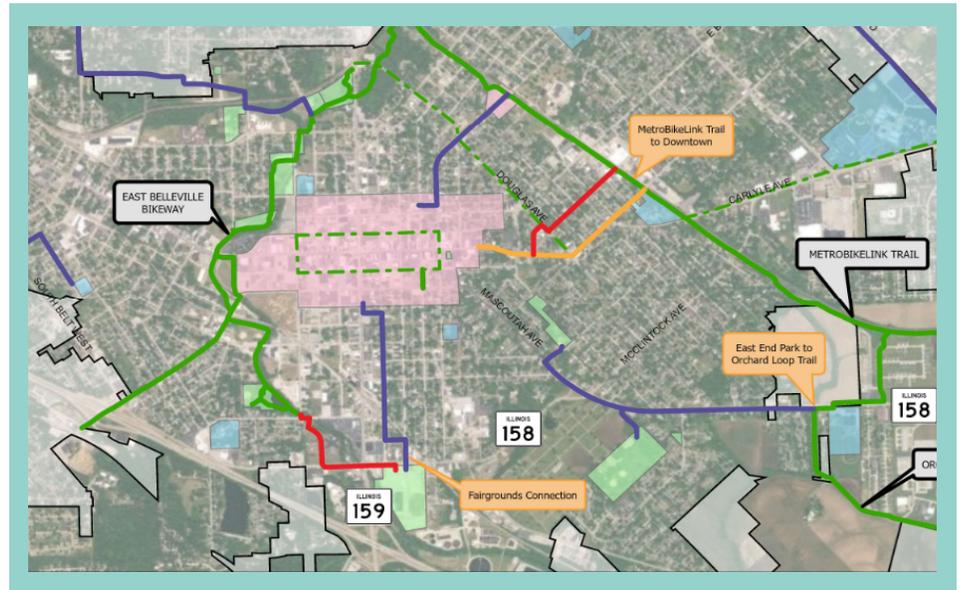


Preliminary Corridors—Downtown

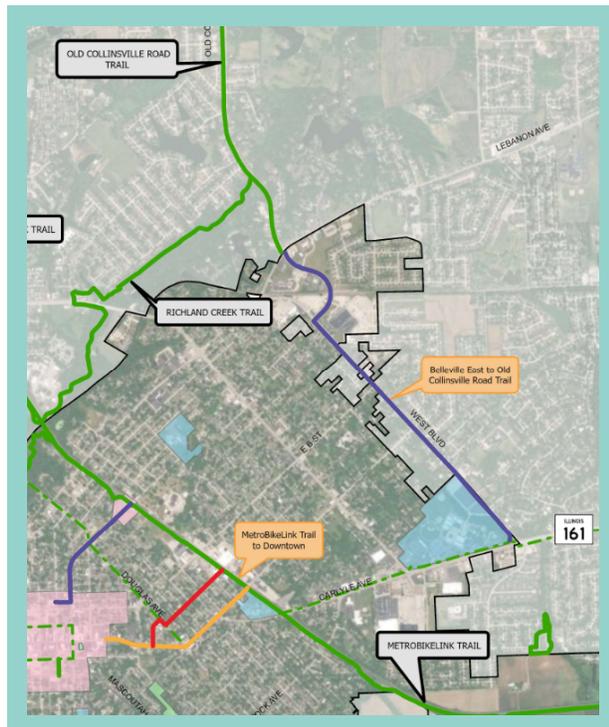
East End Park to Orchard Loop Trail: Connecting the MetroBikeLink Trail to both Laderman and East End Park.

Fairgrounds Connection: Providing a connection between destinations of regional appeal; downtown and the fairgrounds. Two alternatives were evaluated for this corridor.

MetroBikeLink to Downtown: Provides designated bicycle facilities and a direct link from the MetroLink station to amenities of downtown Belleville. Three alternatives were evaluated for this corridor.



Preliminary Corridors—East



Belleville East to Old Collinsville Road Trail: Linking together the planned Carlyle Road Trail to the Old Collinsville Road Trail and connecting to destinations like East Belleville High School.





Community Survey #2

A second community-wide survey regarding the preliminary corridors was held online from May 8th through July 7th of 2024. A total of 138 responses were received. A full copy of the results from the survey can be found in the **Appendix, section A3**. Alternative routes were provided for some of the corridors and the public was able to share their thoughts on which option they would prefer. They were also able to rank the preliminary corridors in order of preference to give the Plan insight into prioritization for future projects. Connections ranked by the community as the highest priority and most beneficial to the City are listed below.

- Corridor along N. Charles Street and Scheel Street from downtown to the Belleville MetroLink Station and MetroBikeLink Trail
- Road diet with bike lanes and multiple pedestrian upgrades to West Main Street to provide safer crossings and slower vehicle speeds.
- Connection along West Boulevard between the Old Collinsville Road Trail and Belleville East High School
- Bicentennial Park Connection

Survey Advertisements

We Want to
HEAR from YOU

Community Survey on Biking & Walking Connections

The City of Belleville is working to make it **safer** and **easier** for people to walk, bicycle, or roll to their destinations. Your feedback is essential for designing a Master Plan that connects all Belleville residents to the places they need to go.

Take the Survey Online!
Visit: bit.ly/BellevilleConnections

The Biking & Walking Connections survey will be available online through July 7, 2024.





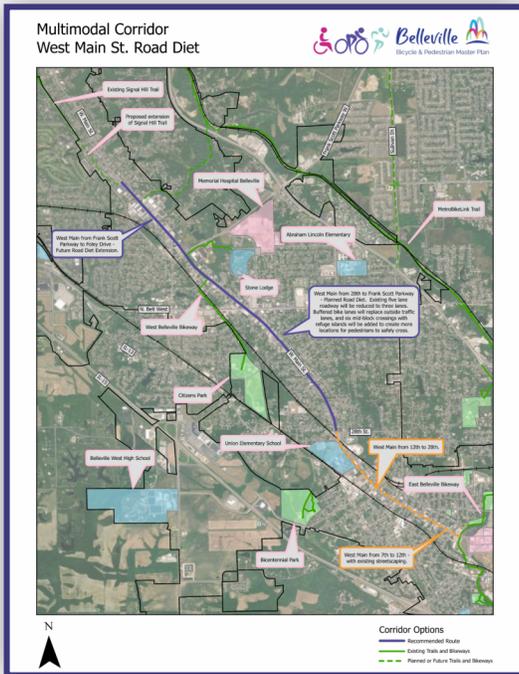






Community Survey #2

Survey Results



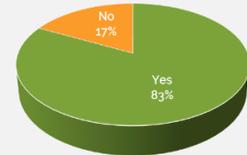
CORRIDOR: WEST MAIN STREET ROAD DIET

Question 1

Do you generally approve of the proposed improvements to West Main Street?

| Answer | Count | Pct |
|-----------------|-------|-----|
| Yes | 114 | 83% |
| No | 24 | 17% |
| Responses = 138 | | |

Do you generally approve of the proposed improvements to West Main Street?

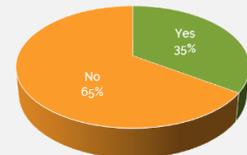


Question 2

Do you have any concerns with the proposed improvements? If yes, please enter comments.

| Answer | Count | Pct |
|-----------------|-------|-----|
| Yes | 47 | 35% |
| No | 89 | 65% |
| Responses = 106 | | |

Do you have any concerns with the proposed improvements?



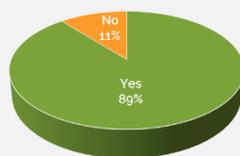
CORRIDOR: BELLEVILLE EAST HS TO OLD COLLINSVILLE ROAD TRAIL

Question 5

Do you generally approve of the proposed trail location?

| Answer | Count | Pct |
|-----------------|-------|-----|
| Yes | 96 | 89% |
| No | 12 | 11% |
| Responses = 108 | | |

Do you generally approve of the proposed trail location?

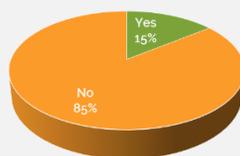


Question 6

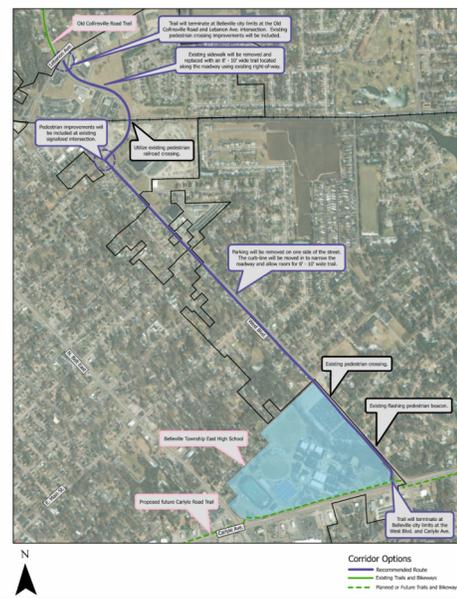
Do you have any concerns with the proposed improvements? If yes, please enter comments.

| Answer | Count | Pct |
|-----------------|-------|-----|
| Yes | 15 | 15% |
| No | 88 | 85% |
| Responses = 103 | | |

Do you have any concerns with the proposed improvements?



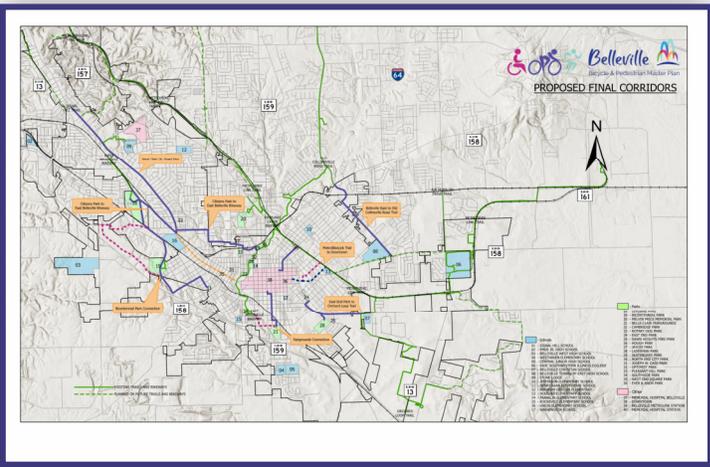
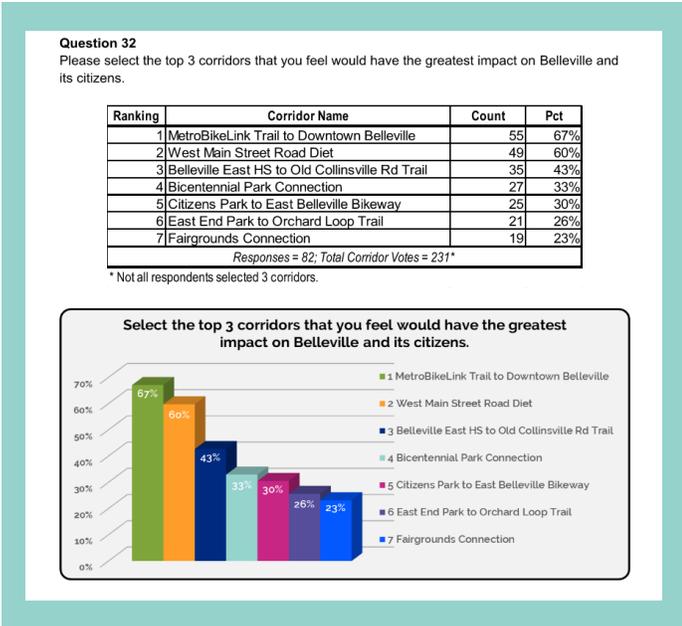
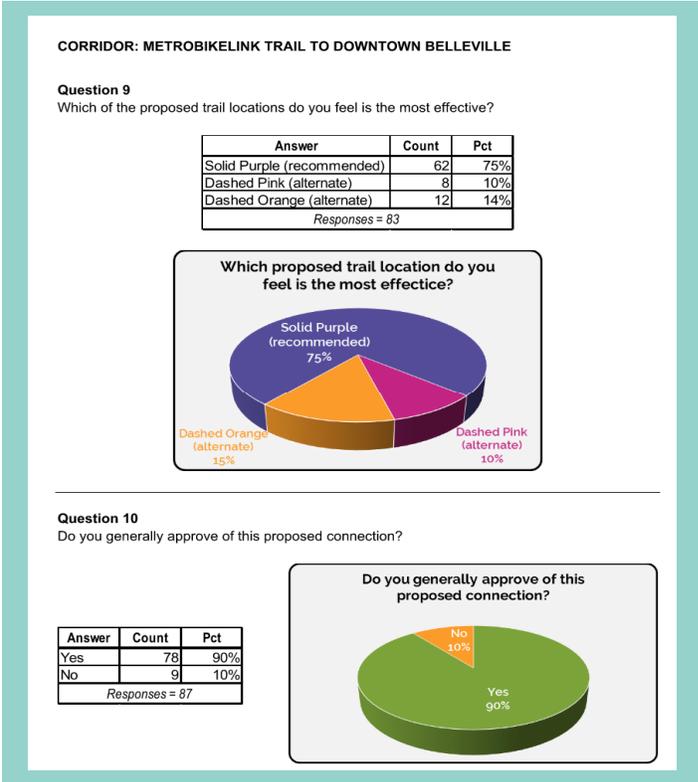
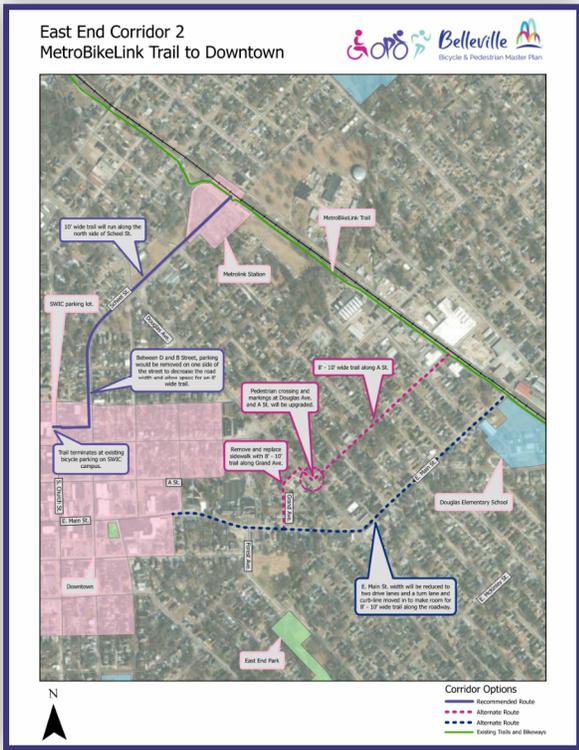
East End Corridor 1 Belleville East to Old Collinsville Road Trail



Community Survey #2



Survey Results





Open House

The top four preliminary corridors were then presented to the public for further comment at an open house. The open house was hosted on July 12, 2024, during Belleville's last Tour De Belleville annual bike ride. Over 800 riders participated in the ride with many more in attendance at the start/finish line. Community members were able to have a conversation with the City and the study team regarding bicycle and pedestrian accommodations. Comment forms were also available along with voting on the preliminary corridors.

Community Open House

Belleville
Bicycle & Pedestrian Master Plan

Friday, July 12, 2024 | 6:00-8:00 PM

Location: "The Campus" 2300 W. Main Street Belleville, IL 62226

Join us to help shape the future of walking and biking!
The City of Belleville will host a Bicycle & Pedestrian Community Open House on Friday, July 12, 2024 between 6:00-8:00PM. The event will provide the community with the opportunity to learn more about the plan, as well as review and provide input on the proposed improvements.

SHARE YOUR IDEAS!

- See the planned routes
- Learn about the Master Plan
- Meet the project team
- Ask questions & give feedback

Belleville Biking & Walking Connections Survey
Don't miss the opportunity to complete the survey online by Friday, July 7, 2024.
Please visit: bit.ly/BellevilleConnections

Project Partners: Belleville, OATES ASSOCIATES, HEARTLANDS CONSERVANCY, Metrocenast Park and Recreation District



Belleville
Bicycle & Pedestrian Master Plan

Open House

6 - 8 pm TONIGHT!
(right before Tour de Belleville)

- Meet the project team
- Learn about the Master Plan
- See the planned routes
- Ask questions & give feedback

Project Partners: Belleville, OATES ASSOCIATES, HEARTLANDS CONSERVANCY, Metrocenast Park and Recreation District





Open House



CREATING A NETWORK

The preliminary corridors formed the backbone of the Belleville Bicycle and Pedestrian Master Plan network. Expanding the network to reach more of the community would be the next step for the Plan. Expanding the network was accomplished by completing missing links in the system, closing loops, adding bicycle-only facilities, and designating needed sidewalk locations. The compilation of these items led to the completed Bicycle and Pedestrian Master Plan Map.

Network:

- *Filling in the gaps*
- *Connecting Belleville to Belleville*
- *Creating Loops*
- *New sidewalk locations*

Priority Bikeway Corridors

After feedback from the community was taken into consideration, a few modifications were made to the West Main Street and Bicentennial Park connection corridors. Work by the City began to secure funding for the West Main Street road diet which would incorporate bike lanes for the corridor. Since bike lanes do not serve users of all ages and abilities, the Plan's focus shifted to a shared use path route between Signal Hill Trail and Citizens Park to Bicentennial

Park. This corridor would provide both bicycle and pedestrian facilities for users of all ages and abilities in parallel to the bike lanes planned on West Main Street for two complimentary bikeways through this important corridor for the City.

This new corridor, along with the previous ones along West Boulevard, and from downtown to the Belleville MetroLink Station, was analyzed to fully investigate the improvements needed to complete each connection.

The information determined through the analysis of these corridors is provided in the **Appendix, section A4**. Information includes cost estimates, typical roadway sections, and conceptual plan exhibits describing what improvements would be needed.

These three bikeway corridors are priorities chosen through engagement with the City and its community members. The next steps for their development are outlined to ensure that projects along these three priority bikeway corridors will provide the City with continued trail and bikeway development over the next five to ten years.





Connection Bikeways

Corridors for shared use paths were considered along the remaining connections determined from goal setting for the Master Plan with both the City and the community engagement. Priority and feasibility were combined to provide the following list of additional priority bikeways for the Plan.

IL-13 / South Belt West Corridor: The Plan designates this corridor as an important additional priority. Pedestrian accommodations are missing along most of this corridor and it currently lacks safe bicycle use. The corridor would also link Bicentennial Park to the East Belleville Bikeway and the fairgrounds. The corridor is an important link from west Belleville to the downtown area and providing bicycle and pedestrian accommodations along this corridor will greatly impact walkability and bikeability for the City of Belleville.

Tecklenburg Trail to Signal Hill Trail Extension: This corridor utilizes 66th Street to connect the new Signal Hill Trail extension to the Tecklenburg Trail.

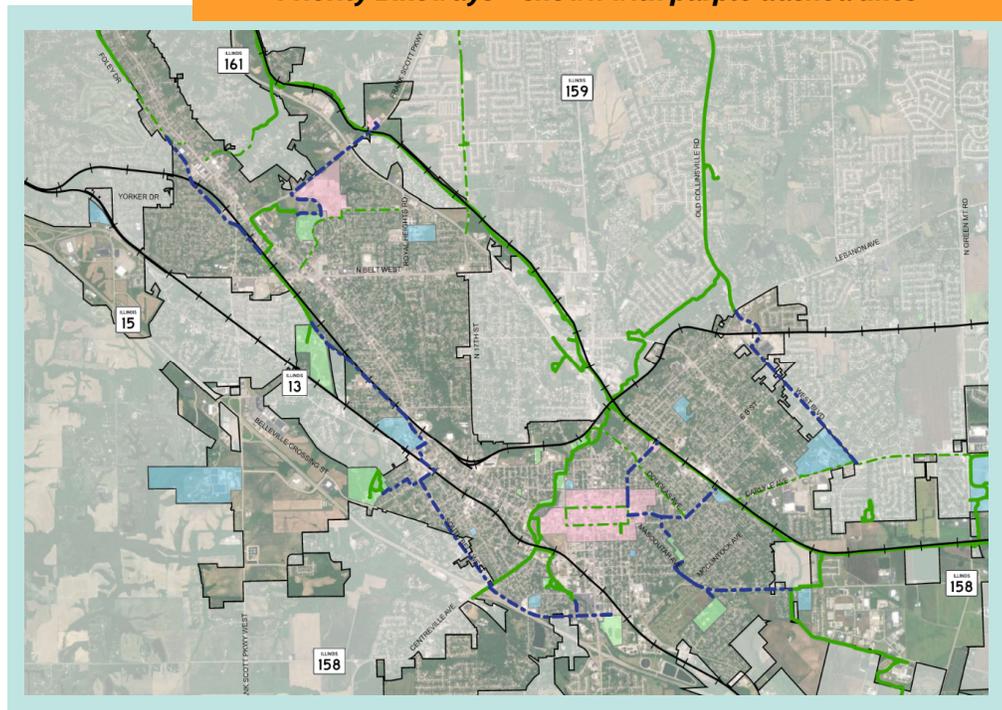
Signal Hill Trail Extension to Citizens Park: This corridor continues the trail along Foley Drive and uses City-owned property along the existing railroad tracks until its connection with the existing West Belleville Bikeway.

West Belleville Bikeway to MetroLink Memorial Hospital Station: This corridor utilizes Frank Scott Parkway to complete the connection to the MetroLink station. This corridor would include the much-needed safety upgrades to the Frank Scott Parkway and IL-161 intersection.

IL-158 / Mascoutah Avenue Corridor: A direct connection between the very popular Orchard Loop Trail and downtown can be accomplished along the IL-158 corridor. This new shared use path location could pull both Laderman and East End Park into the network of parks connected to the trail system in Belleville.

East Main Street: Like its partner roadway, West Main Street, East Main is an important city transportation asset which leads the community into downtown. The roadway's current layout lends easily to a road diet which can provide the space necessary for additional bicycle and pedestrian accommodations and provide an additional link between the MetroBikeLink Trail and downtown.

Priority Bikeways – shown with purple dashed lines





Secondary Bikeways

Secondary bikeways were designated to complete an interconnected network for the master plan. These corridors act as goals and direction for the development of bikeways into the future for the City. They were evaluated conceptually and will need further investigation as the City's network continues to expand.

A few notable secondary corridors that would create loops in the existing trail and bikeway network are described below.

SWIC to Orchard Loop Trail: This connection runs along Green Mount Road between the Orchard Loop Trail and SWIC. It would create a loop in the regional network between the Orchard Loop Trail and the MetroBikeLink Trail.

MetroBikeLink Trail and the Fairgrounds: This connection could utilize McClintock Avenue and IL-13 to provide a link between both of these regionally important assets.

A few notable secondary corridors that would extend the reach of the existing bikeway network to more members of the community are described below.

17th Street: This roadway is wide with unused parking lanes that can be removed to create room for a new bikeway and provide an important north-south corridor for this section of Belleville. Possible extensions of this corridor could include west along 28th Street to West Main Street or east on H Street to Jaycee Park.

Royal Heights Road: A bikeway along this roadway would support Abraham Lincoln Elementary and bring a large segment of Belleville into a connection to the MetroBikeLink Trail.

Centerville Avenue: This extension would bring more of southern Belleville to the bikeway network.

Belleville West High School: A connection for this school could be accomplished along Belleville Crossing and Belleville West Parkway.

Emge Junior High School: A connection along North Belt West and the railroad tracks or as an alternative, along Yorker Drive and 74th Street would bring this school into the existing bikeway network.



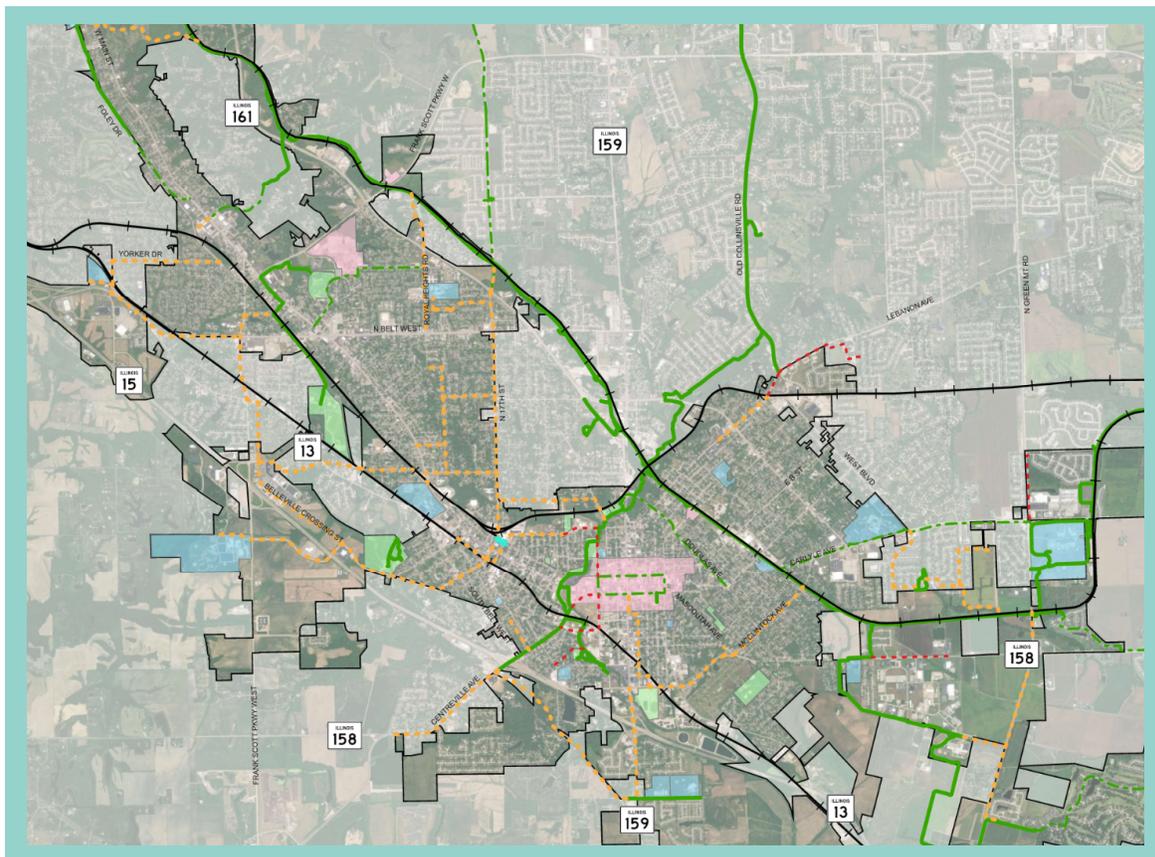


Spurs

Several opportunities for small projects that would bring existing points of interest around Belleville into a direct connection to the existing bikeway networks were found and shown on the planning map as spurs.

SCCTD Trail extensions: Creating a short bikeway along Mascoutah Avenue would connect residents from the Orchard Loop Trail to the Metro East Sportsplex. Another bikeway on Green Mount Road would connect the Green Mount Manor subdivision to the MetroBikeLink Trail. Shared use paths along Lebanon Avenue would connect residents to the services offered here and the Old Collinsville Road Trail.

Downtown connections to East Belleville Bikeway: Using routes along 3rd Street or C Street would bring the Bikeway to Franklin Elementary and downtown. F Street would bring the bikeway to Pleasant Hill Park. 6th Street and Cleveland Avenue would extend the Bikeway to Roosevelt Elementary School and the Edge Recreational Complex.



Secondary Bikeways — in orange
Spur Connections — in red





Bike Lanes

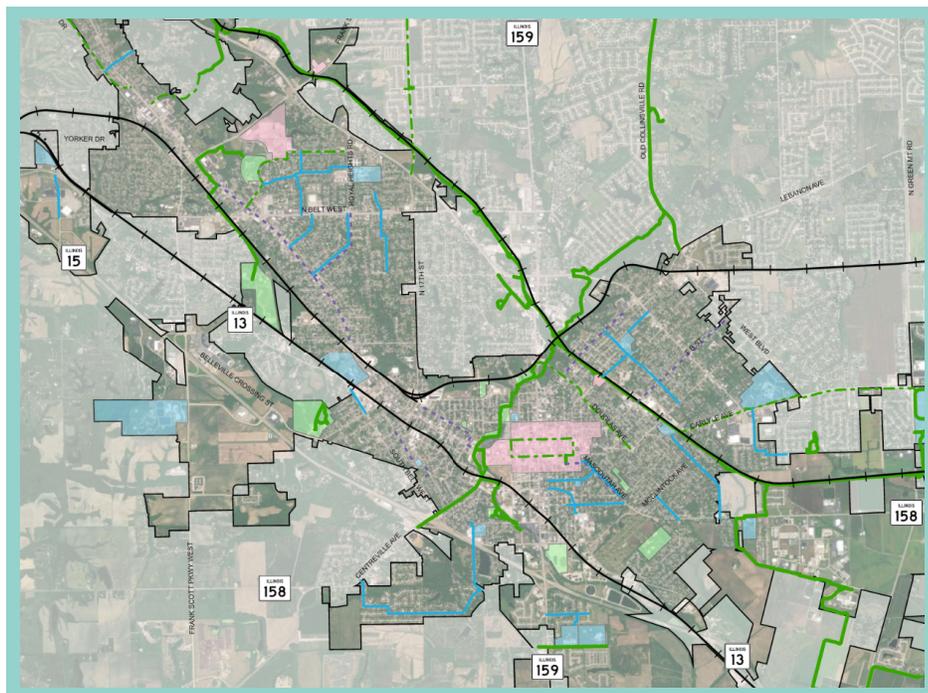
Bike lanes help extend the network and provide safer travel for the more accomplished bike rider. Though not typically used by children or more cautious riders, bike lanes may provide a way of travel for those who do not have access to a vehicle and also help to create community appeal to future residents looking for a lifestyle less dependent on the motor vehicle.

West Main Street Road Diet: The City is actively pursuing a plan to reduce the number of motor vehicle travel lanes on West Main Street and provide bike lanes and safer pedestrian crossings of this roadway segment.

East B Street and West A Street: Both of these corridors are actively traveled and provide connections between key City points of interest and residents. With lower vehicle speeds and volumes, they make good candidates for added bike lanes.

Sidewalks

Several locations with missing sidewalk connections exist around Belleville. Areas of most importance are roadways in residential areas or commercial areas with high vehicle speeds or volume which currently lack sidewalks on both sides of the street for most of the roadway. Examples of these priorities include Garden Boulevard, Lucinda Avenue, Garfield Street, Sandwedge Drive, 74th Street, and several roadways around North Belt West.



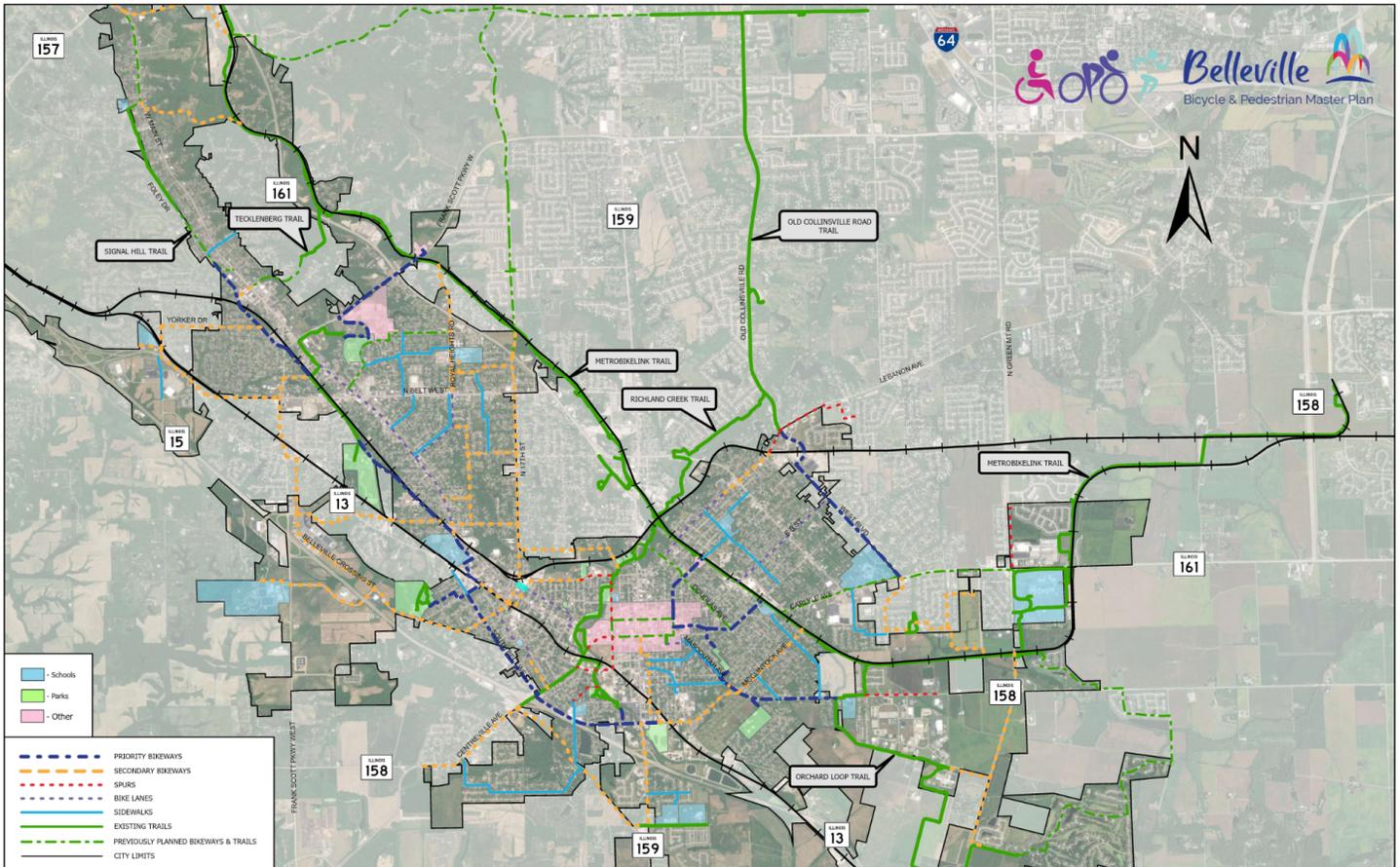
Bike Lanes — in dashed purple
Sidewalks — in solid blue





Master Plan Map

Shown below is the complete Belleville Bicycle and Pedestrian Plan Map. Included are the priority and secondary bikeways as well as locations for new bike lanes and sidewalks. Please see the **Appendix, page A1.5** for a full version of this map.



Master Plan Map



Implementation

- Governance
- Education
- Resources
- Priorities

Governance

Adoption: The first step to creating a more walkabout and bikeable community comes with the adoption of this plan. By adopting this plan, the City is committing to the development of more bicycle and pedestrian accommodations for its citizens and supporting this type of development for the promotion of a healthy and active lifestyle and supporting the development of alternative modes of transportation.

Advocacy: The next valuable step for Belleville in implementing the improvements proposed in this plan is to designate an "Advocate" for the Plan. This person could coincide with the City's recently appointed ADA Coordinator as someone who is monitoring and implementing all aspects of pedestrian and bicycle improvements for the City. In order to ensure that the "Advocate" has the backing of the City and a clear understanding of roles and responsibilities, it is suggested that job descriptions and responsibilities be modified and adopted by the city for the inclusion of the "Advocate" in everyday governance and policy-making decisions. With a clear designation of expectations, this "Advocate" could report annually on the progress of this Plan, help coordinate grant funding opportunities, work with the schools on biking and walking programs, and keep an updated report to the community through existing social media outlets.

Maintenance: Ensuring that all existing and future facilities around Belleville are well maintained will help increase the community's faith in the network and enthusiasm for its growth. Maintenance programs should be developed for each major bikeway and trail. The programs should include mowing and landscaping, crack sealing, surface sealing, wayfinding and sign replacement, pedestrian bridge maintenance, and regular ADA compliance inspections with spot repairs as necessary. Creating an annual line item in the City's budget will help ensure that the maintenance of the network is prioritized and consistent. The "Advocate" could help plan, implement, and manage the budget.

Sidewalks: The City should begin targeted sidewalk replacements as recommended in the *ADA Transition Plan*. These projects should work in conjunction with the addition of new sidewalks as recommended in this Plan. Specifically recommended, are sidewalks along Garden Boulevard east of McClintock Avenue, Lucinda Avenue, East McKinley Street, and North 37th Street. The City could develop or improve on a sidewalk program intended to ensure that sidewalk improvements happen yearly, or give a way for community members to participate financially in the addition of sidewalks that impact their property. The "Advocate" could work to maintain the database associated with this Plan and the *ADA Transition Plan* to keep records of the improvements associated with work from both documents.

Plan Inclusion: In order to ensure the success of the ideals put forth in the Master Plan, the city should begin incorporating recommended projects in other planning efforts for City development. Future projects and intended developments can be incorporated into an updated comprehensive plan map, future land use map, or roadway planning maps and budgets.

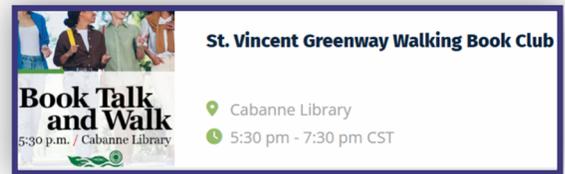




Awareness

Creating awareness of the network of facilities that already exist within Belleville's city limits would increase their use and public support for the network and its growth. The City could accomplish this through several methods.

- Create a Belleville Bikeways map or work in conjunction with SCCTD to organize an interactive St. Clair County Trail map.
- Create a wayfinding and bikeway branding program to increase recognizability around the city. The branding could be used whenever the trails are being used in City biking, running, or walking events or in advertisements.
- Programming could be used through the Parks and Recreation Department for events along the bikeways. Examples can include "Book Talk and Walk" clubs, volunteer clean-up days, bikeway tours, and birdwatching. Great Rivers Greenway is an excellent local partner in trail development and could be used as a source of inspiration and experience for event planning.
- With the popularity of the MCT trail network growing, Belleville could take advantage of the biking community that is already crossing the river to Illinois and bring more tourism into the City by fostering promotional partnerships with MCT.

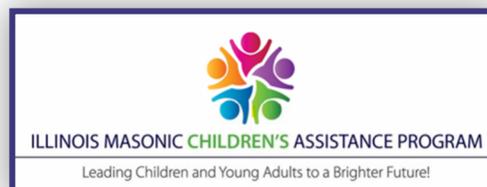


Education



The Federal Highway Association (FHWA) and IDOT each have policies that reference the E's for bicycle and pedestrian safety within the transportation system. Education is a cornerstone E for each policy. With community education, the City of Belleville will have greater success at expanding its bicycle and pedestrian network. Ways the City can help foster greater support for the Plan and the projects it promotes would be to utilize their designated advocate who can work to :

- Maintain current efforts by continuing to support and host events such as the Tour De Belleville, Together We Ride—Family Bike Ride, Gingerbread and Turkey Trot 5Ks.
- Participate in partner events such as SCCTD's Bike to Work days.
- Encourage their community schools to develop programs for students such as biking or walking school bus days or encourage them to apply to All Kids Bike, Safe Routes to School, or IMCAP Bikes for Books programs to assist in promoting biking at the school-age level with funding support.





Partners

Many proposed projects and improvements recommended in this plan occur along roadways owned and maintained by Belleville's local transportation partners: IDOT and St. Clair County.

IDOT: The City should maintain semi-annual or annual communications with IDOT regarding their work and plans on the following corridors. By maintaining communication with IDOT, the City can be sure its plans are being considered during planning and design

- IL-13/South Belt West Corridor: This corridor currently lacks both pedestrian and bicycle facilities. Parts of the corridor could qualify for IDOT's complete streets policy if enough pedestrian and bicycle warrants are present, however, with limited right of way these improvements may not be feasible. The City should set up a meeting with IDOT soon to determine the limits and scope of the project.
- Green Mount Road: IDOT has expressed interest in doing a jurisdictional transfer for the section of Green Mount Road between Carlyle Avenue and IL-158. Setting up coordination meetings with the County could progress work on this roadway under their jurisdiction if a transfer was agreeable. Currently, IDOT has determined that a bridge replacement project and roadway widening project are both necessary along this segment of Green Mount Road.
- West Boulevard: As an IDOT jurisdictional roadway and Master Plan priority project that crosses in and out of the Belleville city limits, this corridor is an excellent opportunity for partnerships in development. A coordinative meeting should be arranged between SCCTD, IDOT, and the City to discuss the viability of upgraded bicycle and pedestrian facilities along this roadway.

SCCTD: Carlyle Avenue: SCCTD is actively studying this corridor. The City should set up coordination meetings with the District to maximize coordination and funding efforts for this corridor due to its proximity to many destinations within city limits. Carlyle Avenue was one of the most frequently mentioned roadways in the Plan's community surveys when asked which roadways were the most concerning for walking or biking or the most in need of bicycle and pedestrian facilities.

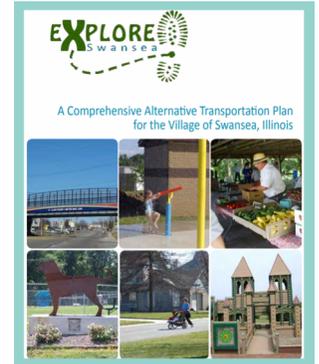
Safety: Safety concerns to Belleville citizens as documented by East-West Gateway's Gateway to Safer Roadways study involve both partners. The City should work to coordinate Safety Audits for the roadways listed in this study. The audits will give the City and its partners a more informed idea of the safety issues along the corridors and take a look into feasible alternatives for a solution.

- Corridors of concern include IL-161 as the most notable but also North Belt West, IL-159, and at the intersection of Lebanon Road and IL-161. These roadways and intersections are all under IDOT jurisdiction but are used by the citizens of Belleville.
- Of particular interest and opportunity is the intersection of IL-161 and Frank Scott Parkway. This intersection is rated as one of the highest regionally for unsafe intersections for pedestrians. State, City, and County jurisdictional roadways come together at this intersection making another excellent opportunity for partners to work together.
- Several safety-focused regional and federal grant programs could help alleviate funding burdens as well. Coordinative efforts by the City's "Advocate" could be undertaken to begin planning for pedestrian safety improvements to this intersection.



Partners

Municipal Partners: Finding partners in trail development is essential to developing bikeways throughout the City of Belleville that will both be valued by its community members and bring value to the community. SCCTD and Belleville's surrounding municipalities are all vested in the development of the St. Clair County regional trail system and the connection to the Madison County Transit trail system. Belleville should work with these entities to ensure trail and bikeway development continues to serve the region and planning efforts are leveraged for greater impact.



Funding

Researching and utilizing the various funding sources for alternative transportation projects allows the City to maximize development while limiting the impact on City funds. Available funding sources include:

- Federal funding programs such as RAISE and SS4A are available for development of transportation projects critical to the region or which offer significant safety improvements to the transportation network.
- East-West Gateway's CMAQ, STP-S, and TAP grant programs are offered each year for work on roadways with alternative transportation components. The programs typically offer funding for 80% of project costs for awarded projects.
- The State of Illinois administers several grant opportunities such as the Recreational Trails Program, Illinois Transportation Enhancement Program, Safe Routes to School, Bike Path Grant Program, Community Development Block Grant, Park and Recreational Facility Construction Grant, Highway Safety Improvement Program, Open Space and Lands Acquisition and Development, Land and Water Conservation Fund, and several other Department of Commerce and Economic Opportunity programs.
- Locally, MEPRD offers grants for trail development meant to complement grant-funded projects by helping municipalities with their portion of the local match for both state and federally funded programs.





Priority Bikeway Actions

MetroLink Station to Downtown:

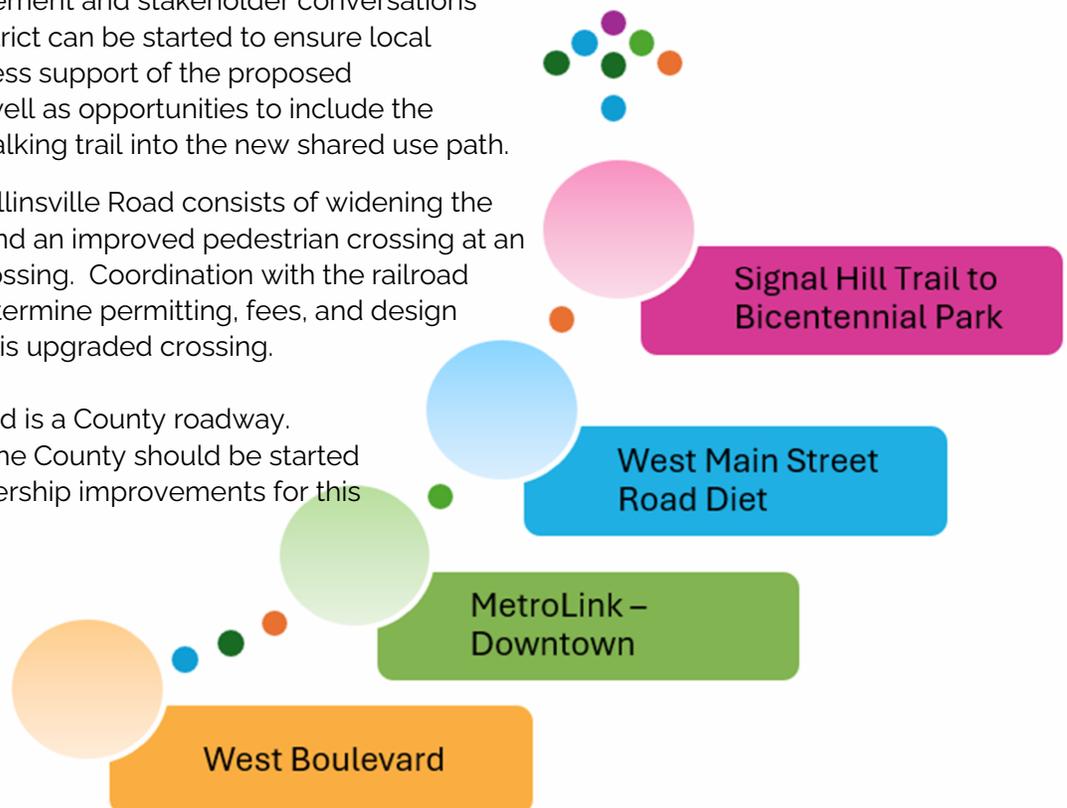
Detailed information and exhibits can be found in the **Appendix, pages A4.1-A4.3**

- Work along Scheel Street requires the widening of an existing sidewalk. Scheel Street was realigned several years ago and there may be some residual impacts to the existing property lines and right of way. This will need to be evaluated and updated as necessary to perform the improvements along this roadway.
- Work along N. Charles Street could require a parking lane removal and one permanent easement. Community engagement should be performed along this roadway to ensure the impacts of removing parking can be mitigated and that the project is supported by the owner of the impacted parcel as well as the remaining surrounding residents and business owners.
- This Bikeway is intended to connect to the bike lanes on A Street as called out in the *Multimodal Planning Study*.

West Boulevard:

Detailed information and exhibits can be found in the **Appendix, pages A4.4-A4.6**

- The City should maintain an open conversation with SCCTD regarding their study and planned improvements along Carlyle Road.
- Community engagement and stakeholder conversations with the school district can be started to ensure local resident and business support of the proposed improvements as well as opportunities to include the school's existing walking trail into the new shared use path.
- Work along Old Collinsville Road consists of widening the existing sidewalk and an improved pedestrian crossing at an existing railroad crossing. Coordination with the railroad should begin to determine permitting, fees, and design requirements for this upgraded crossing.
- Old Collinsville Road is a County roadway. Coordination with the County should be started to determine partnership improvements for this roadway.





Priority Bikeway Actions

West Boulevard: (continued):

- Work along West Boulevard could consist of removing parking lanes or converting parking lanes into a two-way left turn lane. The new turn lane could be modified at designated crossing locations into a pedestrian refuge island, thus providing safer access to pedestrians across this corridor. The roadway and traffic patterns along this corridor should be studied for the safety and viability of both concepts, as well as viable pedestrian crossing locations.
- West Boulevard is an IDOT roadway. Roadway layout alternatives should be coordinated with IDOT.

Signal Hill Trail to Bicentennial Park:

Detailed information and exhibits can be found in the **Appendix, pages A4.7-A4.11**

- Most of the work for this bikeway will happen on city-owned property between Citizens Park and 29th Street. A survey of this property could determine existing utilities and topography to fully develop a preliminary plan for grant submittal and to limit delays during design and construction.
- One slender parcel parallel to 29th Street is not yet owned by the City. Engagement with the parcel owner would understand the possibilities for the bikeway in this location. Permanent easement or acquisition is necessary for a shared use path. Bike lanes with a sidewalk may limit the impact on this parcel if necessary.
- Coordination should begin with Union School and the school district to explore how this bikeway can serve the school and location possibilities.
- Master planning of the Southwestern Illinois Justice & Workforce Development Campus should be considered for bikeway location possibilities.
- Coordination with the railroad should begin to determine permitting, fees, and design requirements for this upgraded crossing.
- The bikeway along 20th Street should be fully investigated for the impacts on residents and businesses. Community engagement should begin to obtain support for the improvements.

West Main Street: The City should continue its pursuits for streetscaping and a road diet along this corridor. The project is partially funded and constructed from downtown to North Belt West. Work should continue on this vital corridor to extend improvements west to IL-157 and the edge of Belleville's city limits.



