

BICYCLE AND PEDESTRIAN MASTER PLAN



JUNEAU
ASSOCIATES, INC., P.C.
ENGINEERING & LAND SURVEYING



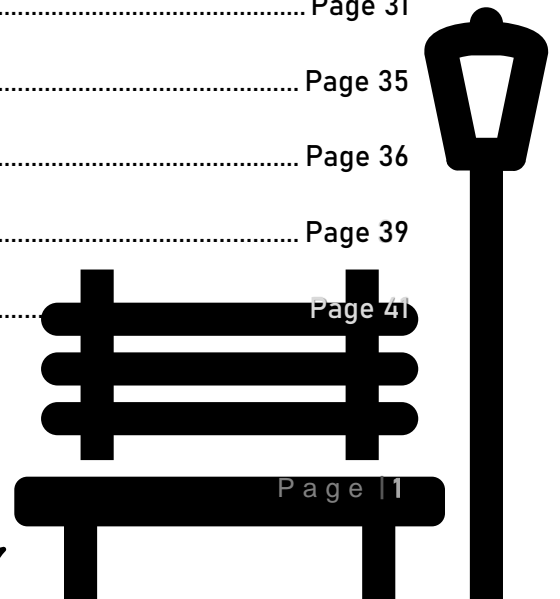
THE CITY OF GRANITE CITY



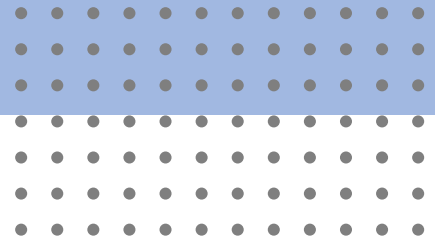
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The City of Granite City, Illinois “Bicycle and Pedestrian Master Plan” is an integral planning document which will guide the City efforts going forward in rebranding from an industrial community to a more entertainment / bedroom community.

Granite City has a steep heritage as an industrial center having been incorporated as a community to support Industry. Based on the location of the City in its proximity to St. Louis, many nationally recognized industrial facilities located within the corporate boundary. These industrial facilities spearheaded development in the proximity of their facilities. Industry has served as the backbone of the City for more than 125 years. Just as industry has transitioned over the years to adapt to changing business climate, so must the city adapt to the changing needs and perspectives of its residents.



The uniqueness of the city is its proximity to St. Louis and surrounding metropolitan areas. Granite City is in the heartland of the United States and served by a transportation network of interstate highways, major railroad carriers, and inland waterway transportation along the Mississippi River. With the ability for the residents of Granite City to work and enjoy amenities beyond the existing corporate boundary of the city, it lends itself to developing a more user-friendly alternative transportation solution such as the Bicycle and Pedestrian Master Planning document currently under consideration.



Madison County Transit (MCT) along with Metro East Parks and Recreation District (MEPRD) have completed various bicycle trails which connect to Granite City. These trails, however, did not fully provide for complete interconnection with the trail facilities located throughout Madison County, Illinois. A priority of this Bicycle and Pedestrian Master Plan will be to complete these interconnections, thus creating another loop in the regional trail network.

In addition to interconnection of the MCT and MEPRD Facilities, the City of Granite City has initiated a cooperative effort with the Granite City Park District to improve Worthen Park as a destination site for young children as well as the Granite City School District Grigsby Building Facility by expanding a Safe Routes to School project along Cargill Road.

Since the 2015 Conceptual Bike Plan was originally completed as an amenity constructed in conjunction with the development of subdivisions in accordance with the City Municipal Code requirements, the City has continued to aggressively address American with Disabilities (ADA) issues relating to the pedestrian access within the City as funding has become available. The City now wishes to expand the pedestrian access to bicycle facilities which has been provided to the residents through MCT and MEPRD funding. This "Bicycle and Pedestrian Master Plan" is intended to assist city officials in prioritizing the most cost to benefit bikeway segments, resulting in more accessibility / connectivity to the existing trail network.

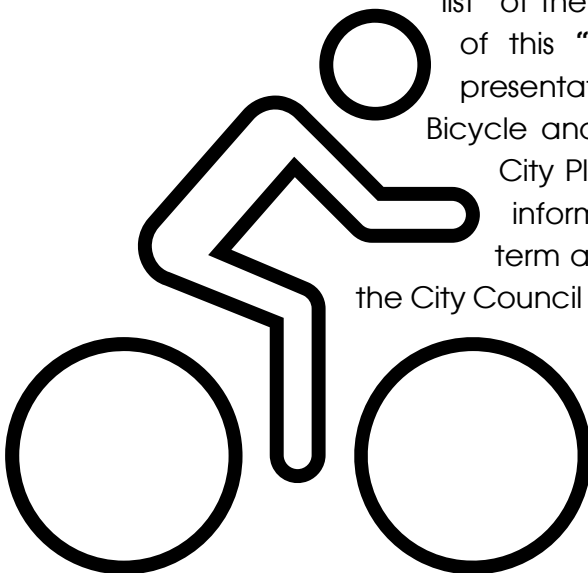
To facilitate this master planning document, the City has investigated potential trail alignments both on-street and off-street along with the associated costs. In addition, a social media survey was conducted to help obtain the public's perspective of both the positive and negative points associated with the existing facilities within the City. These results were shared with the City Council Planning and Zoning Committee for their information and input after completing a preliminary investigation into a master planning document, a Citizen Advisory Committee was formed to develop a "short

list" of the potential improvement projects. Upon completion of this "short list," the general public was invited to a presentation to facilitate their opinion and support to the Bicycle and Pedestrian Master Plan. Upon completion of the

City Planning Commission and Public meeting feedback, information gathered was then used to develop a short term and long-range plan with prioritized projects to assist

the City Council in developing bicycle and pedestrian facilities in the future. This plan will also assist in the solicitation of grant opportunities which may present themselves both at the city, state, and federal funding levels.

In addition, as potential development occurs within the City corporate boundary, off-street bicycle and pedestrian corridors can be retained.



1.1 City Transition Planning

The City of Granite City is a thriving community which is transitioning from its industrial background to a very engaging and vibrant “bedroom” community. During this transition, the focus of City officials is developing an atmosphere more targeted to younger families and entertainment to revitalize the City. The goal of the City is to instill the life-long residency approach of years past by creating an atmosphere of community and family. Along with this transition, the City is aggressively pursuing new businesses to support this transitioned lifestyle.



1.2 Planning Goals

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

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

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

“**Bicycle Trails**” can be designed in many ways such as the following:

Class 1 Bikeways provides for bicycle travel on a paved right-of-way completely separated from any street or highway.

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

First, the bicycle enthusiasts connection from the neighborhoods to the Class 1 Bikeways offered by MCT and MEPRD throughout Madison County.

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

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

The goal of this plan is to assist in the city transition as well as obtain a “buy in” to this program through city engagement of its residents and individuals doing business within the city.



1.3 Plan Objectives

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



The first objective to be obtained for the bicycle enthusiasts, is to provide the opportunity to travel along the MCT and MEPRD Bikeway Trails between the MCT "Nature Trail" and the MCT "Confluence Trail." This will allow access to the remaining trails created by MCT, MEPRD, SCCTD, and Trailnet on the Missouri side of the Mississippi River. Completing this connection point will enable the residents of Granite City and surrounding areas to reach destination points that are currently unattainable.

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

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



1.4 Planning Documents

The Bicycle and Pedestrian Master Plan will provide the City of Granite City with an updated planning document that will have been approved by the City Administration and will have the backing of the community. The plan will provide both a short-term plan, as well as a long-range plan, which can assist the City in completing a smooth transition from an industrial community to a more vibrant “bedroom” community. This plan will not only improve the lifestyle of those individuals living in the City but also those individuals utilizing the destinations established within the City of Granite City.

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

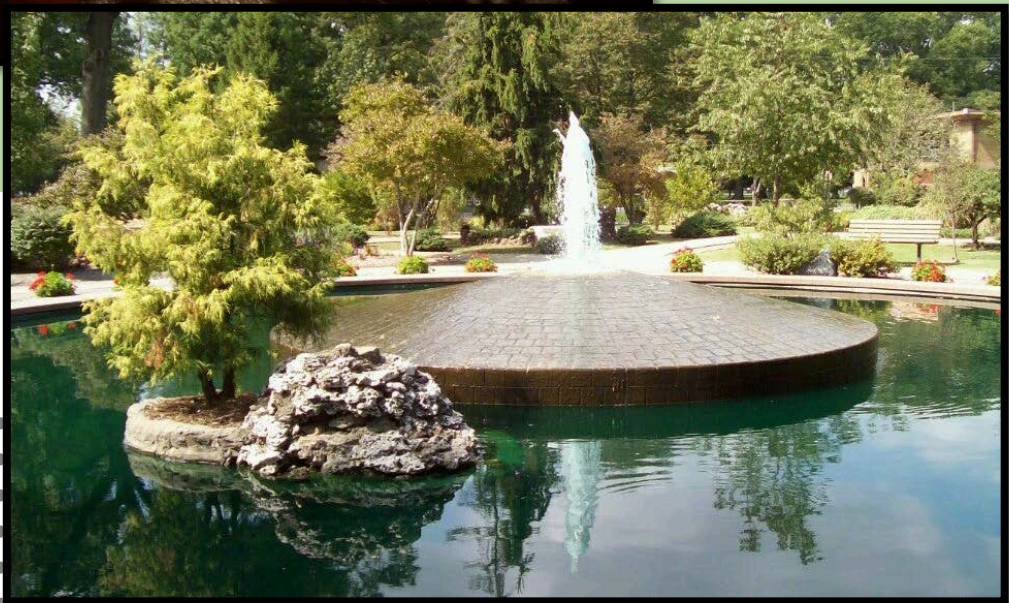
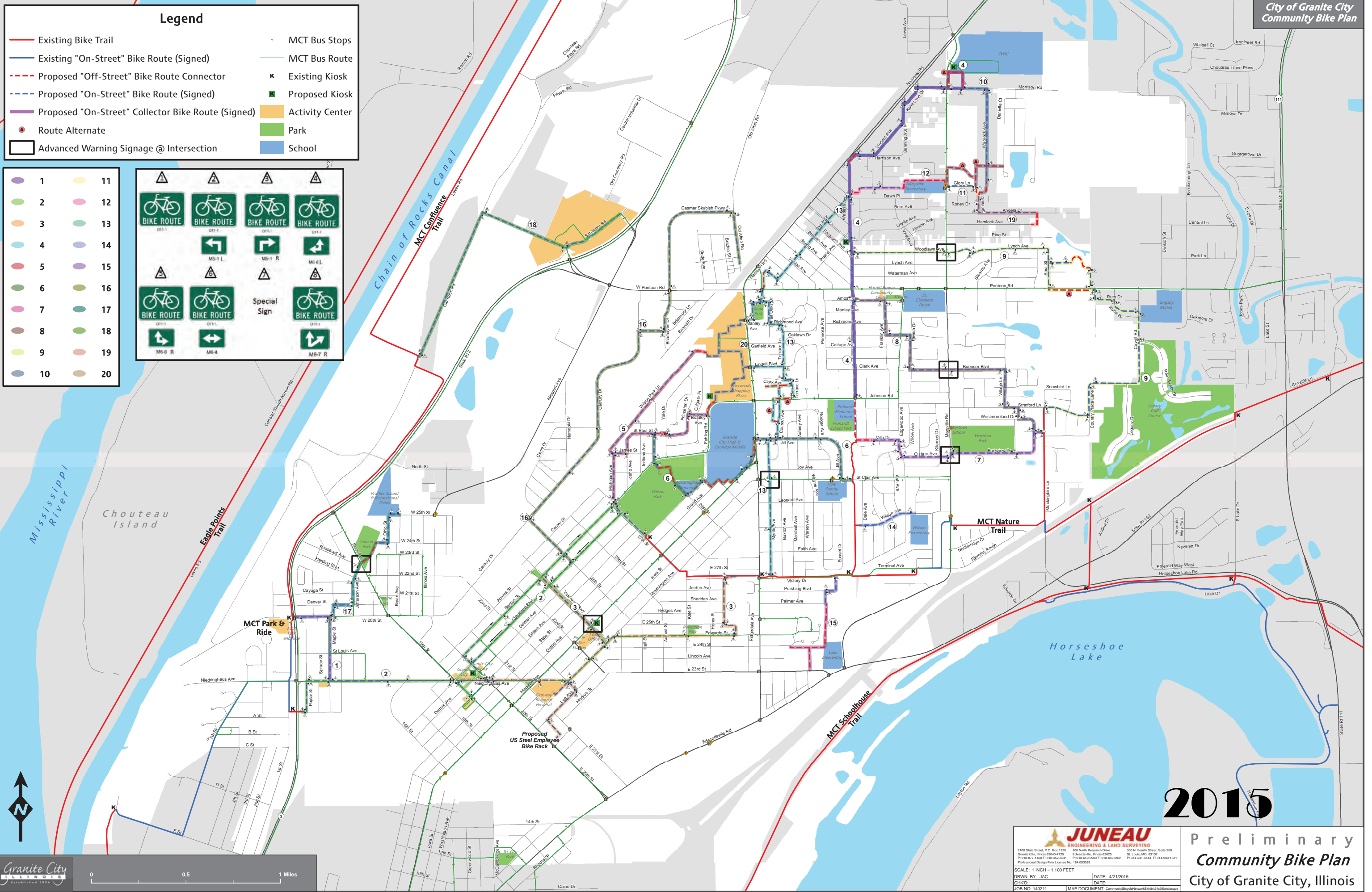


Figure 1



Legend

- Existing Bike Trail
- Existing "On-Street" Bike Route (Signed)
- Proposed "Off-Street" Bike Route Connector
- Proposed "On-Street" Bike Route (Signed)
- Proposed "On-Street" Collector Bike Route (Signed)
- Route Alternate
- Advanced Warning Signage @ Intersection
- MCT Bus Stops
- MCT Bus Route
- Existing Kiosk
- Proposed Kiosk
- Activity Center
- Park
- School

1	11
2	12
3	13
4	14
5	15
6	16
7	17
8	18
9	19
10	20

Sign Inventory

- BIKE ROUTE (D11-1)
- BIKE ROUTE (D11-1)
- BIKE ROUTE (D11-1)
- BIKE ROUTE (D11-1)
- M5-1 L
- M5-1 R
- M6-4 L
- M6-4 R
- Special Sign
- BIKE ROUTE (D11-1)
- BIKE ROUTE (D11-1)
- BIKE ROUTE (D11-1)
- M6-6 R
- M6-4
- M6-7 R

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2015

Preliminary
Community Bike Plan
City of Granite City, Illinois



2



The City of Granite City Planning Commission and Economic Development Director in 2015 commissioned a proposed bicycle

facility plan be developed to assist the City of Granite City in evaluating potential off-street and on-street bike ways through the city. (See Figure No. 1)

The plan, while not fully implemented, had an impact on the way the City Council viewed alternate modes of transportation through the city. This plan has been considered when submitting for grant applications which will be discussed in more detail.

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

MCT NATURE TRAIL

MCT constructed the "Nature Trail" in 2003 which extends along the abandoned railroad right of way from Lake Drive to Mockingbird Lane. Also constructing an extension between the abandoned railroad corridor southerly to Horseshoe Lake, known as the Horseshoe Lake Junction. Two additional extension have been added to the MCT Nature Trail. These extensions were developed as the Six Mile Prairie Trail Phases 1 and 2.

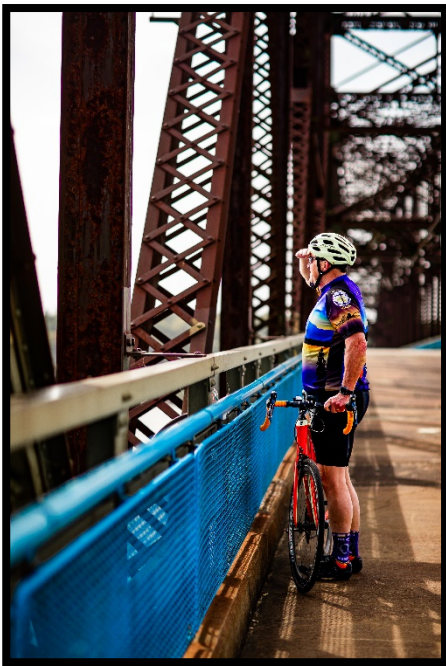
MCT SIX MILE PRAIRIE TRAIL PHASE NO. 1

MCT in 2009 constructed the extension of the Nature Trail utilizing both off street and on street facilities to extend from Mockingbird Lane to Wilson Park in Granite City. This connection allowed for residents of Granite City to access the existing MCT Trails throughout the eastern part of Madison County.



MCT SIX MILE PRAIRIE TRAIL PHASE NO. 2

MCT in 2010 constructed an additional extension of the Nature Trail off the Six Mile Prairie Trail Phase 1 utilizing the right of way of Metro East Sanitary District to extend northerly from the Six Mile Trail Phase 1 to Johnson Road near the Wabash Avenue Intersection. This extension was created to allow neighborhood residents the opportunity to access the trail system.



MCT CONFLUENCE TRAIL EXTENSION WITHIN VENICE, MADISON AND GRANITE CITY, ILLINOIS

MCT in conjunction with MEPRD in 2010, constructed a bikeway along the Mississippi River Levee system, which runs from McKinley Bridge within the corporate limit of the City of Venice through the City of Madison, terminating within the City of Granite City at the 20th Street intersection and Illinois State Route 3. This section of the MCT Confluence Bikeway extends through Americas Central Port District property. This trail allows for bicyclists to connect across the McKinley Bridge in the City of Venice, to the Mississippi Greenway Trail which is located along the Missouri side of the Mississippi River between the Chain of Rocks Bridge and the McKinley Bridge.

MCT CONFLUENCE TRAIL PHASE 2 FROM INTERSTATE 270 SOUTHERLY TO 20TH STREET IN GRANITE CITY

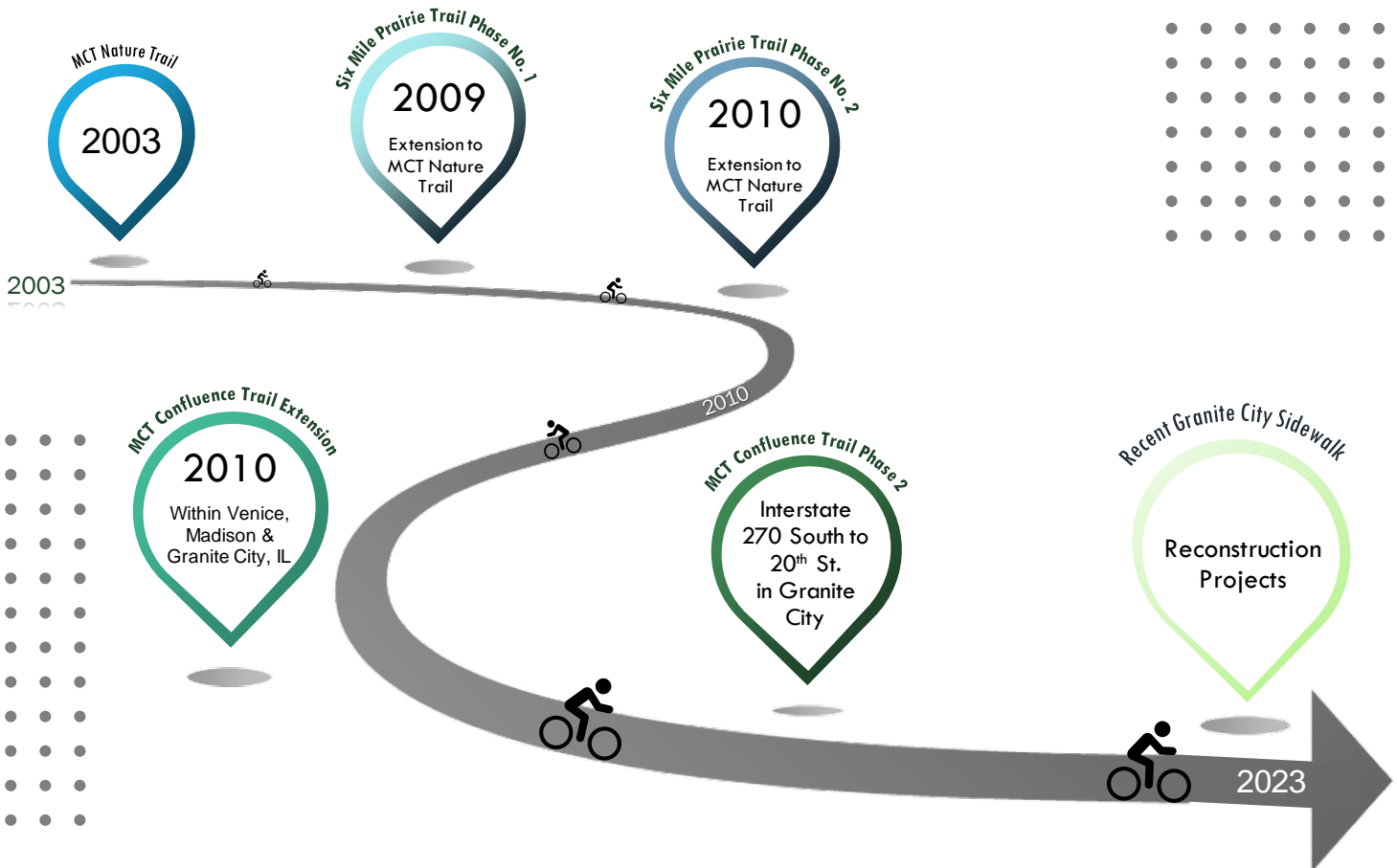
MCT in conjunction with the State of Illinois, constructed an off-street bike trail between Interstate 270 southerly to 20th Street in Granite City, Illinois. This trail was further extended northly from Interstate 270 to Alton, Illinois. This trail extension provides an extension to the Lewis and Clark Interpretive Center, a historical location in the development of the Western Expansion of the United States.



RECENT GRANITE CITY SIDEWALK RECONSTRUCTION PROJECTS

MCT and MEPRD have been instrumental in providing accessibility of the bikeway system to the residents of Granite City. Creating the connection between the MCT Nature Trail and the Confluence Bike Trail is the missing piece of the overall integration of bikeway systems within Madison County Illinois.

The City of Granite City in conjunction with recent funding opportunities has been reconstructing street radius returns and sidewalks to become ADA compliant throughout the corporate boundary of the city. These improvement projects are important to ensure a safe route for pedestrians of all ages and skill levels to travel within the community. (Refer to the Recently Completed ADA Compliant Sidewalk Improvements on file with the City of Granite City)

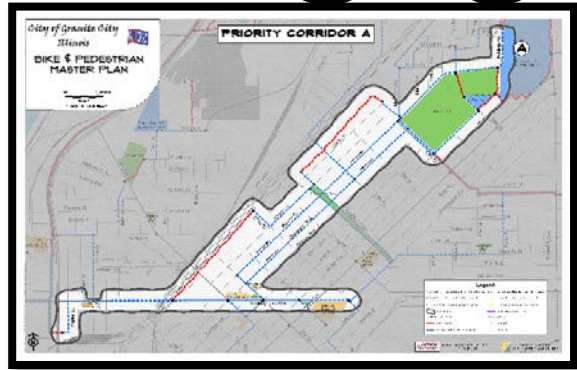


2.1 Currently Planned Bicycle Facility Upgrades

A

Interconnection Between the MCT Nature Trail to the MCT Confluence Trail

Integrating the City of Granite City 2015 Conceptual Bicycle planning document into the proposed Bicycle and Pedestrian Master Plan is paramount to creating a destination synergy point within Madison County. This extension from the terminus of the MCT Nature Trail in Wilson Park, which is a major destination location in the City, utilizes both on-street and off-street facilities to America's Central Port and the connection to the MCT Confluence Trail. This connection would provide access to the downtown business district and complete a looped trail system to draw out of town bicyclists through the heart of the City. (Project currently in preliminary discussion phase)



B

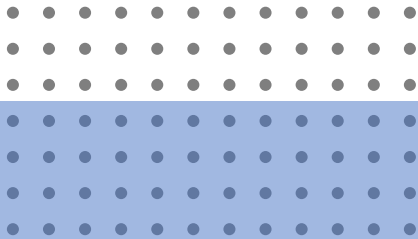
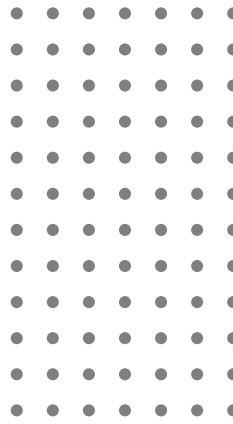
Creation of an Off-Street Trail Along the MCT Nature Trail along Propes Ave.

The City of Granite City is working with MCT to relocate a section of the MCT Nature Trail between Illinois Route 203 (Nameoki Road) westerly to Kate Street. This relocation is possible by the City transferring ownership to a portion of the abandoned Illinois Terminal Traction Railroad line to MCT. This relocation will facilitate a safer bicycle route than the current joint use alley section. This section of bikeway will be constructed as a new Class 1 Bikeway System. (Project is funded and construction is to begin in the near future)



Figure 2





3.1 Madison County Transit District Interconnections

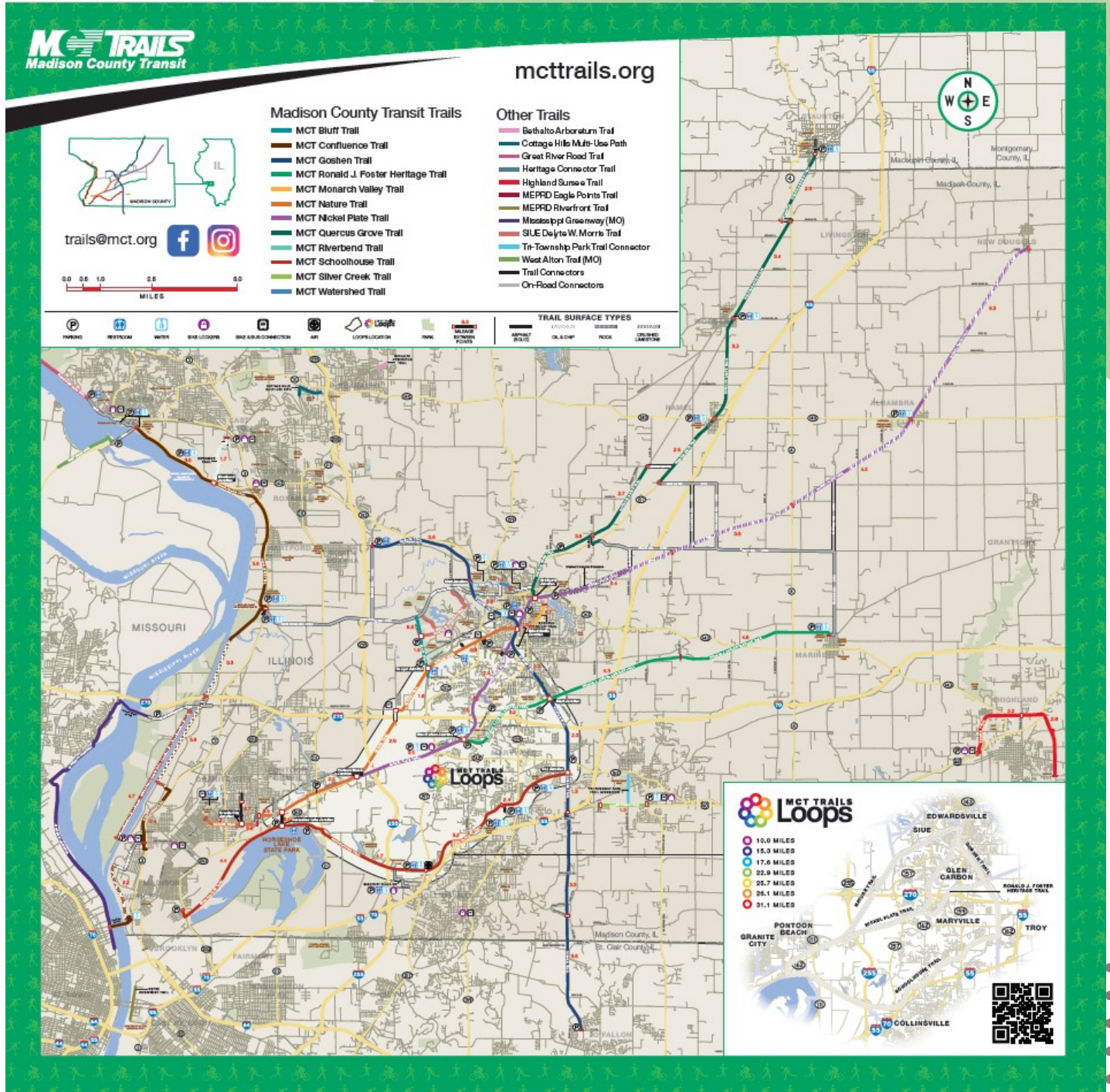


The City of Granite City has worked successfully with MCT to provide a bikeway trail system that incorporates a network of Class 1 Trails throughout Madison County. MCT has been highly successful over the years in acquiring abandoned railroad corridors that span more than 135 miles within twenty separate communities. The MCT Trail System form one of the most extensive and interconnected trail networks in the Country. This system of trails is instrumental in the development of destination points of interest to bicycle enthusiasts of all ages and skill sets. (Refer to Figure 3 - MCT Trail Map)



MCT TRAIL MAP

Figure 3



3.2 Granite City Park District Facilities

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

The Park District also owns and operates Legacy Golf Course, an 18-hole golf course with a strong residential component. This facility is a destination point for the residents and golfers throughout the metropolitan area.

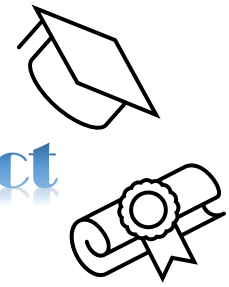
The Park District and the city recently entered into an intergovernmental agreement for the improvement of Worthen Park by the addition of a splash pad feature and sand volleyball courts. In addition, bathroom facilities and ADA accessibility issues will be addressed.



The Park District also has just recently renovated the fountain inside Memorial Park located in downtown Granite City.



3.3 Granite City School District Education Facilities



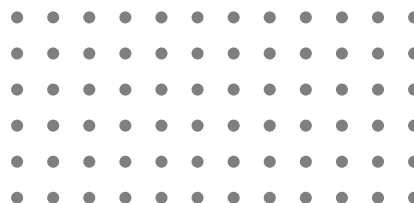
The City of Granite City Community School District No. 9 (GCSD No. 9) operates a series of schools from first grade through high school. The schools are located throughout the community at specific destinations. The Granite City School District Mission Statement is the following:

Our district is committed to providing a safe learning environment, which enables all students to develop intellectually, physically, morally, and emotionally to the absolute best of their abilities. This learning environment must offer students the opportunity to practice and adopt the principles, values, and ideals, which will help them to become self-sufficient and effective citizens in today's democratic society. Our goal is to promote learning as a life-long process.

The following schools are identified within the Granite City School District:

- Granite City High School (9 through 12th)
- Coolidge Junior High School (7th Through 8th)
- Grigsby Intermediate School (5th through 6th)
- Frohardt 3-4 Education Center
- Mitchell 3-4 Education Center
- Maryville 1-2 Education Center
- Wilson 1-2 Education Center
- Prather Pre-K / K Education Center
- Lake Educational Support Services Center
- James Greenwald Administration Building

In addition to the Granite City School District Facilities, there are two (2) Parochial Schools, which are St. Elizabeth Grade School and Holy Family Grade School.



3.4 Southwestern Illinois College



The Southwestern Illinois College has a branch facility known as The Sam Wolf Granite City Campus, located at 4950 Maryville Road, which offers a unique training facility specializing in the following curriculums:

- Industrial Technology Center
- Culinary Arts and Food Management
- Aviation Maintenance Technology
- Cisco Networking Academy
- Trio student support Services



SWIC MISSION STATEMENT

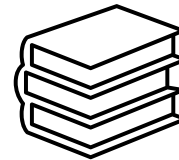
Southwestern Illinois College upholds the dignity and worth of all people and believes that learning is a life-long process which enhances the quality of life. The college provides for individual growth through educational excellence and active partnerships with students and the community.



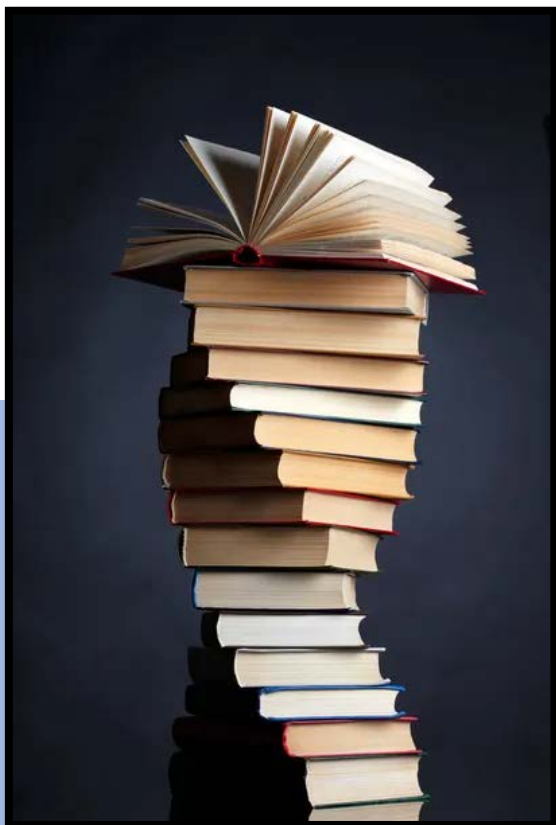
3.5 Six Mile Regional Library District Facilities

Within the corporate boundary of Granite City, the Six Mile Library District has two main locations which are as follows:

- Main Library Building located at 2001 Delmar Avenue
- Branch Library located at 2145 Johnson Road



The Regional Library District offers a multitude of different services and public service events which is a destination point for residents of all ages. The library is not just a location for book research.



3.6 Madison County Transit District Public Transportation Facilities

Madison County Transit offers two (2) main bus station terminal facilities within the City corporate boundary, the Downtown Granite City Bus Terminal and the 20th Street / Illinois Route 3 Transfer Station located on America’s Central Port District property. Access to these public transportation facilities allows residents the ability to travel throughout the St. Louis Metropolitan Area.



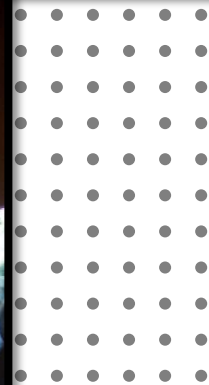
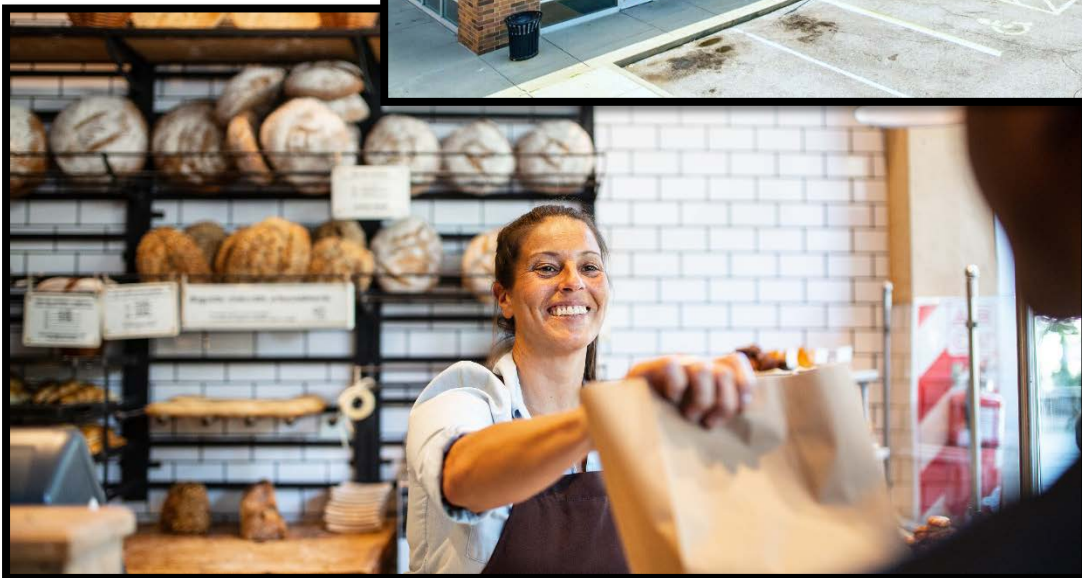
3.7 Major Retail Centers Within the Corporate Boundary



The retail corridors in the City consists of the following:



- Downtown Granite City Area
- Nameeki Roadway Corridor this includes Bellmore Village, Crossroads Plaza and various strip mall locations adjoining the roadway

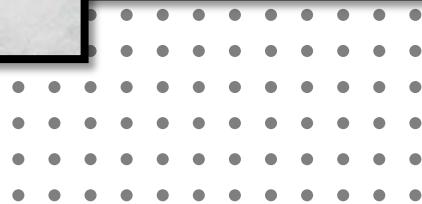
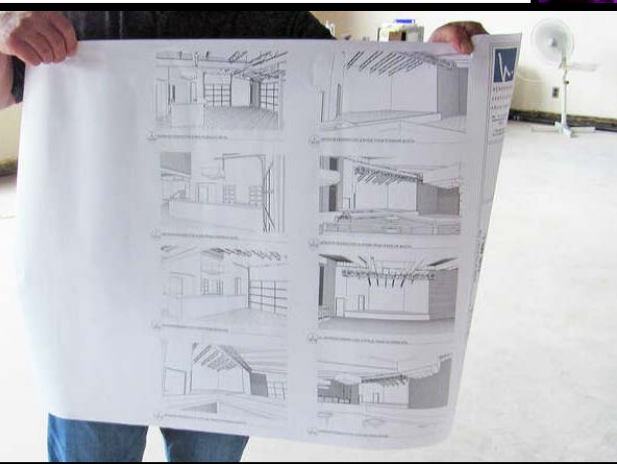
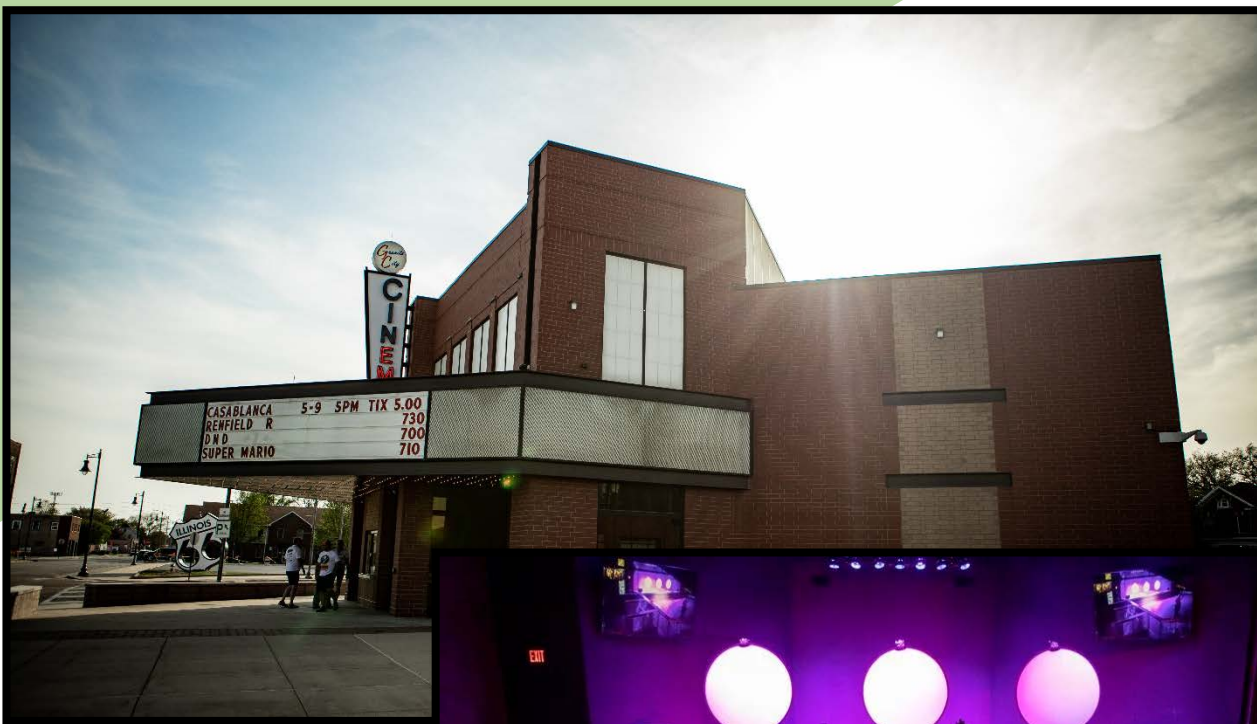




3.8 Entertainment Centers Within the City



The City of Granite City owns and operates a three-plex theater located in the Downtown Area and will be opening a new entertainment center known as “The Mill” which is located at the corner of 20th Street and Delmar Avenue.



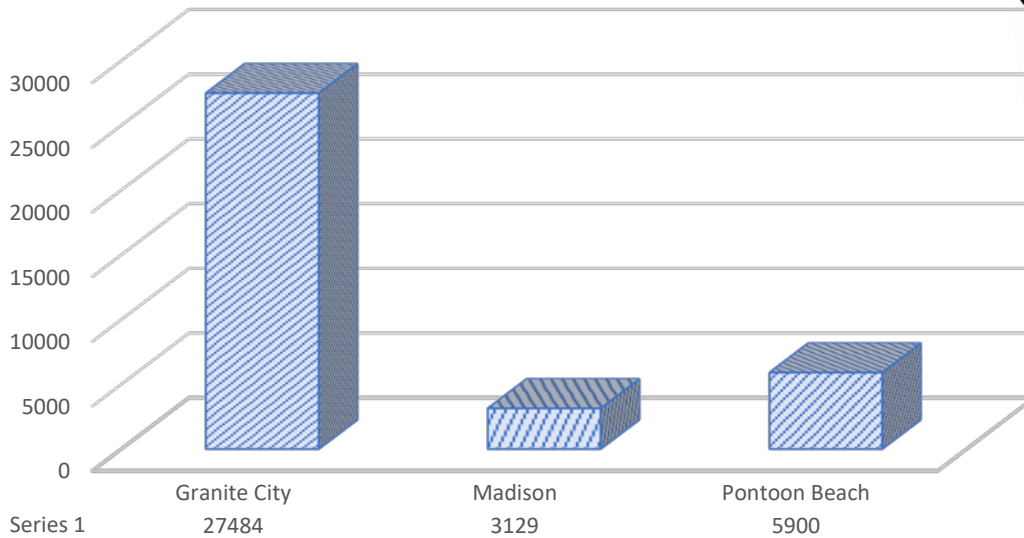
3.9 Interconnection Points with Adjoining Communities

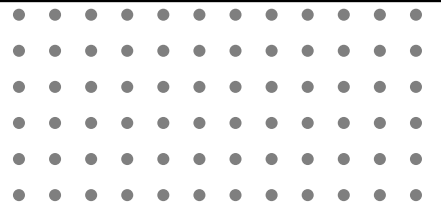
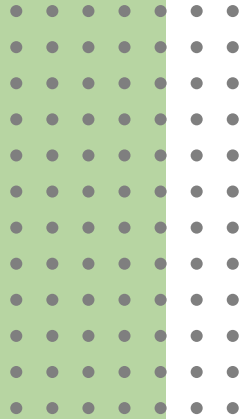


GRANITE CITY

The City of Granite City is bounded by the City of Madison, the Village of Pontoon Beach, and Unincorporated Madison County.

2021 POPULATION





4.1 Evaluation Matrix

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

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

(See Figure 4)



Connection To Existing MCT / MEPRD Trail Network and Destination Points

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

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

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

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



Safety Concerns

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

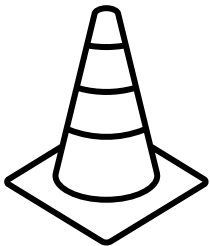
These types of situations create different levels of safety concern. In this regard the evaluation matrix will use the following considerations:

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



Constructability

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



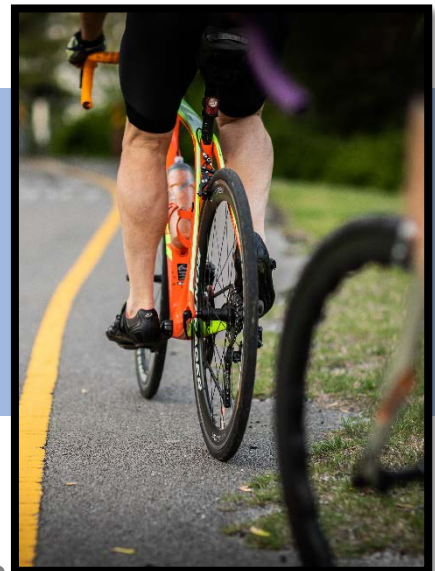
- Permanent right-of-way to be acquired
- Temporary construction easements to be acquired
- Potential environmental considerations, wetlands, flood zone
- Average Daily Traffic Considerations
- Opinion of Probable Construction Costs

Sustainability

Sustainability is defined as the ability to be maintained at a certain level. An additional definition states the avoidance of the depletion of natural resources in order to maintain an ecological balance:

The natural resource point of view has been considered under the constructability aspect. In regard to maintaining the trail, the following issues were considered:

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





Expansion Opportunities

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

Accessibility

The existing topography within the corporate boundary of Granite City is relatively level terrain, so the impacts associated terrain grades is minimal throughout the City.

The proposed Bike Trails need to be evaluated by the number of access points and the location of trailheads. These trailheads may be site specific or through the benefit of Destination Point parking and access.

FIGURE NO. 4

EVALUATION MATRIX OF POTENTIAL PROJECTS		Connection to MCT / MEPRD Bikeway Network	Safety Concerns	Constructionability	Sustainability	Expansion Opportunity	Accessibility	Total Score
1	CONSTRUCTION OF A TRAILHEAD INSIDE WILSON PARK.	5	4	5	5	4	5	28
2	INTERCONNECTION OF THE MCT TRAILS FROM WILSON PARK TO AMERICA'S CENTRAL PORT DISTRICT UTILIZING BOTH ON AND OFF-STREET FACILITIES.	5	5	3	4	5	4	26
3	UPGRADE THE EXISTING SURFACE ALONG THE MCT CONFLUENCE TRAIL FROM A THREE (3) SURFACE COURSE TO HOT MIX ASPHALT.	5	5	4	4	3	4	25
4	EXTENSION OF THE PROPOSED BIKETRAIL FROM THE INTERSECTION OF MARYVILLE ROAD EASTERLY ALONG PONTOON ROAD TO CARGILL ROAD.	3	4	5	5	3	4	24
5	EXTENSION OF THE PROPOSED BIKETRAIL FROM THE INTERSECTION OF MARYVILLE ROAD AND PONTOON ROAD NORTHERLY TO SOUTHWESTERN ILLINOIS COLLEGE SAM WOLF CAMPUS IN GRANITE CITY, ILLINOIS).	2	4	5	4	4	4	23
6	EXTENSION OF THE MCT NATURE TRAIL NORTHERLY ALONG MARYVILLE ROAD TO WORTHEN PARK.	3	4	4	5	3	4	23
7	JOINT USE FACILITY ALONG PONTOON ROAD FROM CARGILL ROAD EASTERLY TO LAKE DRIVE.	5	5	2	3	3	4	22
8	JOINT USE FACILITY AROUND THE GRANITE CITY HIGH SCHOOL COMPLEX. (ALONG FEHLING ROAD AND NAMEOKI DRIVE FROM JILL AVENUE TO STATE STREET INTERSECTION).	3	4	4	4	3	3	21
9	EXTENSION OF THE MCT NATURE TRAIL CURRENTLY TERMINATING AT JOHNSON ROAD EXTENDED NORTHERLY TO ST. ELIZABETH GRADE SCHOOL (THIS WILL TERMINATE AT THE INTERSECTION OF MARYVILLE ROAD AND PONTOON ROAD).	3	4	4	3	4	3	21
10*	EXTEND THE MCT CONFLUENCE TRAIL FROM THE MCT PARK & RIDE AT 20TH STREET & ILLINOIS ROUTE 3 TO THE QUAD CITY SOCCER COMPLEX LOCATED AT ROUTE 3 AND NORTH STREET.	3	3	4	4	4	3	21

* - MCT Jurisdiction



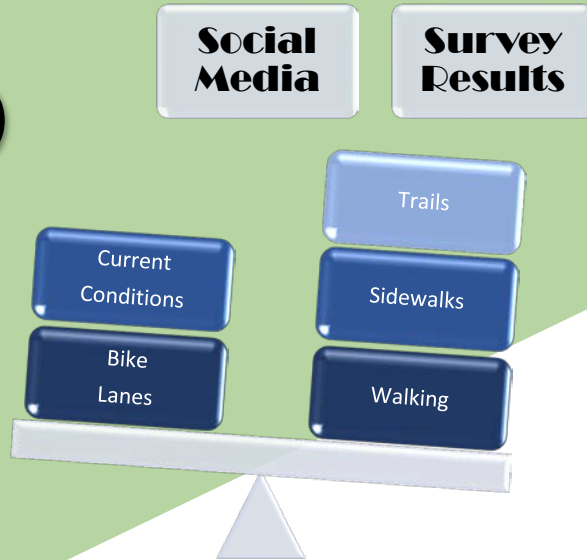
4.2 Evaluation Results

The proposed Bike Trail Segments were evaluated against the developed matrix as described in section 4.1. Each potential project is scored between 1 and 5 for each of the seven (7) categories with a maximum point total of 35. A category ranking of 1 is the lowest a potential Bike Trail Segment can be considered and a potential of 5 is the highest a potential Bike Trail Segment can receive. The highest scoring and complete summary of all Bike Trail Segments are summarized in Figure 4.

During the Public Meeting on February 1, 2023, the attendees were asked to rank the top 10 Bikeway Segments described above from MOST desirable to LEAST desirable.



5

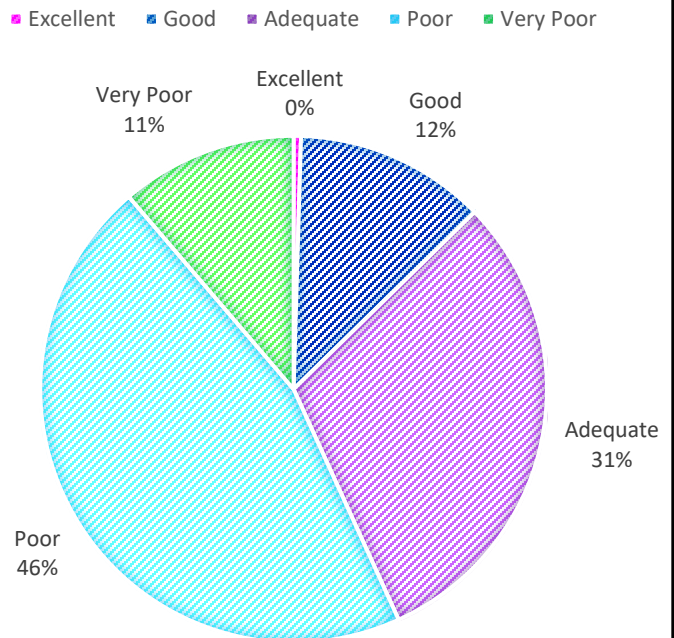


A social media survey was initiated through “Survey Monkey website.” This survey was placed on the City of Granite City website and shared through Facebook, as well as the Chamber of Commerce, Granite City School District and The Six Mile Regional Library District websites. The survey asked a series of 9 questions which were used to help prioritize the City’s position moving forward with Bike Trail Segment Selection.

Of the 214 respondents to the survey, the following conclusions can be derived:

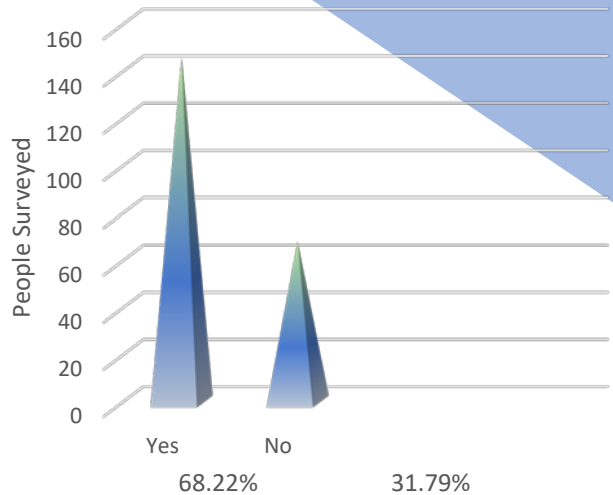
Q1 How Do You Rate the Current Conditions of Bike Lanes, Sidewalks, And Trails for Walking and Bicycling in Granite City?

Most of the respondents (46%) rated the condition of the bike lanes, sidewalks, and trails within Granite City as POOR. A total of 31% of the respondents rated the system as adequate. Approximately 11%-12% rated the system as either very poor or good. Finally, less than one-half of one percent rated the system as excellent. These responses indicate that the City needs to work to improve the conditions of the existing bike lanes, sidewalks, and trails. (Appendix C)



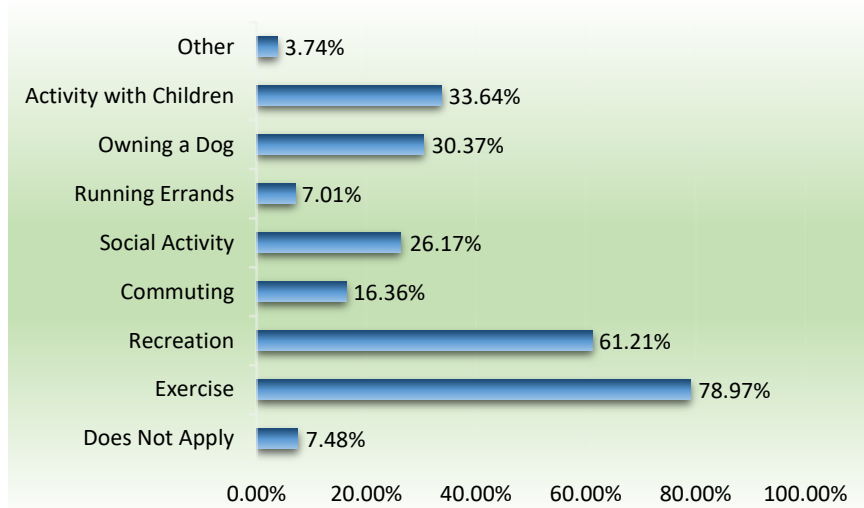
Q2 Do You Think Granite City Should Consider Walking and Bicycling as Priorities for Means of Transportation?

A total of 68.22%, over two thirds of the respondents to this question, responded with a "Yes." A total of 31.79% responded with a "No." Based upon these numbers it would suggest that the City should consider walking and bicycling as a priority means of transportation. (Appendix C)



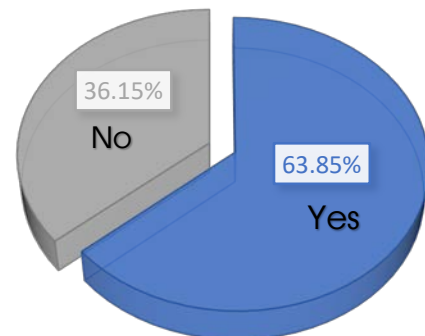
Q3 What Are Your Top Reasons for Walking or Bicycling? Please Check All That Apply.

The top two responses to this question were exercise at 78.9% and recreation at 61.21%. Activities with children and owning a dog received 33.64% and 30.37% respectively. The other five responses can be seen in the graph below. (Appendix C)



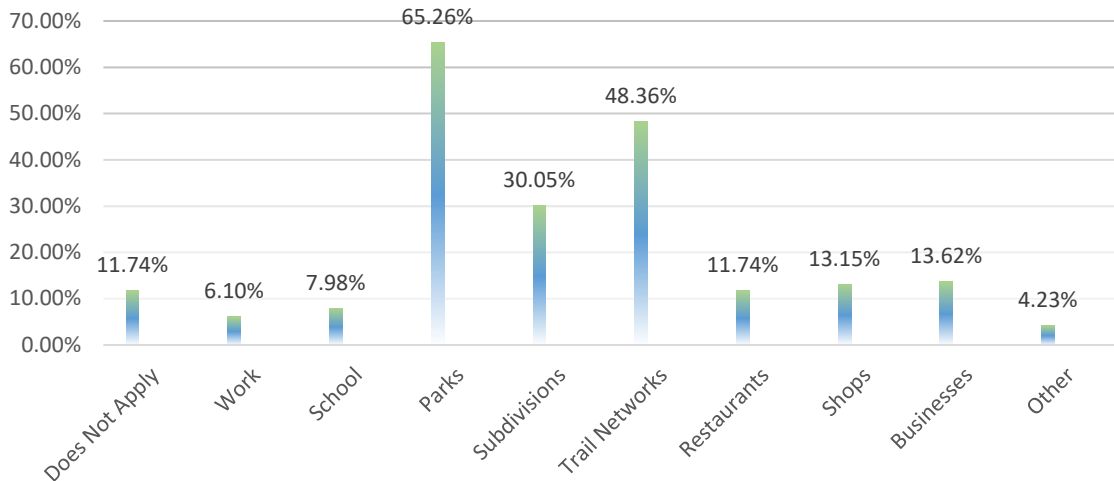
Q4 Would You Ride Your Bike in Granite City More Often If More Bicycle Lanes and Safer Street and Road Crossings Were Implemented?

A total of 63.85% of the respondents stated that they would ride their bikes more often in Granite City if bike lanes and safer street and road crossings were provided. The pie graph shows these results. (Appendix C)



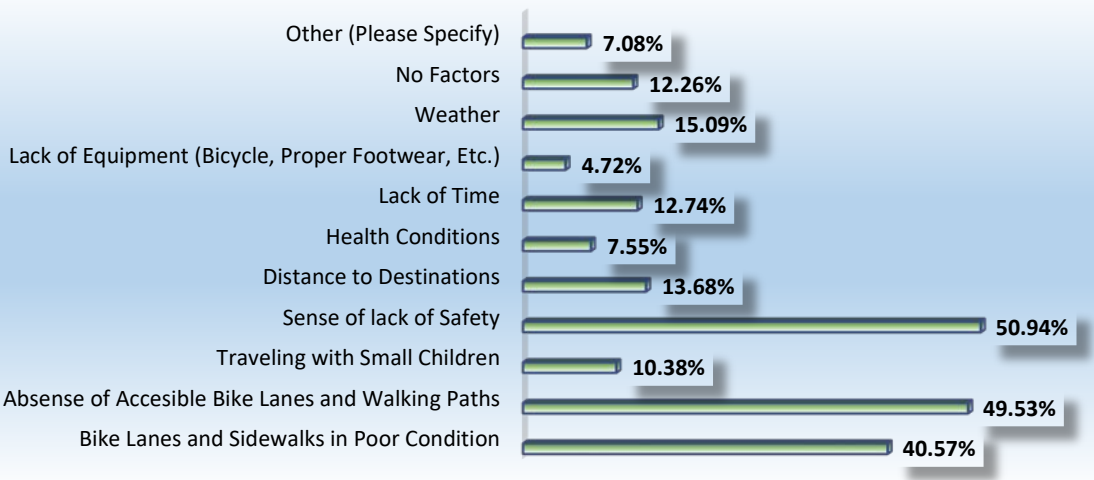
Q5 What Are the Main Destinations You Walk or Bike to Within Granite City? Please Select All That Apply.

Access to parks (65.26%) and Trail Networks (48.36%) were the top destinations identified by the respondents to this question. The other designations are listed in Appendix C.



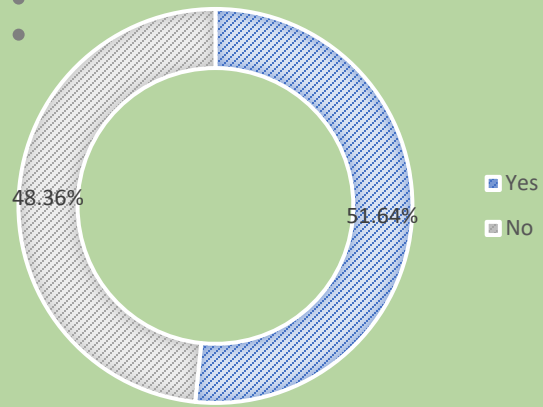
Q6 What Factors Prevent You from Walking or Bicycling Within Granite City? Please Check All That Apply. (If There Are No Factors That Prevent You Walking or Bicycling, Select "No Factors.")

The number one factor which prevents someone from walking or bicycling within Granite City was the 'sense of lack of safety' at 50.94%. The number two factor at 49.53% was the 'absence of accessible bike lanes and walking paths.' The third listed factor at 40.57% was 'Bike lanes and sidewalks in poor condition.' The remaining 8 factors provide a list of priorities that the City should consider when determining pedestrian and bicycling improvements. (Appendix C)



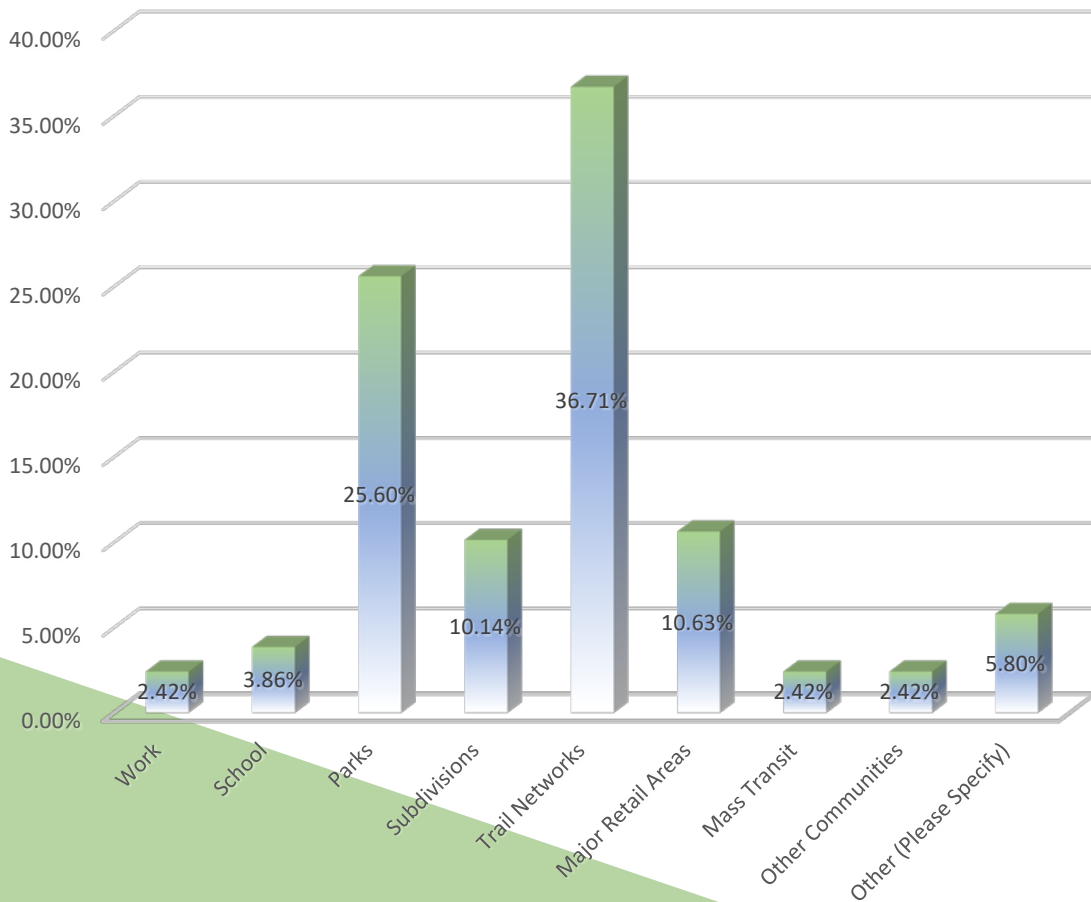
Q7 Do You Utilize the Current Trail System in Granite City?

The responses to this question were almost equally divided. A total of 51.64% of the respondents answered "Yes" to this question. A total of 48.36% answered "No." (Appendix C)



Q8 If Granite City Were to Add More Walking or Bicycle Routes in The City, Which of The Following Would You Prefer They Better Connect To?

Access to the Trail Network (36.71%) was the preferred connection point for new walking or bicycle routes. Listed next at 25.60% were more connecting routes to parks. (Appendix C)

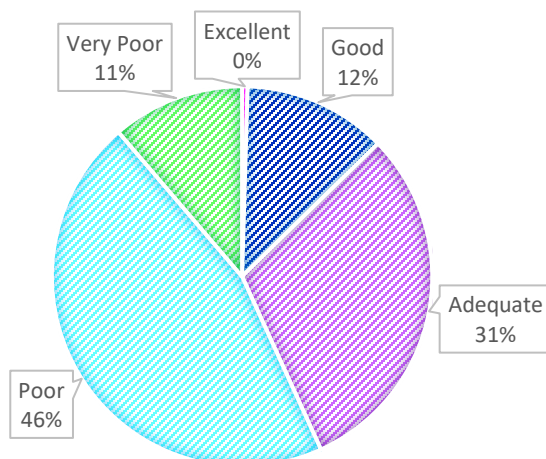




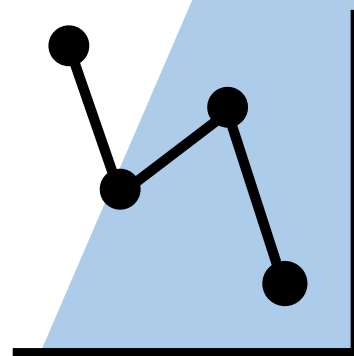
Listed below is a summary of the major recommendations from each survey questions.

- A large number of respondents rated the condition of the existing bike / pedestrian facilities in The City of Granite City as Poor;
- Over two-thirds of the respondents think that walking and bicycling facilities should be a priority in the City;
- Exercise and recreation are identified as the top reason for walking and bicycling;
- Residents would ride their bikes more often if more bike lanes and safer street facilities were provided;
- Access to parks and the existing trail network were identified as the main destinations within the City;
- Sense of safety, absence of accessible facilities and poor condition of bike lanes and sidewalks prevent many from using the local facilities;
- Over half of respondents utilize the current trail system; and

Current Conditions of Bike Lanes, Sidewalks, and Trails



■ Excellent ■ Good ■ Adequate ■ Poor ■ Very Poor





7



Future Plans



and

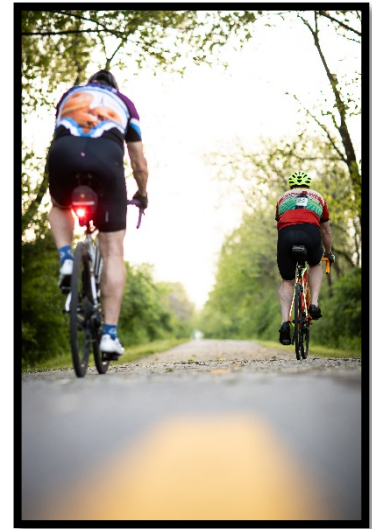


Recommendations

1. CONSTRUCTION OF A TRAILHEAD INSIDE WILSON PARK

Wilson Park is the “Crown Jewel” of Park District facilities because of its proximity to the Granite City School District facilities, in addition to the facilities within Wilson Park itself. These facilities include the ice rink, swimming pool, baseball facility complex, tennis court, walking trail around the perimeter / fitness facilities located along the fitness trail, picnic pavilions, and skateboard park, in addition to the Park District Main Office.

With the proposed Pedestrian Access upgrades anticipated, it would be beneficial to construct a trailhead within the Park District boundary, which would allow easier access to utilize the existing and proposed amenities.



In addition to the proposed trailhead facility, it would be important to construct Class 1 Bike Trails within the Wilson Park complex. This would allow bicycle enthusiasts a safe route to ride and not conflict with walkers using the fitness trail around the park perimeter.

2. INTERCONNECTION OF THE MCT TRAILS FROM WILSON PARK TO AMERICA’S CENTRAL PORT DISTRICT UTILIZING BOTH ON AND OFF-STREET FACILITIES (PRIORITY ROUTE A)

It is imperative to the continuity of the MCT Trail System that a bike trail be extended between Wilson Park and America’s Central Port District property. This segment is not allowing for the residents of Granite City and surrounding communities to have the opportunity to travel throughout Madison County on a safe route.





3. UPGRADE THE EXISTING SURFACE ALONG THE MCT CONFLUENCE TRAIL FROM A THREE (3) SURFACE COURSE TO HOT MIX ASPHALT

A significant portion of the MCT Confluence Trail was constructed using an A-3 surface course which in common terms is three (3) layers of oil and chip to be replaced with a Hot Mix Asphalt Course.



This has been requested by bicyclists to improve the safety and rideability along this trail segment.

This request will need to be approved by the Corps of Engineers who own and maintain the levee system at that location. MCT, the owner of the bike trail, will need to be coordinated with for maintenance and repair particularly during flood fighting events.

4. EXTENSION OF THE PROPOSED BIKE TRAIL FROM THE INTERSECTION OF MARYVILLE ROAD EASTERLY ALONG PONTOON ROAD TO CARGILL ROAD. JOINT USE FACILITY AROUND THE GRANITE CITY HIGH SCHOOL COMPLEX. (ALONG FEHLING ROAD AND NAMEOKI DRIVE FROM JILL AVENUE TO STATE STREET INTERSECTION) (PRIORITY ROUTE C)

5. EXTENSION OF THE PROPOSED BIKE TRAIL FROM THE INTERSECTION OF MARYVILLE ROAD AND PONTOON ROAD NORTHERLY TO SOUTHWESTERN ILLINOIS COLLEGE, SAM WOLF CAMPUS IN GRANITE CITY, ILLINOIS (PRIORITY ROUTE E)

6. EXTENSION OF THE MCT NATURE TRAIL NORTHERLY ALONG MARYVILLE ROAD TO WORTHEN PARK (PRIORITY ROUTE F)

7. JOINT USE FACILITY ALONG PONTOON ROAD FROM CARGILL ROAD EASTERLY TO LAKE DRIVE (PRIORITY ROUTE B)



The City of Granite City has received funding for a Safe Routes to School Improvement Project to construct a sidewalk from Pontoon Road along Cargill Road southerly to Rae's Creek.



The Village of Pontoon Beach has been successful in receiving funding for a joint use facility from Pontoon Road along Lake Drive southerly to Oakmont Drive. It is feasible that the Village will continue to solicit joint use funding to extend this facility from Oakmont Center to the MCT Nature Trail.

In addition, the Village will be upgrading the traffic signals at Breckenridge Drive to a fully actuated traffic signal system.

Based on the above projects currently in design and funded, it would be beneficial to construct a Joint Use Facility from Cargill Road easterly to Lake Drive.

8. JOINT USE FACILITY AROUND THE GRANITE CITY HIGH SCHOOL COMPLEX. (ALONG FEHLING ROAD AND NAMEOKI DRIVE FROM JILL AVENUE TO STATE STREET INTERSECTION) (PRIORITY ROUTE C)

The Granite City High School complex is limited in pedestrian and bicycle access, which is proposed to be improved by the construction of a joint use facility around the complex. The city recently reconstructed a sidewalk section from Fehling Road southerly to the Coolidge Jr. High School entrance. Accessibility to the grade school complex is enhanced by recent upgrades initiated by the Granite City School District regarding the construction of a new softball facility along Fehling Road and enhancements to the baseball/soccer and football facility.

9. EXTENSION OF THE MCT NATURE TRAIL CURRENTLY TERMINATING AT JOHNSON ROAD EXTENDED NORTHERLY TO ST. ELIZABETH GRADE SCHOOL (THIS WILL TERMINATE AT THE INTERSECTION OF MARYVILLE ROAD AND PONTOON ROAD)

This bike trail extension from the end of the current MCT Nature Trail at the intersection of Johnson Road and Wabash Avenue northerly to St. Elizabeth Grade School. This bikeway extension will assist in pedestrian access along Wabash Avenue to Pontoon Road thence easterly to St. Elizabeth Grade School.

This route will encompass both on-street and off-street segments along the trail extension.

10. EXTEND THE MCT CONFLUENCE TRAIL FROM THE MCT PARK & RIDE AT 20TH STREET & ILLINOIS ROUTE 3 TO THE QUAD CITY SOCCER COMPLEX LOCATED AT ROUTE 3 AND NORTH STREET (PRIORITY ROUTE D)





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

A. Locally Funded Improvement Projects

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

Outside of TIF District funding the city can use its General Fund dollars which are based on property tax revenue received within the City.

B. CMAQ (Congestion Mitigation and Air Quality)



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

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



C. Community Development Block Grant Funding (MCCD)

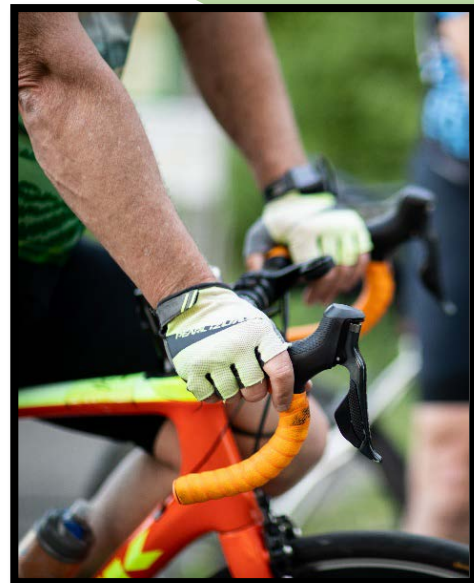
These funds are administered on behalf of the City through Madison County. These funds are slated to be used to benefit Low to Moderate Income Areas and people.

Granite City as a Home Rule Community the City Council of Granite City will allocate their Community Development Block Grant Funds on an annual basis.

D. Act Funding Administered Through Madison County Community Development

E. Illinois Bicycle Path Grant Program

F. Illinois Transportation Enhancement Program (ITEP)



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

H. Safe Routes to School Program



ACKNOWLEDGEMENTS

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

In addition, Granite City would like to thank the Steering Community for their time and consideration in providing guidance in the development of this Master Plan. The Steering Committee consisted of the following individuals and agencies:

- MRS. STEPHANIE CANN GRANITE CITY SCHOOL DISTRICT NO. 9
- MR. CHRIS MITCHELL GRANITE CITY SCHOOL DISTRICT NO. 9
- MRS. TINA HUBERT SIX MILE REGIONAL LIBRARY DISTRICT
- MR. DENNIS WILMSMEYER AMERICA'S CENTRAL PORT DISTRICT
- MR. JUSTIN BRINKMEYER GRANITE CITY PARK DISTRICT
- MR. MARK MAYNARD CALVARY LIFE CHURCH, SENIOR PASTOR
- MRS. JENNA DEYONG CITY OF GRANITE CITY, CITY CLERK
- MRS. PAULA HUBBARD CITY OF GRANITE CITY, GRANT WRITER
- MR. DAVID AMES RETIRED SCHOOL TEACHER & AVID BICYCLIST

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



Appendix A

2023 Bicycle and Pedestrian Master Plan Map (Priority Routes)

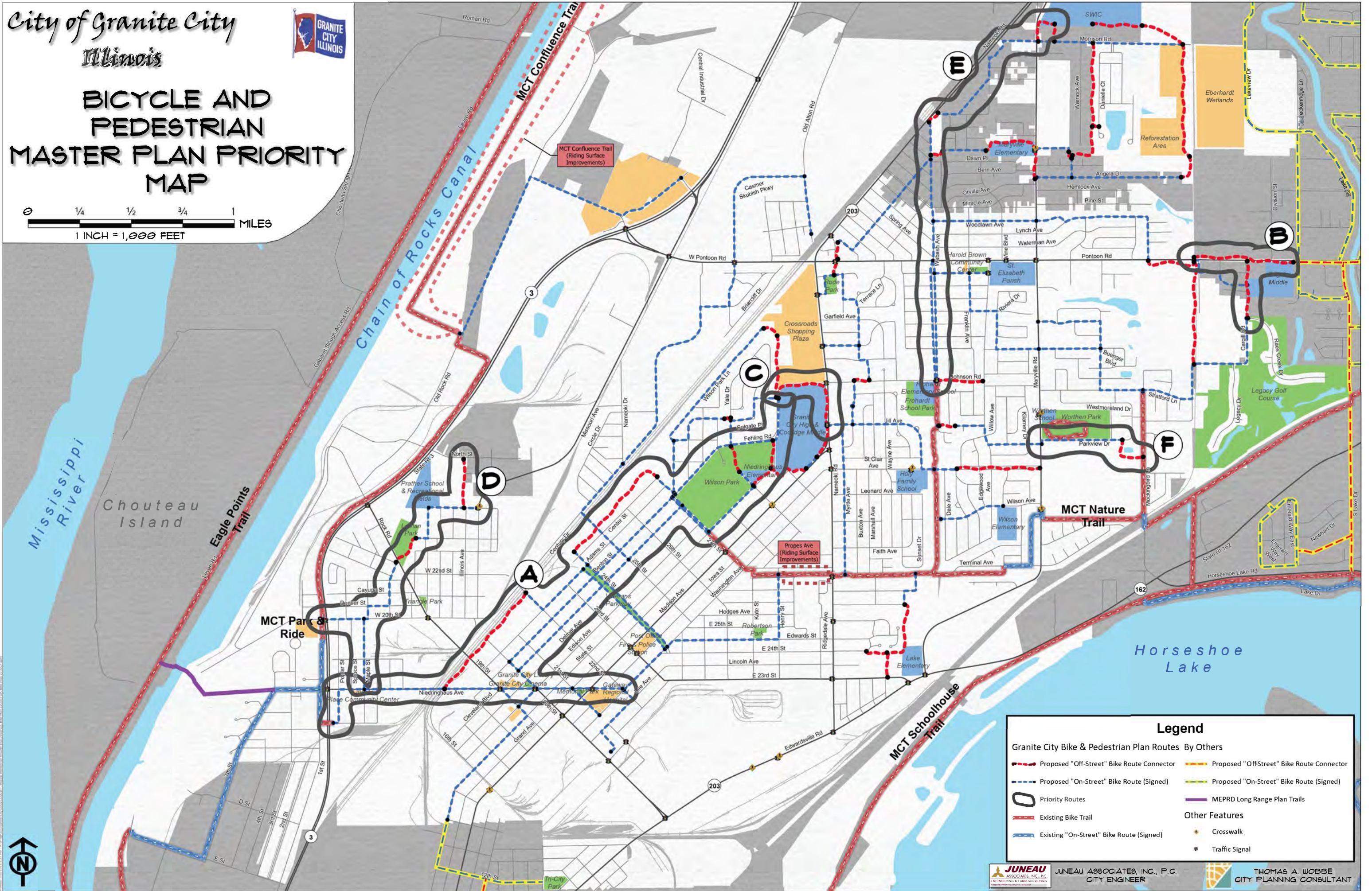
- A. Wilson Park to America's Central Port District
- B. Joint Use Facility along Pontoon Road from Cargill Road Easterly to Lake Drive
- C. Joint Use Facility around the GCHS
- D. MCT Confluence Trail to Loman Park
- E. MCT Facilities to SWIC
- F. Interconnections with Proposed Facility Upgrades at Worthen Park



City of Granite City Illinois



BICYCLE AND PEDESTRIAN MASTER PLAN PRIORITY MAP



Legend

Granite City Bike & Pedestrian Plan Routes By Others

- Proposed "Off-Street" Bike Route Connector
- Proposed "On-Street" Bike Route (Signed)
- Priority Routes
- Existing Bike Trail
- Existing "On-Street" Bike Route (Signed)
- Proposed "Off-Street" Bike Route Connector
- Proposed "On-Street" Bike Route (Signed)
- MEPRD Long Range Plan Trails
- Other Features
- Crosswalk
- Traffic Signal

Appendix B

Opinions of Probable Construction Costs (Priority Routes)

- A. Wilson Park To America's Central Port District
- B. Safe Routes to School Sidewalk at GCSD Grigsby Grade School
- C. Joint Use Facilities Around GCSD Jr. High and High School Property
- D. MCT Facilities to Loman Park
- E. MCT Facilities to SWIC
- F. Interconnections with Proposed Facility Upgrades at Worthen Park



2023 City of Granite City Bicycle and Pedestrian Master Plan
Opinions of Probably Construction Costs (Priority Routes)

Priority Route ID	Route ID	Route Segment	Trail Name	Route Description	Trail Type	Length (Feet)	Easement Required	Easement Cost	Construction Type	Construction Cost	Number of Signs	Sign Cost	Advance Warning
A	2	A	INTERCONNECTION OF THE MCT TRAILS FROM WILSON PARK TO AMERICA'S CENTRAL PORT DISTRICT UTILIZING BOTH ON AND OFF-STREET FACILITIES Option A (Shared Roadway)	Chicago St Trail to Poplar St to Niedringhaus Ave to Edison Ave in Downtown	Shared Rdwy	6,092		\$ -	On Street	\$ -	10	\$ 3,400	\$ -
A	2	C		20th St from Niedringhaus Ave to Benton St to 27th St & Cleveland Blvd from 27th St to 20th St (One Ways)	Shared Rdwy	12,900		\$ -	On Street	\$ -	14	\$ 4,760	\$ -
A	2	D		27th St WB & EB from Benton St to MCT Nature Trail at State St	Shared Rdwy	2,600		\$ -	On Street	\$ -	8	\$ 2,720	\$ -
A	3	A		Niedringhaus Ave from Edison Ave to Washington Ave	Shared Rdwy	2,179		\$ -	On Street	\$ -	3	\$ 1,020	\$ -
A	5	B2.2		Saint Paul St Alley to Yale Dr	Shared Use Path	172	Yes	\$ 7,740	Typical Bike Trail	\$ 24,940	1		\$ -
A	6	E		Inside Wilson Park - Access Rd Cul-de-sac to 29th St Entrance	Shared Rdwy	523		\$ -	On Street	\$ -	1	\$ 340	\$ -
A	6	F		Through Wilson Park from West End of 29th St to Fehling Rd @ Yale Dr	Shared Use Path	808		\$ -	Typical Bike Trail & Agree	\$ 117,160	1		\$ -
A	6	G		Yale Dr from Fehling Rd to Bike Trail just N of Princeton Dr	Shared Rdwy	721		\$ -	On Street	\$ -	2	\$ 680	\$ -
A	22	A		State St from 27th St to 29th St	Shared Rdwy	1,650		\$ -	On Street	\$ -	3	\$ 1,020	\$ -
A	22	B		Benton St from WB 27th ST to Oregon St & Fehling Rd from Oregon St to Bradley Ave	Shared Rdwy	3,175			On Street		6	\$ 2,040	\$ -
A	22	C	State St from Fehling Rd to 29th St	Side Path	1,460	Yes	\$ 65,700	Typical Bike Trail & Agree	\$ 211,700	3		\$ -	
								\$ 73,440		\$ 353,800		\$ 15,980	\$ -
											Route Total	\$ 443,220	

2023 City of Granite City Bicycle and Pedestrian Master Plan
Opinions of Probably Construction Costs (Priority Routes)

Priority Route ID	Route ID	Route Segment	Trail Name	Route Description	Trail Type	Length (Feet)	Easement Required	Easement Cost	Construction Type	Construction Cost	Number of Signs	Sign Cost	Advance Warning
A	2	A	INTERCONNECTION OF THE MCT TRAILS FROM WILSON PARK TO AMERICA'S CENTRAL PORT DISTRICT UTILIZING BOTH ON AND OFF-STREET FACILITIES Option B (Shared Use Path via T.R.R.A. Easement)	Chicago St Trail to Poplar St to Niedringhaus Ave to Edison Ave in Downtown	Shared Rdwy	6,092		\$ -	On Street	\$ -	10	\$ 3,400	\$ -
A	2	D		27th St WB & EB from Benton St to MCT Nature Trail at State St	Shared Rdwy	2,600		\$ -	On Street	\$ -	8	\$ 2,720	\$ -
A	3	A		Niedringhaus Ave from Edison Ave to Washington Ave	Shared Rdwy	2,179		\$ -	On Street	\$ -	3	\$ 1,020	\$ -
A	5	B2.2		Saint Paul St Alley to Yale Dr	Shared Use Path	172	Yes	\$ 7,740	Typical Bike Trail	\$ 24,940	1		\$ -
A	6	E		Inside Wilson Park - Access Rd Cul-de-sac to 29th St Entrance	Shared Rdwy	523		\$ -	On Street	\$ -	1	\$ 340	\$ -
A	6	F		Through Wilson Park from West End of 29th St to Fehling Rd @ Yale Dr	Shared Use Path	808		\$ -	Typical Bike Trail & Agree	\$ 117,160	1		\$ -
A	6	G		Yale Dr from Fehling Rd to Bike Trail just N of Princeton Dr	Shared Rdwy	721		\$ -	On Street	\$ -	2	\$ 680	\$ -
A	22	A		State St from 27th St to 29th St	Shared Rdwy	1,650		\$ -	On Street	\$ -	3	\$ 1,020	\$ -
A	22	B		Benton St from WB 27th ST to Oregon St then Fehling Rd from Oregon St to Bradley Ave	Shared Rdwy	3,175			On Street		6	\$ 2,040	\$ -
A	22	C		State St from Fehling Rd to 29th St	Side Path	1,460	Yes	\$ 65,700	Typical Bike Trail & Agree	\$ 211,700	3		\$ -
A	23	A		TRRA Connector from Niedringhaus Rd via TRRA Easement to 22nd St	Shared Use Path	3,258	Yes	\$ 339,768	Typical Bike Trail & Agree	\$ 472,410	2		\$ -
A	23	B		22nd ST from TRRA Ease to Adams St to 24th ST to City of Granite City Ease	Shared Rdwy	3,576			On Street	\$ -	7	\$ 2,380	\$ -
A	23	C		Off Road Trail via Granite City Alleyway from Benton St @ 27th St to WB 24th St	Shared Use Path	3,130		\$ -	Typical Bike Trail & Agree	\$ 453,850	3		\$ -
A	23	D		27th St from Off Road Trail @ Center St Alley Way to Benton St	Shared Rdwy	670			On Street	\$ -	2	\$ 680	\$ -
								\$ 413,208	\$ 1,280,060	\$ 14,280	\$ -	\$ -	\$ -
											Route Total	\$ 1,707,548	

B	9	A	JOINT USE FACILITY ALONG PONTOON ROAD FROM CARGILL ROAD EASTERLY TO LAKE DRIVE.	Cargill Rd from Raes Creek Dr to Pontoon Rd	Side Path	1,487	Yes	\$ 66,915	Typical Bike Trail	\$ 215,615	3		\$ -
B	9	B		Pontoon Rd from A&S RR to Breckenridge Ln	Side Path	2,722	Yes	\$ 122,490	Typical Bike Trail	\$ 394,690	6		\$ -

\$ 189,405 **\$ 610,305** **\$ -** **\$ -**
Route Total **\$ 799,710**

C	22	D	JOINT USE FACILITY AROUND THE GRANITE CITY HIGH SCHOOL COMPLEX. (ALONG FEHLING ROAD AND NAMEOKI DRIVE FROM JILL AVENUE TO STATE STREET INTERSECTION).	Fehling Rd from Bradley Ave to Nameoki Rd to Jill Ave	Side Path	3,670	Yes	\$ 110,100	Typical Bike Trail & Agree	\$ 532,150	6		\$ -
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\$ 110,100 **\$ 532,150** **\$ -** **\$ -**
Route Total **\$ 642,250**

Appendix C

Meeting Sign in Sheet, Comments, & Public Meeting



**City of Granite City
Master Bicycle Facilities Plan**

Informational Meeting

Granite City City Hall Council Chambers

Wednesday, February 1, 2023

4:30 p.m. to 5:30 p.m.

Sign-In Sheet

PLEASE PRINT

<u>Name</u>	<u>Address</u>	<u>Email</u>	<u>Phone</u>
Joe Jurean	200 State St	jjurean@jaipc.com	877-1400
Chad Jurean	2100 State St	Chad.jurean@Jaipc.com	877-1400
James Collier	2100 State St	jcollier@jaipc.com	877-1400
Tim Hemmel	2100 State St	themmel@jaipc.com	877-1400
Dave Amos	43 Legacy	daveamos1947@gmail.com	910-2683
Paula Hubbard	2615 Mathew Court	pmhubbard@granitecity.illinois.gov	
Kim Pierson	2641 Iowa Street	Kmpieruse5@yahoo.com	618-510-4144 618-420-2640
Josh Warren	4924 Warnock Ave	josh.warren4@gmail.com	618-530-8644
David Williams	1631 Amos Ct	dcwhome@yahoo.com	618 779-2557
Cheryl Crawford	3105 Cycle	Crawfordjenny@charter.net	618 531 5930
Kyle Hillier	2166 Woodlawn Ave	Kyle.Hillier@icloud.com	618-803-0520
Amanda Lorr	2579 WATERMAN AVE	alorr2004@gmail	618-979-9270
Jenna DeJong	33 Legacy Ct		
TINA HUBERT	440 CARROLL DR		
Tania Cook	2341 Clark Ave	tcCook@cooksedabreslaw.com	
CAROLE VALENCIA	3201 WILSHIRE DR	planetlv22@gmail.com	
Debbie Valencia	2535 E 27th	valencia_j@sbcglobal.net	
Kathy Moore	2237 E. 24th	kmoore@granitecity.illinois.gov	
Mayor Mike Perkinson	44 Steele Dr.	mayor@granitecity.illinois.gov	
Ken Rozell	2000 Edison	krozell@granitecity.illinois.gov	
MICHAEL SPANBERGER	3113 EDGEWOOD	MSPANBE@GMAIL.COM	795-0360

Master Bicycle Facilities Plan - Public Meeting
 Wednesday, February 1, 2023

Name or Company:	Please Print MICHAEL SPANBERGER
Address:	3113 EDGEWOOD AVE
Phone No.:	618-795-0360
E-mail:	MSPANBE@GMAIL.COM
<u>Comments</u>	
GLAD TO SEE THIS GETTING PUT TOGETHER!	
DON'T PASS UP COORDINATION W/ MCT, IDOT, MEPRD, ETC. + FUNDING OPPORTUNITIES TOO. + SAFE ROUTES TO SCHOOL.	
CONSIDER ROAD DIET OR TRAFFIC CALMING TO IMPROVE SAFETY. POSSIBLY WAYFINDING SIGNAGE WHEN COMPLETE.	
GOOD LUCK!	

Master Bicycle Facilities Plan - Public Meeting
 Wednesday, February 1, 2023

Name or Company:	Please Print Angie Agles-Kempfer
Address:	3225 WAYNE AVE
Phone No.:	618-444-1327
E-mail:	angiepdd@aol.com
<u>Comments</u>	
Security along TRAIL (in neighbor hood watch for WARD 4)	

Appendix D

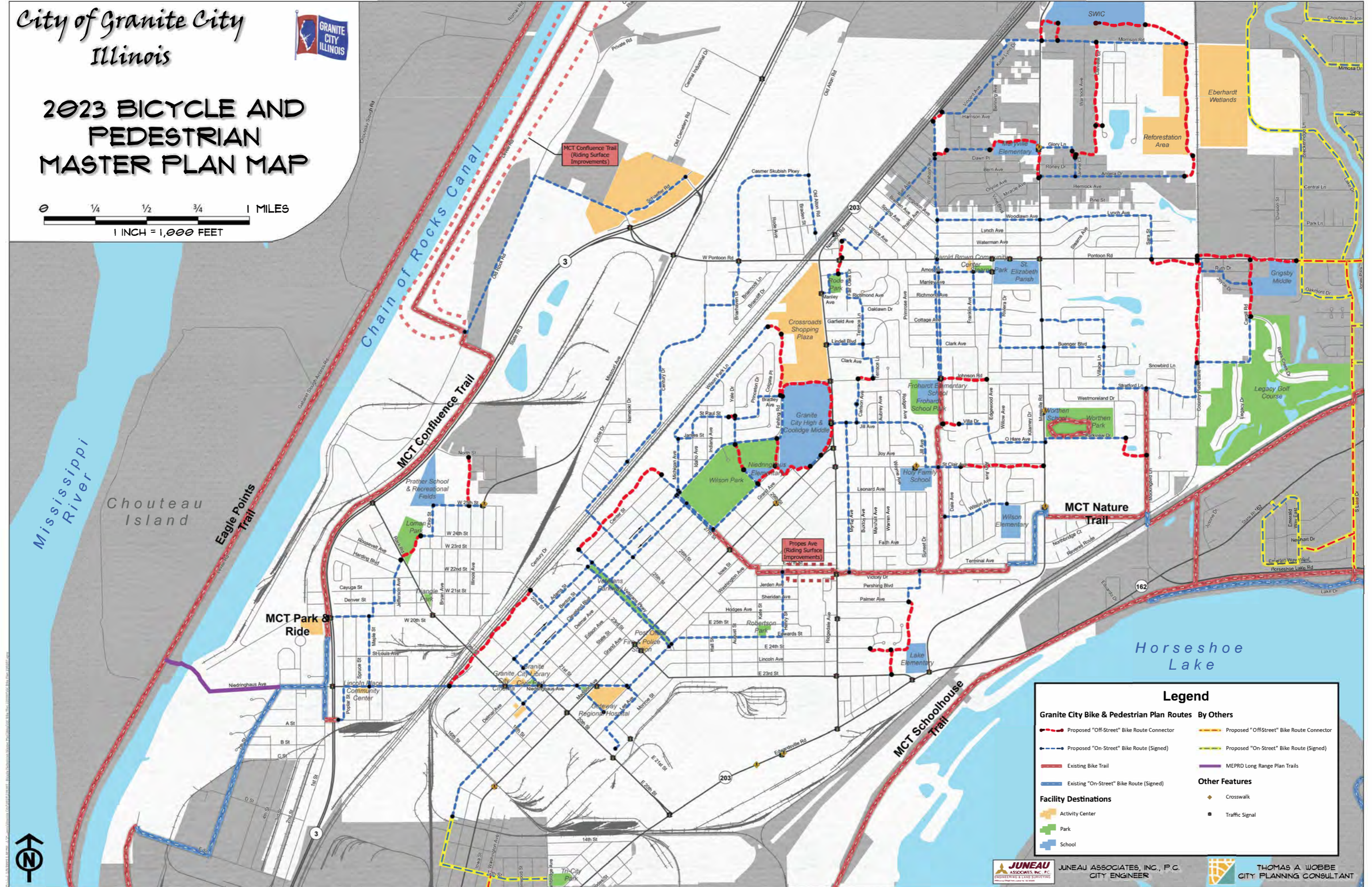
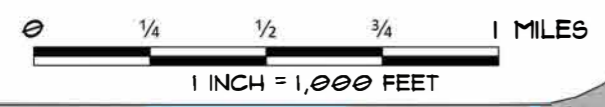
2023 Bicycle and Pedestrian Master Plan Map



City of Granite City Illinois



2023 BICYCLE AND PEDESTRIAN MASTER PLAN MAP



Legend

	Proposed "Off-Street" Bike Route Connector		Proposed "On-Street" Bike Route (Signed)
	Existing Bike Trail		MEPRD Long Range Plan Trails
	Existing "On-Street" Bike Route (Signed)		Crosswalk
	Activity Center		Traffic Signal
	Park		
	School		



JUNEAU ASSOCIATES, INC., P.C.
CITY ENGINEER



THOMAS A. WOBBE
CITY PLANNING CONSULTANT



Appendix E

2023 Bicycle and Pedestrian Master Plan Segment and Signage Map

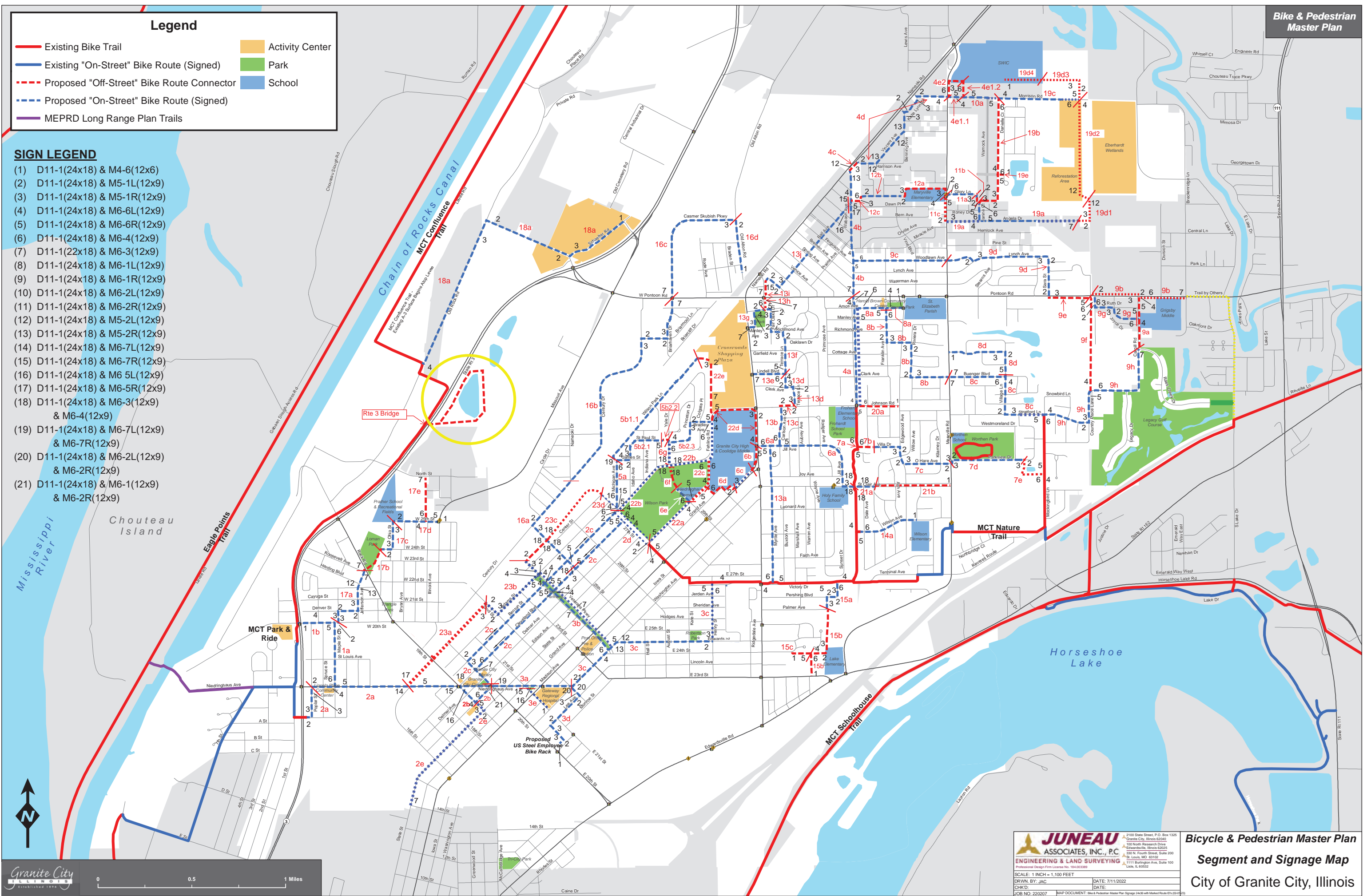


Legend

- Existing Bike Trail
- Existing "On-Street" Bike Route (Signed)
- - - Proposed "Off-Street" Bike Route Connector
- - - Proposed "On-Street" Bike Route (Signed)
- MEPRD Long Range Plan Trails
- Activity Center
- Park
- School

SIGN LEGEND

- (1) D11-1(24x18) & M4-6(12x6)
- (2) D11-1(24x18) & M5-1L(12x9)
- (3) D11-1(24x18) & M5-1R(12x9)
- (4) D11-1(24x18) & M6-6L(12x9)
- (5) D11-1(24x18) & M6-6R(12x9)
- (6) D11-1(24x18) & M6-4(12x9)
- (7) D11-1(22x18) & M6-3(12x9)
- (8) D11-1(24x18) & M6-1L(12x9)
- (9) D11-1(24x18) & M6-1R(12x9)
- (10) D11-1(24x18) & M6-2L(12x9)
- (11) D11-1(24x18) & M6-2R(12x9)
- (12) D11-1(24x18) & M5-2L(12x9)
- (13) D11-1(24x18) & M5-2R(12x9)
- (14) D11-1(24x18) & M6-7L(12x9)
- (15) D11-1(24x18) & M6-7R(12x9)
- (16) D11-1(24x18) & M6 5L(12x9)
- (17) D11-1(24x18) & M6-5R(12x9)
- (18) D11-1(24x18) & M6-3(12x9) & M6-4(12x9)
- (19) D11-1(24x18) & M6-7L(12x9) & M6-7R(12x9)
- (20) D11-1(24x18) & M6-2L(12x9) & M6-2R(12x9)
- (21) D11-1(24x18) & M6-1(12x9) & M6-2R(12x9)



Granite City
ILLINOIS
ESTABLISHED 1825

0 0.5 1 Miles

JUNEAU
ASSOCIATES, INC., P.C.
ENGINEERING & LAND SURVEYING
Professional Design Firm License No. 184-003389

2100 State Street, P.O. Box 1325
Granite City, Illinois 62340
100 North Research Drive
Edwardsville, Illinois 62025
230 N. Fourth Street, Suite 200
St. Louis, MO 63102
1111 Burlington Ave, Suite 100
Lisle, IL 60532

SCALE: 1 INCH = 1,100 FEET
DATE: 7/11/2022
DRWN. BY: JAC
CHKD: DATE:
JOB NO. 220207 MAP DOCUMENT: Bike & Pedestrian Master Plan Signage 24x36 with Marked Route IDs (02-01-23)

Bicycle & Pedestrian Master Plan
Segment and Signage Map
City of Granite City, Illinois

Appendix F

Opinions of Probable Construction Cost (All Routes)

1. Route Segment Details and Estimated Cost
2. Master Plan Signage
 - A. Sign Legend
 - B. Signs (White and Green)



APPENDIX F.1

Route Segment Details and Estimated Cost

City of Granite City Community Bike Plan Route Segment Details and Estimated Costs

Route ID	Route Segment	Priority Route ID	Trail Name	Route Description	Trail Type	Length (Feet)	Easement Required	Easement Cost	Construction Type	Construction Cost	Number of Signs	Sign Cost	Advance Warning
1	A	D	MCT Park & Ride Connector	Maple St from Niedringhaus Ave to W 20th St	Shared Rdwy	1,806		\$ -	On Street	\$ -	2	\$ 680	\$ -
	B	D		West 20th St from Maple St to MCT Park & Ride/Confluence Trail	Shared Rdwy	1,046		\$ -	On Street	\$ -	3	\$ 1,020	\$ -
										\$ -		\$ 1,700	\$ -
												Route Total	\$ 1,700
2	A	A	MCT Confluence Trail to Downtown East/West Connector 1	Chicago St Trail to Poplar St to Niedringhaus Ave to Edison Ave in Downtown	Shared Rdwy	6,092		\$ -	On Street	\$ -	10	\$ 3,400	\$ -
	B			19th St from Niedringhaus Ave to Edison Ave back to Niedringhaus Ave via Edison Ave (MCT Transfer Station)	Shared Rdwy	1,297		\$ -	On Street	\$ -	4	\$ 1,360	\$ -
	C	A		20th St from Niedringhaus Ave to Benton St to 27th St & Cleveland Blvd from 27th St to 20th St (One Ways)	Shared Rdwy	12,900		\$ -	On Street	\$ -	14	\$ 4,760	\$ -
	D	A		27th St WB & EB from Benton St to MCT Nature Trail at State St	Shared Rdwy	2,600		\$ -	On Street	\$ -	8	\$ 2,720	\$ -
	E		Granite - Madison Connector	19th St from Edison Ave to State St then to 14th St	Shared Rdwy	3,770		\$ -	On Street	\$ -	4	\$ 1,360	\$ -
										\$ -		\$ 13,600	\$ -
												Route Total	\$ 13,600
3	A	A	East/West Connector 2	Niedringhaus Ave from Edison Ave to Washington Ave	Shared Rdwy	2,179		\$ -	On Street	\$ -	3	\$ 1,020	\$ -
	B			24th St EB & WB from Adams St to Washington Ave	Shared Rdwy	5,900		\$ -	On Street	\$ -	8	\$ 2,720	\$ 1,500
	C			Washington Ave from Niedringhaus Ave to Edwards St to Henry St to MCT Nature Trail	Shared Rdwy	6,194		\$ -	On Street	\$ -	11	\$ 3,740	\$ -
	D		US Steel Spur	22nd St from Washington Ave to Lee Ave to US Steel Parking Lot	Shared Rdwy	2,204		\$ -	On Street	\$ -	7	\$ 2,380	\$ -
	E		Gateway Regional Hospital Spur	21 St from Niedringhaus Ave to Regional Med Center Entrance @ Washington Ave	Shared Rdwy	980		\$ -	On Street	\$ -	2	\$ 680	\$ -
										\$ -		\$ 10,540	\$ 1,500
												Route Total	\$ 12,040

2023 City of Granite City Bicycle Pedestrian Master Plan
Route Segment Details and Probable Construction Costs

Route ID	Route Segment	Priority Route ID	Trail Name	Route Description	Trail Type	Length (Feet)	Easement Required	Easement Cost	Construction Type	Construction Cost	Number of Signs	Sign Cost	Advance Warning
4	A	E	MCT Nature Trail to SWIC Connector	Wabash Ave NB & SB from Johnson Rd/MCT Nature Trail to Pontoon Rd	Shared Rdwy	6,168		\$ -	On Street	\$ -	4	\$ 1,360	\$ -
	B	E		Wabash Ave from Pontoon Rd to IL RT 203	Shared Rdwy	3,561		\$ -	On Street	\$ -	7	\$ 2,380	\$ -
	C	E		Along IL RTE 203 ROW from Wabash Ave to Harrison Ave	Side Path	333		\$ -	Typical Bike Trail & Agree	\$ 48,285	2		\$ -
	D	E		Harrison Ave to Vincent Ave to Benning Ave to Katie Lynn Dr to Morrison Rd to Maryville Rd	Shared Rdwy	3,810		\$ -	On Street	\$ -	10	\$ 3,400	\$ -
	E1.1			Morrison Rd from Maryville Rd to off street connection for SWIC parking Lot	Shared Rdwy	423		\$ -	On Street	\$ -	2	\$ 680	\$ -
	E1.2			SWIC parking lot off-street connection from Morrison Rd to SWIC parking lot via Land Acquisition	Shared Use Path	445	Yes	\$ 17,235	Typical Bike Trail	\$ 64,525	2		\$ -
	E2	E		Along Maryville Rd from Morrison Rd to SWIC's Main parking lot Entrance	Side Path	867	Yes	\$ 39,015	Typical Bike Trail	\$ 125,715	2		\$ -
								\$ 56,250		\$ 238,525		\$ 7,820	\$ -
											Route Total	\$ 302,595	

5	A		Wilson Park to Northeast	Michigan Ave from 27th St to Saint James St / Wilson Park Ln	Shared Rdwy	1,455		\$ -	On Street	\$ -	3	\$ 1,020	\$ -
	B1.1			Wilson Park Ln from Michigan Ave to Cul-de-sac	Shared Rdwy	3,848		\$ -	On Street	\$ -	2	\$ 680	\$ -
	B2.1			Saint James St to Idaho Ave to Saint Paul St to Alley	Shared Rdwy	1,756		\$ -	On Street	\$ -	3	\$ 1,020	\$ -
	B2.2	A		Saint Paul St Alley to Yale Dr	Shared Use Path	172	Yes	\$ 7,740	Typical Bike Trail	\$ 24,940	1		\$ -
	B2.3			Yale Dr to Princeton Dr to Bradley Ave to Fehling Rd	Shared Rdwy	1,731		\$ -	On Street	\$ -	4	\$ 1,360	\$ -
								\$ 7,740		\$ 24,940		\$ 4,080	\$ -
											Route Total	\$ 36,760	

2023 City of Granite City Bicycle Pedestrian Master Plan
Route Segment Details and Probable Construction Costs

Route ID	Route Segment	Priority Route ID	Trail Name	Route Description	Trail Type	Length (Feet)	Easement Required	Easement Cost	Construction Type	Construction Cost	Number of Signs	Sign Cost	Advance Warning
6	A		High School / Wilson Park Connector	Jill Ave from Nameoki Rd to St Clair Ave to MCT Nature Trail	Shared Rdwy	3,698		\$ -	On Street	\$ -	6	\$ 2,040	\$ -
	B			Jill Ave to HS Parking Lot South End	Side Path	428		\$ -	Typical Bike Trail & Agree	\$ 62,060	1		\$ -
	C			HS Parking Lot South End to South End of Exit Rd	Shared Rdwy	864		\$ -	On Street	\$ -	1	\$ 340	\$ -
	D			Off Street Trail Segment from South End of HS Lot Exit Rd to State St near Wilson Park State St Access Rd	Shared Use Path	1,194		\$ -	Typical Bike Trail & Agree	\$ 173,130	3		\$ -
	E	A		Inside Wilson Park - Access Rd Cul-de-sac to 29th St Entrance	Shared Rdwy	523		\$ -	On Street	\$ -	1	\$ 340	\$ -
	F	A		Through Wilson Park from West End of 29th St to Fehling Rd @ Yale Dr	Shared Use Path	808		\$ -	Typical Bike Trail & Agree	\$ 117,160	1		\$ -
	G	A		Yale Dr from Fehling Rd to Bike Trail just N of Princeton Dr	Shared Rdwy	721		\$ -	On Street	\$ -	2	\$ 680	\$ -
								\$ -		\$ 352,350		\$ 3,400	\$ -
												Route Total	\$ 355,750

7	A		Worthen Park to MCT Nature Trail Connector	Wabash Ave Crossing @ Off Street Trail	Shared Rdwy	34		\$ -	On Street	\$ -	0	\$ -	\$ -
	B			Off Street Trail from Wabash Ave to Westend of Villa Dr	Shared Use Path	410	Yes	\$ 18,450	Typical Bike Trail	\$ 59,450	1		\$ -
	C			Villa Dr Westend to Edgewood Ave to O'Hare Ave to Maryville Rd	Shared Rdwy	2,631		\$ -	On Street	\$ -	5	\$ 1,700	\$ 1,500
	D	F		Parkview Dr from Maryville Rd to Westmoreland Dr to Shared Use Path Entrance (270' East of Parkview Dr)	Shared Rdwy	2,088		\$ -	On Street	\$ -	4	\$ 1,360	\$ -
	E	F		Westmoreland Dr (270' East of Parkview Dr) Southward around Detention Pond to Mockingbird Ln (MCT Nature Trail Spur)	Shared Use Path	1,018	Yes	\$ 45,810	Typical Bike Trail & Agree	\$ 147,610	4	\$ -	\$ -
								\$ 64,260		\$ 207,060		\$ 3,060	\$ 1,500
												Route Total	\$ 275,880

8	A	E	Worthen Park North to Wabash Ave	Amos Ave from Wabash Ave to Johnson Rd	Shared Rdwy	1,445		\$ -	On Street	\$ -	4	\$ 1,360	\$ -
	B			Franklin Ave from Amos Ave to Garfield Ave to Riviera Dr to Clark Ave to Maryville Rd	Shared Rdwy	3,761		\$ -	On Street	\$ -	8	\$ 2,720	\$ 1,500
	C			Buenger Blvd from Maryville Rd to Village Ln to Stratford Ln to Mockingbird Ln	Shared Rdwy	5,015		\$ -	On Street	\$ -	6	\$ 2,040	\$ -
	D			Commercial Pkwy from Maryville Rd to Village Ln to Clark Ave	Shared Rdwy	2,284		\$ -	On Street	\$ -	4	\$ 1,360	\$ -
								\$ -		\$ -		\$ 7,480	\$ 1,500
												Route Total	\$ 8,980

2023 City of Granite City Bicycle Pedestrian Master Plan
Route Segment Details and Probable Construction Costs

Route ID	Route Segment	Priority Route ID	Trail Name	Route Description	Trail Type	Length (Feet)	Easement Required	Easement Cost	Construction Type	Construction Cost	Number of Signs	Sign Cost	Advance Warning
9	A	B	Wabash Ave to Grigsby School	Cargill Rd from Raes Creek Dr to Pontoon Rd	Side Path	1,487	Yes	\$ 66,915	Typical Bike Trail	\$ 215,615	3		\$ -
	B	B		Pontoon Rd North Side from A&S RR to Cargill Rd & South Side from Cargill Rd to Breckenridge Ln	Side Path	2,722	Yes	\$ 122,490	Typical Bike Trail	\$ 394,690	6		\$ -
	C			Woodlawn Ave from Maryville Rd to Wabash Ave	Shared Rdwy	2,639		\$ -	On Street	\$ -	1	\$ 340	\$ 1,500
	D			Sara St from Pontoon Rd to Lynch Ave to Woodlawn Ave to Maryville Rd	Shared Rdwy	4,058		\$ -	On Street	\$ -	5	\$ 1,700	\$ -
	E			Pontoon Rd from Sara St to A&S RR Xing just west of Alton St	Side Path	1,224	Yes	\$ 55,080	Typical Bike Trail	\$ 177,480	2		\$ -
	F		MCT Nature Trail to Grigsby School	West side of A&S RR from Country Place Ln/Cargill Rd to Pontoon Rd	Shared Use Path	2,669		\$ -	Typical Bike Trail	\$ 387,005	2		\$ -
	G			Alton St from Pontoon Rd to Ruth Dr to Joyce St to Cargill Rd	Shared Rdwy	1,845		\$ -	On Street	\$ -	5	\$ 1,700	\$ -
	H			Stratford Ln from Mockingbird Ln to Country Place Ln to Cargill Rd to Raes Creek Dr	Shared Rdwy	5,567		\$ -	On Street	\$ -	6	\$ 2,040	\$ -
								\$ 244,485	\$ 1,174,790	\$ 5,780	\$ 1,500	Route Total	\$ 1,426,555

10	A		Morrison Rd East-West	Morrison Rd from SWIC parking lot off-street connection to Field Trail West of DonnaLynne Subdiv.	Shared Rdwy	983		\$ -	On Street	\$ -	1	\$ 340	\$ -
								\$ -	\$ -	\$ 340	\$ -	Route Total	\$ 340

11	A		Maryville Elementary East Connector	Glory Ln from Maryville Rd to East End	Shared Rdwy	815		\$ -	On Street	\$ -	2	\$ 680	\$ -
	B			Janine Ct Cul-de-sac to Glory Ln East End Connection	Side Path	359	Yes	\$ 8,900	Typical Bike Trail	\$ 52,055	3		\$ -
	C			Maryville Rd from Angela Dr to Maryville Elementary School	Side Path	672	Yes	\$ 20,160	Typical Bike Trail	\$ 97,440	4		\$ -
								\$ 29,060	\$ 149,495	\$ 680	\$ -	Route Total	\$ 179,235

12	A		Nameoki Rd to Maryville Elementary	Maryville Rd to Hamilton Dr via Perm Ease on North side of Maryville Elementary School	Shared Use Path	1,639	Yes	\$ 49,170	Typical Bike Trail	\$ 237,655	3		\$ -
	B			Hamilton Dr East end to West end	Shared Rdwy	1,115		\$ -	On Street	\$ -	2	\$ 680	\$ -
	C			From Hamilton Dr to Wabash Ave	Shared Use Path	400	Yes	\$ 18,000	Typical Bike Trail	\$ 58,000	1		\$ -
								\$ 67,170	\$ 295,655	\$ 680	\$ -	Route Total	\$ 363,505

2023 City of Granite City Bicycle Pedestrian Master Plan
Route Segment Details and Probable Construction Costs

Route ID	Route Segment	Priority Route ID	Trail Name	Route Description	Trail Type	Length (Feet)	Easement Required	Easement Cost	Construction Type	Construction Cost	Number of Signs	Sign Cost	Advance Warning
13	A		Nameeki Rd Corridor	Myrtle Ave from Victory Dr to Jill Ave	Shared Rdwy	3,847		\$ -	On Street	\$ -	4	\$ 1,360	\$ 1,500
	B			Carlson Ave from Jill Ave to Johnson Rd	Shared Rdwy	1,094		\$ -	On Street	\$ -	2	\$ 680	\$ -
	C			Johnson Rd from Terrace Ln to Carlson Ave	Side Path	553	Yes	\$ 24,885	Typical Bike Trail	\$ 63,595	2		\$ -
	D			Terrace Ln from Johnson Rd to Clark Ave to Lindell Blvd	Shared Rdwy	1,123		\$ -	On Street	\$ -	5	\$ 1,700	\$ -
	E			Lindell Blvd from Terrace Ln to Nameoki Rd	Shared Rdwy	911		\$ -	On Street	\$ -	2	\$ 680	\$ -
	F			Terrace Ln from Lindell Blvd to Richmond Ave to Fair Oaks Dr to Amos Ave to North St	Shared Rdwy	2,398		\$ -	On Street	\$ -	8	\$ 2,720	\$ -
	G			Amos Ave from North St to Unamed Rd (behind Bank of Edwardsville) to Manley Ave to Nameoki Rd	Shared Rdwy	906		\$ -	On Street	\$ -	6	\$ 2,040	\$ -
	H			North St from Amos Ave to Pontoon Rd	Side Path	460	Yes	\$ 20,700	Typical Bike Trail	\$ 66,700	2		\$ -
	I			North St from Pontoon Rd to Mitchell Ave Cul-de-sac	Side Path	433	Yes	\$ 19,485	Typical Bike Trail	\$ 62,785	2		\$ -
	J			Mitchell Ave Cul-de-sac to Ball Ave to Wabash Ave	Shared Rdwy	3,586		\$ -	On Street	\$ -	5	\$ 1,700	\$ -
								\$ 65,070		\$ 193,080		\$ 10,880	\$ 1,500
												Route Total	\$ 270,530

14	A		Wilson Elementary to MCT Nature Trail Connector	Wilson Ave from MCT Nature Trail to Wilson Elementary	Shared Rdwy	1,666		\$ -	On Street	\$ -	4	\$ 1,360	\$ -
								\$ -		\$ -		\$ 1,360	\$ -
												Route Total	\$ 1,360

15	A		Lake Elementary Connector	Pershing Blvd/Garden Ln from Victory Dr to Palmer Ave	Shared Rdwy	1,087		\$ -	On Street	\$ -	7	\$ 2,380	\$ -
	B			From Palmer Ave to 23rd St over Ameren, Lake Elementary School & East side of vacant lot just west of River Of Life Church Property	Shared Use Path	2,285	Yes	\$ 102,825	Typical Bike Trail	\$ 331,325	5		\$ 1,500
	C			Spur from River of Life Church NW corner to 24th St	Shared Use Path	552	Yes	\$ 24,840	Typical Bike Trail	\$ 80,040	2		\$ -
								\$ 127,665		\$ 411,365		\$ 2,380	\$ 1,500
												Route Total	\$ 542,910

16	A		Century Drive Connector	25th St from Cleveland Blvd to Century Dr to Nameoki Dr	Shared Rdwy	3,357		\$ -	On Street	\$ -	5	\$ 1,700	\$ -
	B			Century Dr from Nameoki Dr to Pontoon Rd	Shared Rdwy	6,934		\$ -	On Street	\$ -	5	\$ 1,700	\$ -
	C			Casmer Skubish Pkwy from Pontoon Rd to Old Alton Rd	Shared Rdwy	3,780		\$ -	On Street	\$ -	2	\$ 680	\$ -
	D			Old Alton Rd from Casmer Skubish Pkwy to Oakland Ave	Shared Rdwy	1,275		\$ -	On Street	\$ -	2	\$ 680	\$ -
								\$ -		\$ -		\$ 4,760	\$ -
												Route Total	\$ 4,760

2023 City of Granite City Bicycle Pedestrian Master Plan
Route Segment Details and Probable Construction Costs

Route ID	Route Segment	Priority Route ID	Trail Name	Route Description	Trail Type	Length (Feet)	Easement Required	Easement Cost	Construction Type	Construction Cost	Number of Signs	Sign Cost	Advance Warning
17	A	D	West Granite / Loman Park Connector	W 20th St from Maple St to McKinley Ave to Denver St to Jefferson Ave to Rock Rd	Shared Rdwy	2,140		\$ -	On Street	\$ -	9	\$ 3,060	\$ -
	B	D		Loman Park from Rock Rd X-walk to W 24th St Cul-de-sac	Shared Use Path	775		\$ -	Typical Bike Trail & Agree	\$ 112,375	1		\$ 1,500
	C	D		24th St Cul-de-sac to Ohio St to Prather Elementary (25th St)	Shared Rdwy	1,095		\$ -	On Street	\$ -	3	\$ 1,020	\$ -
	D	D		W 25th St from Prather Elementary (Ohio St) to Missouri Ave	Shared Rdwy	1,317		\$ -	On Street	\$ -	4	\$ 1,360	\$ -
	E	D		From W25th St to North St via (Perm Ease - Granite City Soccer Complex & Extreme Performance Auto Repair)	Shared Use Path	1,264	Yes	\$ 56,880	Typical Bike Trail	\$ 183,280	2		\$ -
								\$ 56,880		\$ 295,655		\$ 5,440	\$ 1,500
												Route Total	\$ 359,475

18	A		Walmart Area Connector	Old Rock Rd to West Pontoon Rd to Schaeffer Rd to Granite Park Dr	Shared Rdwy	8,853		\$ -	On Street	\$ -	6	\$ 2,040	\$ -
								\$ -		\$ -		\$ 2,040	\$ -
												Route Total	\$ 2,040

19	A		SWIC / Reforestation Area Connector	Angela Dr from Maryville Rd to East End and Janine Ct from Angela Dr to Cul-de-sac	Shared Rdwy	4,249		\$ -		\$ -	6	\$ 2,040	\$ -
	B			Field Trail (Easement West of DonnaLynne Subdiv.) from Morrison Rd to Janine Ct to Cul-De-Sac	Shared Use Path	3,497	Yes	\$ 9,930	Typical Bike Trail	\$ 507,065	6		\$ -
	C			Morrison Rd from Field Trail (Easement West of DonnaLynne Subdiv.) to Field Trail (East side of Reforestation Area)	Shared Rdwy	2,320		\$ -	On Street	\$ 336,400	2		\$ -
	D1			SWIC Field Trail from East End of Angela Dr to Aggregate Road (West side of A&S RR) then North to SE corner of Reforestation Area	Shared Use Path	931	Yes	\$ 55,860	Typical Bike Trail	\$ 134,995	3		
	D2			SWIC Field Trail from SE Corner of Reforestation Area to Morrison Rd including 50' crossing @ Morrison Rd	Shared Use Path	2,819		\$ -	Typical Bike Trail	\$ 408,755	2		
	D3			SWIC Field Trail from North side of Morrison Rd to SE corner of SWIC property	Shared Use Path	1,576	Yes	\$ 70,920	Typical Bike Trail	\$ 228,520	3		
	D4			SWIC Field Trail from SE corner of SWIC property to SE corner of SWIC Parking Lot.	Shared Use Path	1,263	Yes	\$ -	Typical Bike Trail & Agree	\$ 183,135	1		
	E			From Field Trail West side of DonnaLynne Subdiv to Danielle Ct	Shared Use Path	170	Yes	\$ 8,280	Typical Bike Trail	\$ 24,650	2		
								\$ 144,990		\$ 1,823,520		\$ 2,040	\$ -
												Route Total	\$ 1,970,550

2023 City of Granite City Bicycle Pedestrian Master Plan
Route Segment Details and Probable Construction Costs

Route ID	Route Segment	Priority Route ID	Trail Name	Route Description	Trail Type	Length (Feet)	Easement Required	Easement Cost	Construction Type	Construction Cost	Number of Signs	Sign Cost	Advance Warning	
20	A		Johnson Rd @ Wabash Ave	Johnson Rd from Wabash Ave to Edgewood Ave	Side Path	1,212	Yes	\$ 36,360	Typical Bike Trail	\$ 175,740	3		\$ -	
										\$ 36,360		\$ 175,740	\$ -	\$ -
												Route Total	\$ 212,100	

21	A		ST Clair Ave to MCT Nature Trail	St Clair Ave from MCT Nature Trail to lane split just east of Willow Ave	Shared Rdwy	585		\$ -	On Street	\$ -	3	\$ 1,020	\$ -	
	B			St Clair Ave (divided segment) from Willow Ave to Maryville Rd	Side Path	2,130		\$ -	Typical Bike Trail & Agree	\$ 308,850	1		\$ -	
										\$ -		\$ 308,850	\$ 1,020	\$ -
												Route Total	\$ 309,870	

22	A	A	Wilson Park to High School Sport Fields to Crossroads Shopping Center	State St from 27th St to 29th St	Shared Rdwy	1,650		\$ -	On Street	\$ -	3	\$ 1,020	\$ -	
	B	A		Benton St from WB 27th ST to Oregon St & Fehling Rd from Oregon St to Bradley Ave	Shared Rdwy	3,175			On Street		6	\$ 2,040	\$ -	
	C	A		State St from Fehling Rd to 29th St	Side Path	1,460	Yes	\$ 65,700	Typical Bike Trail & Agree	\$ 211,700	3	\$ -	\$ -	
	D	C		Fehling Rd from Bradley Ave to Nameoki Rd to Jill Ave	Side Path	3,670	Yes	\$ 110,100	Typical Bike Trail & Agree	\$ 532,150	6	\$ -	\$ -	
	E			Field Connector (N of Bradley Ave) from Fehling Rd to Granite City Car Wash to Wilson Park Lane Cul-de-sac	Shared Use Path	1,814	Yes	\$ 54,420	Typical Bike Trail & Agree	\$ 263,030	3	\$ -	\$ -	
										\$ 230,220		\$ 1,006,880	\$ 3,060	\$ -
												Route Total	\$ 1,240,160	

23	A	A	Niedringhaus to Wilson Park (via TRRA / Norfolk Southern)	TRRA Connector from Niedringhaus Rd via TRRA Ease to 22nd St	Shared Use Path	3,258	Yes	\$ 339,768	Typical Bike Trail & Agree	\$ 472,410	2		\$ -	
	B	A		22nd ST from TRRA Ease to Adams St to 24th ST to City of Granite City Ease	Shared Rdwy	3,576			On Street	\$ -	7	\$ 2,380	\$ -	
	C	A		Off Road Trail via Granite City Alleyway from Center St @ 27th St to WB 24th St	Shared Use Path	3,130		\$ -	Typical Bike Trail & Agree	\$ 453,850	3		\$ -	
	D	A		27th St from Off Road Trail @ Center St Alley Way to Benton St	Shared Rdwy	670			On Street	\$ -	2	\$ 680	\$ -	
										\$ 339,768		\$ 926,260	\$ 3,060	\$ -
												Route Total	\$ 1,269,088	

Kiosks (\$3,500 ea)	5	\$ 17,500
Shared Use Path Totals		\$ 5,536,033
Side Path Totals		\$ 3,184,650
Shared Roadway Route Totals		\$ 439,100
All Routes - Grand Total		\$ 9,177,283

APPENDIX F.2

MASTER PLAN SIGNAGE

SIGN LEGEND

- (1) D11-1(24X18) & M4-6(12x9)
- (2) D11-1(24X18) & M5-1L(12X9)
- (3) D11-1(24X18) & M5-1R(12X9)
- (4) D11-1(24X18) & M6-6L(12X9)
- (5) D11-1(24X18) & M6-6R(12X9)
- (6) D11-1(24X18) & M6-4(12X9)
- (7) D11-1(24X18) & M6-3(12X9)
- (8) D11-1(24X18) & M6-1L(12X9)
- (9) D11-1(24X18) & M6-1R(12X9)
- (10) D11-1(24X18) & M6-2L(12X9)
- (11) D11-1(24X18) & M6-2R(12X9)
- (12) D11-1(24X18) & M5-2L(12X9)
- (13) D11-1(24X18) & M5-2R(12X9)
- (14) D11-1(24X18) & M6-7L(12X9)
- (15) D11-1(24X18) & M6-7R(12X9)
- (16) D11-1(24X18) & M6 5L(12X9)
- (17) D11-1(24X18) & M6-5R(12X9)
- (18) D11-1(24X18) & M6-3(12X9)
& M6-4(12X9)
- (19) D11-1(24X18) & M6-7L(12X9)
& M6-7R(12X9)
- (20) D11-1(24X18) & M6-2L(12X9)
& M6-2R(12X9)
- (21) D11-1(24X18) & M6-1(12X9)
& M6-2R(12X9)

1



D11-1 (24x18)



M4-6 (12x6)

2



D11-1 (24x18)



M5-1L (12x9)

3



D11-1 (24x18)



M5-1R (12x9)

4



D11-1 (24x18)



M6-6L (12x9)

5



D11-1 (24x18)



M6-6R (12x9)

6



D11-1 (24x18)



M6-4 (12x9)

7



D11-1 (24x18)



M6-3 (12x9)

8



D11-1 (24x18)



M6-1 (12x9)

9



D11-1 (24x18)



M6-1 (12x9)

10



D11-1 (24x18)



M6-2L (12x9)

11



D11-1 (24x18)



M6-2R (12x9)



12



D11-1 (24x18)



M5-2L (12x9)

13



D11-1 (24x18)



M5-2R (12x9)

14



D11-1 (24x18)



M6-7L (12x9)

15



D11-1 (24x18)



M6-7R (12x9)

16



D11-1 (24x18)



M6-5L (12x9)

17



D11-1 (24x18)



M6-5R (12x9)

18



D11-1 (24x18)



M6-3 (12x9)



M6-4 (12x9)

19



D11-1 (24x18)



M6-7L (12x9)



M6-7R (12x9)

20



D11-1 (24x18)



M6-2L (12x9)



M6-2R (12x9)

21



D11-1 (24x18)



M6-2L (12x9)



M6-1 (12x9)



W11-1 (30x30)



W16-1P (18x24)



W11-2 (30x30)



W16-7PL (24x12)



W16-7PR (24x12)



HW11-1P (24x18)



Appendix G

City of Granite City Resolution

