



Bicycle Master Plan

Step 1 Existing Conditions and Community Input

Through a community survey and in-person meetings, input was received on priority destinations, preferred bike facilities, and goals.

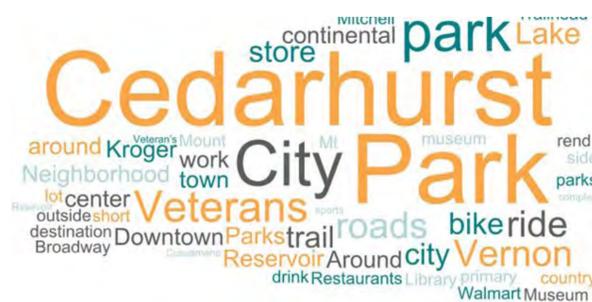
The planning team collected data, maps, and summarized existing conditions.



Above: Input at September Market Days



Above: City Council Work Session

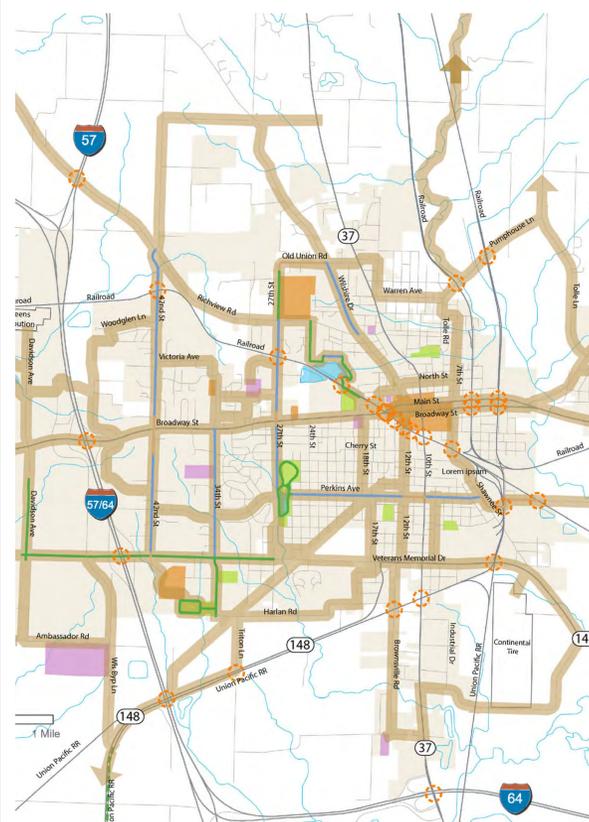


Above: Destinations from Community Survey

Step 2 Routes to Study

Based on input and data from Step 1, a network of routes to study was developed. The planning team conducted in-depth analysis of the routes including available right-of-way, width of streets, average annual daily traffic (AADT) of vehicular traffic, speed limit, on-street parking, and feasibility to have a shared use path.

The planning team also analyzed existing and potential Bicycle Level of Traffic Stress (BLTS). BLTS helps to quantify the impacts of bicycle facilities on various streets and roads.

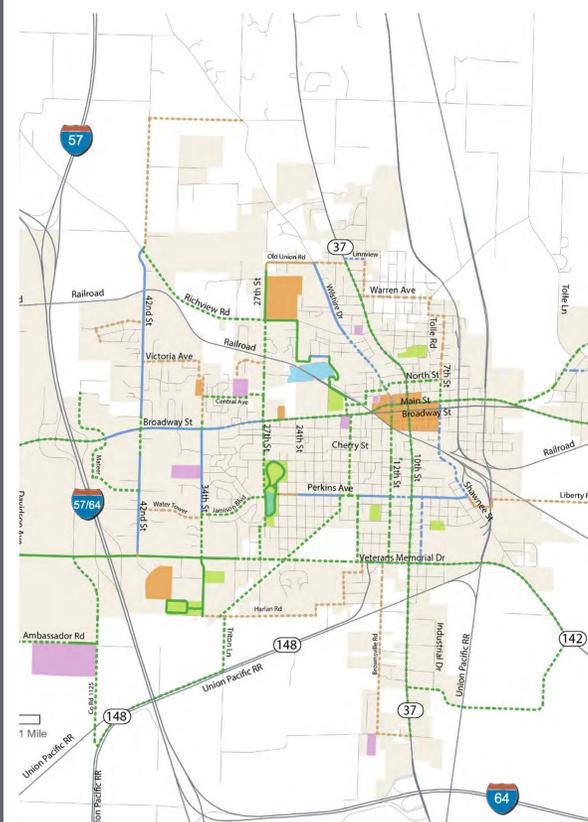


Step 3 Draft Master Plan

The draft Master Plan includes recommendations for:

- Future Shared Use Paths
- Streets with Future Bike Lanes
- Streets to have Shared Lanes
- Options for priority projects to determine the first grant application for a first phase construction project.

We are Here!



Step 4 Final Master Plan and Grant Application for First Phase Project

Based on input of the draft Master Plan, the planning team will finalize the overall master plan and work with the City and Advisory Committee to select a first phase project to submit for grant funding.

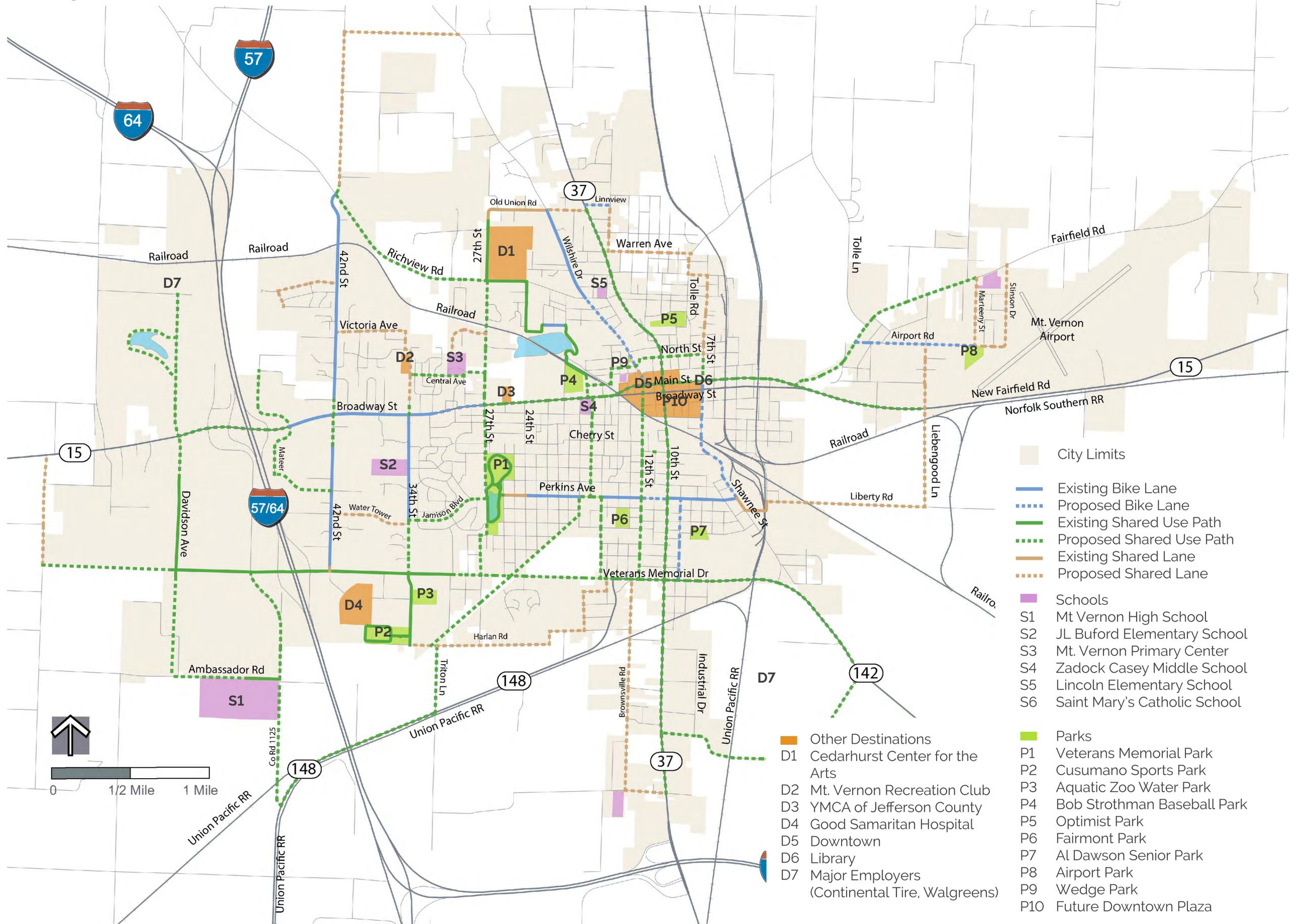
How will the Bicycle Master Plan be Implemented?

The Bicycle Master Plan should be considered a *long-term guide*.

The bicycle master plan will guide the City and other partners to improve bicycling in the City. The master plan does not commit a community to fund new projects. Instead, it is a guide to plan for the needs of bicyclists, especially when existing streets are resurfaced or reconstructed, or when new streets are built.

The master plan will help prioritize projects and leverage support and funding options such as grants from the Illinois Department of Transportation (IDOT).

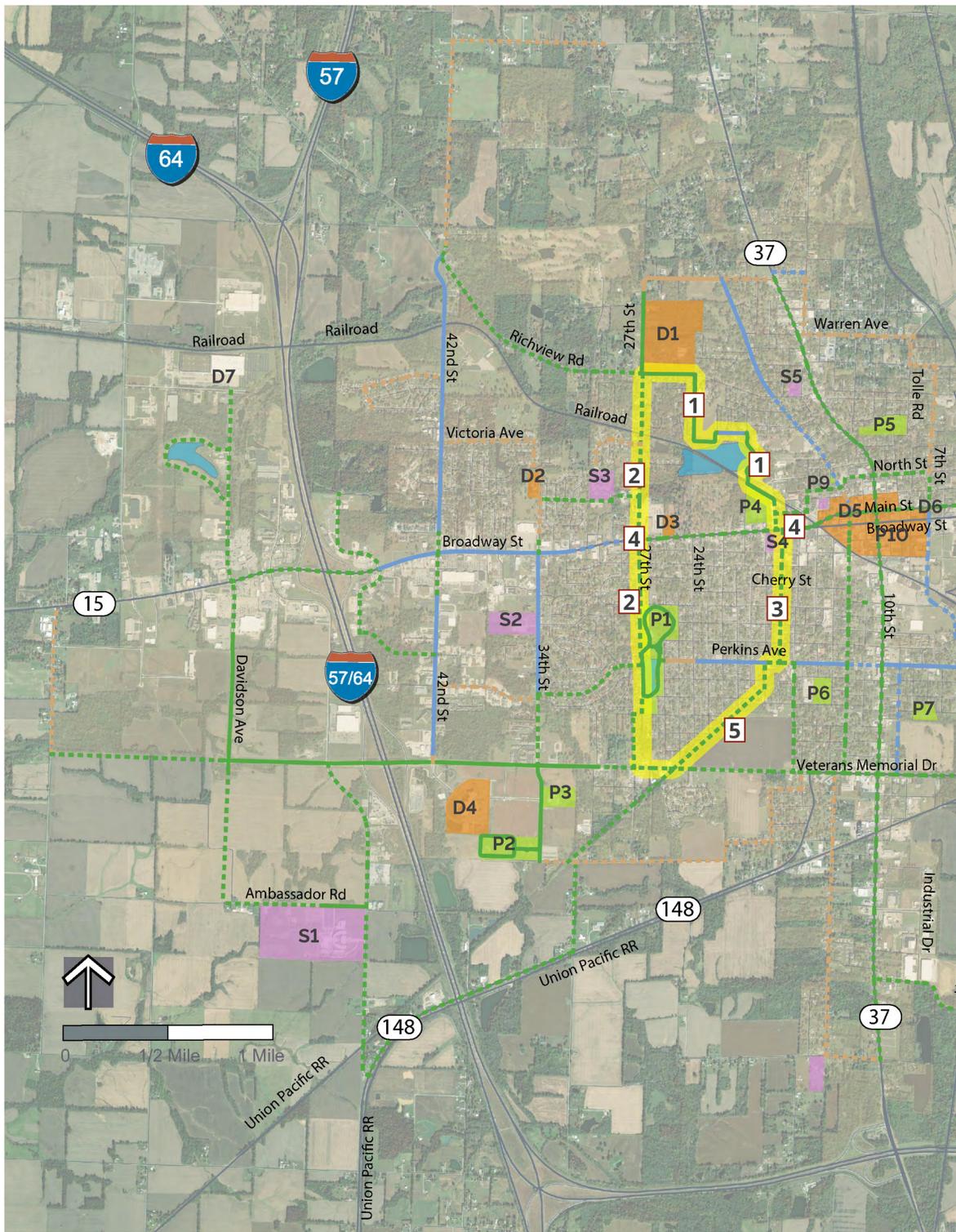
Bicycle Master Plan (DRAFT)



- City Limits
- Existing Bike Lane
- Proposed Bike Lane
- Existing Shared Use Path
- Proposed Shared Use Path
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- Proposed Shared Lane
- Schools
- S1 Mt Vernon High School
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- P10 Future Downtown Plaza
- Other Destinations
- D1 Cedarhurst Center for the Arts
- D2 Mt. Vernon Recreation Club
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- D7 Major Employers (Continental Tire, Walgreens)

Bicycle Master Plan (DRAFT)

Priority Option A: Veterans Park - Cedarhurst Loop



Summary

Total Length: Approx 5 miles.
 Approx 1.4 miles of existing path.
 Approx 3.6 miles of new path.

Strengths

Connects major destinations of Cedarhurst, Veterans Park, and edge of Downtown.
 Extends existing segments of shared use path.

Considerations

Relocation of curb and loss of bike lanes on 27th Street to fit shared use path. Some sections of 27th Street will require temporary construction easements.
 Improved crossings at Broadway will be required.

1. Existing Shared Use Path

Most of 27th Street will require curb relocation and loss of existing bike lanes. Some segments will require temporary construction easements.

3. 18th Street

18th Street has 60' of right-of-way that can accommodate a shared use path.

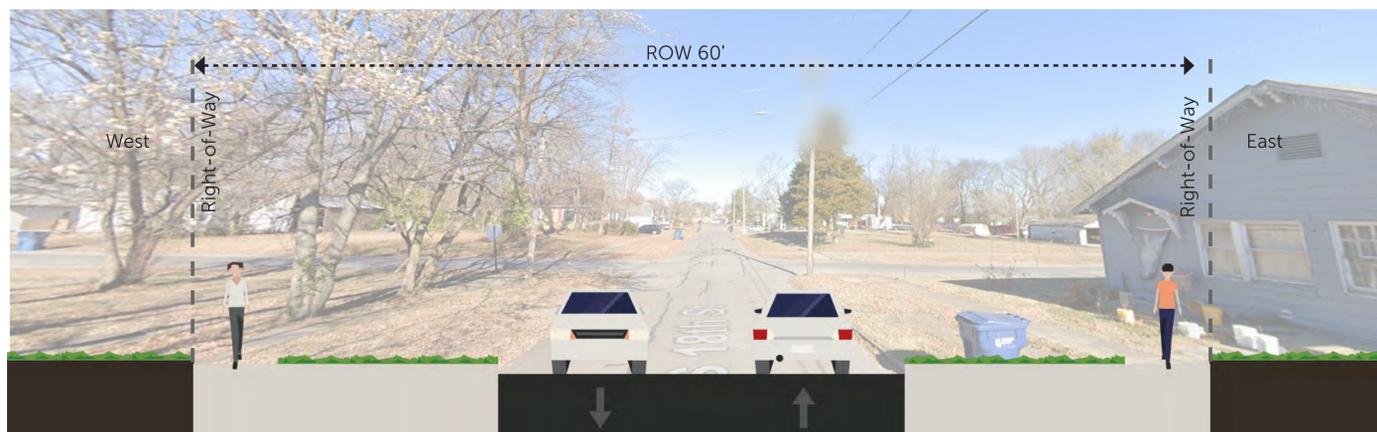
4. Improve Crossings at Broadway

5. Former Railroad Right-of-Way

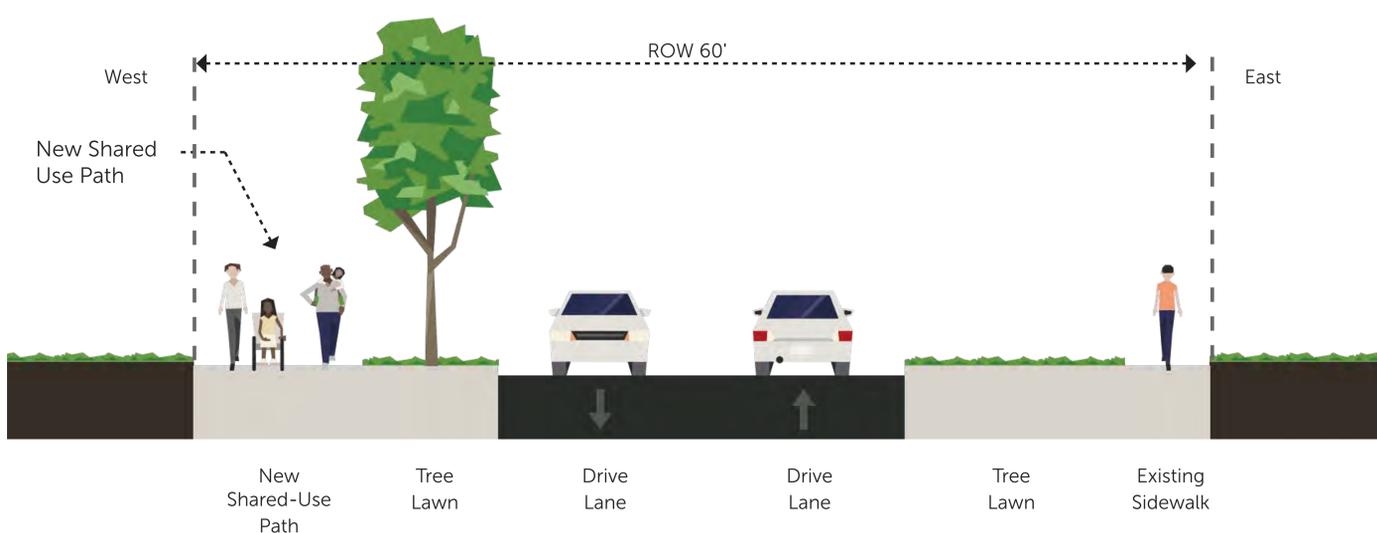
Near Perkins Ave, some right-of-way has been acquired by adjacent properties.

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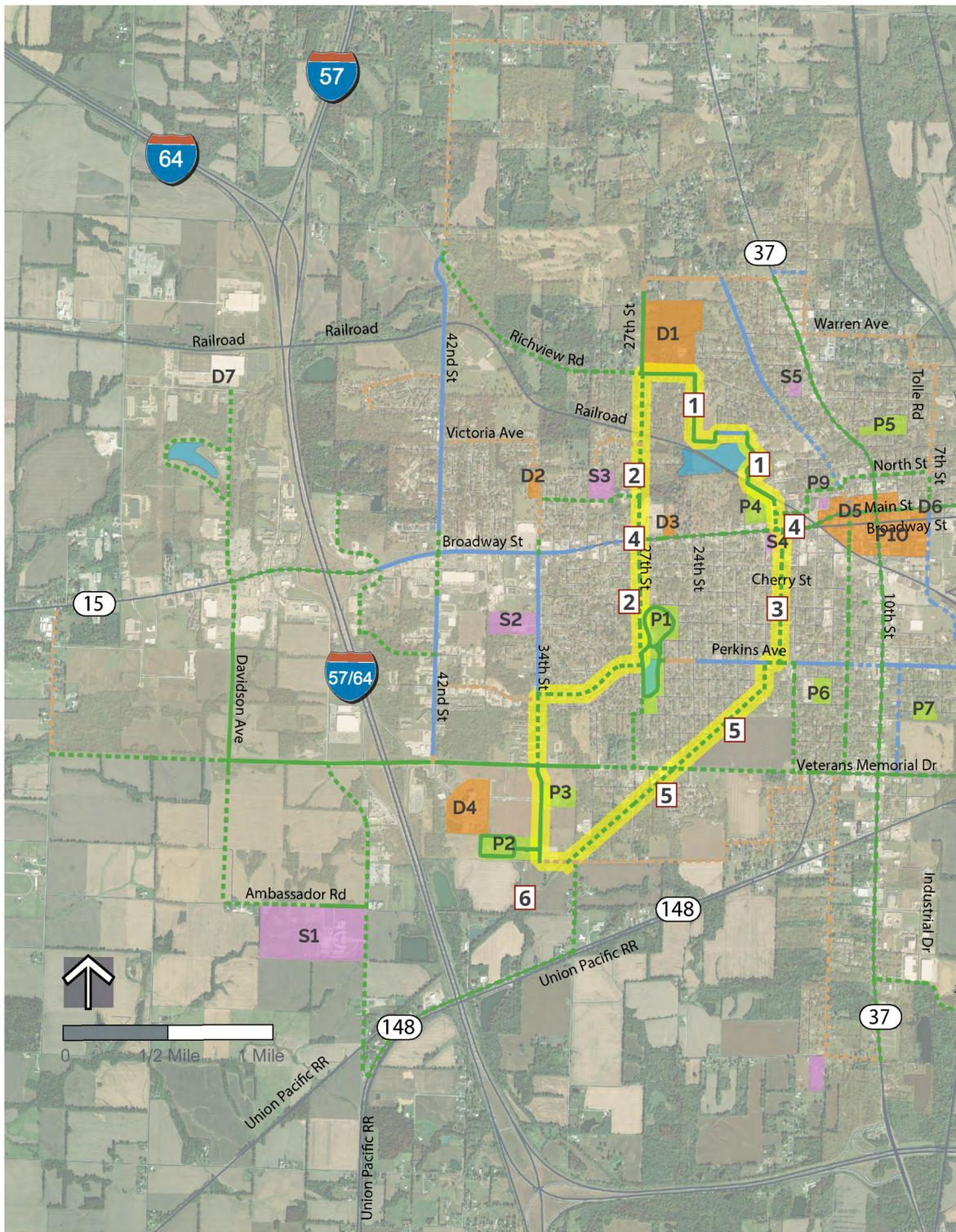
18th Street (South of Cherry): Existing Condition



18th Street (South of Cherry): Proposed Condition



Priority Option B: Center Loop



Summary

Total Length: Approx 6.5 miles.
 Approx 1.9 miles of existing path.
 Approx 4.6 miles of new path.

Strengths

Similar to Option A, connects major destinations plus water park and sports complex.
 Former railroad corridor is 1.25 miles (2.5 miles out/back) which is a nice linear park distance.

Considerations

Relocation of curb and loss of bike lanes on 27th Street to fit shared use path. Some sections of 27th Street will require temporary construction easements.
 Improved crossings at Broadway will be required.
 Crosses two major streets (Broadway and Veterans)

1. Existing Shared Use Path

2. Modifications to 27th Street

Most of 27th Street will require curb relocation and loss of existing bike lanes. Some segments will require temporary construction easements.

3. 18th Street

18th Street has 60' of right-of-way that can accommodate a shared use path.

4. Improve Crossings at Broadway

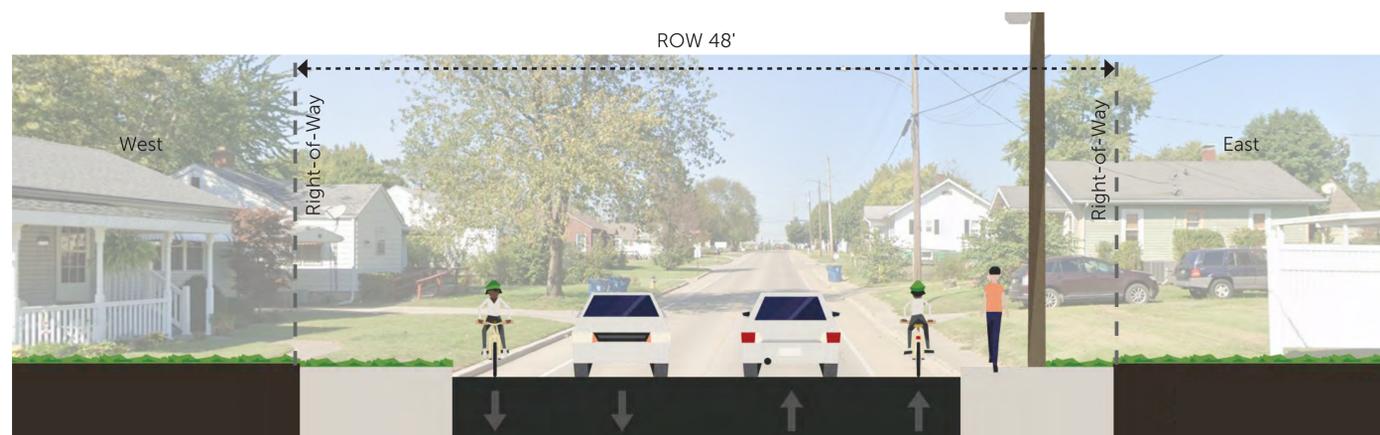
5. Former Railroad Right-of-Way

Former railroad corridor is 1.25 miles (2.5 miles out/back) which is a nice linear park distance.

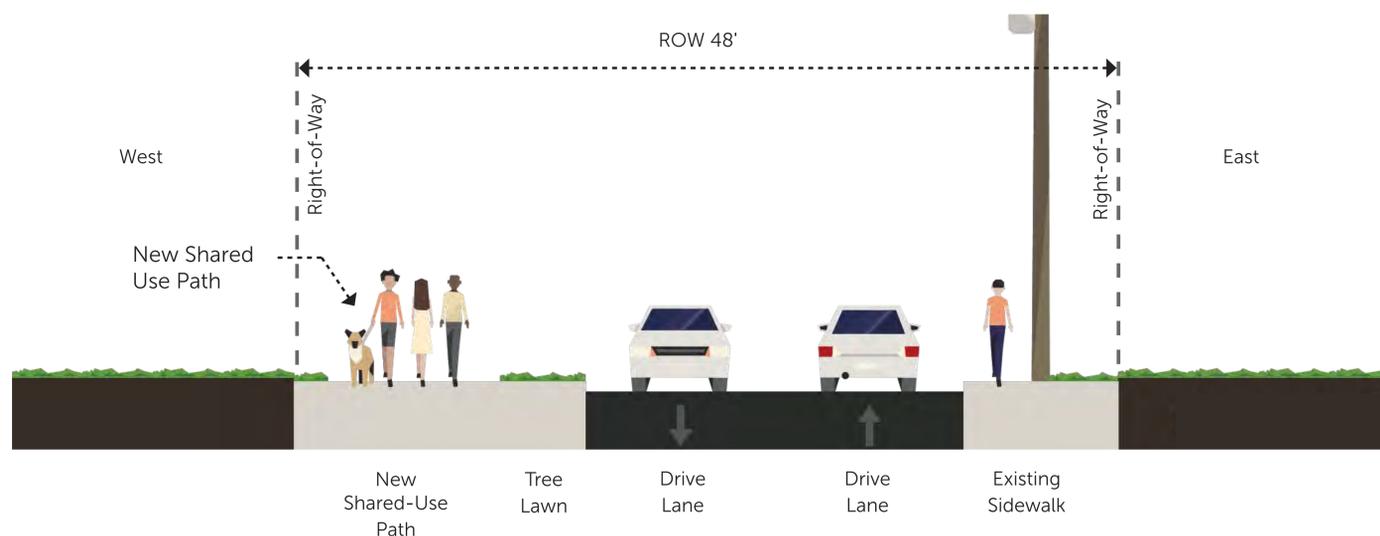
6. No Available Right-of-way this Segment

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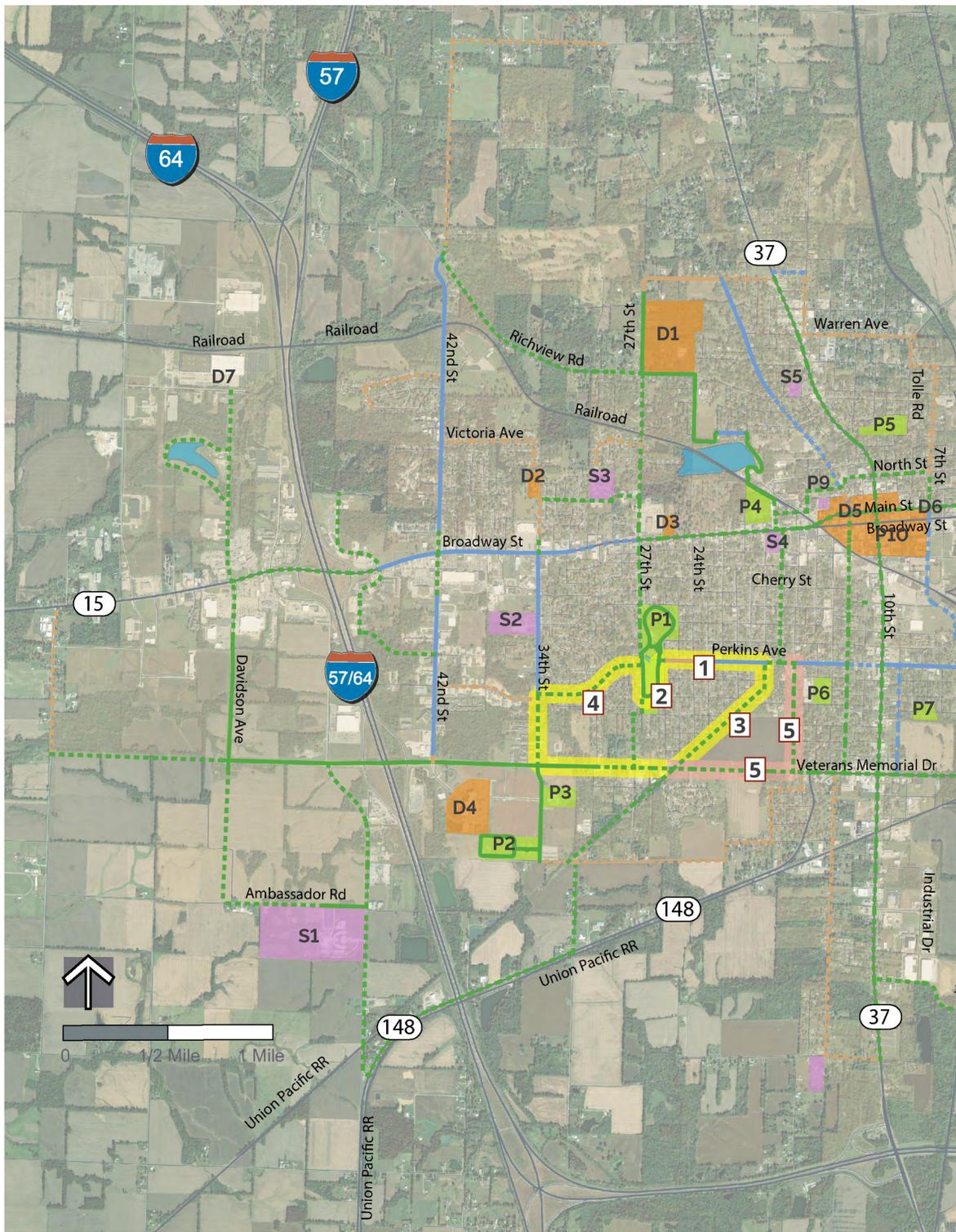
27th Street (Near Mannen): Existing Condition



27th Street (Near Mannen): Proposed Condition



Priority Option C: Perkins - Veterans Loop (with Alternate)



Summary

Total Length: Approx 3.1 miles.
 Approx 0.6 miles of existing path.
 Approx 2.5 miles of new path.

Strengths

Smaller loop, 5k distance.
 Doesn't cross any major streets.

Considerations

Perkins Ave has existing bike lanes and is fairly low BLTS. Shared use path would require loss of bike lanes and relocation of existing curb.

1. Perkins Avenue

Plan recommends keeping existing bike lanes on Perkins, so no shared use path on this segment.

2. Existing Path in Veterans Park

3. Former Railroad Right-of-Way

4. Jamison Blvd

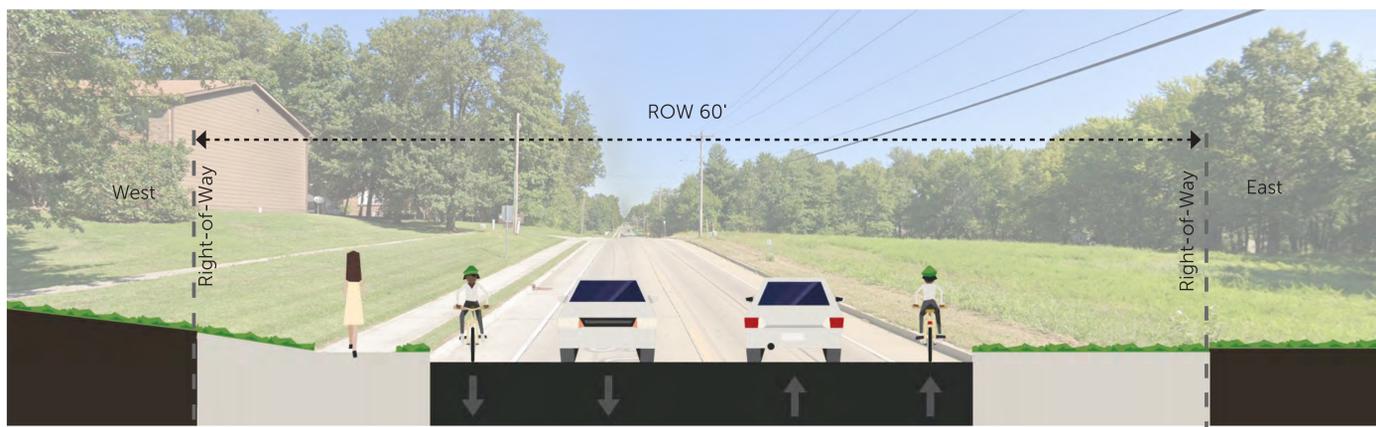
5. Alternate Alignment

Alternate alignment via 17th Street and Veterans Drive.

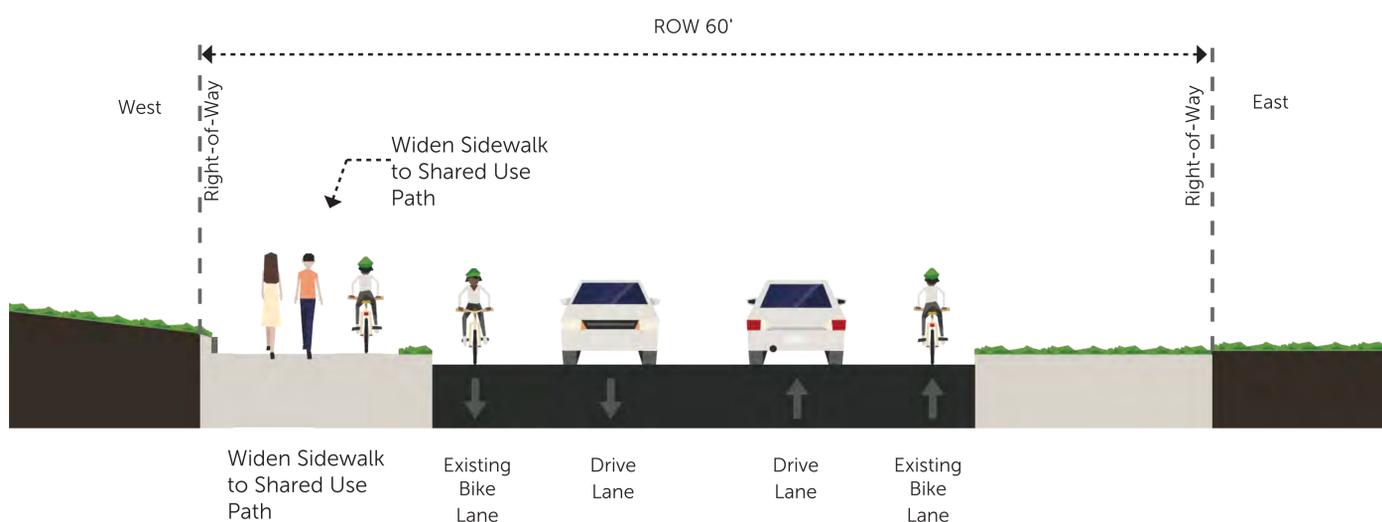
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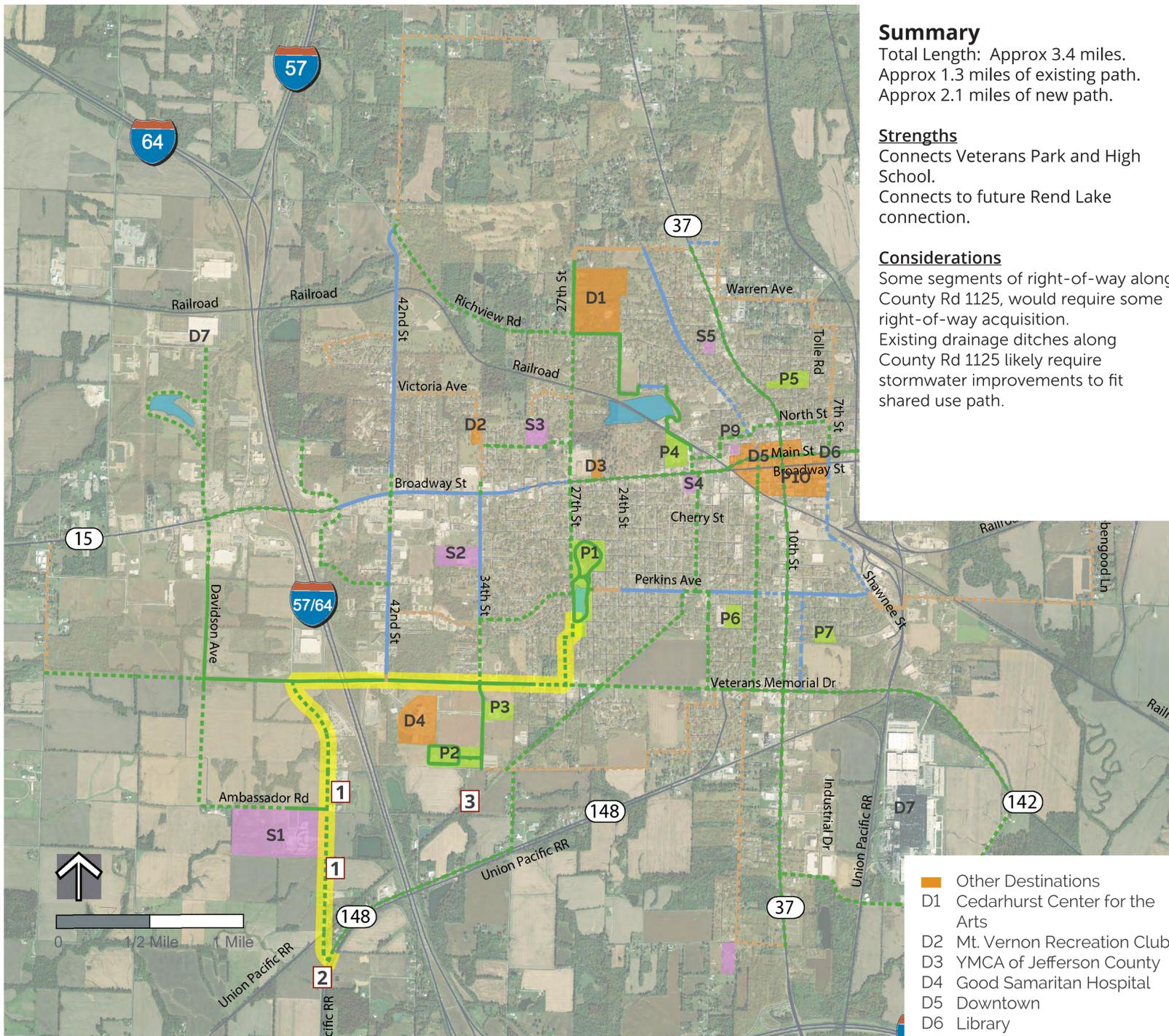
34th Street (North of Veterans): Existing Condition



34th Street (North of Veterans): Proposed Condition



Priority Option D: Veterans Park - High School - Rend Lake Connector



Summary

Total Length: Approx 3.4 miles.
 Approx 1.3 miles of existing path.
 Approx 2.1 miles of new path.

Strengths

Connects Veterans Park and High School.
 Connects to future Rend Lake connection.

Considerations

Some segments of right-of-way along County Rd 1125, would require some right-of-way acquisition.
 Existing drainage ditches along County Rd 1125 likely require stormwater improvements to fit shared use path.

1. County Rd 1125

Some segments of right-of-way along County Rd 1125, would require some right-of-way acquisition.
 Existing drainage ditches along County Rd 1125 likely require stormwater improvements to fit shared use path.

2. Connection to Rend Lake

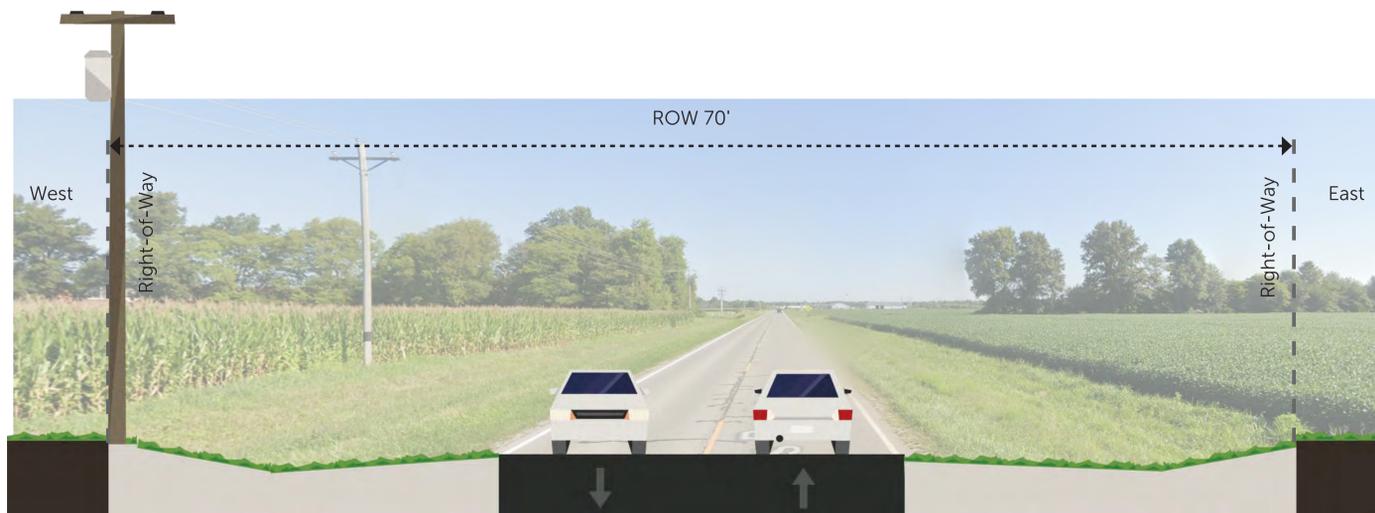
The end of the project is at the former railroad right-of-way. This railroad right-of-way is a connection to Rend Lake. The other alternative is to connect via IL148.

3. No Available Railroad Right-of-Way

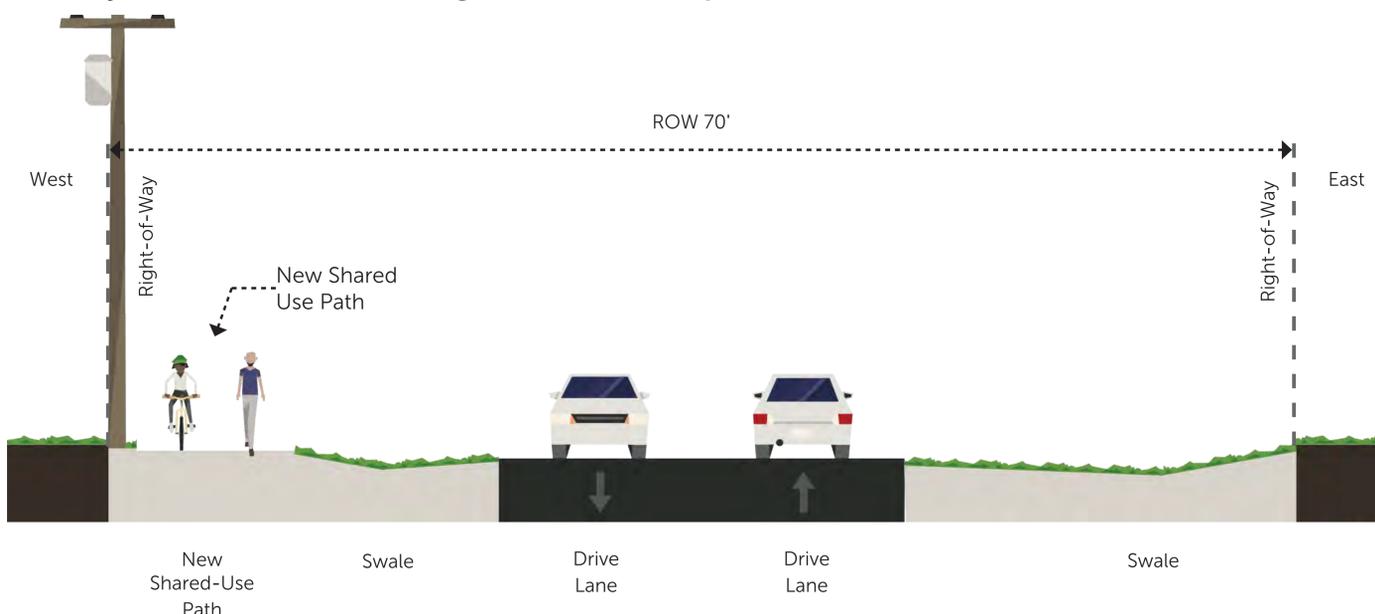
The ideal connection would be to utilize the former railroad corridor from Perkins Avenue. However, this segment, adjacent properties have acquired the former railroad ROW.

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County Rd 1125 (South of High School): Existing Condition



County Rd 1125 (South of High School): Proposed Condition



Priority Option E: Downtown via Fairfield Road

Summary

Total Length: Approx 1.0 miles

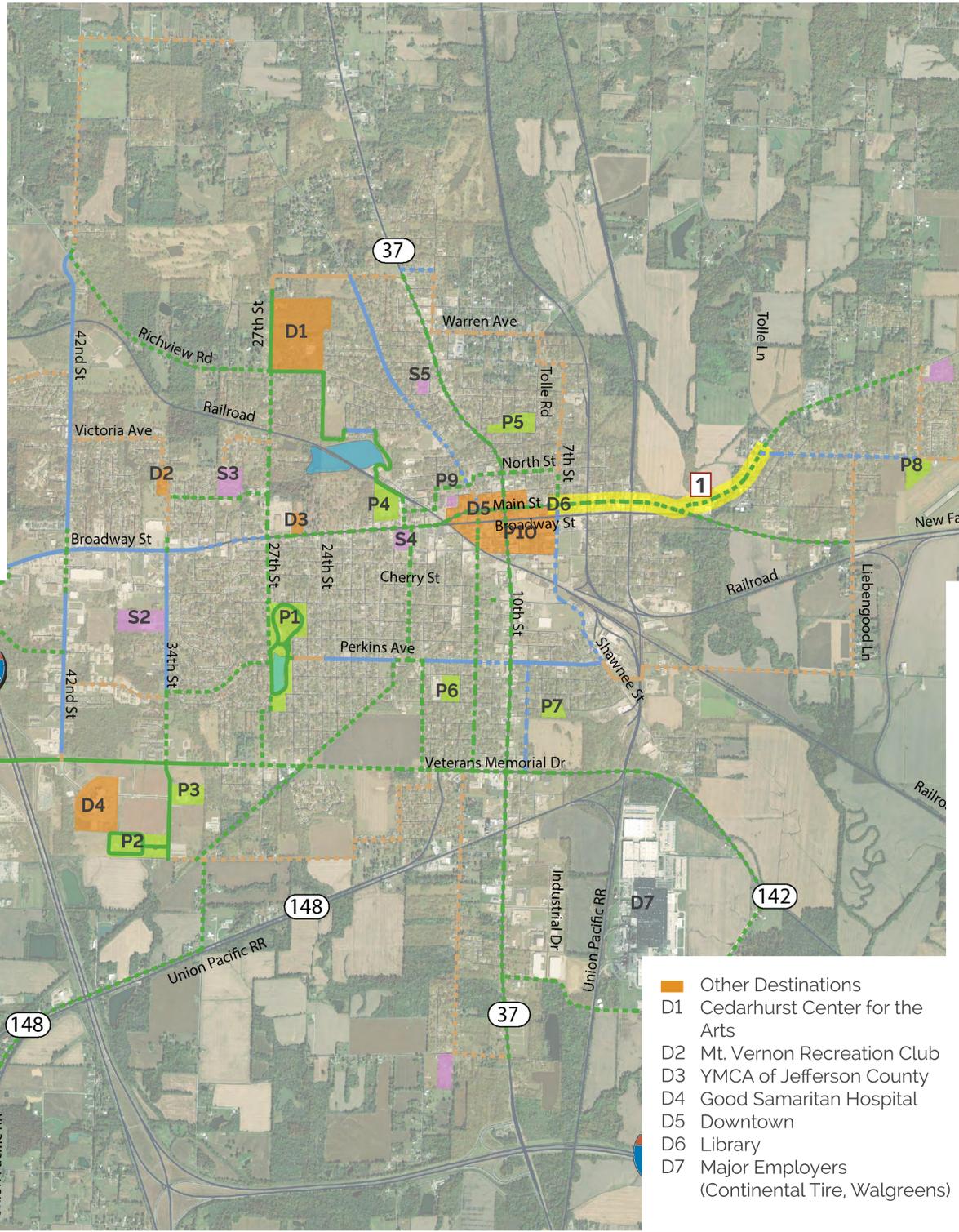
Strengths

Connects the east part of Mt. Vernon with downtown.

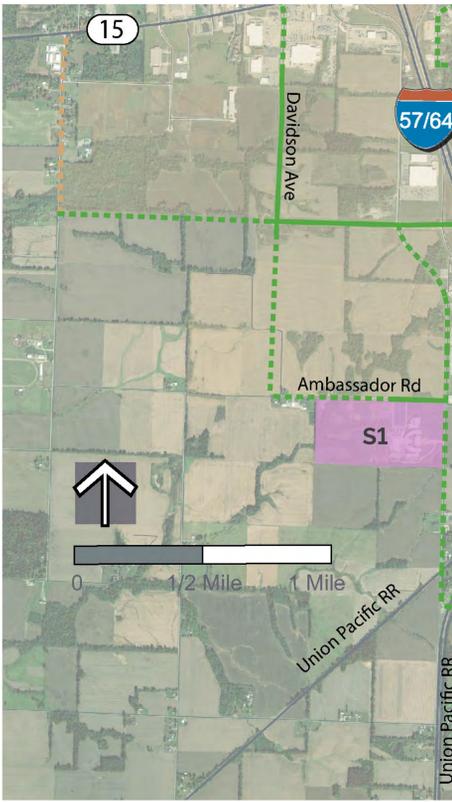
Considerations

Existing sidewalk along this segment.

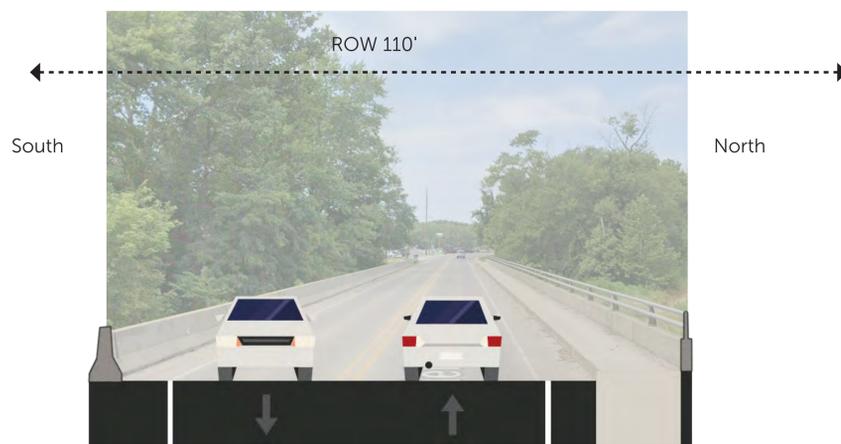
Existing bridge over Casey Fork not wide enough to accommodate shared use path.



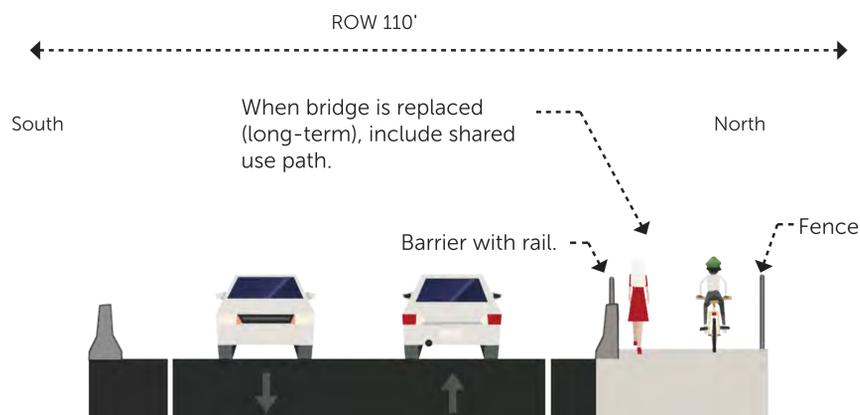
1. Bridge over Casey Fork
Existing bridge over Casey Fork is not wide enough to accommodate shared use path. New bridge would be a major project. Plan recommendation is to wait until bridge replacement as part of typical infrastructure replacement program.



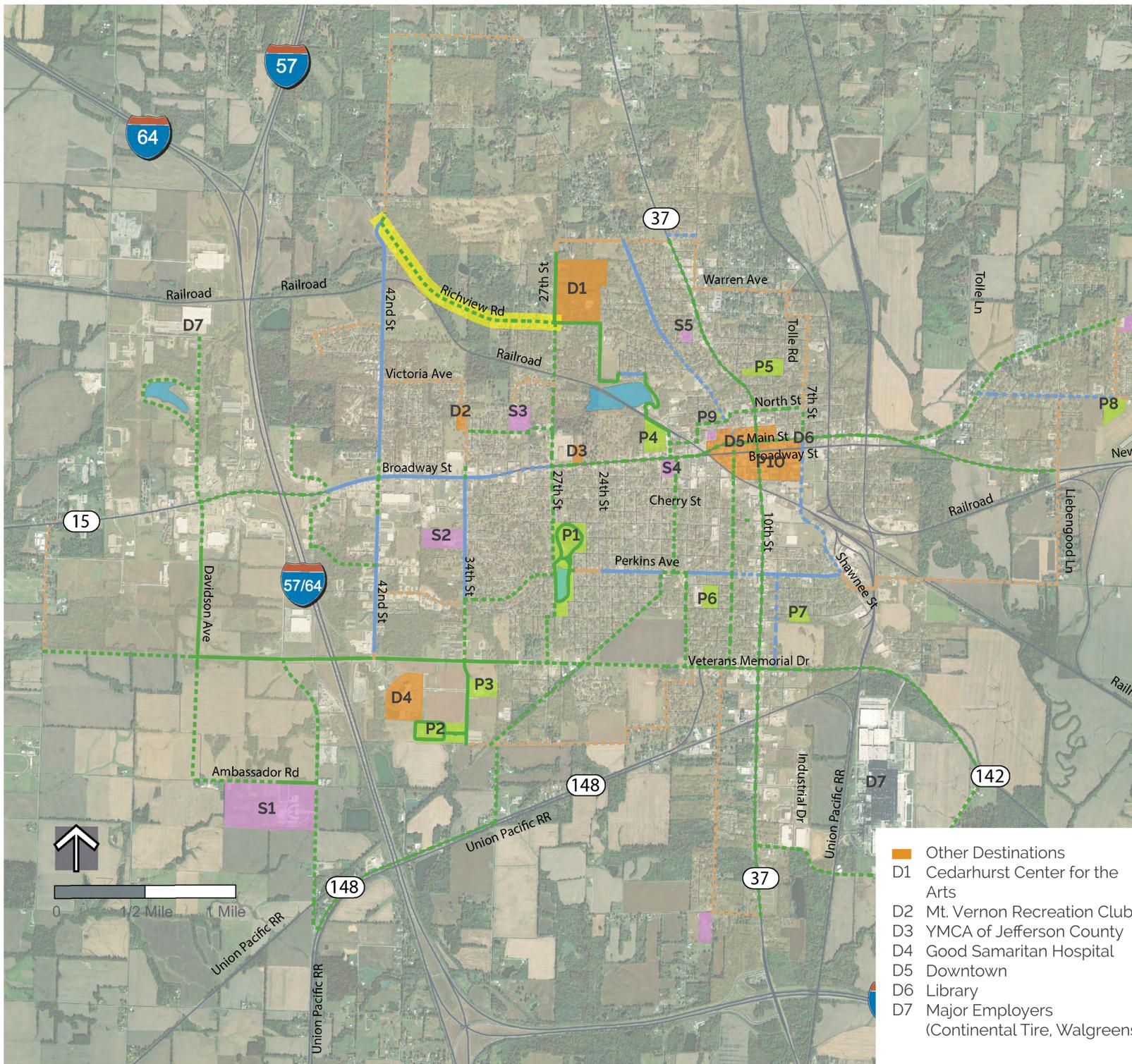
Fairfield Rd (Casey Fork Bridge): Existing Condition



Fairfield Rd (Casey Fork Bridge): Proposed Condition



Priority Option F: Richview Road Connector



Summary

Total Length: Approx 1.2 miles.

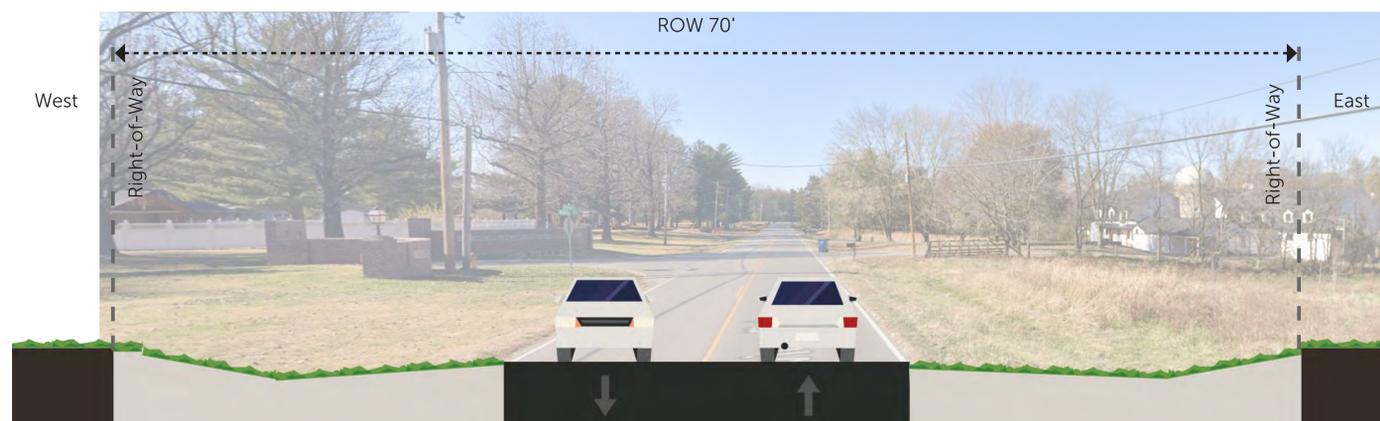
Strengths

There is not an existing low stress connection in this part of Mt. Vernon. Richview Rd has no shoulders and an existing BLTS of 4 (highest stress rating). A connection here would connect roads and neighborhoods to the north and west to Cedarhurst and the core of Mt. Vernon.

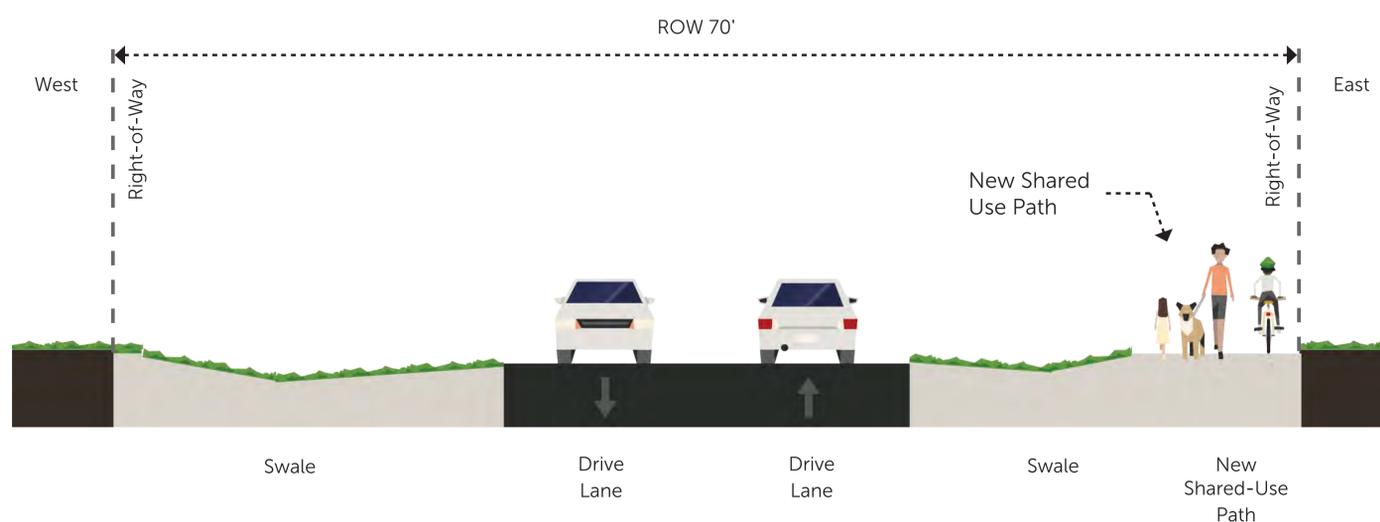
Considerations

Existing drainage ditches along Richview Rd likely require stormwater improvements to fit shared use path.

Richview Rd (West of 27th): Existing Condition



Richview Rd (West of 27th): Proposed Condition





Bicycle Master Plan



No Way, No How

Interested but Concerned

Enthused and Confident

Strong and Fearless



No desire to bicycle at all!

You enjoy bicycling, but are nervous about riding in traffic. You prefer bike trails and bike facilities separated from traffic.

You are comfortable riding in traffic, but prefer facilities like bike lanes.

You ride in all types of traffic, regardless of whether there are bike facilities.

What Type of Bicyclist Are You?

The majority of bicyclists (especially new bicyclists) fall within these two categories of "Interested but Concerned" and "Enthused and Confident". Bike facilities play a crucial role, not only in terms of functionality but also in creating a welcoming and inviting environment.



Bicycle Master Plan

Most Preferred	Applicable for Plan (When Shared Used Path isn't Possible)			Least Preferred
<p>Shared Use Path</p> <p><i>Separated Facility</i></p>	<p>Buffered Bike Lane</p> <p><i>On-Street</i></p>	<p>Bike Lane</p> <p><i>On-Street</i></p>	<p>Paved Shoulder</p> <p><i>On-Street</i></p>	<p>Shared Lane</p> <p><i>On-Street Shared Lane</i></p>

Types of Bike Facilities