



# G D F R E Y

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## *Pedestrian and Bicycle Master Plan*



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# Table of Contents

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

## Acknowledgments

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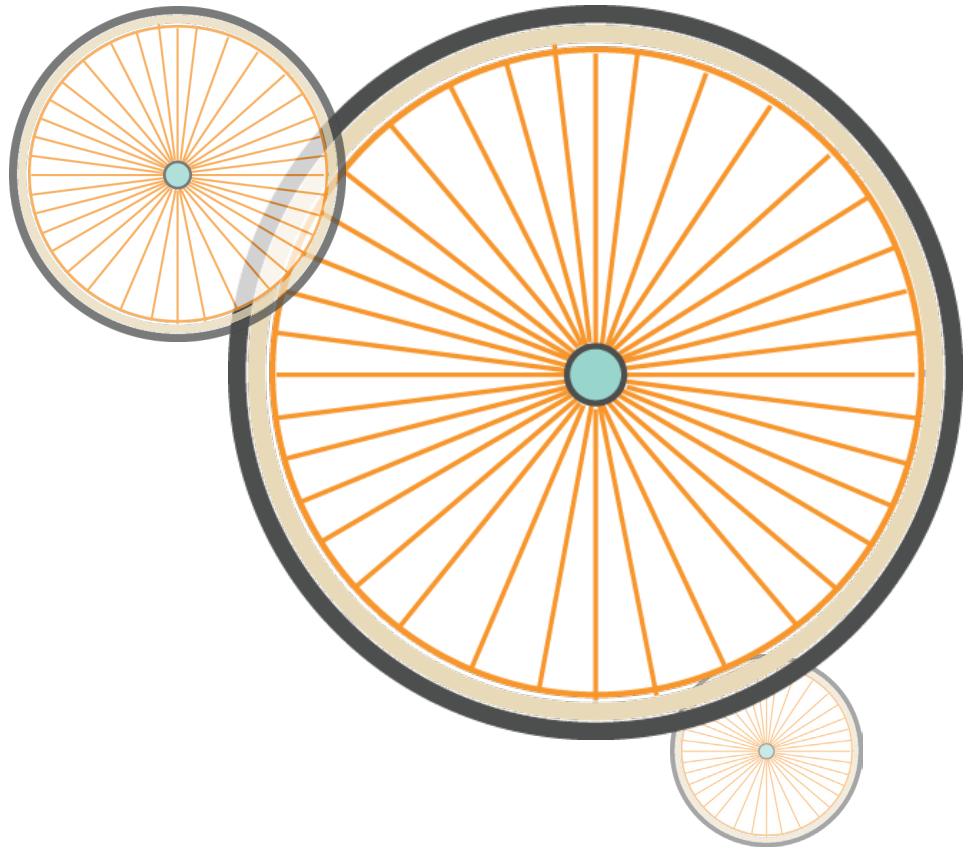


# Introduction

The Village of Godfrey Pedestrian and Bicycle Master Plan (“the Plan”) was pursued by the Village of Godfrey to investigate and determine the most suitable and appropriate pedestrian and bicycle routes for residents and visitors of Godfrey. The Plan provides the Village of Godfrey 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, in part, by a Sustainability Grant from Madison County Planning & Development. The planning process began in 2016 and included surveys, two public open houses, and meetings with an involved Community Advisory Committee. The Godfrey Pedestrian and Bicycle Master Plan is a long-range, 20-year, vision for enhancing biking and walking in Godfrey. It is meant to act as a blueprint to guide development of facilities for all types of users and create a better community.



# Process

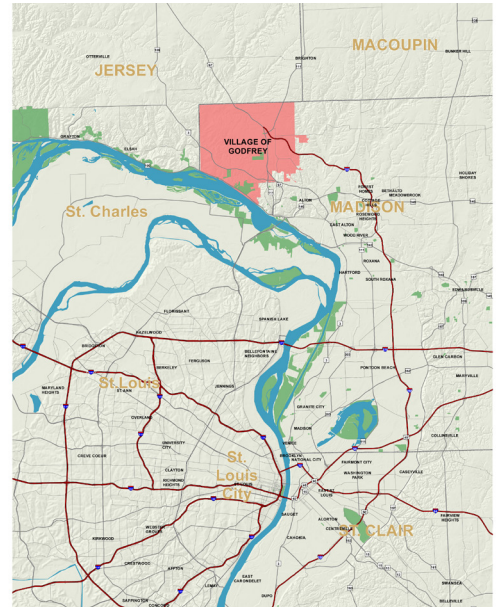


## About Godfrey

The Village of Godfrey is a relatively young municipality with a rich and diverse background. Though Native Americans were prominent in this region for hundreds of years, the area was first settled in the early 1800s. The current Village of Godfrey was incorporated in 1991 and is comprised of several historic communities including Monticello and Rocky Fork. Godfrey's history is filled with pioneering spirit, bustling early American business, and leaders of the anti-slavery and Underground Railroad movements. Since the beginning, a college has been near the heart of Godfrey, starting with the Monticello Seminary, later called Monticello College, and since 1970, Lewis & Clark Community College since 1970.

The Village of Godfrey spans over 36 square miles. It includes the entire northwest corner of Madison County, north of Alton, from the Mississippi River to just east of Illinois Route 111 and Interstate 255. Surrounding communities include; Alton, Elsau, Brighton, and Bethalto.

The majority of Godfrey's population resides in the most densely populated area just north of Alton. This area has many commercial developments along Godfrey Road surrounded by residential subdivisions, schools, and churches. It is also where Lewis & Clark Community College is located. Outside of this "downtown corridor" the landscape is mostly rural with forest, farm fields, and low density housing.



## Importance of Walking & Cycling for Godfrey

The Village of Godfrey is an attractive destination for tourists, families, and business. Its close proximity to the City of St. Louis, but with rural and scenic landscape, makes it unique. The Village sits on the edge of the Mississippi River bluff, providing several splendid vistas. The bottomland at the base of the bluff in this area is narrow with only the Great River Road (Illinois Route 100) and the Vandalabene Trail running between the water and the limestone cliffs.

The Village of Godfrey was truly established in the age of the motorized vehicle, and its transportation network was designed solely for cars in mind. For the past decade, cultural shifts have led to residents asking for pedestrian and bicycle improvements. They want to walk and bike for recreation as well as for an alternate option for traveling to local destinations. Additionally, since 2015, Godfrey has been host to the Bike MS: Gateway Getaway Ride and Fundraiser. The two-day event attracts over 3,000 riders from throughout the region and even across the country. Each year more and more local residents are motivated to participate.

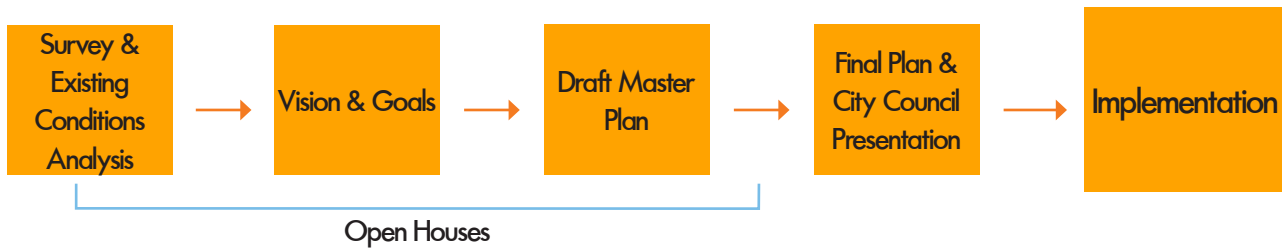


# The Planning Process

This section summarizes the process used to develop the Village of Godfrey Pedestrian and Bicycle Master Plan.

## Project Management

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



## Public Involvement

An online survey was distributed for residents to provide opinions, habits, wants, and needs for walking and biking in the Village. The survey link was shared through social media and village and park email distribution lists. Paper copies were made available at the July 4th Festival at Glazebrook Park and at the Pedestrian & Bicycle Open House. Between July 6, 2016 and October 3, 2016, 351 surveys were collected.

Open House events were held at Village Hall twice during the planning process.

The first was held September 28, 2016 from 5 - 7 pm at Godfrey Village Hall (6810 Godfrey Rd). It was attended by 15 citizens, two Village of Godfrey staff, and two planning team members. Visual preference surveys allowed attendees to vote for the type of infrastructure they would like to see implemented in the Village. For walking, those who attended were most in favor of bold crosswalks marked with side-of-road Pedestrian crossing signs. They were in favor of ideas such as roundabouts and curb extensions to calm traffic. When it comes to biking, very few said they would be comfortable riding in a shared lane and would prefer some type of separation, such as bike lanes, paved shoulders, and multi-use trails.

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

The second Open House was held Wednesday, May 24 from 6 - 8 pm. Residents were invited to review the Draft Plan Recommendations, provide feedback, and prioritize implementation. It was attended by 26 people, two staff, two planning team members, the mayor and local media.



## Guiding Principles

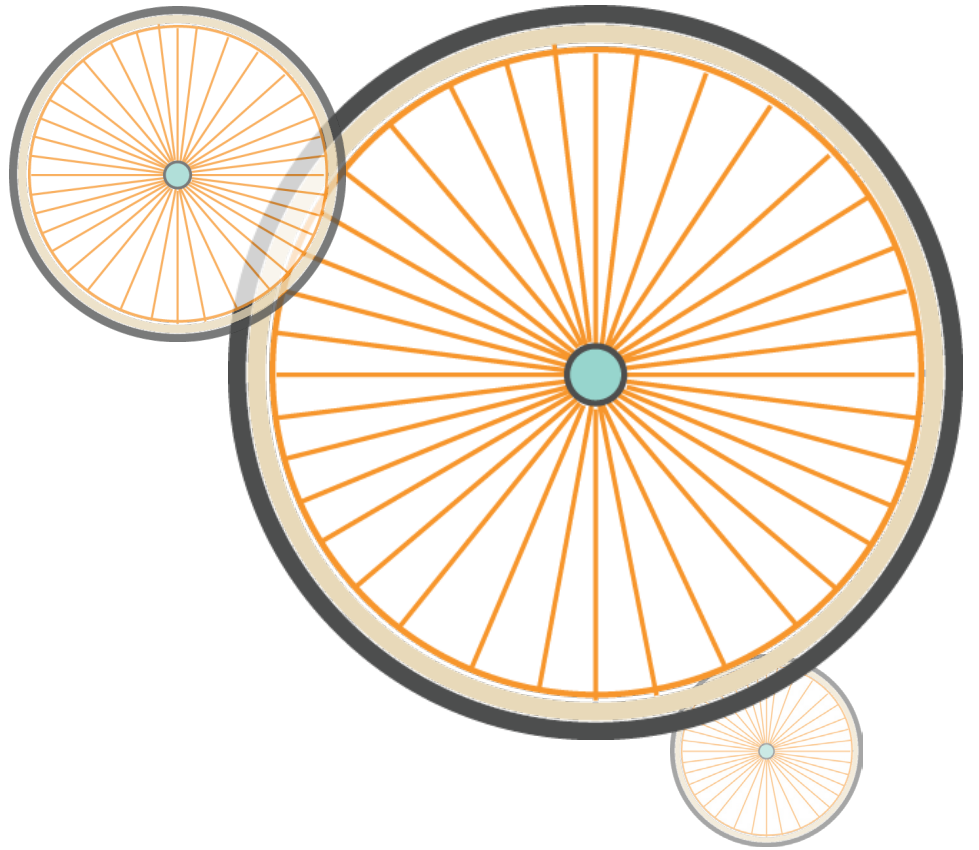
The recommendations in Godfrey's Pedestrian and Bicycle Master Plan are founded in the following guiding principles that were created in coordination with the Community Advisory Committee:

- 1 Safety for All Street Users**  
Make Godfrey a safe place for all street users through coordinated efforts to educate community members, enforce rules of the road, install appropriate safety measures, and regularly evaluate safety conditions.
- 2 Connect the Regional Network**  
Connect Godfrey to the regional system of trails, bikeways, and pedestrian routes by coordinating with neighboring communities, counties, townships, IDOT, and Madison County Transit.
- 3 Connect Neighborhoods**  
Create pedestrian and bicycle connections from existing neighborhoods to community destinations (e.g., schools, shopping, parks) and to each other by providing connection points between neighborhood streets, when possible. Encourage new neighborhoods to provide walkable connections to destinations and to existing and future neighborhoods.
- 4 Provide Recreation Opportunities**  
Provide access to bicycle and pedestrian facilities that connect the Village's parks and open spaces and are usable, safe, and comfortable for a variety of experience/fitness levels.
- 5 Promote Economic Development and Tourism**  
Create walkable business districts and bicycle and pedestrian connections to parks, hotels, shopping areas, and other destinations in Godfrey. Continue to promote bicycle events, such as Bike MS ride, and wayfinding signs for cyclists.
- 6 Complete Streets**  
Make bicycling and walking safe and convenient modes of transportation by developing a continuous network of safe bikeways and pedestrian facilities throughout the Village.

## Plan Recommendations

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





# Existing Conditions



## Demographics

In the 2010 Census the Village had a population of 17,982 people. Approximately 25% of households have children under the age of 18 and the median household income is about \$60,000. Nine percent (9%) of households in Godfrey have an annual income below poverty level.

Full Demographic Report in Appendix.

## Commuting in Godfrey

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

Commute times to work by vehicle are generally short, with almost 20% of residents working in the village of Godfrey.

### TRAVEL TIME TO WORK

Less than 10 minutes	14.5%
10 to 14 minutes	20.3%
15 to 19 minutes	20.9%
20 to 24 minutes	20.8%
25 to 29 minutes	4.5%
30 to 34 minutes	6.9%
35 to 44 minutes	4.9%
45 to 59 minutes	4.0%
60 or more minutes	3.3%
Mean travel time to work	19.5 minutes



## Destinations

**Godfrey Road:** The center of Godfrey's commercial area and their equivalent of a Main Street. Godfrey Road is also Illinois Route 111 and U.S. Route 67. Most notable are the shopping and eating destinations that line both sides of the street with vast parking lots. Lewis and Clark Community College and North Elementary School are also popular destinations. While serving as the primary North-South route, Godfrey Road is also a barrier. With four travel lanes, turning lanes, and infrequent stop lights, there are few places for pedestrians and cyclists to cross Godfrey Road safely. Cars speed in excess of the 45 mph limit at a rate of 18,000 vehicles per day.

**Transit System (multimodal):** Godfrey is part of the Madison County Transit System. There are two routes serving Godfrey. One along Godfrey Road and the other along Humbert Rd. On Godfrey Road, the northern most stop is located at Walmart, the route continues south to Alton with stops around Lewis & Clark Community College and the commercial areas. On Humbert Road, the northern most stop is at Beverly Farm, near I-255. The route continues south to Alton's commercial area on Homer Adams Parkway.

There is a Multi-modal transit station being developed on a site shared by Godfrey and Alton. When completed in the fall of 2017, the station will provide high speed rail service to Chicago in just four and a half hours. The new station is expected to bring commercial development and tourism to the region. There are biking and walking trails surrounding the new station on the site that was once a golf course.

**Lewis and Clark Community College (LCCC):** LCCC lies at the heart of Godfrey. Founded in 1970, the main campus occupies the historic buildings that were once Monticello College, the second oldest all-female college in the nation. It is a two-year higher education institution with approximately 15,000 students enrolled and 636 employees.

LCCC offers certificates and associate degrees in 40 career programs, community classes for the public, as well as GED



completion and a robust Workforce Training Program. They also partner with other higher education institutions to offer some bachelor and master degree programs on campus.

Lewis and Clark Community College has been dedicated to the “greening” the campus, reducing the college’s carbon footprint and providing technical assistance in sustainable practices and education. The campus is vibrant and easy to walk and bike around with low speeds, visible crosswalks, and sidewalks throughout. Getting to and from campus can be prove difficult because of the campus’ location on a busy section of Godfrey Road.

Godfrey Schools: Located throughout the Village, along Delmar, Humbert, and Godfrey Roads. Connections to schools from surrounding neighborhoods are highly desirable for children to safely get to and from school. Most are located on busy roads. Some intersection improvements have been made around schools, such as a pedestrian signal across Delmar in front of Gilson Brown School.

Recreation & Parks: The Village of Godfrey has made parks a priority. They have six parks; Glazebrook Park, Godfrey Ball Park, Homer Adams Park, Clifton Terrace Park, La Vista Park, and Hoffman Gardens at Great Rivers Park. In total the Village manages over 270 acres of park facilities for its residents. The Parks & Recreation Department also hosts at least 14 annual events each year in the parks including the Independence Day Family Fun Fest and the Great Godfrey Corn Maze. They also provide youth sports and gardening programs.



Great Rivers Land Trust (GRLT) is a non-profit organization dedicated to preserving and enhancing natural areas. They have preserved over 3,000 acres, most of which is in and around Godfrey. Some of their preserves include; Boy Scout Lake at Camp Warren Levis, the Nature Preserves surrounding LaVista Park, Piasa Creek Preserves, and Rocky Fork Creek & Underground Railroad Preserves.

The Nature Institute (TNI): TNI is a gem of Godfrey. The non-profit land conservation and environmental education organization has be working to foster an awareness for nature in residents of the area for over three decades. The staff manages more than 450 acres of protected land including the Olin Nature Preserve, Mississippi Sanctuary, Kemp and Cora Hutchinson Bird Sanctuary, and Heartland Prairie. TNI holds a variety of camps and activities for adults based out of their Talahi Lodge and hosts over 8,000 students on field trips each year as well.



## Health

According to the County Health Rankings, a Robert Wood Johnson Foundation program, 33% of Madison County adults are obese (BMI of 30 or more). Twenty seven percent of adults aged 20 and over report no leisure time physical activity. Additionally, 20% of all trips taken in the US are less than 1 mile. Which is about a 5 minute bike ride or a 15-20 minute walk. Substituting walking or biking for the car when taking short trips could increase physical activity, while decreasing vehicle congestion and air pollution.

# Survey Results

Three hundred and fifty-one (351) surveys were collected from residents of Godfrey. Approximately 60% were submitted by people in households with children under the age of 18 living at home. Another 15% of responses were submitted by senior citizens (age 65 or older).

The majority of residents who responded to the survey rated the walking and biking conditions in Godfrey in the fair to poor categories. Sixty-seven percent (67%) of the respondents personally value walking and biking very important to them. Additionally, almost 80% believe that improving walking and biking conditions should be a priority for the Village of Godfrey.

In the Village, walking is a more popular activity than biking. Nearly twice as many people walk regularly than those who bike regularly. However, residents have a desire to walk and bike more. Most responded that if there were facilities which made them feel safer when walking and biking, their activity would increase.

There are several busy, arterial roads in the Village which discourage residents from getting out. According to residents, the top five streets needing improvement are:

1. Godfrey Road
2. Delmar Ave.
3. Humbert Road
4. Pierce Lane
5. Homer Adams Parkway

Similarly, the intersections most in need of improvement are:

1. Godfrey Road & Homer Adams Parkway
2. Delmar Ave. & Pierce Lane
3. Godfrey Road & Stamper
4. Godfrey Road & Tolle Lane
5. Godfrey Road & Martin Luther King Drive

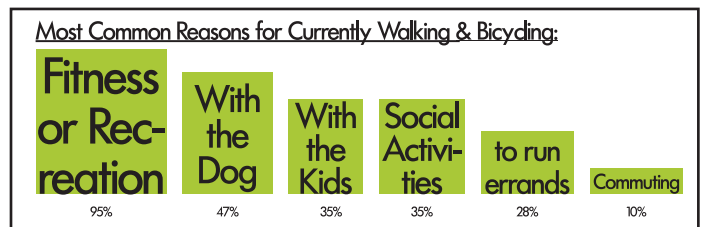
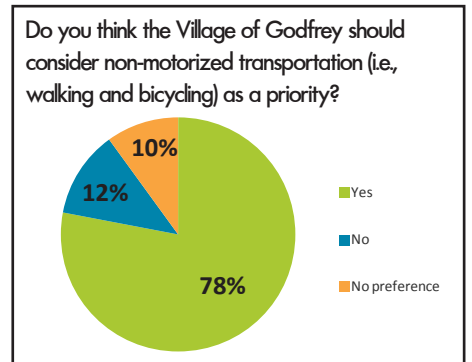
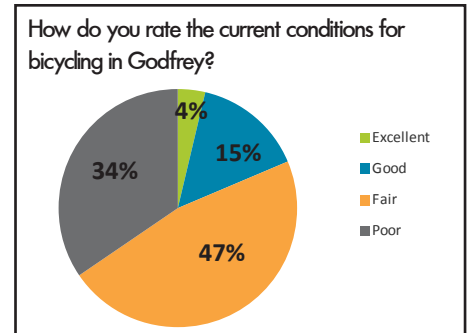
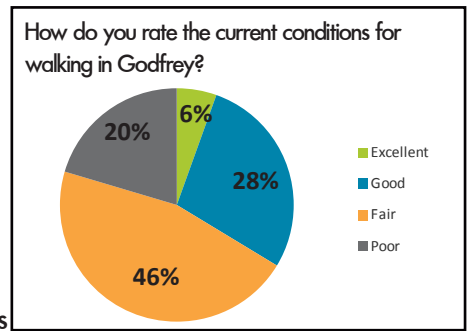
Currently, residents of Godfrey most commonly walk and bike for fitness. The most common destinations in Godfrey are the parks.

Lack of sidewalks, bike facilities, and proximity to large roads with high traffic and automobile speeds are the most common deterrents of walking and bicycling for the residents of Godfrey.

Residents were also surveyed on their use of trails in Godfrey. Over half of residents said they have never used the Vadalabene Trail, and 35% did not even know where it was located. It was later noted that many residents do not know the trail by its formal name; rather they call it the Great River Road Trail.

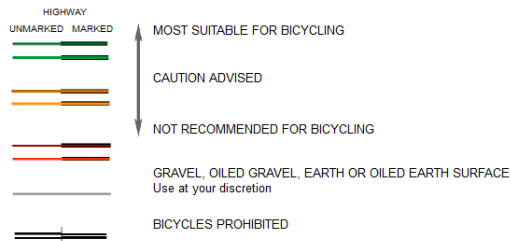
Most residents who completed the survey use the Glazebrook Park trails often (80%). The biggest suggestion for these trails was connecting them to adjoining neighborhoods; not just looping around the park.

See full survey summary in appendix.





BICYCLE SUITABILITY



## Current Traffic Patterns

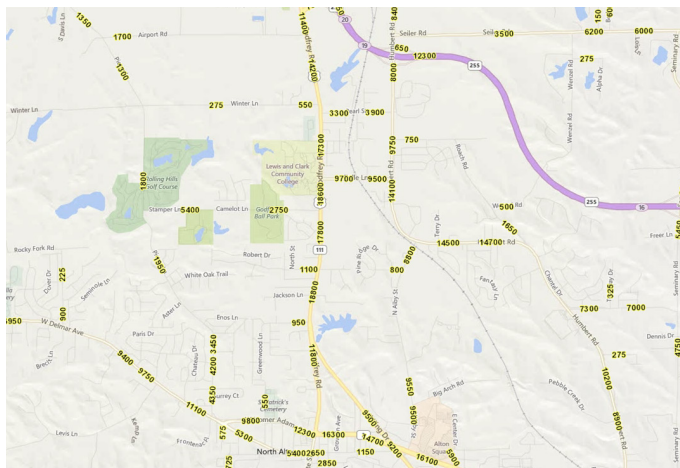
### Illinois Department of Transportation Bicycle Level of Service

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

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

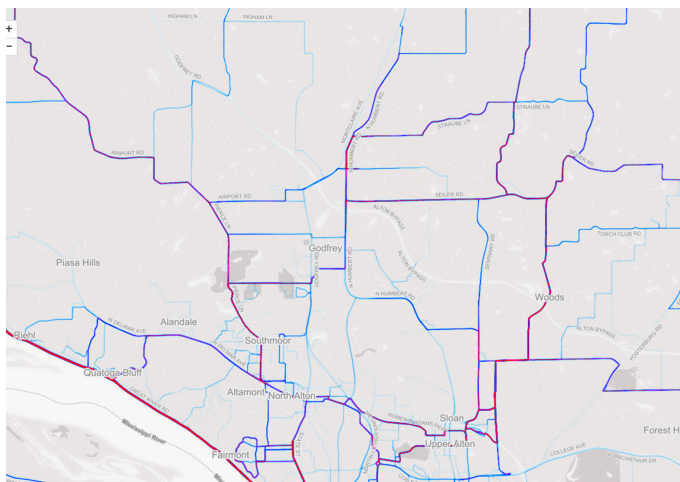
The rating system does not account for vertical grade changes, which are prevalent in Godfrey and could be a challenge for some cyclists.

Most streets in the Village of Godfrey are rated Caution Advised to Not Recommended for Bicycling.



### Annual Average Daily Traffic (AADT)

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



### Heat Map

Strava is a popular running and cycling social network. It allows runners and cyclists to track their routes, speeds, etc. and share them with others. Strava Labs has used the data from thousands of users to create heat maps that show where people are walking and running the most. In the map the darker and thicker the line, the more people have used that route.

This application is not a planning tool, but it shows some popular routes that could be considered as alternatives to busy arterial roads.

# Existing Conditions Map

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

## Sidewalks

Existing sidewalks, along with a rating of condition from Good (green) to Poor (red), are denoted. In particular, the sidewalks (or aprons) on Humbert Rd. are in poor condition. For most of the length they are crumbling with grasses and weed growing through the aged surface. Sidewalks along Godfrey Road are fragmented and not typically on both sides of the street.

## Trails & Bicycle Facilities

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

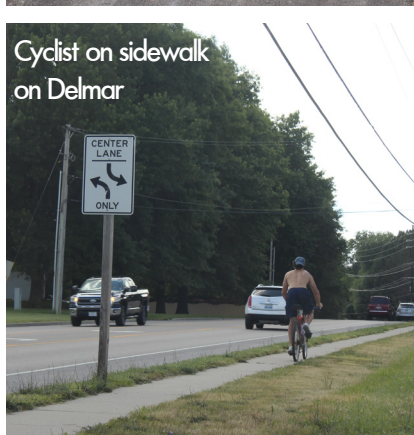
Delmar Avenue is currently the only on-street bike facility in Godfrey. Facilities include Bike Route signs with wide shoulders in good condition. LaVista Park boasts a path to ascend and descend the bluff away from traffic. It connects the Vadalabene Trail to the Delmar Ave on-street bike route. A new trail has been planned by the Village to connect Glazebrook Park to LaVista Park. The majority of the right-of-way for the trail has already been acquired.

## Railroad Crossings

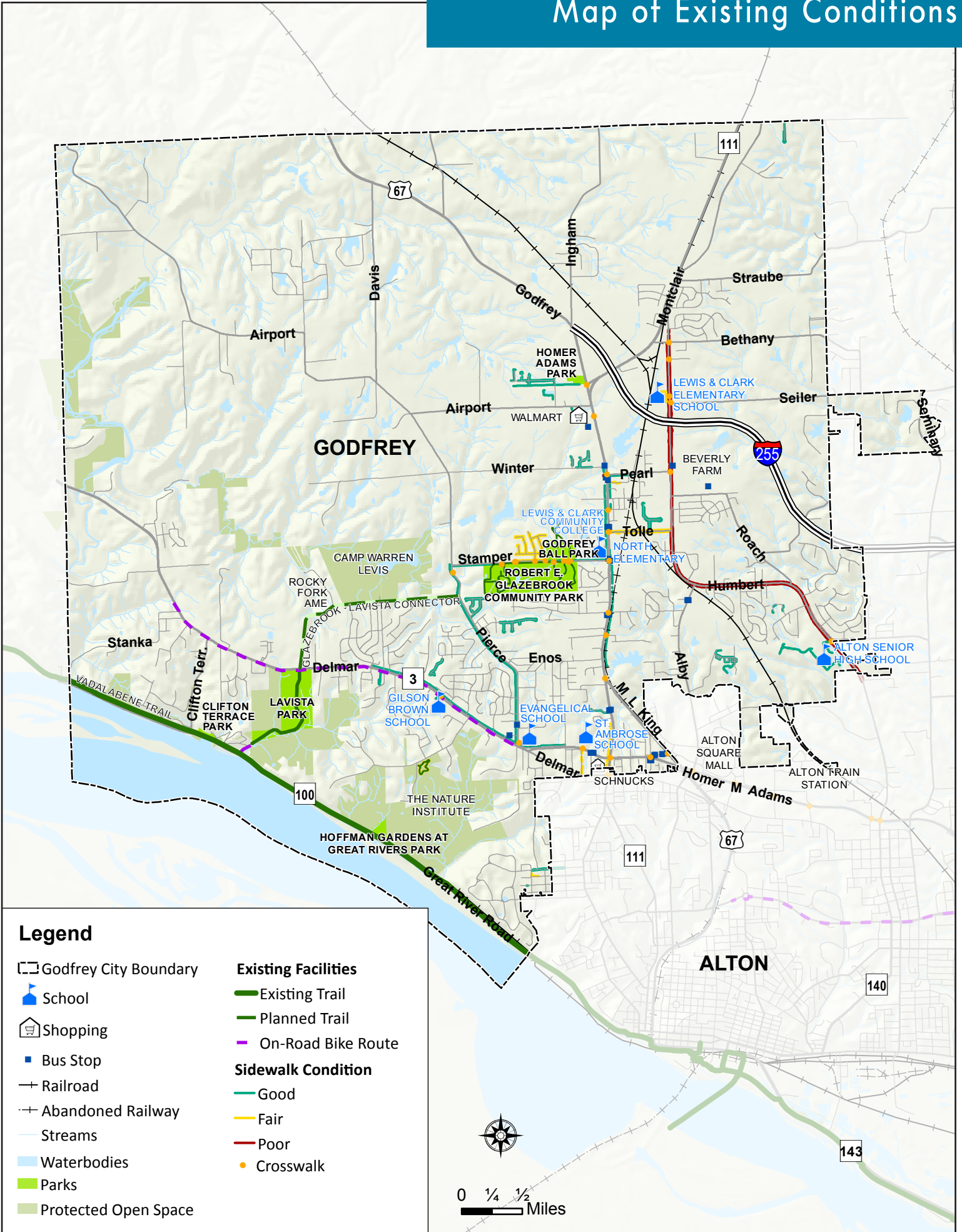
There are a several railroad crossings in Godfrey. In these areas accommodations are needed for cyclist to cross the tracks safely at a 90 degree angle to the track. Streets crossing railroad tracks include Tolle, Pearl, and Montclair.

## Crosswalks

Crosswalks in Godfrey are typically parallel bar design and most are faded. Several intersections along Godfrey Road have pedestrian crosswalks and signals, most do not. A pedestrian-activated stop light located across from the Gilson Brown School and a Random Rapid Flash Beacon with activation button allows safe crossing of Stamper Lane from the LCCC Ball Fields to Glazebrook Park.



# Map of Existing Conditions



# Existing Plans & Guidelines

## FEDERAL

In March 2010 the U.S. Department of Transportation (USDOT) enacted a policy to “incorporate safe and convenient walking and bicycling facilities into transportation projects.”

Recommended actions most relevant to this plan are:

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

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

In September 2014, USDOT announced the Safer People, Safer Streets Initiative, which seeks to improve research and data collection on pedestrian and bicycle safety and do more to encourage local government officials to improve pedestrian and bicycle infrastructure. By collecting data on pedestrian and bicycle safety, cities can better identify opportunities for infrastructure improvements. Properly planned infrastructure improvements can improve safety and encourage more

people to walk or bike. Without better data collection and infrastructure improvements, cities will remain largely unsafe for bicyclists and pedestrians.

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

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

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

## STATE

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

IDOT has jurisdiction on many of the roadways within Godfrey, including; Godfrey Road (U.S. Route 67), Route 111, Route 3, and Route 100. However, the principles of complete streets have been applied to all plan recommendations, creating seamless integration of both pedestrian and bicycle accommodations.





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

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

## REGIONAL

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

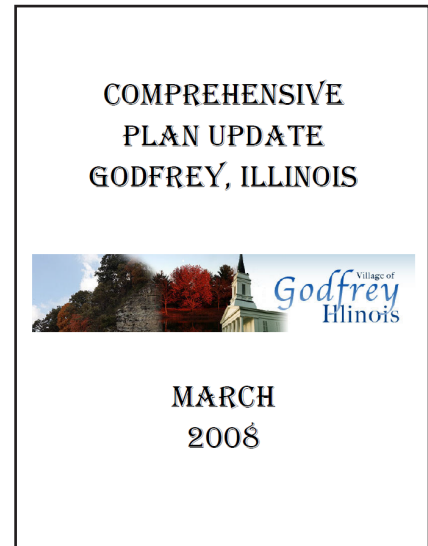
Metro East Park and Recreation District (MEPRD) is the public body responsible for the development of an interconnected system of parks, greenways, and trails in Madison and St. Clair Counties. MEPRD funds projects through a one tenth of one percent sales tax passed by voters in both counties in 2000.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



## LOCAL

### Village of Godfrey Comprehensive Plan (2008)

The 2008 update to the Village's Comprehensive Plan sets the goal of all public buildings, parks, and educational institutions to be connected by bicycle paths and/or sidewalks. Additionally several recommendations are listed for exact projects that would help the Village reach these goals, such as improving the bicycle route on West Delmar by adding appropriate signs and/or paint markings.



### Godfrey Parks and Recreation Master Plan

Created in 2004, the Citizens' Park System Comprehensive Plan outlines objectives for improving and adding to the Village's Parks. While focusing primarily on facilities in each park, connecting the parks to each other via trails is recommended. Some specific recommendations include:

- Trail connecting Glazebrook Park to LaVista Park (in progress)
- Trail and crosswalks connecting Glazebrook to Ball Park (completed)
- Link from Godfrey Ball Park to Lewis and Clark Community College and beyond to Homer Adams Park
- Paved trail long Proposed Cross Town Connector, Airport Road, and on to Route 3.
- Nature Trail along Rocky Fork Creek
- Tying Godfrey into regional systems

The plan also suggests adding more passive sports programs for children, including bicycling.

### Benjamin Godfrey Legacy Trail

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

# Existing Conditions Summary

Most of the development in Godfrey was built in the last 60 years, after cars became the dominant form of transportation. Because of this, Godfrey developed in a way that was conducive to automobile travel, but not necessarily pedestrian or bicycle traffic.

The Village has made improvements over the years, including; safer crossings on Stamper Lane between Glazebrook Park and the Ball Park, extending trails, and requiring sidewalks in new development.

Commercial areas, such as Godfrey Road and Homer Adams Parkway are the biggest concern to most residents. These auto-centric commercial areas have wider lanes, higher speeds, and fewer potential crossing opportunities for people walking and bicycling. The width of the roads often feels oversized or uncomfortable for people walking or bicycling. Large parking lots in front of buildings and discontinuous building frontages also discourage people from walking and bicycling. Improvements to these areas should focus on ensuring safe connections between popular walking and bicycling destinations, such as trails, parks, and schools. In the long term, the Village could consider updating codes to ensure that future building and redevelopment will make these areas feel more comfortable for walking and bicycling, by placing parking lots behind buildings and reducing the number of driveways.

Godfrey's newer neighborhoods offer wider streets and more modern sidewalks. These neighborhoods are often separated from destinations by larger roads with faster traffic. Many roads in Godfrey dead-end or do not connect to adjacent neighborhoods. Different land uses are spread far distances apart, but the Village's expansive park system and commercial areas along arterials provide at least some destinations near every neighborhood. Similar to the auto-oriented commercial areas, the greatest opportunities for newer residential neighborhoods are safe connections to destinations, including schools, parks, and shopping. Providing pedestrian and bicycle connections between adjacent neighborhoods will greatly increase residents' ability to connect to the Village's destinations. As development continues in Godfrey, action should be taken to connect neighborhoods and create through streets.

The Lewis and Clark Community College (LCCC) campus is truly a gem at the center of the community. On campus, there are many safe walking and biking connections for students and staff. However, getting to and from campus poses a challenge.

The Vadalabene Trail, has the potential to return to its status as a recreational destination. Its use is hindered by the condition of the trail. Crumbling surfaces, narrow widths, and close proximity to speeding traffic hinder its potential use. Pressuring the state to maintain the trail properly would be a benefit to Godfrey and Alton.



Pedestrian walking alongside Godfrey Road to safe crossing



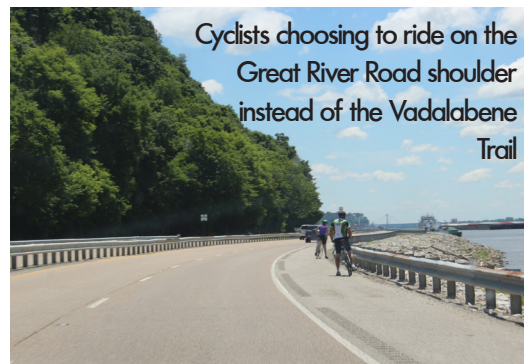
West Delmar has wide shoulders with Bike Route Signs



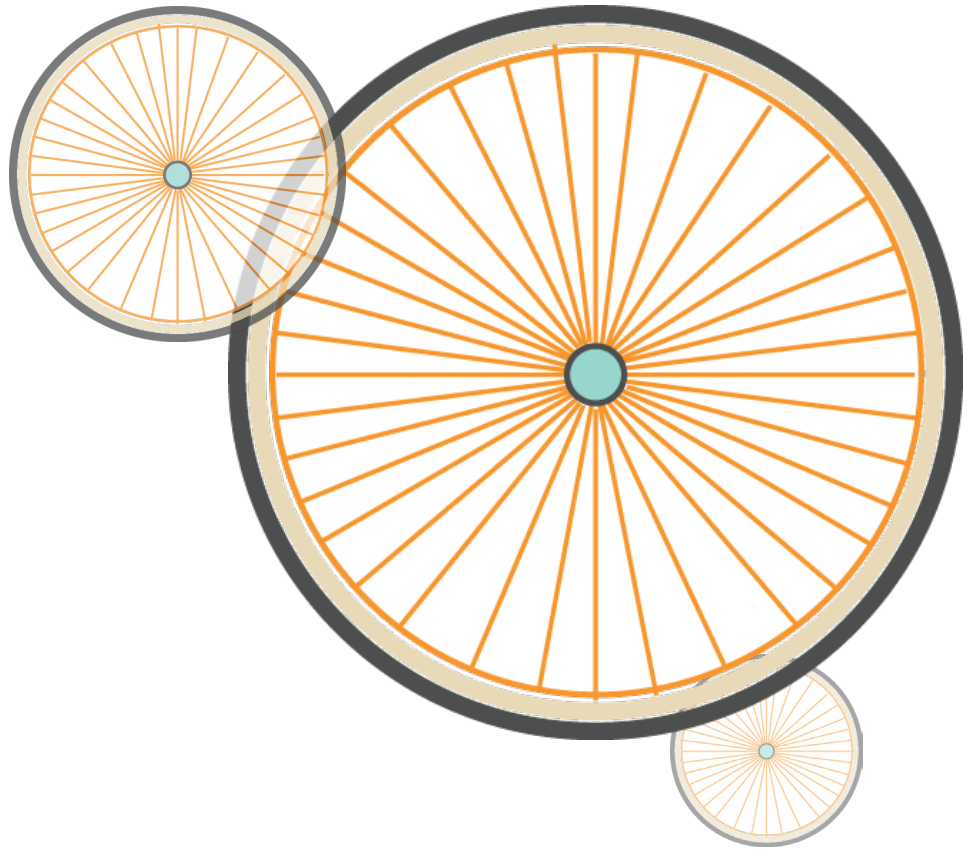
Deteriorated sidewalk along Humbert Rd.



Dead End street between two neighborhoods



Cyclists choosing to ride on the Great River Road shoulder instead of the Vadalabene Trail



# Plan Principles



# Who is this Plan for?

Generally, there are four types of bicyclists:

“**Strong and the Fearless**” cyclists will ride regardless of roadway conditions. They are ‘bicyclists;’ riding is a strong part of their identity and they are generally undeterred by roadway conditions; however, facilities need to be made as safe as possible as they are not immune to interactions with auto traffic.

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

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

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

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

The Federal Highway Administration 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.

Generally, group B/C bicyclists will be best-served by a network of neighborhood streets and designated bicycle facilities, which can be provided by:

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

Why Not Group A? The *Enthused and Confident* and *Strong and Fearless* are classified as Advanced Bicyclist by FHWA. 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.

# Recommendations for Engineering

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



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

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

1. Sidewalks
2. Shared Street
3. Shared Lane
4. Wide Shoulder
5. Bike Lanes
6. Buffered Bike Lanes
7. Shared-use Path

1. SIDEWALKS	
Sidewalks are elevated from the roadway by several inches, separated from the street by a curb, and made of concrete.	
Why	Sidewalks improve safety and comfort for people walking.
When	Sidewalks give people walking safe and comfortable space on virtually any roadway.
How	Sidewalks should be a minimum of 5 feet wide. Street furniture or light posts should be placed to allow at least a 48" continuous through path. Each intersection should have a sidewalk ramp (see ADA guidelines). When possible, sidewalks should be on both sides of the street. If only possible for sidewalks on one side of the street it is important that they are continuous on the same side for the length of the street to reduce pedestrian crossing and collision points.
Resources: Urban Street Design Guide (National Association of City Transportation Officials) <a href="http://nacto.org/usdg/street-design-elements/sidewalks/">http://nacto.org/usdg/street-design-elements/sidewalks/</a>	

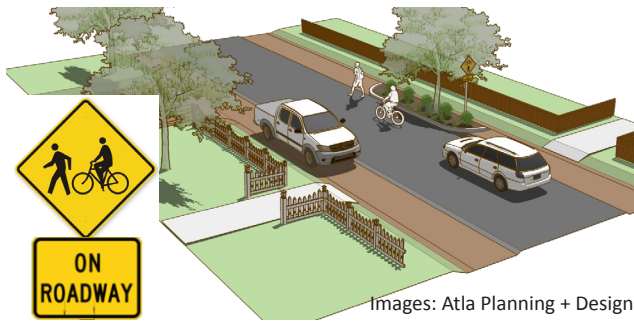
## 2. Shared Streets

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	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	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	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 Sharrow, may be used. Traffic calming techniques can be used, if desired, to reduce automobile speeds. Share the Road signs can be used to mark Rural Routes.

Resources: Urban Bikeway Design Guide, Second Edition (National Association of City Transportation Officials)  
<http://nacto.org/cities-for-cycling/design-guide/bicycle-boulevards/>



Images: Atla Planning + Design

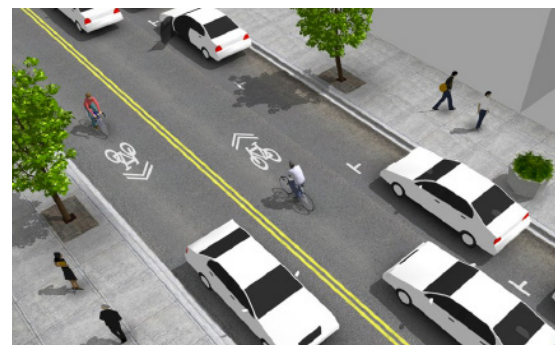


Sharrow and traffic calming device on a neighborhood street

## 3. Shared Lane

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

Why	For slightly higher traffic areas, shared lane markings alert people driving to the presence of people on bikes. The markings indicate proper lane position for people biking.
When	Shared lane markings should be used on streets with speeds under 30 mph and with less than 3,000 AADT.
How	Shared lane markings should be placed every 100 to 250 feet along a street. More frequent placing is used to guide people biking along higher traffic routes or as wayfinding along routes with frequent turns. People who drive should give people on bikes room to operate safely. If there is no opposing traffic, people driving may pass on the left, giving people biking at least 3 feet of passing distance. People biking should position themselves over the shared lane markings to increase safety, visibility, and predictability.



Resources: Manual on Uniform Traffic Control Devices, 2009 (US Department of Transportation Officials)  
 Urban Street Design Guide (National Association of City Transportation Officials) <http://nacto.org/cities-for-cycling/bike-lanes/bikeway-signing-marking/shared-lane-markings>

#### 4. Paved Shoulder

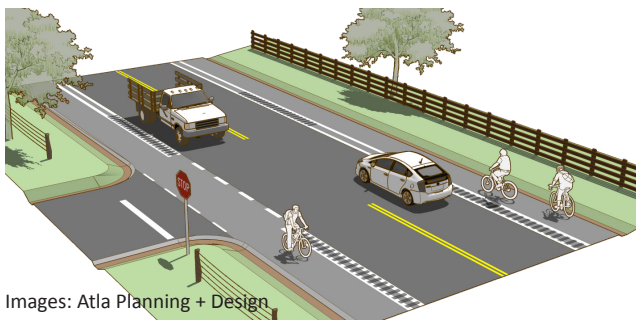
Paved shoulders on the edge of roadways can provide a place for cyclists and pedestrians in rural areas where other facilities with greater separation would be less practical.

**Why** Sidewalks improve safety and comfort for people walking and biking and slow traffic on residential streets

**When** Appropriate for roads with moderate to high traffic volumes and speeds outside the urban area.

**How** To accommodate bicyclists and pedestrian use of the shoulder, provide a minimum width of 4 ft (1.2 m) adjacent to a road edge or curb, exclusive of any buffer or rumble strip. Where possible, provide greater width for added comfort, user passing, and side-by-side riding. Shoulders can be enhanced by adding paint markings or signs.

Resources: Small Town and Rural Design Guide (Atla Planning and Design)  
<http://ruraldesignguide.com/visually-separated/paved-shoulder>



Images: Atla Planning + Design

#### 5. Bike Lane

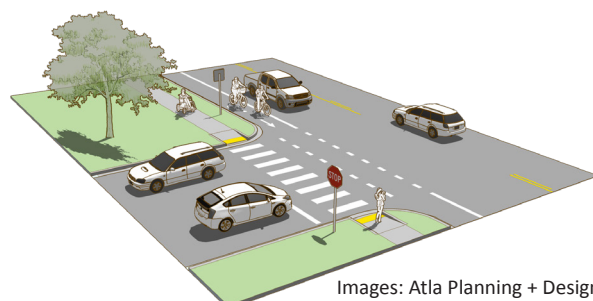
Bike lanes are defined by solid white lines 5' or more from the edge of the roadway. Bike lane markings on pavement indicate the lane is to only be used by cyclists. They are accompanied by sidewalks for pedestrian use.

**Why** Bike lanes improve safety and create a comfortable space for people biking at all levels. Cities in the United States with more developed bike lane networks tend to have higher rates of cycling and lower bicycle crash rates.

**When** Bike lanes are most useful on streets with volumes over 3,000 ADT and speed limits less than 35 mph. They should not be placed to the right of right turn lanes.

**How** Bike lanes should be 5' or wider. Solid white lines with bicycle markings and directional arrows placed in the lanes define them. Bike lanes can be continued through intersections using dotted lines. They should not be placed to the right of right turn only lanes. Bike lanes can be retrofitted onto existing streets that are below capacity through narrowing traffic lanes (a lane diet), or removing traffic lanes (a road diet).

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



Images: Atla Planning + Design

## 6. Buffered Bike Lane & Sidewalks

Buffered bike lanes are conventional bike lanes paired with a designated buffer space, providing extra separation from the adjacent vehicle traffic lane.

**Why** Provides a greater space for bicycling still within the footprint of the roadway. Buffered Bike lanes appeal to a wider range of bicycle users.

**When** Can be used anywhere a conventional bike lane is being considered. Particularly helpful on streets with high volume and speed, high truck traffic, and/or multiple lanes.

**How** Bike lanes should be at least 5' wide and denoted by the bike lane pavement markings. The buffer should be marked by 2 solid white lines with diagonal cross hatching between them. The buffer should be at least 18" wide. Intermediate rumble strips can be used for further safety.

### Resources:

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

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

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



## 7. Shared - Use Path

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

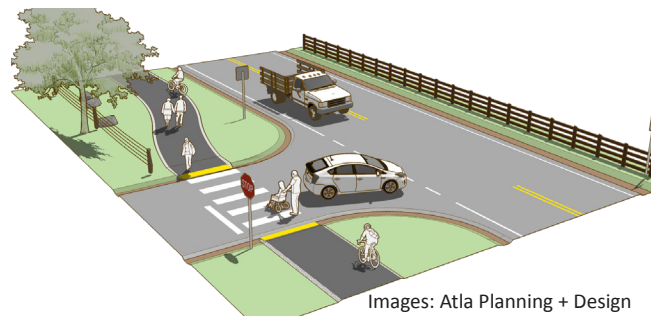
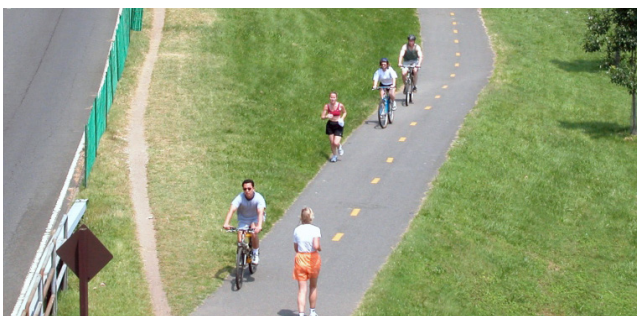
**Why** Shared-use paths create dedicated space for people walking and biking. Shared-use paths complement the on-street system by providing connectivity to destinations and sense of safety for many users.

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

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

### Resources:

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



Images: Atla Planning + Design

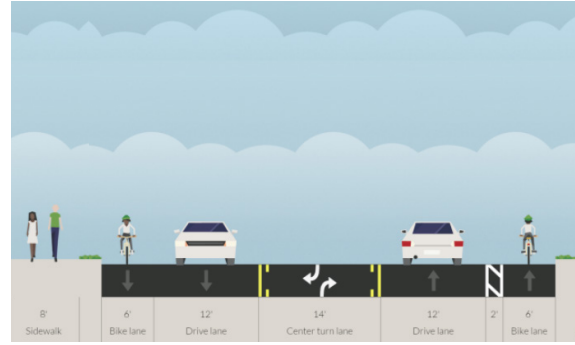


# Special Considerations

## Uphill Climbing Lane

Cliffton Terrace is one of the few roads in Godfrey that ascends the bluffs, making it prime connector for reaching the Vadalabene Trail. It has wide shoulders, making a conversion to bike lanes very feasible. Currently local riders opt for the less traveled, rural Stanka Lane further to the north, but those less familiar with the area use Cliffton Terrace. On the steep and curvy street, bike lanes would add greater separation between cars and cyclists making it safer for both. Enforcement of reduced speed would also be beneficial.

For uphill travel on Cliffton Terrace the Bike Lane 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. When descending, cyclists are more likely to match the speed of automobile traffic and should be allowed to use the driving lane. A sidewalk on one side will allow safe pedestrian travel.



## Potential Neighborhood Connections

Pedestrians and cyclists will always take the shortest route to their destination. By linking Godfrey's neighborhoods together with shared-use paths, residents' options for walking and cycling increase. For example, a park that would have been 30 minutes away on foot by street, becomes a 10 minute walk because of the path connecting their neighborhood to the park. The resident is now more likely to walk to the park than they were before. The connectors should be 10 - 12 foot bi-directional to allow bike and pedestrian traffic between neighborhood streets. Bollards at the ends of each path will prevent unwanted motorized vehicles.

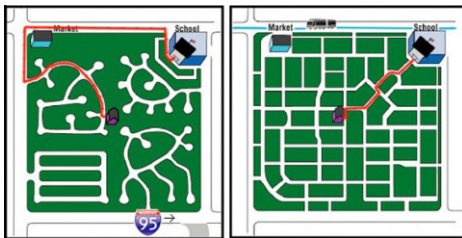


Image: The Congress of New Urbanism

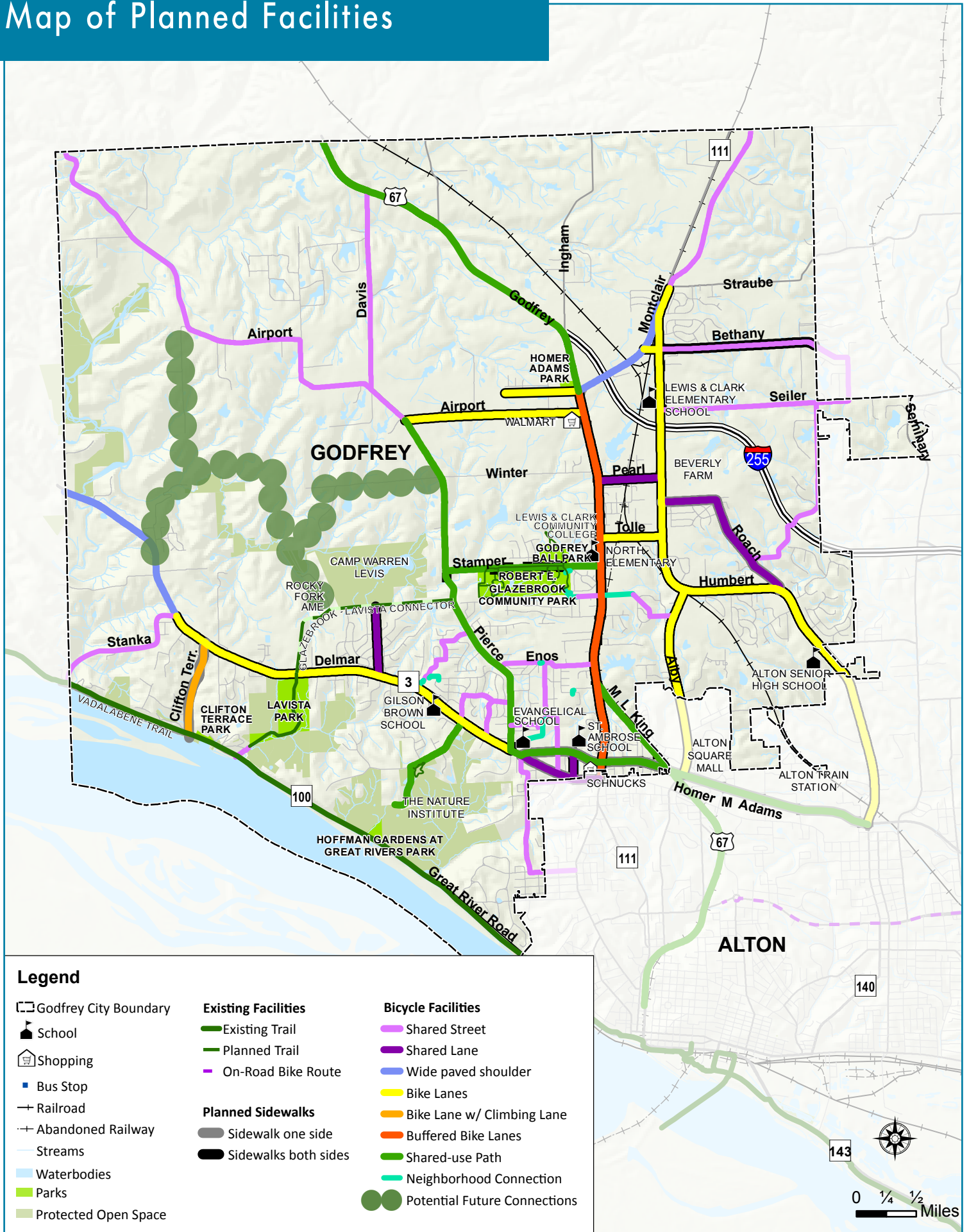


The River's Edge Café is one of many businesses along the Great Allegheny Passage that cater to trail users (Photo Credit: Paul Wiegman, Trail Town Program®)

## Potential Future Connections

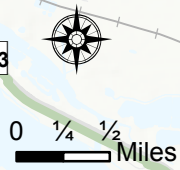
As a long term goal, Godfrey should consider ways to link the more rural parts of the community together as development continues. The natural areas along Rocky Fork Creek, plus utility and undeveloped road right-of-way could provide the linkages necessary to create a network of multi-use recreational trails. Having these trails in place would be beneficial for residential connections and recreation opportunities. The trails in addition to the Vadalabene Trail would have the added benefit of increasing tourism to Godfrey and surrounding areas. For example, businesses along the Great Allegheny Passage Trail in Maryland and Pennsylvania attribute 25% of their business to people visiting to use the trail.

# Map of Planned Facilities

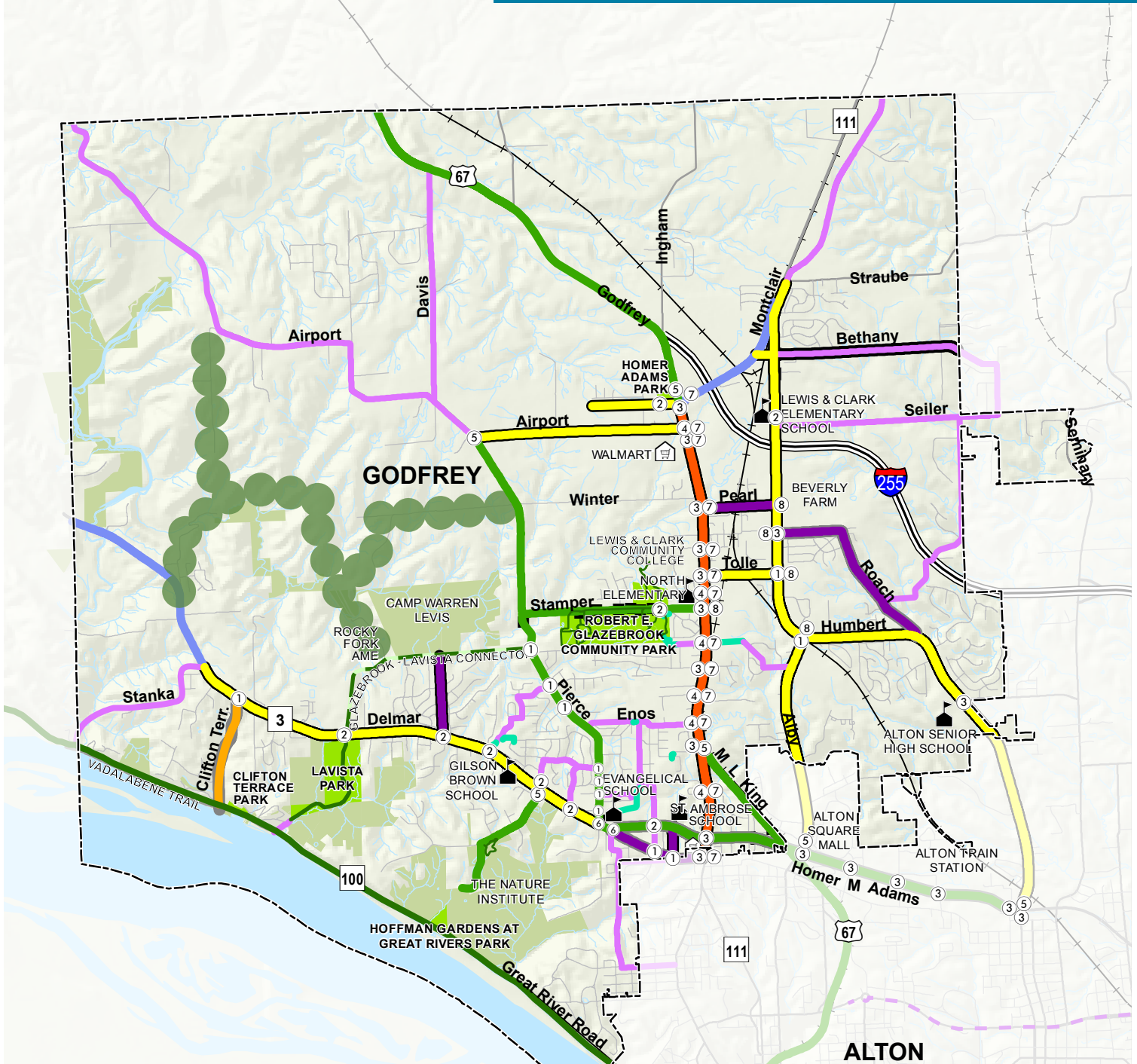


## Legend

- |                       |                              |                            |
|-----------------------|------------------------------|----------------------------|
| Godfrey City Boundary | <b>Existing Facilities</b>   | <b>Bicycle Facilities</b>  |
| School                | Existing Trail               | Shared Street              |
| Shopping              | Planned Trail                | Shared Lane                |
| Bus Stop              | On-Road Bike Route           | Wide paved shoulder        |
| Railroad              | <b>Planned Sidewalks</b>     | Bike Lanes                 |
| Abandoned Railway     | Sidewalk one side            | Bike Lane w/ Climbing Lane |
| Streams               | Sidewalks both sides         | Buffered Bike Lanes        |
| Waterbodies           | Potential Future Connections | Shared-use Path            |
| Parks                 |                              | Neighborhood Connection    |
| Protected Open Space  |                              |                            |



# Map of Planned Facilities with Intersection Improvements



## Legend

- Godfrey City Boundary
- School
- Shopping
- Bus Stop
- Railroad
- Abandoned Railway
- Streams
- Waterbodies
- Parks
- Protected Open Space

### Existing Facilities

- Existing Trail
- Planned Trail
- On-Road Bike Route

### Planned Sidewalks

- Sidewalk one side
- Sidewalks both sides

### Bicycle Facilities

- Shared Street
- Shared Lane
- Wide paved shoulder
- Bike Lanes
- Bike Lane w/ Climbing Lane
- Buffered Bike Lanes
- Shared-use Path
- Neighborhood Connection
- Potential Future Connections



0 1/4 1/2 Miles

# Intersection Design

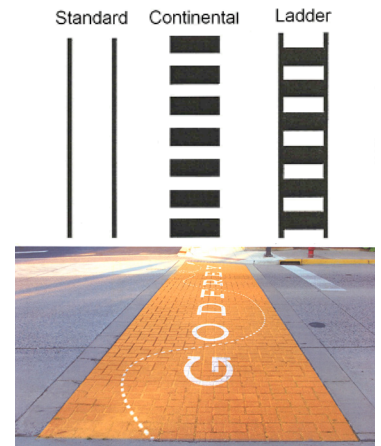
Safety of street crossing could be improved by making a few uniform design changes to already existing infrastructure.

## Unsignalized Intersections

Update crosswalks throughout the Village 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/DONT 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 map on page 29 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 Village should use engineering judgment and treatments from the IDOT BDE, NACTO, and AASHTO guides to finalize appropriate facilities.

### 1 Unsignalized Intersection Crosswalks

While it is recommended all intersections should have marked crosswalks, the locations noted here are along recommended routes and should be made a priority.

### 2 Crosswalk Enhancements

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



Rectangular rapid flashing beacon



Refuge island in median



High intensity activated crosswalk

### 3 Signalized Intersection Enhancements

Upgrade existing signalized intersections to include marked crosswalks on all legs of the intersection, with the same, high visibility crosswalk design, and provide a WALK/DONT WALK pedestrian signal with button to activate. Crossing time is important to consider and should be adequate length for all persons to reach the other side of the intersection safely.



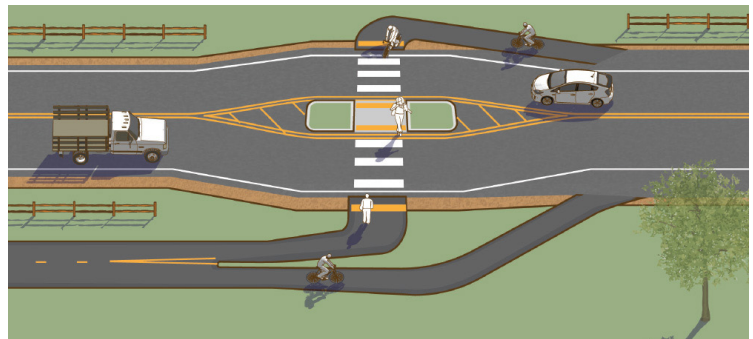
Source: FHWA

### 4 Pedestrian Signal

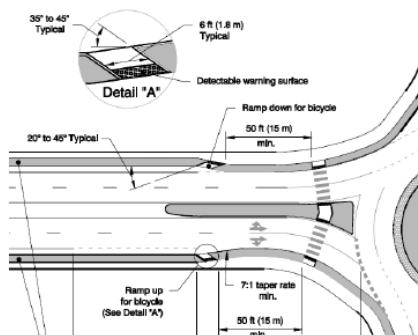
Pedestrian signals look like standard traffic signals. But are only activated by pedestrians wishing to cross the street. A red light stops traffic in all directions while the pedestrian crosses. Whenever possible, the sidewalk around the intersection should be made wider and bike ramps from the lanes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

### 5 Sidepath to Bike Lane or Wide Shoulder

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



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



### 6 Bike Travel at Roundabouts

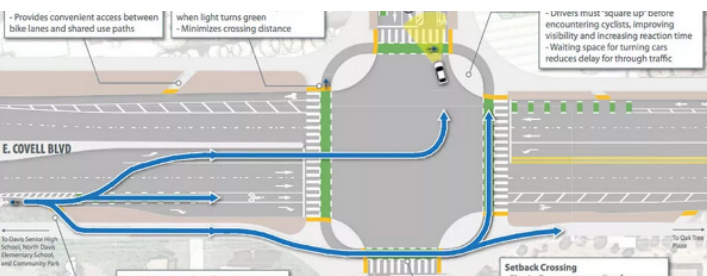
At roundabouts, bicycle ramps should be installed to allow riders to navigate on the outside of traffic flow, with pedestrians. More experienced riders may merge with traffic instead. At Pierce Lane, bicycle ramps should be used to transition riders from the bike lane to shared-use path.

Source: IDOT BDE Section T7-2.04

### 7 Two Stage Queue

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

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



**Bike Box Configuration**

Bicyclists yield to pedestrians. Not recommended in areas with high pedestrian volumes.

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

**T-Intersection "Jughandle" Sidewalk Configuration**

### 8 Protected Intersection

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

Source: City of Davis, CA

*Page for plan map with  
intersections*

*Page for plan map with  
intersections*

# 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 Village create and a welcoming environment for pedestrians and bicyclists:

## Short Term

- Increase the number of bicycle education classes offered in the Village of Godfrey.

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

### Bike Smart

Trailnet, a St. Louis-based nonprofit cycling advocacy organization, offers a 3- or 5-hour hands-on class on how to ride as visibly, predictably, and safely as possible. The classes also include some basic bike maintenance such as changing a flat tire, adjusting dérailleurs, and adjusting brakes. The classes are led by a League of American Bicyclists certified cycling instructor ([www.bikeleague.org](http://www.bikeleague.org)) and cover what to check on your bike before a ride, riding safely in traffic, common avoidance maneuvers, and much more.

### CyclingSavvy

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



### Local Bike Shops

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

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

## Medium Term

- Host Walk (or Bike) to School Days at local schools.

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

The program has been designed to reverse the decline in 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

**SafeRoutes**  
National Center for Safe Routes to School



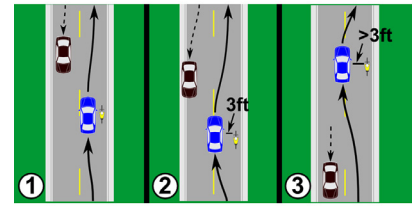
Many resources can be found for SRTS on these organizations' websites.



- 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 school.

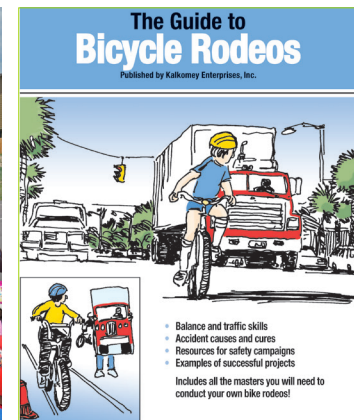
Ride Illinois has created a Bicycle Safety Quiz that is a one-of-a-kind interactive teaching tool for how to safely share the road. There are versions available for Child Bicyclist, Adult Bicyclist, Motorists, and for Driver's Education Students. These could be implemented into classrooms, particularly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

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



www.bikesafetyquiz.com  
www.rideillinois.org

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



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

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

Use education campaigns like the League of American Bicyclists' National Bike Month



National Bike to Work Day:  
Third Friday of May

National Bike to School Day:  
Second Wednesday of May

International Walk to School Day:  
First Wednesday of October

## Enforcement

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

### Short Term

- Holding a training session for law enforcement officials. Some examples of training sessions other communities have used including Ride Illinois' "Safe Roads for Bicycling" training resources and PedNet's POST-Certified Law Enforcement Training in Bicycle Issues.

- Distribute cards outlining the rights and responsibilities of people walking, cycling, and driving.

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

### Medium Term

- Increase use of police officers on bicycles. Having a patrol officer on a bicycle can be a way to set a good example of how cyclist should behave and might even make timid riders feel more comfortable knowing there is an officer on a bike as well.
- Reduce Speed Limits  
On designated routes it may be practical to implement and enforce a speed limit reduction for the safety of walkers and cyclists. Godfrey roads to be considered for speed reductions include all neighborhood shared streets, Godfrey Road, and Humbert.

# Safe Roads for Bicycling

## EDUCATE and ENFORCE

To prevent crashes, injuries and deaths

### KNOW THE DANGER ZONES

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

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

\*Pamphlets, "Share the Road" video and other safety materials are available from the League of Illinois Bicyclists at [www.bikelib.org/enforcement](http://www.bikelib.org/enforcement) or by calling 847-291-1213

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League of Illinois Bicyclists | Illinois Department of Transportation Division of Traffic Safety

# Encouragement

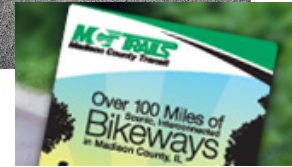
## Short Term

- Publicize National Bike to Work Day in Godfrey.  
Offer break stations with coffee and snacks for people on bike that morning.

## Medium Term

- Create a network of bicycle and pedestrian wayfinding signs to help people discover desirable routes and popular destinations.

Branding the facilities will produce multiple benefits: recognition, awareness, wayfinding, and community identity. When signing the routes, personalized signs should be used both on the roadside signs and on the pavement markings. Pocket-sized d 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

Branded crosswalks that are unique to Godfrey 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
- Community Bike Rides–In addition to the Bike MS ride, 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 Godfrey

Place bike racks at local destinations such as parks, schools, near bus stops, and historical sites. Build long-term, covered storage around LCCC and 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.

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

## Long Term

- Consider potential locations for future trailheads.

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

# Evaluation

## Short Term

- **Create a Bicycle and Pedestrian Advisory Committee (BPAC)**  
The Community Advisory Committee used in the preparation of this plan could transition into this role. This group would oversee the implementation of the plan and push progress.
- **Publish an Annual Report on Biking and Walking**  
Produced by the BPAC, the report would review the progress of the plan implementation throughout the Village in the last year for each principle (Engineering, Education, Enforcement, and Encouragement)

## Medium Term

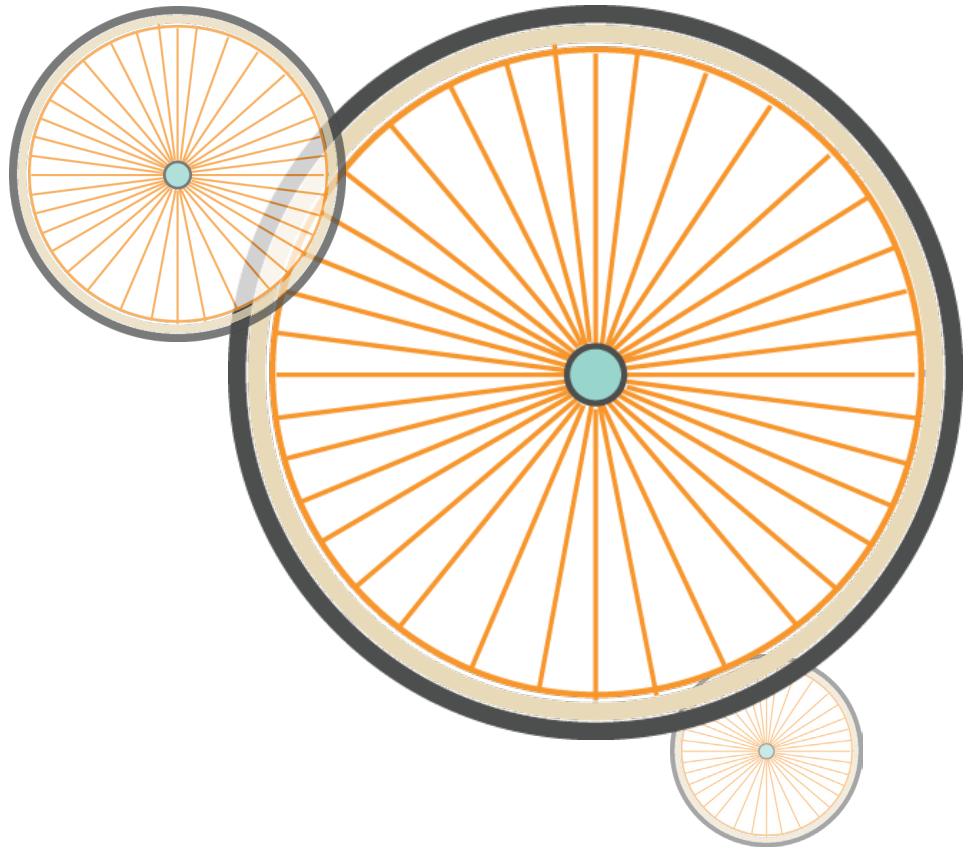
- Include questions about bicycling and walking on community surveys to assess if development is moving in the right direction and meeting the needs of residents and visitors.
- Designate a staff person to be in charge of bicycle and pedestrian issues to ensure the plan moves forward, not sit on a shelf.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

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

Lewis and Clark Community College may consider a Bicycle Friendly University designation. The College has put great effort into achieving a sustainable campus. A logical addition to their sustainability efforts would be to enhance and promote walking and biking options.

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





# Implementation



# Potential Funding Sources

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

## Federal Funding Sources

The current transportation bill, Fixing America’s Surface Transportation (FAST) Act, provides federal transportation policy and funding for 5 years (FY 2016-2020). In addition to funding sources through the FAST Act, there are other federal funding sources which are described in the table below.

	Grant Program	Type	Match Needed	Website:
Regional MPO (East - West Gateway Council of Governments)	Congestion Mitigation & Air Quality (CMAQ)	Engineering Construction Right of way acquisition (ROW)	20%	<a href="http://www.fhwa.dot.gov/environment/air_quality/cmaq/">http://www.fhwa.dot.gov/environment/air_quality/cmaq/</a> <a href="http://www.ewgateway.org/trans/TIP/CMAQ/cmaq.htm">http://www.ewgateway.org/trans/TIP/CMAQ/cmaq.htm</a>
	Surface Transportation Program (STP)	Construction	25%	<a href="http://www.ewgateway.org/trans/TIP/STP/stp.htm">http://www.ewgateway.org/trans/TIP/STP/stp.htm</a>
	Transportation Alternatives Program (TAP)	Engineering Construction ROW	20% 50%	<a href="http://www.ewgateway.org/trans/TIP/TAP/tap.htm">http://www.ewgateway.org/trans/TIP/TAP/tap.htm</a>
	Great Streets Initiative	Planning	20%	<a href="http://www.ewgateway.org/GreatStreets/greatstreets.htm">http://www.ewgateway.org/GreatStreets/greatstreets.htm</a>
Illinois Department of Transportation	Illinois Transportation Enhancements Program (ITEP)	Engineering Construction ROW	20% 50%	<a href="http://www.dot.state.il.us/">www.dot.state.il.us/</a>
	Highway Safety Improvement Program (HSIP)	Engineering Construction	10%	<a href="http://www.dot.state.il.us/">www.dot.state.il.us/</a>
	Safe Routes to School (SRTS)	Engineering Construction Encouragement, Enforcement, and Evaluation Programs	20%	<a href="http://www.dot.state.il.us/">www.dot.state.il.us/</a>
	Scenic Byways	Engineering Construction ROW	20%	<a href="http://www.dot.state.il.us/">www.dot.state.il.us/</a>
	Injury Prevention Program	Education Only		<a href="http://www.dot.state.il.us/">www.dot.state.il.us/</a>
	Grade Crossing Protection	Engineering Construction ROW	15% - 40%	<a href="http://www.dot.state.il.us/">www.dot.state.il.us/</a>
IDNR	Bike Path Grant Program	Acquisition & Construction		<a href="http://dnr.state.il.us/">dnr.state.il.us/</a>
	Open Space Lands Acquisition & Development (OSLAD)	Acquisition & Construction	min. 51%	<a href="http://dnr.state.il.us/">dnr.state.il.us/</a>
	Recreational Trails Program	Acquisition & Construction	20%	<a href="http://dnr.state.il.us/">dnr.state.il.us/</a>

Metro East Park & Recreation District	Park & Trail Grant	Acquisition Construction	60%	<a href="http://meprd.org/PDFs/MEPRD-FY18-Park-and-Trail-Grant-Program.pdf">meprd.org/PDFs/MEPRD-FY18-Park-and-Trail-Grant-Program.pdf</a>
	Event Sponsorship	Events	75%	<a href="http://meprd.org/PDFs/MEPRD-FY18-Event-Sponsorship-Grant-Program.pdf">meprd.org/PDFs/MEPRD-FY18-Event-Sponsorship-Grant-Program.pdf</a>
Madison County	Park Enhancement Program	Acquisition Construction		<a href="http://www.co.madison.il.us">www.co.madison.il.us</a>
	Sustainability Grant	Planning Construction Programs		<a href="http://www.co.madison.il.us">www.co.madison.il.us</a>
Illinois Dept. of Commerce	Tourism Attraction Development Grant (TAP)	Construction	min. 51%	<a href="http://www.commerce.state.il.us/">www.commerce.state.il.us/</a>
	Community Development Assistance Program	Construction		<a href="http://www.commerce.state.il.us/">www.commerce.state.il.us/</a>
National Park Service	Land & Water Conservation Fund (LWCF)	Construction	min. 51%	<a href="http://www.nps.gov/subjects/lwcf">www.nps.gov/ subjects/lwcf</a>
	Preserve America Grant	Construction		<a href="http://www.nps.gov/preservation-grants/PreserveAmerica/">www.nps.gov/preservation-grants/PreserveAmerica/</a>
USDOT	Transportation Investment Generating Economic Recovery (TIGER)	Planning Construction	20%	<a href="http://www.transportation.gov/tiger">www.transportation.gov/tiger</a>
Private Foundations	People for Bikes Community Grants	Construction & Programs	min. 51%	<a href="http://www.peopleforbikes.org/">www.peopleforbikes.org/</a>
	Robert Wood Johnson Foundation	Various Grants		<a href="http://www.rwjf.org/en/how-we-work/grants-and-grant-programs.html">www.rwjf.org/en/how-we-work/grants-and-grant-programs.html</a>
	American Hiking Society's National Trails Fund			<a href="http://www.americanhiking.org/national-trails-fund/">www.americanhiking.org/national-trails-fund/</a>
	Walmart Foundation	\$250 - 2,500 through local stores		<a href="http://giving.walmart.com/foundation">http://giving.walmart.com/foundation</a>

Please Note: The grant sources administered by the Illinois Department of Transportation are now part of a single supply of funding that IDOT can participate/allocate on an optional basis due to the federal transportation bill MAP-21. Availability will be determined annually by the state. All grants, regardless of source, can fluctuate from year-to-year based on annual budgets and fund availability. This list is current as of July 2017.

### Local Funding Source Ideas

Many grants require local match. It is important to consider where that match is going to come from before applying for grant funding. Here are some ideas other cities are using throughout the region.

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. Godfrey's current sales tax rate is 6.85% (6.25% Illinois + .35% Madison County + .25% Special Tax, MEPRD). This sales tax rate is lower than 62% of municipalities in Illinois and 1% lower than Alton's sales tax.

Capital Improvement Budget Set-Aside: The Village of Godfrey 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.

## Prioritization

There are a total of 70 recommendations for improving walking and biking in the Village of Godfrey Plan. Once implemented, the facilities will cover over 70 miles. The table below groups facility recommendations together by geographical location and priority.

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

	Street Name/Label	Recommended Facility	Miles	Feet	Jurisdiction	Priority Score
1	Godfrey Rd	Buffered Bike Lanes, Sidewalks, and Streetscape	3.3	17,665	IDOT	111.5
2	Pierce Ln	Shared-use path	3.0	15,984	Godfrey	109.3
	W Delmar Ave (Pierce to Ridgedale)	Shared-use path	0.1	498	IDOT	75.3
3	Humbert Rd	Bike Lanes & Sidewalks	5.6	29,500	Madison	98.7
4	Stamper Ln	Shared-use path (Widen existing sidewalk where there is no path to accommodate pedestrians and cyclists for the entire length of the street.)	1.3	6,861	Godfrey	97.7
5	Glazebrook to LaVista Trail	Shared-use path	0.5	9,073	Private	97
6	W Delmar Ave (Stanka to Pierce)	Bike Lanes & Sidewalks	3.1	16,520	IDOT	94.3
7	Great River Road/Vadalabene Trail	Shared-use path	4.4	23,457	IDOT	93.5
8	Godfrey Rd (north of IL Rt. 111)	Shared-use path	3.1	16,546	IDOT	86.5
9	Humbert Rd (north of Bethany Ln.)	Shared Street	1.5	8,001	Madison	85.7
10	W Delmar Ave. (west of Stanka)	Wide paved shoulder	1.5	7,929	IDOT	85.3
11	Iroquois (LaVista to Vadalabene)	Shared Street	0.1	720	Godfrey	82
12	W Homer M Adams Pkwy	Shared-use path	3.0	15,858	IDOT	80.9
13	Clifton Terrace Rd	Bike Lane w/ Climbing Lane & Sidewalk	0.8	4,309	Madison	75.6
14	Levis Ln	Shared-use path	1.0	5,294	Godfrey	74.5
15	W Delmar Ave (east of Ridgedale)	Shared Lane & Sidewalk	0.7	3,700	IDOT	74.3
16	Robinhood	Shared Street	0.2	1,033	Godfrey	74
	Lafayette to Glazebrook	Neighborhood Connection	0.0	221	Godfrey	70
	Pardee to Glazebrook	Neighborhood Connection	0.0	142	Godfrey	65
17	Airport Rd (Godfrey to Pierce)	Bike Lanes & Sidewalks	1.5	7,885	Madison	69.4
18	Ridgedale Dr	Shared Street	0.1	706	Godfrey	69
	Chouteau St	Shared Street	0.4	2,070	Godfrey	60
	Juniper Ave	Shared Street	0.1	266	Godfrey	60
	Melrose Ave	Shared Street	0.1	444	Godfrey	60
	Holland St	Shared Street	0.8	3,982	Godfrey	55.2
	Logan St	Shared Street	0.4	2,006	Godfrey	55
19	Martin Luther King Dr (Godfrey)	Shared-use path	0.9	4,881	IDOT	68.5
	Martin Luther King Dr (Alton)	Shared-use path	2.4	12,422	IDOT	68.5



20	Tolle Ln	Bike Lanes & Sidewalks	0.5	2,747	Godfrey	64.9
21	Lars Hoffman Crossing	Bike Lanes & Sidewalks	0.6	3,242	Godfrey	64
22	Seiler Rd	Shared Street	1.8	9,751	Madison	63.8
	Wenzel Rd	Shared Street	1.7	8,972	Godfrey	54
	Bethany Ln (rural area)	Shared Street	0.7	3,480	Godfrey	50.3
	Bethany Ln (residential area)	Shared Street & Sidewalks	1.3	6,888	Godfrey	53.3
	Bethany Ln (Montclair to Humbert)	Bike Lanes & Sidewalks	0.1	676	Godfrey	41.3
23	Boy Scout Ln	Shared Lane & Sidewalks	0.6	3,037	Godfrey	61.2
24	Castlegate Ln	Shared Street	0.2	1,130	Godfrey	60
	Primrose Ln	Shared Street	0.1	421	Godfrey	55
	Summerfield Ln	Shared Street	0.3	1,321	Godfrey	55
	Thorndale Dr	Shared Street	0.2	830	Godfrey	55
25	Biscay Dr	Shared Street	0.3	1,370	Godfrey	60
	Dadrian Dr	Shared Street	0.5	2,465	Godfrey	60
	Longview Ave	Shared Street	0.2	1,100	Godfrey	60
26	Preis Ln	Shared Street	0.2	1,300	Godfrey	60
	Greenwood Ln	Shared Street	0.4	2,343	Godfrey	60
	Enos Ln	Shared Street	0.8	4,167	Godfrey	50
	Meadow Ln	Shared Street	0.1	615	Godfrey	50
	Morkel Dr	Shared Street	0.5	2,478	Godfrey	50
27	Airport Rd (east of Pierce)	Shared Street	4.2	22,286	Madison	59.4
	Davis Ln	Shared Street	1.7	8,726	Godfrey	54
28	Robinhood to Glazebrook	Neighborhood Connection	0.1	764	Private	59
29	N Alby Rd	Bike Lanes & Sidewalks	1.6	8,361	Madison	58.5
30	Stanka Ln	Shared Street	1.3	6,985	Godfrey	57
31	Montclair Ave (Godfrey to Redwood)	Wide paved shoulder	1.0	5,534	IDOT	55
32	Pearl St	Shared Lane & Sidewalks	0.5	2,779	Godfrey	52.4
33	Saint Ambrose Dr	Shared Lane & Sidewalks	0.2	1,164	Godfrey	52
34	Castlegate - Rt 3 Connection	Neighborhood Connection	0.1	416	Private	51
35	Englewood	Shared Street	0.2	1,270	Godfrey	50
	Lakeside	Shared Street	0.2	1,071	Godfrey	50
36	Doral - Crestwood	Neighborhood Connection	0.0	199	Godfrey	46
37	Meyer to Paris	Neighborhood Connection	0.1	611	Private	45
38	Morkle - Evangelical	Neighborhood Connection	0.3	1,623	Private	45
	Preis - Evangelical	Neighborhood Connection	0.0	199	Private	45
39	Bachman Ln	Shared Lane & Sidewalk	0.5	2,404	Godfrey	41.1
	Roach Rd	Shared Lane & Sidewalk	0.9	4,993	Godfrey	41
40	Englewood to Godfrey Rd	Neighborhood Connection	0.3	1,422	Godfrey	41
41	Enos Ln	Neighborhood Connection	0.0	105	Private	35

## What to Focus on First

In the prioritization matrix, major thoroughfares, such as Godfrey Rd., Pierce Ln, Humbert, Stamper, Glazebrook - LaVista Connector Trail, W. Delmar, and the Vadalabene Trail, 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. Below is a breakdown of short to long term goals for implementation.

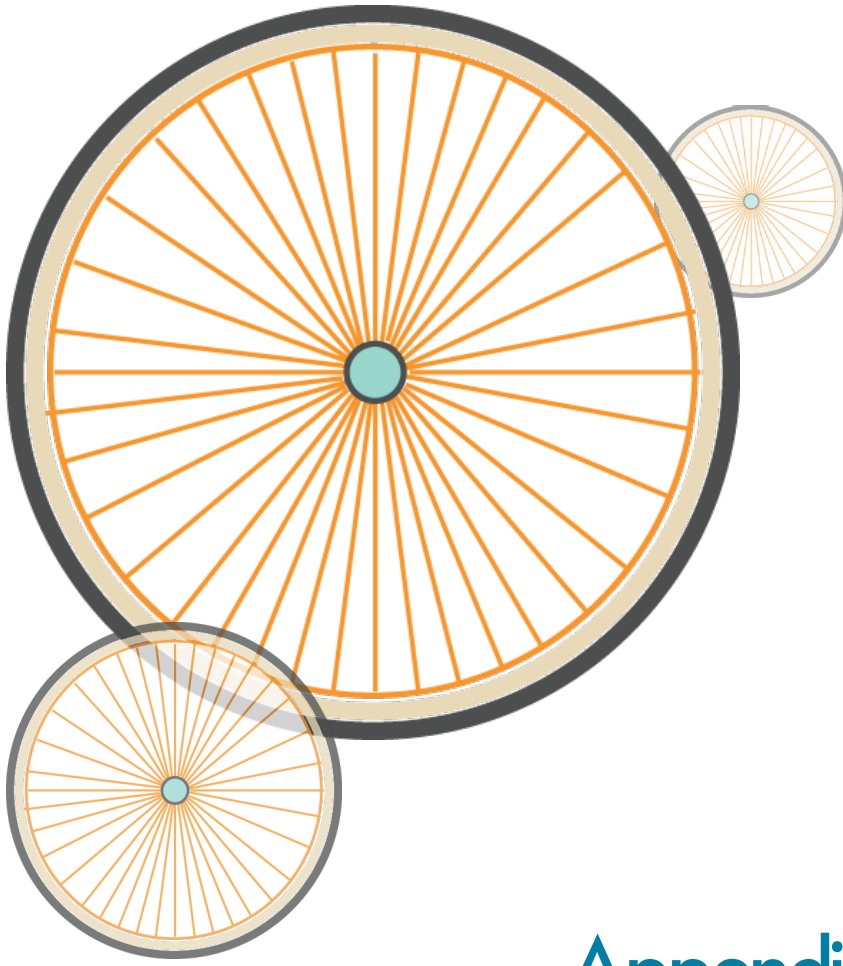
### Short Term

- Appoint a Bicycle and Pedestrian committee to assist with implementation
- Adopt a Complete Streets Ordinance
- Begin working with IDOT to improve intersection crossings along major roads particularly Godfrey Rd and Delmar.
- Improve crosswalks under Godfrey's jurisdiction.
- Identify any right-of-way that might be needed to implement the recommended facilities.
- Create timeline for filling sidewalk gaps on Godfrey, Delmar, Tolle, and Pearl.
- Begin discussions with County to create strategy for resurfacing of Humbert Rd to include Bike Lanes and sidewalks.
- Shared Streets require a minimum of paint and signs. Incorporate these improvements into the Village and/or County capital improvement schedule so they may be installed at the same time the roads are resurfaced.
- Talk with local legislators about the condition and safety of the Vadalabene Trail. Emphasize the increased benefit the trail could bring to the region, in terms of promoting health, tourism, and boosting the economy, if funding were appropriated to properly maintain and improve the trail.
- Continue to acquire funding and develop the Glazebrook - LaVista Connector Trail.

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

### Medium & Long Term

- Work with engineers and appropriate jurisdictions to refine planned facilities.
- Apply for grants for right-of-way acquisition and facility implementation.
- Implement a streetscape design on Godfrey Road using branding elements, building planned facilities, and limiting driveways. Apply for East-West Gateway's Great Streets Initiative.
- Develop city-wide wayfinding system for pedestrians and bicyclists using branding elements.



## Appendix

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





# HEARTLANDS

C O N S E R V A N C Y

Investing In The Nature Of Southwestern Illinois

Our Mission is to provide leadership and solutions to sustain and enrich the diverse environmental resources of Southwestern Illinois



Our Vision is communities with healthy and sustainable air, land and water resources for current and future generations

406 East Main Street  
Mascoutah, Illinois 62258  
[www.HeartLandsConservancy.org](http://www.HeartLandsConservancy.org)